

RECEIVED JAN 22 2014

*Farmers Cooperative Association*

*Eldorado, Quanah, Goodlett*

18587 Hwy 6 PO Box E

Eldorado, OK 73537

Ph: 580-633-2274 Fax: 580-633-2356

January 20, 2014

Gary Ridley  
Secretary of Transportation  
Oklahoma Turnpike Authority  
3500 N Martin Luther King Ave.  
Oklahoma City, Oklahoma 73111

Gary Ridley,

The Burlington Northern Santa Fe Railway (BNSF) approached the Farmers Cooperative Association of Eldorado in 1998 to build a shuttle facility at our Texas location. In 2010, after several years of work with the BNSF, the shuttle facility was built at our location in Eldorado, Oklahoma.

I believe you should strongly consider the BNSF Railway in the purchase of the line that runs between Tulsa and Oklahoma City called the Sooner Sub. The BNSF has been able to increase the profits for the farmers of Southwest Oklahoma by \$.30 per bushel on their wheat. Also, they have been able to give incentives and contracts to the Farmers Cooperative of Eldorado to help with the freight to deliver to destinations in the United States. Throughout the thirty-nine years that I have worked with the BNSF, I have always been pleased with the outstanding job they have done during wheat harvest.

If you allow a short line railroad to purchase the track, you would have to raise taxes in Oklahoma to repair the tracks and upgrade the rail. My suggestion is that you go with a class one railroad where the taxes will not increase on the families of Oklahoma because the class one railroad will be paying for the upkeep. Also, the freight rates would be cheaper on the BNSF than the short lines and the service would be ten times better. If the BNSF purchases the Sooner Sub between Tulsa and Oklahoma City, you will not have to increase taxes and you will receive better railroads, better rates and better service.

Thank you,



Barney Trammell  
General Manager

# *Farmers Cooperative Association*

*Eldorado, Quanah, Goodlett*

18587 Hwy 6 PO Box E

Eldorado, OK 73537

Ph: 580-633-2274 Fax: 580-633-2356

January 20, 2014

Michael Teague  
Secretary of Energy and Environment  
100 N Broadway Ave., #2350  
Oklahoma City, Oklahoma 73102

Michael Teague,

The Burlington Northern Santa Fe Railway (BNSF) approached the Farmers Cooperative Association of Eldorado in 1998 to build a shuttle facility at our Texas location. In 2010, after several years of work with the BNSF, the shuttle facility was built at our location in Eldorado, Oklahoma.

I believe you should strongly consider the BNSF Railway in the purchase of the line that runs between Tulsa and Oklahoma City called the Sooner Sub. The BNSF has been able to increase the profits for the farmers of Southwest Oklahoma by \$.30 per bushel on their wheat. Also, they have been able to give incentives and contracts to the Farmers Cooperative of Eldorado to help with the freight to deliver to destinations in the United States. Throughout the thirty-nine years that I have worked with the BNSF, I have always been pleased with the outstanding job they have done during wheat harvest.

If you allow a short line railroad to purchase the track, you would have to raise taxes in Oklahoma to repair the tracks and upgrade the rail. My suggestion is that you go with a class one railroad where the taxes will not increase on the families of Oklahoma because the class one railroad will be paying for the upkeep. Also, the freight rates would be cheaper on the BNSF than the short lines and the service would be ten times better. If the BNSF purchases the Sooner Sub between Tulsa and Oklahoma City, you will not have to increase taxes and you will receive better railroads, better rates and better service.

Thank you,



Barney Trammell  
General Manager





## TULSA CITY COUNCIL

November 7, 2013

The Honorable Governor Mary Fallin  
Oklahoma State Capitol  
2300 N. Lincoln Blvd., Room 212  
Oklahoma City, OK 73105

Governor Fallin,

The Tulsa City Council, along with the Tulsa Rail Advisory Committee, would like to request that the sale of the state-owned 97.5 mile, Oklahoma City – Sapulpa rail line known as “The Sooner Sub-line” be thoroughly investigated. We ask that the upmost transparency and openness be employed as consultation and study development proceeds.

The 1998 railroad purchase of 870 miles of rail property was considered essential to a strategic transportation corridor linking Oklahoma City and Tulsa. Since the purchase, ODOT has sold over half of the lines. While some of these lines are no longer needed, since some rural towns have decreased in population, the corridor between Tulsa and Oklahoma City, we believe, should not be sold. It is the only chance for passenger rail between the state’s population centers.

While ODOT has asked the Federal Railroad Administration for a \$2 billion regional high speed rail line, since 2010 the FRA has only allocated \$10 billion for all of the United States of America. While this is the ultimate goal of passenger rail, a private company has currently proposed to run a passenger line service multiple times a day, with no capital outlay from the state.

We love our state and only want to see it grow and prosper. We know that passenger rail on this line will further those goals. Thank you for your consideration in this matter.

Sincerely,

*David W. Steele*  
*Skip Steele*  
*Karen Miller*  
*David R. Henderson*  
*Janice Lee*

Tulsa City Councilors

CC: Secretary Ridley, Secretary Doerflinger, Secretary Lopez, Secretary Reese, Secretary Teague

*[Handwritten signature in green ink]*



600 N. Sunnyslane Rd.  
Oklahoma City, OK 73117  
Telephone: (405) 672-8855  
FAX: (405) 672-9334



Matt Ritchie, VP Materials  
Kenny Henderson, GM Greenhill Concrete  
Shawn Roberts, GM Greenhill Quarry  
Zac Brummel, GM OCM

## OKLAHOMA CONSTRUCTION MATERIALS

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January 7, 2014

Secretary Teague,

My name is Matt Ritchie and I am Vice President of Materials for Sherwood Construction. The materials division of Sherwood comprises a ready mixed concrete producer and rock quarry in Tulsa, as well as a rail transload facility in Oklahoma City called Oklahoma Construction Materials (OCM). This facility accepts shipments by rail of various construction aggregates and stockpiles them for resale. It is located at 600 N. Sunnyslane in Del City, and is serviced by the Stillwater Central Railroad. We are deeply concerned about the outcome of the Sooner Sub situation and the affects it could have on OCM's business as well as our quarry in Tulsa that supplies OCM.

WATCO and the Stillwater Central have been valued business partners for more than a decade. Sherwood and WATCO have jointly made significant capital investments over the years to improve the rail sidings at our locations and bolster our ability to service our customers. WATCO took on the Sooner Sub when it was all but abandoned and built a thriving customer base to the benefit of the State of Oklahoma. As one of those customers that benefited from WATCO's investment and vision, we hope that their past investments and success in developing this route are taken into account as a part of the State's decision process.

In addition to our loyalty to WATCO for all they have done for our businesses and the State of Oklahoma by successfully developing an underutilized asset, we are also concerned that our businesses would suffer if a Class I railroad were to gain full control of the Sooner Sub. While we do move a large amount of tons, our customers' shifting demands and the logistics of our sites dictate that we run shorter 'cuts' of cars than the Class I's are typically interested in hauling. We have negotiated with Class I's on different moves before, and the economics seem to change dramatically for them when they're asked to move 40 cars at a time, versus 90 car unit trains. Additionally, construction aggregates are low margin commodities and are sure to be de-prioritized in favor of unit trains of higher margin commodities that can absorb higher haul rates. WATCO built their business by handling the moves that the Class I's found less desirable, and our moves fit that description.

OCM's position in the aggregate market in Oklahoma City is not only important to Sherwood's business prospects, but also to the construction market in the area. The 500k to 600k tons of aggregates we import and sell each year in the market would have to be re-sourced should our rail transportation be lost or priced prohibitively. We sell to ready mixed concrete producers, asphalt producers, and contractors, most of who would be forced to realign their purchasing arrangements or be forced to significantly raise prices should OCM go away.





600 N. Sunnylane Rd.  
Oklahoma City, OK 73117  
Telephone: (405) 672-8855  
FAX: (405) 672-9334



Matt Ritchie, VP Materials  
Kenny Henderson, GM Greenhill Concrete  
Shawn Roberts, GM Greenhill Quarry  
Zac Brummel, GM OCM

## OKLAHOMA CONSTRUCTION MATERIALS

---

The Stillwater Central's management of the Sooner Sub has opened doors for businesses like OCM to thrive in markets to which they previously had no access. While we understand that the State of Oklahoma is obliged to make the best decision for its taxpayers, we hate the thought of a bidding war involving Class I railroads with vast capital reserves intent on bullying their way into a market that only exists thanks to WATCO's hard work. We urge you to give credit where credit is due and acknowledge that not only has WATCO done the legwork up until now, but we believe that the presence of a customer focused, short line provider in control of the Sooner Sub will be a greater long term benefit to Oklahoma and the industries that depend on this service to thrive.

Respectfully,

Matt Ritchie  
Vice President - Materials  
Sherwood Construction  
(918) 266-6861  
Email: [Matt.Ritchie@sherwood.net](mailto:Matt.Ritchie@sherwood.net)





Governor Mary Fallin  
Oklahoma State Capitol  
2300 N. Lincoln Blvd., Room 212  
Oklahoma City, OK 73105  
Attn: Denise Northrup

Governor Fallin:

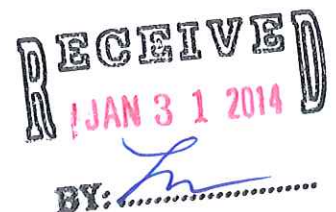
I am the City Manager in Stroud, OK and am well aware that the Oklahoma Department of Transportation has decided to proceed with the sale of the Sooner Subdivision Railroad which runs right through the middle of Stroud. The Sooner Sub, currently operated by the Stillwater Central Railroad is an asset to Stroud because of the connections that it provides to three Class I railroad carriers: Union Pacific, BNSF and Kansas City Southern Railroad. Selling the railroad to anyone other than the Stillwater Central Railroad will seriously jeopardize our ability to attract new businesses to Stroud because of captive access to only one railroad. In fact, some of the businesses in Stroud have told me they would be forced to relocate if a noncompetitive carrier were to own the line. That is not a risk you should be willing to take.

Working with the SLWC, Stroud has been able to attract numerous businesses to the area providing the citizens in Stroud well-paying jobs and security. The relationship that has been developed between the SLWC and Stroud cannot be ignored and I hope it will be taken into consideration when ODOT proceeds with the sale of the railroad.. As we continue to market Stroud to large and small companies alike, we want the Stillwater Central Railroad to be a part of our growth as they have been since they took over this line in 1998.

As this process moves forward, I urge you to keep the Stillwater Central Railroad as the operator of the Sooner Subdivision. Allowing any large carrier to operate the line would be devastating to our City's potential growth.

Sincerely,

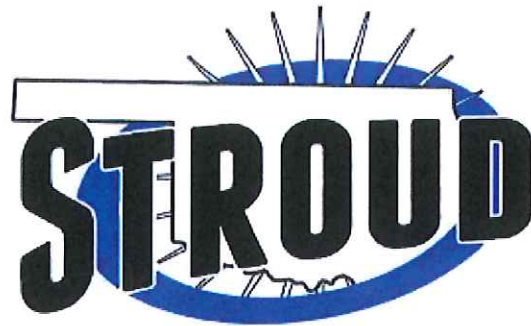
Tim Schook, City Manager,  
Director of Economic Development



**2,300,000 Oklahomans within a 65 Mile Radius \* The Winery and Grape Capital of Oklahoma**

[www.cityofstroud.com](http://www.cityofstroud.com)

**220 W. 2<sup>nd</sup> Street, PO Box 500 \* Stroud, Oklahoma 74079 \* City Action Line: (918) 968-2890**



**COME GROW WITH US**

CC:

Secretary Gary Ridley, Oklahoma Department of Transportation  
200 NE 21 st  
Oklahoma City, OK 73105

Secretary Preston Doerflinger, Oklahoma Department of Finance  
2300 N. Lincoln Blvd, Room 122  
Oklahoma City, OK 73105

Secretary Larry Parman, Oklahoma Department of Commerce  
900 N. Stiles  
Oklahoma City, OK 73104

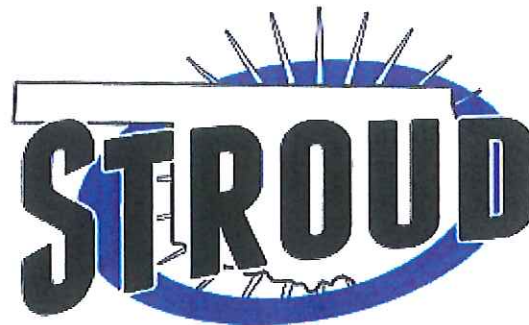
Secretary Jim Reese, Oklahoma Department of Agriculture  
2800 N. Lincoln Blvd  
Oklahoma City, OK 73105

Secretary Michael Teague, Oklahoma Department of Energy and Environment  
100 N. Broadway, Suite 2350  
Oklahoma City, OK 73102

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**220 W. 2<sup>nd</sup> Street, PO Box 500 \* Stroud, Oklahoma 74079 \* City Action Line: (918) 968-2890**



COME GROW WITH US

Governor Mary Fallin  
Oklahoma State Capitol  
2300 N. Lincoln Blvd., Room 212  
Oklahoma City, OK 73105  
Attn: Denise Northrup

Governor Fallin:

I am the Mayor of the City of Stroud, OK and am well aware that the Oklahoma Department of Transportation has decided to proceed with the sale of the Sooner Subdivision Railroad which runs right through the middle of Stroud. The Sooner Sub, currently operated by the Stillwater Central Railroad is an asset to Stroud because of the connections that it provides to three Class I railroad carriers: Union Pacific, BNSF and Kansas City Southern Railroad. Selling the railroad to anyone other than the Stillwater Central Railroad will seriously jeopardize our ability to attract new businesses to Stroud because of captive access to only one railroad. In fact, some of the businesses in Stroud have told me they would be forced to relocate if a noncompetitive carrier were to own the line. That is not a risk you should be willing to take.

Working with the SLWC, Stroud has been able to attract numerous businesses to the area providing the citizens in Stroud well-paying jobs and security. The relationship that has been developed between the SLWC and Stroud cannot be ignored and I hope it will be taken into consideration when ODOT proceeds with the sale of the railroad.. As we continue to market Stroud to large and small companies alike, we want the Stillwater Central Railroad to be a part of our growth as they have been since they took over this line in 1998.

As this process moves forward, I urge you to keep the Stillwater Central Railroad as the operator of the Sooner Subdivision. Allowing any large carrier to operate the line would be devastating to our City's potential growth.

Sincerely,

Debbie Garrett, Mayor

RECEIVED  
JAN 31 2014

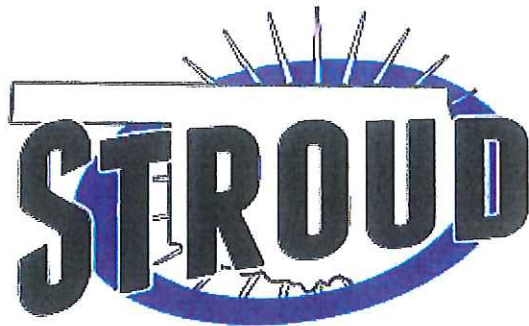
BY: .....

2,300,000 Oklahomans within a 65 Mile Radius \* The Winery and Grape Capital of Oklahoma

[www.cityofstroud.com](http://www.cityofstroud.com)

220 W. 2<sup>nd</sup> Street, PO Box 500 \* Stroud, Oklahoma 74079 \* City Action Line: (918) 968-2890





**COME GROW WITH US**

CC:

Secretary Gary Ridley, Oklahoma Department of Transportation  
200 NE 21 st  
Oklahoma City, OK 73105

Secretary Preston Doerflinger, Oklahoma Department of Finance  
2300 N. Lincoln Blvd, Room 122  
Oklahoma City, OK 73105

Secretary Larry Parman, Oklahoma Department of Commerce  
900 N. Stiles  
Oklahoma City, OK 73104

Secretary Jim Reese, Oklahoma Department of Agriculture  
2800 N. Lincoln Blvd  
Oklahoma City, OK 73105

Secretary Michael Teague, Oklahoma Department of Energy and Environment  
100 N. Broadway, Suite 2350  
Oklahoma City, OK 73102

**2,300,000 Oklahomas within a 65 Mile Radius \* The Winery and Grape Capital of Oklahoma**

**[www.cityofstroud.com](http://www.cityofstroud.com)**

**220 W. 2<sup>nd</sup> Street, PO Box 500 \* Stroud, Oklahoma 74079 \* City Action Line: (918) 968-2890**

MAIN OFFICE  
PHONE 580-846-9008  
FAX 580-846-9009

COOP STATION  
L.P.G. - GAS - DIESEL  
PHONE 580-846-9079



P. O. BOX 8

LONE WOLF, OKLAHOMA 73655

January 29, 2014

Governor Mary Fallin  
Oklahoma State Capitol  
2300 N Lincoln Blvd., Room 212  
Oklahoma City OK 73105

Cc: Secretary Gary Ridley, Oklahoma Department of Transportation  
Secretary Preston Doerflinger, Oklahoma Department of Finance  
Secretary Larry Parman, Oklahoma Department of Commerce  
Secretary Jim Reese, Oklahoma Department of Agriculture  
Secretary Michael Teague, Oklahoma Department of Energy and Environment

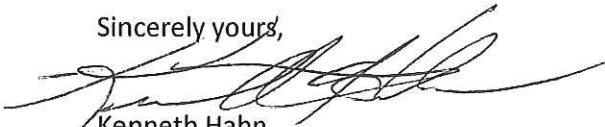
Dear Governor Fallin:

My name is Kenny Hahn and I am the General Manager of Planters Cooperative Association, headquartered out of Lone Wolf, Oklahoma. Planters is one of the two largest cooperatives serving the grain producers of the great state of Oklahoma and has been in business since 1929. Excellent rail service is a huge part of providing the means necessary for producers in this state to continue to succeed.

The Stillwater Central Railroad gives Planters access to the Union Pacific Railroad which continues to provide extremely competitive rail rates. Planters has spent in excess of \$1,200,000.00 to construct storage and rail load out facilities in order to be able to access the UP rates. I understand that the Oklahoma Department of Transportation plans to proceed with the sale of the Sooner Sub which is currently operated by the Stillwater Central Railroad. If this rail system is sold to a large railroad that will not provide competitive rates, it could devastate the economy in the areas it serves. I want to encourage you to sell the Sooner Sub to the Stillwater Central Railroad. This would be a wise choice for the economic structure of grain shipment for southwest Oklahoma as well as other shipping needs throughout the state.

Planters Cooperative Association fully supports the Stillwater Central Railroad in their endeavor to purchase the Sooner Sub. If you have any questions concerning the importance of the rail system and competitive rates to the agricultural business, please don't hesitate to contact me.

Sincerely yours,

  
Kenneth Hahn  
General Manager

KH:jb

Altus Branch  
580-482-7100  
Fax 580-482-9436

Hobart Branch  
580-726-3353  
Fax 580-726-2906

Roosevelt Branch  
580-639-2262  
Fax 580-639-2022

RECEIVED  
JAN 31 2014

BY: .....

# Town of Jones City

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110 E Main Street  
Jones, Oklahoma  
405.399.5301

Secretary Larry Parman,  
Oklahoma Department of Commerce  
900 N. Stiles  
Oklahoma City, OK 73104

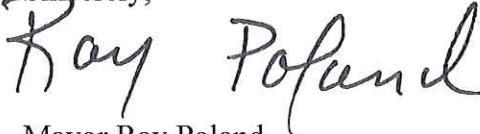
Mr. Parman

I am the Mayor in the Town of Jones City, OK and have recently learned that the Oklahoma Department of Transportation has decided to proceed with the sale of the Sooner Subdivision Railroad which runs right through the middle of Jones. The section of track, currently operated by the Stillwater Central Railroad is an asset to Jones because of the connections that it provides to three Class I railroad carriers: Union Pacific, BNSF and Kansas City Southern Railroad. Selling the railroad to anyone other than the Stillwater Central Railroad will seriously jeopardize our ability to attract new businesses to Jones because of captive access to only one railroad.

The Stillwater Central Railroad has been a great partner with us over the past 15 years and has worked cooperatively with our town to help us grow and attract new business. As we continue to market our town to large and small companies alike, we want the Stillwater Central Railroad to be a part of our growth as they have been since they took over this line in 1998.

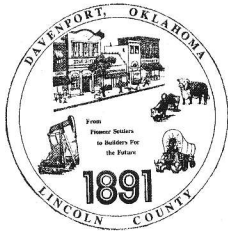
As this process moves forward, I urge you to keep the Stillwater Central Railroad as the operator of the Sooner Subdivision. Allowing any large carrier to operate the line would be devastating to our town.

Sincerely,

A handwritten signature in black ink that reads "Ray Poland". The signature is written in a cursive, flowing style.

Mayor Ray Poland





## TOWN OF DAVENPORT

PO Box 279, Davenport, OK 74026

Phone: 918-377-2235

Fax: 918-377-2650

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Tuesday, January 7, 2014

Governor Mary Fallin  
Oklahoma State Capitol  
2300 N. Lincoln Blvd., Room 212  
Oklahoma City, OK 73105


Governor Fallin:

The Town of Davenport, OK has recently learned that the Oklahoma Department of Transportation has decided to proceed with the sale of the Sooner Subdivision Railroad which runs right through the middle of Davenport. The section of track, currently operated by the Stillwater Central Railroad is an asset to Davenport because of the connections that it provides to three Class I railroad carriers: Union Pacific, BNSF and Kansas City Southern Railroad.

The Stillwater Central Railroad has been a great partner with us over the past 15 years and has worked cooperatively with our Town to help us grow and attract new business. As we continue to market Davenport to large and small companies alike, we want the Stillwater Central Railroad to be a part of our growth as they have been since they took over this line in 1998.

As this process moves forward, I urge you to keep the Stillwater Central Railroad as the operator of the Sooner Subdivision.

Sincerely,

  
Mayor

# City of Chandler

---

414 Manvel Ave.  
Chandler, OK 74834

405-258-3200  
Fax: 405-258-3203  
[www.chandlerok.com](http://www.chandlerok.com)

January 2, 2014

Governor Mary Fallin  
Oklahoma State Capitol  
2300 N. Lincoln Blvd., Room 212  
Oklahoma City, OK 73105

Governor Fallin:

I am the City Manager in Chandler, OK and have recently learned that the Oklahoma Department of Transportation has decided to proceed with the sale of the Sooner Subdivision Railroad which runs right through the middle of Chandler. The section of track, currently operated by the Stillwater Central Railroad is an asset to Chandler because of the connections that it provides to three Class I railroad carriers: Union Pacific, BNSF and Kansas City Southern Railroad. Selling the railroad to anyone other than the Stillwater Central Railroad will seriously jeopardize our ability to attract new businesses to Chandler because of captive access to only one railroad.

The Stillwater Central Railroad has been a great partner with us over the past 15 years and has worked cooperatively with our City to help us grow and attract new business. As we continue to market Chandler to large and small companies alike, we want the Stillwater Central Railroad to be a part of our growth as they have been since they took over this line in 1998.

As this process moves forward, I urge you to keep the Stillwater Central Railroad as the operator of the Sooner Subdivision. Allowing any large carrier to operate the line would be devastating to our City's potential growth.

Sincerely,

A handwritten signature in blue ink that reads "James Melson". The signature is fluid and cursive, with the first name "James" and last name "Melson" clearly legible.

James Melson  
City Manager

Tim Wagner  
Colata Harlan  
426 Poplar Avenue  
Yukon, OK 73099  
(405) 354-3189  
hwinc@cox.net

Secretary of Commerce  
Larry V. Parman  
OK Department of Commerce  
900 N Stiles Ave.  
Oklahoma City, OK 73104

Dear Secretary Parman:

Continuing to sell state-owned rail lines is clearly a step in the wrong direction, if Oklahoma wants to join other progressive, economically competitive cities like Dallas—Fort Worth, which have functional public transportation systems that contribute substantially to economic development.

The remaining state-owned rail must not be sold off by the Oklahoma Department of Transportation. The state bought that rail only a couple decades ago. These miles are essential to a statewide passenger rail system, which could be operating sooner rather than later between Oklahoma City and Tulsa because most of the rail is already in place.

The state of Oklahoma can test the public transit waters with conventional rail at the same time that the ODOT completes yet another study ostensibly with the intention of implementing high speed rail at some point in the future.

Meanwhile, people could be riding between our major cities.

We have the potential to attract businesses from cities with public transit systems and boost sales tax revenues like Dallas-Fort Worth did 15<sup>th</sup> years ago. In the early days, north Texas cities that got on board realized sales tax increases of \$12 for every \$1 that was invested. They know the bump was due to public transit because cities that said "no" did not get these increases.

Please say no to the sale of state-owned rail assets and yes to expanded public transit options that will generate sales tax revenue and attract young, innovative business owners to Oklahoma.

Thank you,

  
Tim Wagner

  
Colata Harlan



# KANSAS CITY SOUTHERN

MAILING ADDRESS: P O BOX 219335 • KANSAS CITY MO 64121-9335

DAVID L. STARLING

PRESIDENT AND  
CHIEF EXECUTIVE OFFICER

January 28, 2014



FOUNDED 1887  
www.kcsouthern.com

The Honorable Mary Fallin  
Governor, State of Oklahoma  
Oklahoma State Capitol  
2300 N. Lincoln Blvd., Room 212  
Oklahoma City, OK 73105

RECEIVED  
JAN 31 2014  
DIRECTOR'S OFFICE

Attn: Denise Northrup

Dear Governor Fallin:

Kansas City Southern (KCS) is aware of The Oklahoma Department of Transportation's (ODOT's) current bid process regarding the possible sale of the state's Sooner Subdivision rail line. KCS has operations in eastern Oklahoma and has critically important interchanges with other Oklahoma rail carriers from this line. KCS interchanges with the South Kansas and Oklahoma Railroad (SKOL), providing vital Oklahoma shipper access to KCS' North American rail network.

KCS is proud to have operated in Oklahoma for nearly 125 years. In that time we have worked to create value for Oklahoma shippers by delivering quality service and by connecting them to our rail network that now spans the central United States, Mexico and beyond. Having good short line railroads, like the Stillwater Central Railroad (SLWC), who can interchange traffic to our network and others, as is the case for shippers along the Sooner Sub today, creates tremendous value for shippers and the people of Oklahoma. It helps keep these communities competitive for future jobs and investment.

KCS believes that the best interest of the state, its rail shippers and communities along the rail line would be served through some kind of long-term lease with the current operator of the Sooner Subdivision to allow for a continued focus on growing business, serving shippers, and creating economic development along the line. However, if ODOT decides to go through with a sale of the line as contemplated under the current bid process, KCS believes that the state's central concern should be to ensure that a **neutral short line carrier** operates the line to ensure equal and fair access to all three western U.S. Class I Carriers, avoiding the adverse impact on shippers and communities along the line that would result from allowing the line to be closed by a single Class I carrier. Allowing shippers along the line to retain access to *all three* western Class I carriers is in the public interest.

Any sale of the line should carefully consider the impact of the sale on the shippers and communities along the line who currently have access to all three western Class I carriers today but could lose that access due to the sale.

Watco Companies has operated the Sooner Sub for the past 15 years, and has worked closely with KCS to grow rail service and traffic over the line. Together, KCS and Watco have marketed the central Oklahoma region for economic development which is of primary importance to the local communities along the line.

Maintaining access to shippers located on the Sooner Sub for the movement of crude oil and other commodities by more than just one Class I carrier is essential for Oklahoma's growth and for the competitiveness of facilities built along the line. That access will be gone if a single Class I railroad is the operator of the line. KCS currently uses the SLWC's sister railroad, SKOL to gain access into the Oklahoma market, opening that market up to all of the origins, destinations, and interchanges on KCS.

Watco has been a tremendous partner with the State of Oklahoma and should retain the line which they have grown from zero carloads to just under 30,000 carloads. Selling this line to another Class I railroad has the

potential to eliminate rail competition throughout central Oklahoma and chase away some of the smaller volume customers who currently ship on the Sooner Sub.

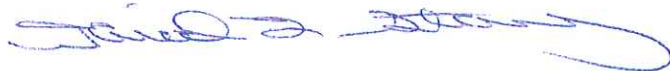
A neutral short line carrier, like Watco's Stillwater Central, that equitably serves all connecting Class I's has the greatest certainty of providing service and competition to central Oklahoma and allowing its economy to grow.

Since 1998 the Stillwater Central has put more than \$16 million of its own money into the Sooner Sub to make moving freight by rail in central Oklahoma safer and more reliable. As the SLWC continues to plan for its long term future in the State, the State must provide that same certainty to local businesses that choose to ship by rail in Oklahoma and benefit from the competition that the Stillwater Central provides.

Kansas City Southern urges you and ODOT to keep these critical factors in mind as you review the bids for the Sooner Subdivision and remember the vital role that a short line operator like Watco's Stillwater Central Railroad provides by providing nondiscriminatory interchange to all Class I's, keeping the line competitive and vital for future economic growth of Oklahoma.

Please let us know if you have any questions or if there is anything more we can do to support this approach to ODOT's sale process.

Very sincerely,



David L. Starling  
President & Chief Executive Officer

cc:

✓ Secretary Gary Ridley, Oklahoma Department of Transportation  
200 NE 21 st  
Oklahoma City, OK 73105

Secretary Preston Doerflinger, Oklahoma Department of Finance  
2300 N. Lincoln Blvd, Room 122  
Oklahoma City, OK 73105

Secretary Larry Parman, Oklahoma Department of Commerce  
900 N. Stiles  
Oklahoma City, OK 73104

Secretary Jim Reese, Oklahoma Department of Agriculture  
2800 N. Lincoln Blvd  
Oklahoma City, OK 73105

Secretary Michael Teague, Oklahoma Department of Energy and Environment  
100 N. Broadway, Suite 2350  
Oklahoma City, OK 73102



# HAWKS LOGISTICS

1120 Bankside Circle  
Edmond, OK 73012  
405/340-3395  
405/203-5689

RECEIVED  
JAN 31 2014  
DIRECTOR'S OFFICE

January 28, 2014

Governor Mary Fallin  
Oklahoma State Capitol  
2300 N. Lincoln Blvd., Room 212  
Oklahoma City, OK 73105

Attn: Denise Northrup

Governor Fallin:

Hawks Logistics, inc is in strong support of Watco's proposal to purchase the Sooner Sub from the State of Oklahoma. The State of Oklahoma will be better served by allowing Watco, the short line railroad owner that has built this abandoned line into a viable railroad, to continue to serve the State and its customers as it has done.

The State of Oklahoma displayed great wisdom when it purchased abandoned lines from the Class I railroads and leased them to short line railroads. By doing that, manufacturers on the short lines were able to continue or start new businesses utilizing rail as a low-cost form of transportation. Because of this action, Oklahoma is one of the few states in the United States where less than 50% of the manufacturers in the state are captive to a Class I railroad.

Currently, there is an action before the Surface Transportation Board of the United States listed as Ex Parte 711. Shippers and others served by the railroads in the United States determined that there was a need to develop competition among the Class I railroads. When a company is captive to a Class I railroad they do not enjoy competitive rates from the railroad that serves them. With the short line connections to multiple Class I railroads, most of the shippers in the State of Oklahoma enjoy competitive rates

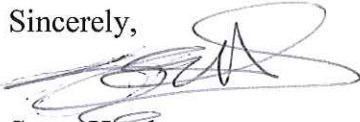
Because the Stillwater Central (SLWC) offers connections to three Class I railroads and a number of short lines, they can attract customers to the line who would otherwise not be able to benefit from competitive prices. If this line is sold to another carrier, many of the customers currently being served by the Stillwater Central may be forced to locate to other sites that offer a competitive rail connection. This will take jobs and money out of our State's economy.



Hawks Logistics, inc. is a service-disabled veteran-owned small business. We have been a consulting firm in the logistics industry for 14 years in Oklahoma. I personally have over 47 years in the industry. I am a certified member of the American Society of Transportation and Logistics, a board member of the National Industrial Transportation League, a member of the National Defense Transportation Association, and was born and raised an Oklahoman. I received my undergraduate degree from the University of Oklahoma and have taught there and at several colleges and universities including Oklahoma State University's Oklahoma City campus.

We believe that it is in the best interest of the state of Oklahoma to support Watco and the Stillwater Central Railroad's proposal because of the service that they have displayed to their many customers in the state of Oklahoma.

Sincerely,



Steve Hawks  
President

CC:

Secretary Gary Ridley, Oklahoma Department of Transportation  
200 NE 21 st  
Oklahoma City, OK 73105

Secretary Preston Doerflinger, Oklahoma Department of Finance  
2300 N. Lincoln Blvd., Room 122  
Oklahoma City, OK 73105

Secretary Larry Parman, Oklahoma Department of Commerce  
900 N. Stiles  
Oklahoma City, OK 73104

Secretary Jim Reese, Oklahoma Department of Agriculture  
2800 N. Lincoln Blvd.  
Oklahoma City, OK 73105

Secretary Michael Teague, Oklahoma Department of Energy and Environment  
100 N. Broadway, Suite 2350  
Oklahoma City, OK 73102



*Richard D. Bertel*  
*Chairman and Chief Executive Officer*

Via Federal Express

January 27, 2014

Mr. Gary Ridley  
Secretary of Transportation  
**OKLAHOMA DEPARTMENT OF TRANSPORTATION**  
200 N.E. 21<sup>st</sup> Street  
Oklahoma City, OK 73105

**RECEIVED**  
**JAN 31 2014**  
**DIRECTOR'S OFFICE**

**RE: Sooner Subdivision Railroad Sale**  
**Request for Proposal – November 1, 2013**

Dear Secretary Ridley:

On behalf of Rio Grande Pacific Corporation I am writing this letter confirming our support for the Stillwater Central Railroad purchase of the Sooner Subdivision; or alternatively, their being selected to remain the operator under continued Oklahoma Department of Transportation ownership for an extended time into the future.

Early on, we had expressed our serious interest in the Request for Proposal dated November 1, 2013 regarding the sale of the Sooner Subdivision Railroad. As an experienced shortline rail operator in Oklahoma and longtime partner with O.D.O.T through our Wichita, Tillman & Jackson Railway subsidiary, we believed, among other things, that we could provide service that would allow continued access for Oklahoma shippers to multiple Class I carriers with an efficiency that would serve the interests of the State of Oklahoma and the Oklahoma shipper community.

After considerable study of the opportunity, however, we have elected not to provide an offer to the Request for Proposal at this time. Our opinion remains that operation of the subject rail line by a shortline is still the best competitive option for the State of Oklahoma and the shipper community. It is also our view that the Stillwater Central Railroad has been a seasoned steward of the rail line and has the support of the vast majority of the shipper community. Under these circumstances, we believe that the interests of the State of Oklahoma and its citizens will be best served by the Stillwater Central Railroad continuing to operate this rail line.

We strongly believe that a transaction which retains ownership by the State, could provide far superior overall benefits and returns to the State than a sale, given the importance of the burgeoning energy markets in and around Cushing, and its importance to State and National energy interests.

With Best Regards,

**RIO GRANDE PACIFIC CORPORATION**

  
Richard D. Bertel  
RDB/dg



# W.H.B. GRAIN & SUPPLY COMPANY, LLC

**TUTTLE**  
GRAIN & SUPPLY  
P.O. BOX 420  
TUTTLE, OK 73089  
(405) 381-3937

**POCASSET**  
GRAIN & SUPPLY  
200 N. MAIN ST.  
POCASSET, OK 73079  
(405) 459-6565

**MINCO**  
ELEVATOR & SUPPLY  
P.O. BOX 432  
MINCO, OK 73059  
(405) 352-0882

**RECEIVED**

**JAN 31 2014**

January 27, 2014

**DIRECTOR'S OFFICE**

Governor Mary Fallin  
Oklahoma State Capitol  
2300 N. Lincoln Blvd., Room 212  
Oklahoma City, OK 73015  
Attn: Denise Northrup

CC: Secretary Gary Ridley, Oklahoma Department of Transportation  
Secretary Preston Doerflinger, Oklahoma Department of Finance  
Secretary Larry Parman, Oklahoma Department of Commerce  
Secretary Jim Reese, Oklahoma Department of Agriculture  
Secretary Michael Teague, Oklahoma Department of Energy and Environment  
Oklahoma Transportation Commission

Dear Governor Fallin:

My name is Garry Hinrichs and I am the General Manager of WHB Grain and Supply Co. LLC. WHB Grain and Supply owns and operates 3 country elevator locations. One in Tuttle Oklahoma, one in Minco Oklahoma and one in Pocasset Oklahoma. We serve a large trade area of mostly farmers and ranchers, supplying crop inputs and receiving grain at harvest time.

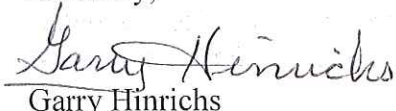
Our Tuttle location is served by the Sooner Sub, operated by the Stillwater Central Railroad. It is my understanding that the Department of Transportation is going forward with its plan to sell the Sooner Sub. WHB Grain and Supply Co. LLC fully supports the sale of the Sooner Sub to Stillwater Central Railroad.

When the Tuttle location was purchased in 1985, the Burlington Northern Santa Fe was serving this location. Rail rates were not competitive and the railroad was not interested in doing business with us. When the Stillwater Central took over operations, they actually wanted to do business with us, and lowered rail rates to a competitive level. We now use the Sooner Sub on a regular basis, shipping between 75 and 125 cars of wheat yearly from our three locations.

The Stillwater Central has worked very diligently to encourage new business along the Sooner Sub. There has been a chemical facility and a pipe yard added to the businesses on the line. As we all know, new business means more jobs for the area and a boost for the local economy.

Based on past experience, we believe that a class I railroad purchasing the Sooner Sub would lead to higher rates, and less service. Again, the Stillwater Central has worked with existing businesses and brought new businesses along the Sooner Sub to increase the value of the line. We fully support the Stillwater Central Railroad's bid to purchase the Sooner Sub.

Sincerely,



Garry Hinrichs  
General Manager  
WHB Grain and Supply Co. LLC





RECEIVED  
JAN 31 2014  
DIRECTOR'S OFFICE

Governor Mary Fallin  
Oklahoma State Capitol  
2300 N. Lincoln Blvd., Room 212  
Oklahoma City, OK 73105  
Attn: Denise Northrup

Governor Fallin:

I am the President of the Chamber of Commerce in the City of Stroud, OK and am well aware that the Oklahoma Department of Transportation has decided to proceed with the sale of the Sooner Subdivision Railroad which runs right through the middle of Stroud. The Sooner Sub, currently operated by the Stillwater Central Railroad is an asset to Stroud because of the connections that it provides to three Class I railroad carriers: Union Pacific, BNSF and Kansas City Southern Railroad. Selling the railroad to anyone other than the Stillwater Central Railroad will seriously jeopardize our ability to attract new businesses to Stroud because of captive access to only one railroad. In fact, some of the businesses in Stroud have told me they would be forced to relocate if a noncompetitive carrier were to own the line. That is not a risk you should be willing to take. Working with the SLWC, The City of Stroud along with the Chamber has been able to attract numerous businesses to the area providing the citizens in Stroud well-paying jobs and security. The relationship that has been developed between the SLWC and Stroud cannot be ignored and I hope it will be taken into consideration when ODOT proceeds with the sale of the railroad.. As we continue to market Stroud to large and small companies alike, we want the Stillwater Central Railroad to be a part of our growth as they have been since they took over this line in 1998.

As this process moves forward, I urge you to keep the Stillwater Central Railroad as the operator of the Sooner Subdivision. Allowing any large carrier to operate the line would be devastating to our City's potential growth. Sincerely,

Rick Craig, Stroud Chamber President

Sincerely,

Rick Craig, President  
918-605-9981



## CO-OP SERVICES, INC.

"SERVICE IS OUR MIDDLE NAME"

P.O. BOX 2187  
LAWTON, OK 73502  
580 - 355-3700  
FAX: 580 - 355-3705

CHATTANOOGA, OK  
580 - 597-3372  
FAX: 580 - 597-2511

GRANDFIELD, OK  
580 - 479-5288  
FAX: 580 - 479-3154

Governor Mary Fallin  
Oklahoma State Capitol  
2300 N. Lincoln Blvd. Room 212  
Oklahoma City, OK 73105  
Attn: Denise Northrup

CC: Secretary Gary Ridley, Oklahoma Department of Transportation  
Secretary Preston Doerflinger, Oklahoma Department of Finance  
Secretary Larry Parman, Oklahoma Department of Commerce  
Secretary Jim Reese, Oklahoma Department of Agriculture  
Secretary Michael Teague, Oklahoma Department of Energy and Environment  
Oklahoma Transportation Commission

Dear Governor Fallin:

My name is Charlie Swanson, the General Manager of COOP SERVICES, INC., a cooperative grain elevator for farmers. We have three locations here in southwest Oklahoma that provide services to our area farmers. One of those services is the ability to market their wheat and ship it to market. Sooner Sub, which is operated by Stillwater Central Railroad, allows us to make that possible for our customers. The rail line makes moving wheat, in railcars, much more convenient than having numerous trucks come in and load wheat. We can roughly move three truckloads of wheat in one rail car. We are a small business, and competitive rates are very important.

Here at our Lawton, OK facility, which is where the Sooner Sub line runs, we have a wheat capacity of approximately 400,000 bushels. The rail runs next to our facility with a small spur that moves cars right under the elevators down spout. We are very satisfied with the rail service that we receive and would not want to see that disappear. With a larger rail service, competitive rates might not be a possibility, and without access to a short line rail operator, we could be in jeopardy of losing customers.

We support Stillwater Central Railroad's venture to purchase the Sooner Sub. Please feel free to call me with any questions you may have about our business and the importance of this rail company's service to our company and its customers.

Sincerely,

Charlie Swanson  
General Manager



# ASH GROVE CEMENT COMPANY

11011 CODY STREET  
OVERLAND PARK, KANSAS 66210  
PHONE 913 / 451-8900 FAX 913 / 345-4250

CHARLES T. SUNDERLAND  
CHAIRMAN OF THE BOARD

WRITER'S DIRECT LINE 913 / 319-6196  
charlie.sunderland@ashgrove.com

Jan. 24, 2014

The Honorable Mary Fallin  
Oklahoma Governor  
Oklahoma State Capitol  
2300 N. Lincoln Blvd., Room 212  
Oklahoma City, OK 73105

Attn: Denise Northrup

Dear Gov. Fallin:

As the process to consider the future of the "Sooner Sub" begins, I am writing to ask you and the review panel to consider our company's viewpoint as a customer that receives raw materials along this line and returns to Oklahoma a value-added product, cement, which is essential for building the state's roads, bridges, residences and businesses.

The Ash Grove Cement Company, the nation's largest U.S.-owned cement manufacturer, is celebrating its 132<sup>nd</sup> year of operations and our Chanute, Kan., plant relies on the Sooner Sub to deliver more than 20 percent of its production to Oklahoma annually. Since 1990, we have been a customer of Watco and have enjoyed excellent customer service and reliability. Our concerns are that if the Sooner Sub were to be sold or leased to a Class I railroad, the price of cement would increase significantly, delivery schedules would be less reliable and customer service would be diminished.

Ash Grove's business in Oklahoma increased 89 percent to its peak in 2007. As a result the company has improved its Oklahoma City distribution facility and has a growing facility in Owasso to accommodate customers in the Tulsa market. (Photos enclosed.) We also made a strategic purchase in 2008, Holliday Sand & Gravel, which has a facility in Bixby.

Now Ash Grove is shipping 265,000 tons of cement annually into Oklahoma to serve leading customers, including the Dolese Company, and our product is a part of the foundation for Oklahoma. Ash Grove Cement is the product used to build the iconic Devon Tower. Based on comparisons with other state markets, where we ship cement with Class I railroads, we anticipate a 10 to 20 percent per ton increase in the price of cement, which is a significant increase that could affect volumes.



Our experience in other markets with Class I rail roads also informs us on what we might expect in terms of schedule reliability, which affects customer service. We believe that Watco will continue to be an excellent partner and, if rail service continues as it currently exists, it will allow us to take advantage of the economic rebound and supply our Oklahoma customers at higher levels to support state business growth. Our product is needed for the Oklahoma market, and trucking cement from Kansas is not an economically viable option.

In addition to shipping cement into Oklahoma, we purchase gypsum, an ingredient in making cement, from Harrison Gypsum's Cyril, Okla., quarry. Oklahoma benefits from a natural resource, gypsum, being transported on the rail line as a raw material to Chanute, and it returns as a value-added product in cement.

Ash Grove joined with the Oklahoma Rail Shippers Association in 2013 to support legislation that you signed into law creating this review panel. We believe that the interests of a broad group of Oklahoma industries will be well served as the panel considers options for the future of the Sooner Sub. We are hopeful that our experiences aid the panel in reaching a decision that protects customers and ensures that future economic growth in Oklahoma is achievable.

Thank you for considering our perspective and experiences regarding transporting cement to our Oklahoma customers. We look forward to many years ahead offering product and building the state's infrastructure.

Sincerely,



Charles T. Sunderland

Enclosures: Photos

Cc: Secretary Gary Ridley, Oklahoma Department of Transportation  
Secretary Preston Doerflinger, Oklahoma Department of Finance  
Secretary Larry Parman, Oklahoma Department of Commerce  
Secretary Jim Reece, Oklahoma Department of Transportation  
Secretary Michael Teague, Oklahoma Department of Energy & Environment  
Mr. Jim Dunlap, Jim Dunlap Consultants

405.424.0050

1.800.826.5619

Fax 405.424.8031

# Poly Films, Inc.

1910 North Sooner Road

Oklahoma City, OK 73141-1226

[www.polyfilmsinc.com](http://www.polyfilmsinc.com)



Governor Mary Fallin  
Oklahoma State Capitol  
2300 N. Lincoln Blvd., Room 212  
Oklahoma City, OK 73105  
Attn: Denise Northrup

Governor Fallin:

My name is Kevin McGehee and I am the Vice President of Poly Films, Inc. Poly Films, headquartered here in Oklahoma City has been in business since 1985 and relies heavily on rail service to grow our business making film and plastic bags in Oklahoma City. As explained to me, the Oklahoma Department of Transportation plans to proceed with the sale of the Sooner Sub, which is currently operated by the Stillwater Central Railroad. I strongly encourage you to sell the Sooner Sub to the Stillwater Central Railroad. Poly Films uses the Stillwater Central Railroad to bring in plastic pellets from all over the nation as well as Canada. The rail service provided is critical to our business and without it we would not be able to compete in the national marketplace. Our company does not bring in a lot of rail cars, anywhere from 12-24 per year, but we are confident that the Stillwater Central will bring us the cars we need, when we need them. Our biggest concern is that any other railroad that buys the Sooner Sub will not be willing to provide the same level of service to a Customer that receives a limited number of cars per year. The Stillwater Central has been a great partner to us and the State and should be treated as such. Poly Films fully supports the Stillwater Central Railroad's bid to purchase the Sooner Sub. If you have any questions about the importance the Stillwater Central Railroad has to our company please don't hesitate to give me a call.

Sincerely,

A handwritten signature in black ink that reads "Kevin McGehee". The signature is written in a cursive, flowing style.

Kevin McGehee  
Vice President  
Poly Films, Inc.

Manufacturers of Flexible Packaging Materials

CC:

Secretary Gary Ridley, Oklahoma Department of Transportation  
200 NE 21<sup>st</sup>  
Oklahoma City, OK 73105

Secretary Preston Doerflinger, Oklahoma Department of Finance  
2300 N. Lincoln Blvd, Room 122  
Oklahoma City, OK 73105

Secretary Larry Parman, Oklahoma Department of Commerce  
900 N. Stiles  
Oklahoma City, OK 73104

Secretary Jim Reese, Oklahoma Department of Agriculture  
2800 N. Lincoln Blvd  
Oklahoma City, OK 73105

Secretary Michael Teague, Oklahoma Department of Energy and  
Environment  
100 N. Broadway, Suite 2350  
Oklahoma City, OK 73102





## **T.G.MERCER**

MAILING ADDRESS:

P.O. BOX 1870

ALEDO, TX 76008

STREET ADDRESS:

120 EL CHICO TRAIL

WILLOW PARK, TX 76087

817 489 7100

FAX 817 489 7802

[www.tgmercer.com](http://www.tgmercer.com)

**MOVING PIPE SINCE 1910**

In the hundred and four years T.G. Mercer Consulting Services has been in business, we have had the ample opportunity to use every carrier in the rail industry. I consider us fortunate to have worked with Watco on a number of projects through the years.

Like most industries, in pipeline work, you are only as successful as your last project allows. Watco has allowed us to provide our customers with the highest level of service and certainty, which is an invaluable asset in our business.

It has come to our attention that the Sooner Hub is going to be sold. I would like to personally endorse Watco and the Stillwater Central. They each have an extremely high level of commitment to their customers which separates them from the larger carriers. This personal touch, you could say, is what made the juggling the unloading for multiple projects possible. Without it, we most certainly would at the least faced delays or likely would have had to utilize another location. Their service saves its business partners time and money.

I can't speak highly enough of T.G. Mercer's history of dealings with them in the past. I only hope we have the opportunity to continue to do so in the future.

Sincerely, McNeil Mercer

Governor Mary Fallin

Oklahoma State Capitol  
2300 N. Lincoln Blvd., Room 212  
Oklahoma City, OK 73105

CC: Secretary Gary Ridley, Oklahoma Department of Transportation  
Secretary Preston Doerflinger, Oklahoma Department of Finance  
Secretary Larry Parman, Oklahoma Department of Commerce  
Secretary Jim Reese, Oklahoma Department of Agriculture  
Secretary Michael Teague, Oklahoma Department of Energy and Environment  
Oklahoma Transportation Commission

Dear Governor Fallin:

My name is Tim Farley and I am the President of Timco Blasting & Coating. Timco, headquartered in Bristow, OK has been in business since 1989 and relies heavily on rail service to grow our business. As explained to me, the Oklahoma Department of Transportation plans to proceed with the sale of the Sooner Sub which is currently operated by the Stillwater Central Railroad. I strongly encourage you to sell the Sooner Sub to the Stillwater Central Railroad.

Earlier this year, we invested \$500,000 to build a blasting, sanding and painting facility in Stroud. We chose to locate in Stroud for one reason – access to a short line railroad with three class I connections. Our business in Stroud is based on competing rates from class I railroads for the movement of rail cars which come to our facility to be treated. With our investment, we hired four full time employees (all based in Stroud) and plan to hire an additional six within the next few months. We have also been in talks with a well services company who is interested in leasing part of our land to bring in energy related commodities by rail. This company would bring approximately 200 jobs to Stroud. All of this is in jeopardy without the certainty of a short line rail operator.

If the Sooner Sub is sold to a large railroad that will not provide competitive rates, we will be forced to relocate to somewhere that is served by short line railroad that can provide this competition. Our decision to move to Stroud was based on the long term assumption that competitive rail service will always exist. The Stillwater Central Railroad has been an excellent partner working with our expansion and our business needs them to survive in Stroud.

Timco fully supports the Stillwater Central Railroad's bid to purchase the Sooner Sub. If you have any questions about the importance the Stillwater Central Railroad has to our company, Stroud or the state please don't hesitate to give me a call.

Sincerely,

Tim Farley

Timco Blasting and Coating

Office 918-367-1700

**Steve Elliott**  
Director, Rail  
Business Development



Governor Mary Fallin  
Oklahoma State Capitol  
2300 N. Lincoln Blvd., Room 212  
Oklahoma City, OK 73105  
Attn: Denise Northrup

Governor Fallin:

Enbridge, Inc., a North American leader in transporting and distributing crude oil, natural gas and other liquids, fully supports the Stillwater Central Railroad's proposal to buy the Sooner Sub from the State of Oklahoma.

Enbridge, through a subsidiary, is considering the potential development of a crude oil rail terminal in the Cushing, OK area. If undertaken, the success of this facility will be dependent on competitive rates that the Stillwater Central Railroad can provide through their direct connection with three Class I railroads. Cushing is the crude oil storage capital of the world but is not currently accessible by railroad. Our new facility would be the first to be directly connected to a rail line in Cushing which will provide a more economic and timely way to move crude oil.

The potential construction of this terminal requires a new rail connection in Cushing and the Stillwater Central Railroad's proposed build-in from Davenport would offer us the connection we need to move forward with this new venture. The ultimate success of this terminal would be dependent upon, among other factors, access to competitive rates from multiple class I railroads. When fully operational, in the event we proceed with the project, we estimate that we would hire approximately 60 full time employees who will be responsible for unloading trains and overall management of the facility.

Over the past 60 years, Enbridge has become a leader in the safe and reliable delivery of energy in North America and is proud to be recognized as one of the Global 100 Most Sustainable Corporations in the World. We transport energy, operating the world's longest, most sophisticated crude oil and liquids transportation system. We have a significant and growing presence in the natural gas transmission and midstream businesses, and an increasing involvement in power transmission. We generate energy, expanding our interests in renewable and green energy technologies including wind and solar energy and geothermal. We distribute energy, owning and operating Canada's largest natural gas distribution company, and provide distribution services in Ontario, Quebec, New Brunswick and New York State.

Enbridge is eager to promote economic growth in the State of Oklahoma by continuing to be a leader in transporting energy. We are unlikely to advance this project unless the Stillwater Central Railroad continues to operate the Sooner Sub so they can provide the competitive rates we need to be successful.

Sincerely,

A handwritten signature in black ink, appearing to be 'Steve Elliott', written over a horizontal line.

Steve Elliott



CC:

Secretary Gary Ridley, Oklahoma Department of Transportation  
200 NE 21 st  
Oklahoma City, OK 73105

Secretary Preston Doerflinger, Oklahoma Department of Finance  
2300 N. Lincoln Blvd, Room 122  
Oklahoma City, OK 73105

Secretary Larry Parman, Oklahoma Department of Commerce  
900 N. Stiles  
Oklahoma City, OK 73104

Secretary Jim Reese, Oklahoma Department of Agriculture  
2800 N. Lincoln Blvd  
Oklahoma City, OK 73105

Secretary Michael Teague, Oklahoma Department of Energy and Environment  
100 N. Broadway, Suite 2350  
Oklahoma City, OK 73102



January 29, 2014

Governor Mary Fallin  
Oklahoma State Capitol  
2300 N. Lincoln Blvd., Room 212  
Oklahoma City, OK 73105  
Attn: Denise Northrup

Governor Fallin:

I am writing to express my support for the Stillwater Central Railroad's purchase of the Sooner Sub. As President of Iowa Pacific Holdings (IPH), I was well aware of the State's decision to sell the Sooner Sub and considered bidding on the line, and in fact believe that it should not be sold. But in event that it is sold, I am convinced you should sell it to Stillwater Central Railroad, because after much due diligence I have concluded that the current operator of the line is best positioned to continue to grow the value of the railroad to the State.

Of particular interest to me is the development of a daily passenger railroad service between Oklahoma City and Tulsa. IPH has worked to develop passenger rail operations all over the country and in Europe and we are the premier private operator of passenger rail services. Few places where IPH has successfully started a passenger or excursion service have as much potential as the corridor between Oklahoma City and Tulsa. IPH and the Stillwater Central Railroad are working together to demonstrate this potential by running three excursion trains in February. If you would like more information about these trains, please visit: [www.easternflyer.com](http://www.easternflyer.com).

As part of SLWC's proposal, IPH and the SLWC have developed a unique partnership and mutual desire to establish daily service should all the right economic conditions be met. To show our commitment, Stillwater Central Railroad and IPH have signed a memorandum of understanding to begin the process of establishing a daily passenger rail service between Midwest City and Tulsa. **Our proposed plan is a significant step forward for the citizens of the State of Oklahoma, at no cost to the taxpayers.**

I am confident that the Stillwater Central Railroad is the only Sooner Sub operator who will be able to provide consistent competitive freight service while working to establish a daily passenger service.

I appreciate your time and again urge you to support the Stillwater Central Railroad's proposal for the Sooner Sub.

Sincerely,

Ed Ellis  
President

CC:

Secretary Gary Ridley, Oklahoma Department of Transportation  
200 NE 21 st  
Oklahoma City, OK 73105

Secretary Preston Doerflinger, Oklahoma Department of Finance  
2300 N. Lincoln Blvd, Room 122  
Oklahoma City, OK 73105

Secretary Larry Parman, Oklahoma Department of Commerce  
900 N. Stiles  
Oklahoma City, OK 73104

Secretary Jim Reese, Oklahoma Department of Agriculture  
2800 N. Lincoln Blvd  
Oklahoma City, OK 73105

Secretary Michael Teague, Oklahoma Department of Energy and Environment  
100 N. Broadway, Suite 2350  
Oklahoma City, OK 73102



Governor Mary Fallin  
Oklahoma State Capitol  
2300 N Lincoln Blvd., Room 212  
Oklahoma City OK 73105

Dear Governor Fallin:

My name is Kenny Hahn and I am the General Manager of Planters Cooperative Association, headquartered out of Lone Wolf, Oklahoma. Planters is one of the two largest cooperatives serving the grain producers of the great state of Oklahoma and has been in business since 1929. Excellent rail service is a huge part of providing the means necessary for producers in this state to continue to succeed.

The Stillwater Central Railroad gives Planters access to the Union Pacific Railroad which continues to provide extremely competitive rail rates. Planters has spent in excess of \$1,200,000.00 to construct storage and rail load out facilities in order to be able to access the UP rates. I understand that the Oklahoma Department of Transportation plans to proceed with the sale of the Sooner Sub which is currently operated by the Stillwater Central Railroad. If this rail system is sold to a large railroad that will not provide competitive rates, it could devastate the economy in the areas it serves. I want to encourage you to sell the Sooner Sub to the Stillwater Central Railroad. This would be a wise choice for the economic structure of grain shipment for southwest Oklahoma as well as other shipping needs throughout the state.

Planters Cooperative Association fully supports the Stillwater Central Railroad in their endeavor to purchase the Sooner Sub. If you have any questions concerning the importance of the rail system and competitive rates to the agricultural business, please don't hesitate to contact me.

Sincerely yours,

Kenneth Hahn  
General Manager

KH:jb



CITY OF TULSA-  
ROGERS COUNTY  
PORT AUTHORITY

OFFICERS:

DAVID G. PAGE  
Tulsa  
Chairman

STEVEN J. DOWTY  
Claremore  
Vice Chairman

BRYANT J. COFFMAN  
Tulsa  
Secretary-Treasurer

MEMBERS:

STEVEN J. ADAMS  
Catoosa

J. ED FARISS  
Tulsa

JAMES G. "JERRY" GOODWIN  
Tulsa

DAVID W. HOUSE  
Tulsa

STEPHEN J. KISSEE  
Claremore

A. H. "CHIP" McELROY, II  
Tulsa

JON R. STUART  
Tulsa

EXECUTIVE  
DEPARTMENT:

ROBERT W. PORTISS  
Port Director

DAVID L. YARBROUGH  
Deputy Port Director

January 28, 2014

Mr. Ed McKechnie  
Executive Vice President  
Watco Companies  
315 West 3<sup>rd</sup> Street  
Pittsburg, KS 66762

Dear Ed:

**RE: Joint Watco/Port Marketing Initiatives**

As a follow-up to our recent meeting here at the Port concerning furthering our respective cargo shipping interests, we appreciate the excellent working relationship that exists between Watco and the Port and look forward to strengthening it in the near future as we develop and implement a joint formal marketing plan. One of Watco's key strengths is their desire to insure that small communities in Oklahoma have viable rail service and, whenever possible, direct access to our Port and, therefore, the McClellan Kerr Arkansas River Navigation System. As an example, thanks to your efforts, we have received and/or shipped grain and other commodities by rail to shippers along your line that extends between Tulsa, Oklahoma City and points beyond in southwest Oklahoma.

Another key benefit provided by Watco is its connection to three Class I railroads resulting from their aggressive efforts to insure competitive pricing to all its customers. In our case, you agreed to re-establish rail service between Kansas and the Port in 1992 when it was lost due to the Santa Fe Railroad's merger with the Burlington Northern. As a result, rail service was preserved for many small towns along that line, and the Port continued to enjoy direct rail service by two railroads, the Watco and the Burlington-Northern and Santa Fe Railroad. Watco should be proud of their distinguished record of serving smaller markets and communities. Without your continued efforts, rail service in Oklahoma would be significantly reduced.

Part of our mission is to optimize rail service for our shippers, an objective that is often easy to accomplish thanks to Watco. Our new business development/marketing initiatives will help us realize this mission.

Sincerely,

Robert W. Portiss  
Port Director

RWP:cg



Governor Mary Fallin  
Oklahoma State Capitol  
2300 N. Lincoln Blvd., Room 212  
Oklahoma City, OK 73105  
Attn: Denise Northrup

Governor Fallin:

The State's decision to buy small railroads and lease them to a willing operator is crucial in keeping the infrastructure network competitive in Oklahoma. However, selling these lines back to private companies cannot be taken lightly. Customers who choose to locate to a State owned line do so because of the service offered by the current lessee. The Stillwater Central Railroad has built a large traffic base on the Sooner Sub and those Customers chose to locate on the Sooner Sub because of the connection they provide to our railroad and three Class I's railroads.

My railroad, the Arkansas-Oklahoma Railroad, is a prime example of this partnership. In 1986 the State of Oklahoma purchased railroad line east of McAlester to Howe from LB Foster. The State then entered a lease purchase agreement with the Missouri-Kansas-Texas Railroad (MKT) to operate the line and that continued until the MKT railroad was purchased by the Union Pacific Railroad in 1991. The line was operated by UP until 1996 where the UP transferred all rights of the line to the A-OK. The State of Oklahoma agreed to the deal, and the A-OK was off and running.

Our relationship with the SLWC has been great over the past 15 years and we support their application for the Sooner Sub and appreciate the value they provide to the State of Oklahoma. We feel that the SLWC deserves to receive the benefits from the time and labor they have invested on the line, growing the businesses and jobs on it by a multiple of 10 since 1998. It could provide a example for the aviation industry leaders to see to what happens when Oklahoma ask businesses to partner with it on state property and invest to grow our state, only to see their investment could be sold to the highest bidder if they ask for it.

Sincerely,

A handwritten signature in black ink, appearing to read "Dave Donoley", is written over a horizontal line.

Dave Donoley  
President  
Arkansas-Oklahoma Railroad





January 27, 2014

Governor Mary Fallin  
Oklahoma State Capitol  
2300 N. Lincoln Blvd., Room 212  
Oklahoma City, OK 73105

CC: Secretary Gary Ridley, Oklahoma Department of Transportation  
Secretary Preston Doerflinger, Oklahoma Department of Finance  
Secretary Larry Parman, Oklahoma Department of Commerce  
Secretary Jim Reese, Oklahoma Department of Agriculture  
Secretary Michael Teague, Oklahoma Department of Energy and Environment  
Oklahoma Transportation Commission

Governor Fallin:

I am the President of Rock 'N' Rail, a company in Wellston that facilitates the movement of limestone for road and other projects. As the Department of Transportation proceeds with the sale of the Sooner Sub Railroad, please take into consideration the impact the sale will have on the local businesses along the Sooner Sub who chose to locate in central Oklahoma because of reliable and timely service provided by the Stillwater Central Railroad. Losing this access to a single carrier move will cause my business to drastically reduce the amount of freight tonnage that I am able to bring into Wellston, and may even price me out of the market.

Rock N Rail was started in 2008 in a cooperative effort between Greenhill Materials, the Oklahoma Department of Transportation, the Stillwater Central Railroad and myself. Our initial \$750,000 investment has turned an empty plot of land into a thriving aggregate business that has also grown into a drop off point for supplies and building materials that are used in Oklahoma. Greenhill Materials, based in Owasso, OK is our limestone supplier and because of their location on the Stillwater Central, our limestone only needs to move on one railroad. The reasonable service provided by the Stillwater

Central Railroad has allowed Rock 'N' Rail to keep moving our limestone by rail instead of moving it by truck.

If the Sooner Sub is sold to anyone other than the Stillwater Central Railroad it will probably force me reduce the amount I am able to ship due to the expected cost of adding another rail service to my move. It is important for me and other businesses in this state to have a cooperative relationship with our rail carrier and the Stillwater Central has been very accommodating in working with me to grow my business.

Thank you for the opportunity to be heard on this issue and please contact me if you have any questions or would like additional information or a personal tour.

John Kalka

# **SAVING OUR SERVICE**

*Oklahoma shippers staying on track*



February 1, 2013

In 1989 a portion of track in Oklahoma called the Sooner Sub sat unused and in disrepair. The state purchased this track from the Class I owner, BNSF, and leased the track to Watco Companies. The track became part of Watco's Central Region rail network and more than 29,000 railcars travel on that portion of track connecting Oklahoma City to Tulsa as part of the Stillwater Central Railroad.

The state is now looking to sell the Sooner Sub rail line and depending on the buyer, shippers could be left stranded without an affordable shipping method to get their products to various markets. When the line was sold to the state, it was unused due to high shipping rates and poor track conditions; as shippers we are working to avoid ending back in the same situation. Selling this line to another party besides the current operator will literally leave parts of the state stranded and held hostage to higher shipping rates and unreliable service due to a lack of commitment to the Customer and community that the current operator has fostered.

Watco and the Stillwater Central Railroad Teams have worked with Customers to reduce rates and improve track conditions. More than \$14 million has been invested in track improvements and upgrades are ongoing to keep traffic flowing at optimum capacity. They have brought new businesses to Oklahoma and helped find new markets for shippers on the line.

Saving Our Service is a way for Oklahoma shippers to join together to voice our preference for the operator who offers long-term benefits to the state of Oklahoma, its communities and us, the shippers. As beneficiaries of the improvements and relationships built, we feel it's important that our voice be heard as the rail line is sold by the state of Oklahoma.

Sincerely yours,

A handwritten signature in black ink, appearing to read "R. Harrison", followed by a long horizontal line that ends in a stylized flourish.

RUSS HARRISON  
President  
Harrison Gypsum  
1550 Double Drive  
Norman, OK 73069  
Phone: (405) 366-9500



January 28, 2014

Secretary Gary Ridley  
Oklahoma Department of Transportation  
200 N. E. 21<sup>st</sup> Street  
Oklahoma City, OK 73105

**RE: The Oklahoma Department of Transportation Request for Proposal (RFP) on the sale of the Sooner Sub.**

Dear Secretary Ridley:

Thank you for the opportunity afforded Union Pacific Railroad (UP) to participate in the request for proposal (RFP) concerning the State of Oklahoma's proposed sale of the Sooner Sub. Having completed our due diligence, UP has decided to not submit a proposal. It remains UP's preference for the state to pursue a "no sale" option to maintain the status quo regarding rail service along the Sooner Sub.

However, in the event the state proceeds with a sale, UP is writing this letter to you to express our support of the Watco Companies' (Watco) bid application to purchase the Sooner Sub. During the course of our internal due diligence and evaluation of the RFP, UP came to the conclusion that we believe Watco represents the best possible option as owner of this rail line for the following reasons:

1. As owner of the Sooner Sub, Watco would guarantee to customers and shippers that a neutral carrier will continue to provide equal access – both physical and commercial, to the long-haul Class I railroads (BNSF, KCS, and UP).
2. Watco has demonstrated its commitment to building and maintaining rail business on the Sooner Sub. This commitment began in 1998 when Watco, operating as the Stillwater Central Railroad (SLWC), took on the full risk of operating a line that, at that time, had zero rail traffic. Over the years, Watco has built up a diverse customer base consisting of local companies that ship aggregates, fuels and industrial products..
3. Watco has invested in the SLWC and in the State of Oklahoma by employing 50 people, and providing rail service to eleven companies. It has demonstrated to UP that it will continue, and has the means to continue, investing in both the line's physical infrastructure and in attracting new rail business, including passenger rail. The recently announced Eastern Flyer excursion service adds another dynamic to the SLWC. It shows Watco continues to be innovative and resourceful in its business model.

For these three primary reasons, UP supports Watco's continued operation of the Sooner Sub. Watco interchanges with all three (3) Class I railroads for traffic originating and terminating on the Sooner Sub, provides continuous service without disruption to the customers on the Sooner Sub, and provides opportunity for growth to both current and new customers.

As the decision-makers reviewing the proposals, UP asks the committee maintain full transparency at each step along the way. We request the methodology used to score the recommended proposal, as well as revealing the successful scores, is an equitable process.

We appreciate the opportunity afforded us to provide guidance and feedback to the Oklahoma Department of Transportation for this RFP process, as well as the opportunity to participate as a bidder for the Sooner Sub.

Sincerely,



Brian G. Maher  
Assistant Vice President  
Network & Industrial Development  
Union Pacific Railroad

cc:

Governor Mary Fallin  
Oklahoma State Capitol  
2300 N. Lincoln Blvd., Room 212  
Oklahoma City, OK 73105  
Attn: Denise Northrup

Secretary Preston Doerflinger  
Oklahoma Department of Finance

Secretary Larry Parman  
Oklahoma Department of Commerce

Secretary Jim Reese  
Oklahoma Department of Agriculture

Secretary Michael Teague  
Oklahoma Department of Energy and Environment

January 27, 2014

Governor Mary Fallin  
Oklahoma State Capitol  
2300 N. Lincoln Blvd., Room 212  
Oklahoma City, OK 73015  
Attn: Denise Northrup

CC: Secretary Gary Ridley, Oklahoma Department of Transportation  
Secretary Preston Doerflinger, Oklahoma Department of Finance  
Secretary Larry Parman, Oklahoma Department of Commerce  
Secretary Jim Reese, Oklahoma Department of Agriculture  
Secretary Michael Teague, Oklahoma Department of Energy and Environment  
Oklahoma Transportation Commission

Dear Governor Fallin:

My name is Garry Hinrichs and I am the General Manager of WHB Grain and Supply Co. LLC. WHB Grain and Supply owns and operates 3 country elevator locations. One in Tuttle Oklahoma, one in Minco Oklahoma and one in Pocasset Oklahoma. We serve a large trade area of mostly farmers and ranchers, supplying crop inputs and receiving grain at harvest time.

Our Tuttle location is served by the Sooner Sub, operated by the Stillwater Central Railroad. It is my understanding that the Department of Transportation is going forward with its plan to sell the Sooner Sub. WHB Grain and Supply Co. LLC fully supports the sale of the Sooner Sub to Stillwater Central Railroad.

When the Tuttle location was purchased in 1985, the Burlington Northern Santa Fe was serving this location. Rail rates were not competitive and the railroad was not interested in doing business with us. When the Stillwater Central took over operations, they actually wanted to do business with us, and lowered rail rates to a competitive level. We now use the Sooner Sub on a regular basis, shipping between 75 and 125 cars of wheat yearly from our three locations.

The Stillwater Central has worked very diligently to encourage new business along the Sooner Sub. There has been a chemical facility and a pipe yard added to the businesses on the line. As we all know, new business means more jobs for the area and a boost for the local economy.

Based on past experience, we believe that a class I railroad purchasing the Sooner Sub would lead to higher rates, and less service. Again, the Stillwater Central has worked with existing businesses and brought new businesses along the Sooner Sub to increase the value of the line. We fully support the Stillwater Central Railroad's bid to purchase the Sooner Sub.

Sincerely,

Garry Hinrichs  
General Manager  
WHB Grain and Supply Co. LLC





January 28, 2014

Governor Fallin,

My name is Chris Blasdel and I am Sales Manager for Cornejo and Sons Materials Division. The materials division is comprised of four sand and gravel mining operations, one rock quarry, two recycle yards and two C&D landfills. One of our sand and gravel locations is a rail load out facility. This facility (Oxford Sand) exists primarily to export sand by rail. It is located at 1438 S. 122<sup>nd</sup> Rd in Oxford KS. Our largest customer is OCM (Oklahoma Construction Materials) located at 600 N. Sunnyslane in Del City, OK. As this is one of our largest customers we are concerned about the outcome of the Sooner Sub Station situation and the affects it could have on our customer and our mining operation.

WATCO and the Stillwater Central have been business partners of Cornejo & Sons or previous ownership for more than a decade. Cornejo & Sons and WATCO have jointly made significant capital investments to improve our ability to serve our customers. WATCO has made the Sooner Sub what it is today. WATCO has built and sustained with their partners a thriving customer base to the benefit of the State of Oklahoma. As a customer of WATCO we hope that their investments and success in developing this route are taken into account as a part of the State's decision to process.

It is important to our business to maintain the volume of material we move on a "short" line railroad. While we do move a large amount of tons the ability to move smaller trains more efficiently are paramount to our business success. The Class 1 railroads are not interested in moving the smaller trains. In the past when we have negotiated with the Class 1's the economics change dramatically enough that the move is no longer economically viable for the market. WATCO has built their business on moves that the Class 1's do not or did not want.

While it is understandable that the State of Oklahoma has to make the best decisions for its taxpayers, the thought of a bidding war involving the Class 1 railroads with huge capital intent on bullying their way into a market they previously weren't interested in should give the State pause. We urge you to consider the work already done and is still being done by WATCO.

Respectfully,

Chris Blasdel  
Sale Manager Cornejo Materials  
(316) 522-5100  
Email: [chris.blasdel@corjenomaterials.com](mailto:chris.blasdel@corjenomaterials.com)



**CO-OP SERVICES, INC.**

"SERVICE IS OUR MIDDLE NAME"

P.O. BOX 2187  
LAWTON, OK 73502  
580 - 355-3700  
FAX: 580 - 355-3705

CHATTANOOGA, OK  
580 - 597-3372  
FAX: 580 - 597-2511

GRANDFIELD, OK  
580 - 479-5288  
FAX: 580 - 479-3154

**RECEIVED**

JAN 29 2014

OFFICE OF THE  
GOVERNOR

Governor Mary Fallin  
Oklahoma State Capitol  
2300 N. Lincoln Blvd. Room 212  
Oklahoma City, OK 73105  
Attn: Denise Northrup

CC: Secretary Gary Ridley, Oklahoma Department of Transportation  
Secretary Preston Doerflinger, Oklahoma Department of Finance  
Secretary Larry Parman, Oklahoma Department of Commerce  
Secretary Jim Reese, Oklahoma Department of Agriculture  
Secretary Michael Teague, Oklahoma Department of Energy and Environment  
Oklahoma Transportation Commission

Dear Governor Fallin:

My name is Charlie Swanson, the General Manager of COOP SERVICES, INC., a cooperative grain elevator for farmers. We have three locations here in southwest Oklahoma that provide services to our area farmers. One of those services is the ability to market their wheat and ship it to market. Sooner Sub, which is operated by Stillwater Central Railroad, allows us to make that possible for our customers. The rail line makes moving wheat, in railcars, much more convenient than having numerous trucks come in and load wheat. We can roughly move three truckloads of wheat in one rail car. We are a small business, and competitive rates are very important.

Here at our Lawton, OK facility, which is where the Sooner Sub line runs, we have a wheat capacity of approximately 400,000 bushels. The rail runs next to our facility with a small spur that moves cars right under the elevators down spout. We are very satisfied with the rail service that we receive and would not want to see that disappear. With a larger rail service, competitive rates might not be a possibility, and without access to a short line rail operator, we could be in jeopardy of losing customers.

We support Stillwater Central Railroad's venture to purchase the Sooner Sub. Please feel free to call me with any questions you may have about our business and the importance of this rail company's service to our company and its customers.

Sincerely,

Charlie Swanson  
General Manager

CC:

Secretary Gary Ridley, Oklahoma Department of Transportation  
200 NE 21 st  
Oklahoma City, OK 73105

Secretary Preston Doerflinger, Oklahoma Department of Finance  
2300 N. Lincoln Blvd, Room 122  
Oklahoma City, OK 73105

Secretary Larry Parman, Oklahoma Department of Commerce  
900 N. Stiles  
Oklahoma City, OK 73104

Secretary Jim Reese, Oklahoma Department of Agriculture  
2800 N. Lincoln Blvd  
Oklahoma City, OK 73105

Secretary Michael Teague, Oklahoma Department of Energy and Environment  
100 N. Broadway, Suite 2350  
Oklahoma City, OK 73102



January 16, 2014

Honorable Mary Fallin  
Governor of the State of Oklahoma  
The Office of Governor Mary Fallin  
Oklahoma State Capitol  
2300 N. Lincoln Blvd., Room 212  
Oklahoma City, OK 73105

RECEIVED

JAN 17 2013

OFFICE OF THE  
GOVERNOR

Dear Governor Fallin,

As an Oklahoman concerned for the economic welfare of our state, I ask you to intervene in the sale of the Sooner Sub rail line in order to make sure the Oklahoma Department of Transportation does not sell this vital link between Oklahoma City and Tulsa to a private enterprise.

Currently, the State enjoys a profitable relationship with a responsible corporate citizen, Stillwater Central Railroad and its parent company, Watco Companies, Inc. Stillwater Central has invested a great deal of effort and resources in order to make the Sooner Sub not only a contributor to the economy of our state but also to help insure a bright future for the line in regard to both freight and passenger rail service. To force it to compete with the bidding power of a Class 1 railroad like BNSF or other private enterprises with deeper financial pockets is both unfair and an ethical lapse on the part of our state leadership, particularly when it comes to the "track" record of Stillwater Central.

The Oklahoma Department of Transportation has consistently demonstrated its bias when it comes to doing whatever is expedient in order to favor highway over rail transportation. I believe its expenditure of funds gained from the sale of other state rail assets should be thoroughly investigated, particularly in regard to whether any of those funds were used to reimburse the Railroad Maintenance Revolving Fund called for by Oklahoma Statutes Title 66, Chapter 10, Section 304, A. 4. I would further maintain that, given the lack of railroad experience exhibited by the resumes of the current leaders of ODOT, any recommendations concerning the sale of State-owned rail properties should be vetted by an experienced, unbiased, independent third party to verify the veracity of the facts involved.

Please, Governor Fallin, do not allow the sale of the Sooner Sub to proceed simply upon the recommendation of the Oklahoma Department of Transportation. Take a detailed look at the current operation of the line and factor in the response of the citizens of Oklahoma to the passenger rail trips scheduled next month by Iowa Pacific Holdings and Stillwater Central Railroad. The Sooner Sub is being resurrected in a way that can only benefit the State of Oklahoma if the present operation of the line is allowed to continue.

Thank you for your time and consideration of this matter.

Sincerely,

*Mike Marshall*

Mike Marshall  
2504 W. Owen K. Garriott Rd., #304  
Enid, Oklahoma 73703



February 10, 2014

Governor Mary Fallin  
Oklahoma State Capitol  
2300 N. Lincoln Blvd., Room 212  
Oklahoma City, OK 73105  
Attn: Denise Northrup

Governor Fallin:

Over the past couple of years, Kinder Morgan has considered the development of a crude oil terminal in Stroud, OK. In early 2013, we worked with Stillwater Central Railroad and several potential Customers to develop plans to build this terminal which we estimate will bring an additional 20,000 carloads per year of crude oil via the Sooner Sub rail line. The potential sale of the Sooner Sub, and along with it the potential loss of connectivity to multiple Class I carriers, was one of the key issues forcing the project to be put on hold.

The success of this terminal is based on being able to guarantee our Customers competitive rail rates from various class I railroads. The Stillwater Central Railroad provides the competitive access that we and our potential Customers need to move forward with construction. If the Sooner Sub is awarded to the Stillwater Central Railroad, Kinder Morgan plans to push the process to build this facility. We believe the demand to move oil by rail through Cushing will increase and that the Stillwater Central Railroad is best positioned to provide the service we need. Funding for this project is estimated to be between \$50 and \$70 million, contingent upon the Stillwater Central Railroad remaining in control of the Sooner Sub with its access to multiple Class I railroads unimpaired and the successful conclusion of final negotiations with our potential Customers.

Kinder Morgan is the largest midstream and the third largest energy company (based on combined enterprise value) in North America. We own an interest in or operate approximately 80,000 miles of pipelines and 180 terminals. Our publicly traded companies include Kinder Morgan, Inc. (NYSE: KMI), Kinder Morgan Energy Partners, L.P. (NYSE: KMP), Kinder Morgan Management, LLC (NYSE: KMR) and El Paso Pipeline Partners, L.P. (NYSE: EPB).

Kinder Morgan is hopeful that the State will award the Sooner Sub to the Stillwater Central Railroad so we can continue to progress with this project and provide a tremendous economic benefit to the people of Oklahoma.

Sincerely,

A handwritten signature in dark ink, appearing to read 'J. W. Schlosser', with a long horizontal flourish extending to the right.

John W. Schlosser, President

CC:

Secretary Gary Ridley, Oklahoma Department of Transportation  
200 NE 21 st  
Oklahoma City, OK 73105

Secretary Preston Doerflinger, Oklahoma Department of Finance  
2300 N. Lincoln Blvd, Room 122  
Oklahoma City, OK 73105

Secretary Larry Parman, Oklahoma Department of Commerce  
900 N. Stiles  
Oklahoma City, OK 73104

Secretary Jim Reese, Oklahoma Department of Agriculture  
2800 N. Lincoln Blvd  
Oklahoma City, OK 73105

Secretary Michael Teague, Oklahoma Department of Energy and Environment  
100 N. Broadway, Suite 2350  
Oklahoma City, OK 73102



## MID - WAY ENVIRONMENTAL SERVICES, INC.

120 NORTH 8<sup>TH</sup> AVE.  
STROUD, OKLAHOMA 74079  
PHONE & FAX: (918) 968-2210

10010 EAST 16<sup>TH</sup> STREET  
TULSA, OKLAHOMA 74128  
PHONE: (918) 665-6575 FAX: (918) 665-6576

20 March 2014

The Honorable Mary Fallin - Governor of Oklahoma  
Attn: Denise Northrup  
Oklahoma State Capitol  
2300 N. Lincoln Blvd., Room 212  
Oklahoma City, OK 73105

Dear Governor Fallin:

My name is David Cooper and I am the Director of Mid-Way Environmental Services, Inc. (Mid-Way) based in Stroud, OK. Mid-Way is currently implementing a major industrial project in Davenport, OK. Mid-Way, in conjunction with it's sister company, Lincoln Transportation, Inc., currently operates a Class II Injection Well in Stroud with a local employment base of approximately 35. The new project consists of a **Commercial, Non-Hazardous Waste, Class I Injection Well** to be followed with the construction of a nearby **Industrial Park**. Mid-Way is currently working with the Oklahoma Department of Environmental Quality to resolve the last few questions on the injection well operating permit and anticipates the well to be operational sometime in the fourth quarter of 2014. Upon receipt of the Draft Operating Permit, activities associated with the construction of the industrial park will begin. The industrial Park will include rail facilities capable of servicing multiple industrial tenants. Realized and anticipated benefits for the State and local areas from this phased development are as follows:

1. Utilized local contractors in conjunction with 20 employees during the 2 year construction phase of the facility.
2. Increase of taxable property value. Taxable value has increased 8,400% from pre-development level even though non-operational; property taxes for 2013 were approximately \$18,000, a significant increase from \$212.00 in 2011.
3. Plans to develop adjacent property into an industrial park with rail siding in order to attract new industry to the area.
4. Substantial increase in local employment opportunities (approximately **200 positions** are anticipated long term).
5. Direct increase in local salaries and wages.
6. Increased discretionary income for the local economy.
7. Tax income increase for local governments and schools through employee and business taxes.
8. Increased business to business opportunities, i.e., supplies, services, restaurants, helping the local economy.
9. Commercial Class I Non-Hazardous Waste Injection Well availability will help attract new businesses to the State. Oklahoma industries currently send their non-hazardous waste water out of state, paying disposal fees to non-Oklahoma companies.



10. State Liquid Waste and Solid Waste disposal fees will support Oklahoma's economy.

**11. Only licensed Commercial Non-Hazardous Class I Injection Well in Oklahoma.**

We understand the State's desire to sell the 97.5 miles of State-owned rail line known as the Sooner Sub and would encourage you to either maintain State ownership of the Sooner Sub or sell it to the current operator, the Stillwater Central Railroad Inc. The Stillwater Central has worked with us from the beginning stages of our project and has proven to be a good partner to us and other businesses along the line. We believe our project will be severely impacted if the line is sold to a larger Class I carrier.

I urge you to consider the many businesses on the Sooner Sub who would be impacted if the Stillwater Central Railroad is no longer the operator of the line. These are real jobs, real money and real benefits that would disappear. The Stillwater Central is best positioned to continue to serve the needs of those who choose to locate in central Oklahoma and support our Sooner State. Should you have any questions or if I may be of further assistance, please feel free to contact me at the Tulsa office.

Sincerely,



David M. Cooper  
Director

CC:

Secretary Gary Ridley, Oklahoma Department of Transportation  
200 NE 21 st  
Oklahoma City, OK 73105

Secretary Preston Doerflinger, Oklahoma Department of Finance  
2300 N. Lincoln Blvd, Room 122  
Oklahoma City, OK 73105

Secretary Larry Parman, Oklahoma Department of Commerce  
900 N. Stiles  
Oklahoma City, OK 73104

Secretary Jim Reese, Oklahoma Department of Agriculture  
2800 N. Lincoln Blvd  
Oklahoma City, OK 73105

Secretary Michael Teague, Oklahoma Department of Energy and Environment  
100 N. Broadway, Suite 2350  
Oklahoma City, OK 73102

# PACER ENERGY MARKETING

Creating Energy Solutions



January 30, 2014

Governor Mary Fallin  
Oklahoma Governor  
Oklahoma State Capitol  
2300 N. Lincoln Blvd., Room 212

Dear Governor Fallin:

As a company renting space on the "Sooner Sub" we implore you to study the impact the future of the Stillwater Central Railroad will have on the people that use this track every day. Disadvantaging the local businesses of Oklahoma would not be beneficial for the state as a whole.

Pacer Energy Marketing is a Tulsa based crude oil, midstream company. We rent space on the Stillwater Central and utilize this track to move oil across Oklahoma. We feel it would be a detriment to allow a Class I carrier to purchase the SLWC. This will eliminate competition and our company, along with many others, will be facing a monopoly as we look to rail to move our Oklahoma products. It is important to maintain this neutral carrier because it allows shippers to use the SLWC as if it were an extension of both of the Class I carriers to which it connects.

It will also be in the best interest of the State of Oklahoma to continue working with the Stillwater Central. They pay an annual rental for the track to the state. As WATCO grows its business, the yearly rental payments will increase. If the state sells the railroad back to a Class I carrier, it would be a one time sell with no ability for the state to make money on the track later. This will in turn make the railroad less viable to Oklahoma businesses, increasing the loss to the state.

It is good to bear in mind that the state had to take over the railroad because the BNSF wanted to abandon it. WATCO can be credited with making the Stillwater Central such a viable asset to the State of Oklahoma. It is important to give credit where it is due and WATCO has done the legwork, transforming a neglected railroad into a booming customer base, benefitting the State of Oklahoma and it's local businesses.

Pacer deals directly with a Class I railroad in business endeavors outside of Oklahoma. There is a dramatic difference on how each railroad handles their customers. The BNSF supports the needs of high volume shippers, but for everyone else moving less than 1000 cars per year, our concerns are not addressed, our needs are not met. This distresses our capacity, our ability to get our products out in a timely manner and eventually the profits of our company.

Respectfully yours,

A handwritten signature in dark ink, appearing to read "Larry Durham", is written over a horizontal line.

Larry Durham  
President  
Pacer Energy Marketing  
(918) 398-2717  
Email: [Larry.Durham@pacerem.com](mailto:Larry.Durham@pacerem.com)



Oklahoma House of Representatives  
Office of the Speaker

April 11, 2014

Director Mike Patterson  
Oklahoma Department of Transportation  
200 NE 21<sup>st</sup> Street  
Oklahoma City, OK 73105

RECEIVED  
APR 18 2014  
DIRECTOR'S OFFICE

Dear Director Patterson:

I write to share with you the partnership that I have witnessed between BNSF Railway and House District 58. For more than a century, two of the company's main lines have operated in my district with more than 70 trains per day currently passing through it. I have seen firsthand how a Class I railroad can benefit communities, and I understand how important it is to have a strong railroad partnership across the state.

BNSF has a proven track record of reinvesting in its infrastructure and partnering with the communities it serves. Throughout Oklahoma, I know of new or expanded manufacturing, industrial and agricultural opportunities bolstered by a strong rail presence and access. Communities having benefitted from this partnership include Enid, Shattuck, Claremore, Roff, and Ardmore—in addition to Oklahoma City and Tulsa.

In my district alone, BNSF has completed significant upgrades to its Avard Subdivision which has enabled many benefits, including reduced blocked crossings. From an economic development perspective, over the past several years BNSF has worked closely with local communities and customers to increase economic opportunity and rail service. The recently completed Avard Regional Industrial Park has resulted in a direct investment of more than \$4 million in infrastructure, many more dollars of investment, and—most importantly—more jobs to follow. Other projects include the Clean Harbors loop track construction, with an investment of \$2 million.

I believe that these investments and partnerships demonstrate the tremendous possibilities we have with BNSF-owned lines in our state. Just recently, BNSF announced its 2014 \$5 billion dollar, system-wide capital investment program to upgrade and expand its rail network. I know BNSF is excited about potential opportunities to invest a significant amount of dollars in Oklahoma.

Sincerely,

Jeffrey W. Hickman  
Speaker



2300 N. Lincoln Blvd.  
Room 543 -- State Capitol Building  
Oklahoma City, OK 73105-4885

(405) 557-7404

Email:  
richardmorrissette@okhouse.gov

District:  
6609 S. Harvey Ave.  
Oklahoma City, OK 73139

October 17, 2013

**Rep. Richard Morrissette**  
**District 92**

## MEMO

**TO:** Oklahoma Department of Transportation  
Division of Rail

**RE:** Sale of State Owned Rail Assets



Committees:  
Appropriations  
Judiciary  
Gov. Modernization  
Econ Development

1. This railroad, as state owned infrastructure, can be leveraged to secure millions in federal dollars through the state infrastructure bank. This will be part-and-parcel of an interim study to be held November 14. ODOT, are you prepared to explain why this infrastructure bank law is not being utilized? Are you prepared to show how the sale of this railroad better positions the state economically over the next 20 years? Is the Department of Commerce considering these factors, and future rail passenger spending in communities, in its economic impact statement that will be delivered to the Transportation Commission as required by SB584, signed by Governor Fallin this year?

2. Would you prefer to be a landlord or a leaser? The state presently collects lease payments from the Stillwater Central. When, not if, this rail line hosts passenger rail service, carriers can conceivably be allowed to use state infrastructure to close their cost recovery gap. This will reduce, if not eliminate, state subsidy requirements for passenger rail operation.

On the flip side, privately held railroads require lease payments to allow passenger trains on their infrastructure. ODOT, how much does the state pay the BNSF Railway annually, through the Amtrak contract, to lease the Oklahoma City Fort Worth railroad for Heartland Flyer operation? Over time, this amounts to real money, NONE of which the state would pay if it retains ownership of this rail line.

3. I understand Stillwater Central lease payments are plowed back into other state owned railroad infrastructure each year. Stillwater Central? what do you pay the state annually in lease payments? How will the ODOT Rail Programs division replace this lost revenue long-term if this rail line is sold?

4. ODOT, the Stillwater Central was required by the 1998 state contract to annually replace 10,000 railroad ties, generally rehabilitate the line, control vegetation, improve, and maintain the rail bed. What will the state do to compensate the Stillwater Central for their investment in state property if this railroad is sold to another carrier? I personally see this entire sale process as a betrayal of a loyal state partner. Ethically, this stinks.

5. BNSF Railway, we have just heard how much it cost for the Stillwater Central to rehabilitate this line you sold to the state in 1998. What guarantee will you provide that this railroad will not be allowed



to again deteriorate to a point of abandonment? Understand, this is a strategic railroad connecting the state's two largest metropolitan areas. In the future it may not fit your corporate goals but it will always remain important to the citizens of this state and is therefore best cared for in state hands.

What guarantee will any carriers here provide that the state will be allowed to place a low-cost, high performance passenger rail carrier on this route? My understanding is that the cost non-Amtrak carriers must jump through just to fully indemnify host railroads prevents all but Amtrak to provide service on Class-1 railroads such as the BNSF, Union Pacific, and Kansas City Southern. I want to see a level, competitive playing field for any passenger rail carrier on this line. This is best ensured when the railroad remains in state hands.

I also do not buy ODOT statements that other railroads are better qualified to maintain this rail line to passenger standards. Other corporations can be contracted to build and maintain railroads to higher speed standards. Isn't this what ODOT has proposed in its Tulsa-Oklahoma City Corridor Infrastructure Plan?

6. Quoting from Section 5.02 of the original Stillwater Central Contract with the state:

"RAILROAD acknowledges that one of the goals of the STATE's acquisition of the Leased Properties is to allow for the establishment of regular and continuing passenger service for the public, and RAILROAD agrees to cooperate fully with STATE's efforts to establish such service."

ODOT has stated that the sale contract will include the provision that this rail line be open for passenger rail service... but at what cost will the railroad charge for capital improvements and maintenance. What cost control will the state be allowed? Cost control is best ensured when the rail line remains in state hands.



Rep. Richard Morrisette, District 92



David Perryman  
<David.Perryman@okhouse.gov>

10/17/2013 10:52 AM

History:

This message has

1 attachment



Sooner\_Sub\_Pre\_RFP\_MEETING\_AGENDA

State of Oklahoma  
House of Representatives

October 17, 2013

Mr. Mike Patterson, Director  
Oklahoma Department of Transportation  
R.A. Ward Transportation Building  
200 N.E. 21st Street  
Oklahoma City, Oklahoma 73105

Re: Anticipated Attempt to Sell Sooner Subdivision Rail Line and Request for Proposal Process

Mr. Patterson,

Last night, I inadvertently received a copy of an Agenda of a meeting of the Department of Transportation. The Agenda title indicates that it contemplates RFP input regarding the "Sooner Sub" and contains a provision for comments from BASE, Inc., BNSF Railroad, Iowa Pacific Holdings, Rio Grande Pacific, Union Pacific Railroad and Watco Companies/Stillwater Central Railroad. There is also a provision for recognition and Comments from Elected Officials. The Agenda does not include a date, time or location of the meeting. A copy of what I received is attached.

Upon further inquiry, it appears that this is an attempt to initiate the process of liquidating the state's ownership interest in the Sapulpa to OKC rail line. Conventional thought is that the Sapulpa-OKC line is the most likely means for implementation and sustainable operations of passenger rail between the Tulsa and Oklahoma City metropolitan areas. In fact, the history of this line is that it was owned by private interests and when that private entity saw no further beneficial use of the line, the State of Oklahoma acquired the line and through favorable contractual arrangement, the state's ownership of the line has resulted in a line that is virtually ready for passenger rail use. My analysis of the historical summary is that the ownership of the line has been beneficial to the state, the sale of the line is not in the best interest of the state and not in the best interest of passenger rail between the state's two largest metropolitan areas. The line has gained value because of improvements that have been made, maintenance that is mandated by the existing lease and an overall increase in rail traffic. Why would the state of Oklahoma want to be a



lessee rather than a lessor. Why would the state of Oklahoma want to eliminate options that it currently hold with regard to the future of passenger rail? In fact, even if the subject of passenger rail were removed from the table, why would the state of Oklahoma want to liquidate a valuable, income producing property?

I understand that my opinion may differ from yours on the plausibility or selling the line or even whether the sale of the line is good policy.

However, I do not believe that there is room for a difference of opinion on the current proceedings and the lack of compliance with state law.

Senate Bill 584 which I voted for and which was passed during the 2013 legislative session amended Title 66 O.S. 2011, Section 304 and established a process for the sale of rail properties.

Paragraph 4 of Section 304 of Title 66 clearly says that, "Prior to the Sale of any railroad asset....a process of request for proposal shall be initiated by the Department of Transportation with consultation by the Office of Management and Enterprise Services. 66

It is imperative to note that the statute does not provide that the process is to be initiated by the Director of the Department of Transportation or by the Secretary of Transportation or by mid level management of the Department of Transportation. The process must be initiated by the Department as an entity. [That means that the governing body of the entity must take steps in an Open Meeting to initiate the process.] cile?

Likewise, if/when the Department of Transportation initiates the RFP process, it must utilize the consultation of OMES.

If there has been a meeting of the Department of Transportation that initiated the process, please provide me with a copy of the Agenda for that meeting as well as a copy of the minutes of that meeting.

If there has been consultation with OMES, please provide documentation in the possession of ODOT that illustrates the scope and timing of that consultation.

The purpose of the Agenda that I received last night is unclear. I am unable to determine if it represents a formal "Request for Proposal" or if it is simply an attempt to utilize the listed half-dozen railroad entities as some sort of "resource" to analyze the RFP process and establish specific guidelines for the RFP process. In either event, the use of selected entities places them at a distinct advantage and places other entities at a distinct disadvantage in the RFP process if/when it is properly conducted pursuant to statute.

Finally, upon further inquiry, it is my understanding that the Agenda is for a meeting that is to be conducted today, October 17 at 1:30 p.m. at the ODOT offices (even though the agenda does not disclose those facts). I have checked the website of the Secretary of State's website and find no compliance with the Oklahoma Open Meeting Act regarding either the 48 Hour Meeting Notice nor the 24 hour Agenda Notice of 25 O.S. Section 311 even though the Agenda title clearly shows that it is a meeting of the Oklahoma Department of Transportation. I have even checked the ODOT Website and no notice of the meeting appears on that website. I would assume with the lack of notice, ODOT has specifically invited which "elected officials" it will allow to speak during the agenda item that will be called at 1:45.

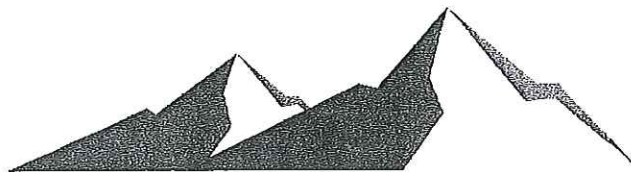
In conclusion, I do not believe that the sale of the Sapulpa-OKC rail line is in the best interest of the State of Oklahoma or the future of passenger rail between Tulsa and Oklahoma City. I do not believe that 66

O.S. Section 304(A)(4) has been complied with in the initiation of this process. I do not believe that 25 O.S. Section 311(A)(11) has been complied with in respect to today's meeting. Finally, the process currently being undertaken involving today's meeting is absolutely counterproductive to obtaining the maximum sales price for the Sooner Sub line since it allows six select entities to gain inside advantage to the sale to the exclusion and consequent disadvantage of literally hundreds of potential bidders in this region and across the nation.

State Representative David Perryman  
Room 539B, State Capitol  
405-557-7401

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## HIGH SIERRA ENERGY, LP

### EXECUTIVE SUMMARY

#### High Sierra Energy, LP Rail Trans-Loading Facility Stroud, Oklahoma

**Purpose:** To build and maintain a facility in the town of Stroud, Oklahoma for the purpose of trans-loading various grades of crude oil from rail cars into storage tanks and onto trucks for ultimate delivery and sale into the Cushing, Oklahoma market.

**Market Location:** Cushing, Oklahoma is the strategic central hub for terminalling and distribution of crude oil to more than fifty refineries in the United States.

**Stroud Facility Throughput Volume:** Initially, it is anticipated that 2,000 barrels per day of crude oil will be trans-loaded at the Stroud facility. This is the equivalent of approximately three rail cars per day. Anticipated maximum capacity of the facility is 3,500 barrels or five rail cars per day. On an annualized basis, this equates to between 1,000 and 1,800 cars.

**Investment:** High Sierra Energy, LP will construct the facility in compliance with all local, state and federal regulations. The total initial investment in the facility will be \$250,000. However, the facility has been designed to allow for expansion to accommodate additional future business at a projected cost of \$350,000.

**Basis of the Business Opportunity:** The majority of the crude oil pipeline systems in the United States were constructed over fifty years ago. Declining integrity of the aging pipelines has reduced the rated capacity of the pipeline systems. Demand for crude oil has spurred new drilling activity and the increased crude oil production cannot be introduced into the pipelines in many areas because the pipelines are already at maximum capacity. The operating companies are left with the choice of either shutting in new production or seeking alternative markets. Areas currently lacking sufficient pipeline capacity include Eastern Colorado, Northwestern North Dakota, Eastern Montana, Eastern Utah, and Southwest Wyoming.

**Logistics and Qualifications:** In areas where the existing pipeline infrastructure can no longer accommodate new, incremental oil production, the most cost effective method to move crude oil efficiently over long distances is via rail cars. High Sierra Energy, LP owns or controls a fleet of approximately 2,000 rail cars. With years of experience in moving hydrocarbon products via rail, High Sierra has developed the knowledge, expertise, and staffing required to properly manage the rail transport of crude oil from the distressed areas mentioned above to the Cushing, Oklahoma market for delivery to refineries in need of immediate supply.

**Economic Impact:** High Sierra Energy, LP owns and operates multiple crude oil, water service, and transportation entities in the State of Oklahoma. Through these entities, High Sierra presently employs approximately 300 people in Oklahoma. The construction and operation of the High Sierra trans-loading facility at Stroud, Oklahoma will create a minimum of 4 new jobs initially. In addition, the facility will generate the need for many trucks, trailers and drivers to transport the crude from Stroud to Cushing. The local economic impact for the Stroud area will manifest itself in the form of wages, fuel, repairs, maintenance, utilities, and basic living expenses.

**Target Date:** High Sierra Energy, LP has the necessary equipment, contractors, and utilities ready to construct the facility. Estimated time for completion of the facility is 21 days.



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**CHEROKEE NATION®**  
P.O. Box 948 • Tahlequah, OK 74465-0948 • 918-453-5000 • [cherokee.org](http://cherokee.org)

**Office of the Chief**

Bill John Baker  
*Principal Chief*  
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S. Joe Crittenden  
*Deputy Principal Chief*  
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March 10, 2014

Governor Mary Fallin  
State of Oklahoma  
Oklahoma State Capitol  
2300 N. Lincoln Blvd., Room 212  
Oklahoma City, OK 73105

Mike Patterson  
Director, Oklahoma Department of Transportation  
State of Oklahoma  
200 N.E. 21st Street  
Oklahoma City, OK 73105

RECEIVED  
MAR 13 2014  
DIRECTOR'S OFFICE

Dear Governor Fallin and Director Patterson:

As Principal Chief of the Cherokee Nation, the largest tribal sovereign government in Oklahoma and the United States, I am asking the Oklahoma Department of Transportation to stop the sale of the state-owned railroad tracks between Tulsa and Oklahoma City.

I implore you to find a way to establish regular passenger rail service between Oklahoma City and Tulsa. I believe developing and utilizing the rail for tourism and business between our two major cities will only improve commerce in our great state.

More options for citizens could potentially impact our businesses in the Tulsa area. Increased traffic and economic activity at our entrainment venues mean more dollars circulating in Oklahoma, which will have a positive ripple effect in our communities. As you know, our tribal nation has a \$1.3 billion economic impact in Oklahoma and that number would grow with the rail service development.

This endeavor has been strategically planned and we are on the brink of seeing it come to realization. I encourage you to imagine how future generations of Oklahomans can utilize this mass transit tool.

As a partner of the state government and many of the county and municipal governments that stand to gain from this development, the Cherokee Nation supports passenger and commercial rail service. It only makes sense to immediately halt the proposed sale of this most valuable asset.

Please contact me or the Cherokee Nation Director of Government Relations, Courtney Ruark-Thompson, at 918-453-5000 or [courtney.ruark@cn-bus.com](mailto:courtney.ruark@cn-bus.com) if you would like to discuss this matter further.

Wado,

A handwritten signature in black ink, appearing to read "Bill John Baker". The signature is fluid and cursive, with a long horizontal stroke at the end.

Bill John Baker  
Cherokee Nation Principal Chief





**Mayor Dewey F. Bartlett, Jr.**  
**OFFICE OF THE MAYOR**

March 18, 2014

The Honorable Mary Fallin  
Governor, State of Oklahoma  
Oklahoma State Capitol  
2300 N. Lincoln Blvd, Room 212  
Oklahoma City, OK 73105

Dear Governor Fallin:

Liberals and champions of big government spending are pleading today with the state to keep, rather than sell, the Sooner Sub rail line. As you may be aware, on March 4<sup>th</sup> I vetoed a Resolution passed by the Tulsa City Council encouraging the state not to sell the Sooner Sub rail line. I believe that the state will be best served by a private owner continuing to operate the rail line. It is better in the private sector where true value and economic growth can occur, freight can continue to be transported to free markets, and if possible there may even be a chance for passenger rail between Tulsa and Oklahoma City from private rail operators.

I applaud your efforts to move in this direction by evaluating a sale of the Sooner Sub rail line. You are working to make our state government smaller and turn over functions better left to the private sector economy. Oklahoma does not belong in the rail business. If private companies are willing to spend their own money to operate a railroad then we should encourage and allow them to do so.

Passenger rail between Tulsa and Oklahoma City would be a very good thing for our area and all of the state. I recently supported an amended version of the resolution I vetoed, one that supports passenger rail development between Tulsa and Oklahoma City, but it does not ask the state to keep the Sooner Sub rail line. This issue should not be tied to the sale of the rail line. I have more confidence in the private sector to deliver the service than I do the government.

The state should, and I understand is looking for a private owner – operator that will consider passenger rail service. If this is viable in the private sector they will provide it. Anyone that suggests we should connect the two issues – the sale of the rail line and passenger service – is really just making a plea for government subsidy and control of the passenger rail industry in Oklahoma. If one does not have confidence in the private sectors ability to provide passenger rail they clearly do not have confidence in a true market for the service.



There are two wonderful and capable companies vying for the Sooner Sub rail line. I am glad they are choosing to do business in Oklahoma and I hope that this sale, if it should occur, will improve rail operations in our state.

I appreciate your consideration of my comments and look forward to continuing to work with you on the issues that impact our state.

Best Regards,

A handwritten signature in blue ink, reading "Dewey F. Bartlett, Jr." in a cursive style.

Dewey F. Bartlett, Jr.  
Mayor

CC:

Secretary Gary Ridley  
Oklahoma Department of Transportation  
200 NE 21<sup>st</sup> Street  
Oklahoma City, OK 73105

Secretary Preston Doerflinger  
Oklahoma Department of Finance  
2300 North Lincoln Boulevard, Room 122  
Oklahoma City, OK 73105

Secretary Larry Parman  
Oklahoma Department of Commerce  
900 North Stiles  
Oklahoma City, OK 73104

Secretary Jim Reese  
Oklahoma Department of Agriculture  
2800 North Lincoln Boulevard  
Oklahoma City, OK 73105

Secretary Michael Teague  
Oklahoma Department of Energy and Environment  
100 North Broadway, Suite 2350  
Oklahoma City, OK 73102

# Oklahoma State Senate



**Bryce Marlatt**  
State Senator  
District 27

(405) 521-5626

Fax: (405) 521-5589

Email:

Marlatt@oksenate.gov

Proudly Serving:  
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Woodward Counties

## Committees:

- **Vice Chairman**  
Energy & Environment

- **Chairman**  
Appropriations  
Subcommittee General  
Government &  
Transportation

- Appropriations  
- General Government  
- Transportation



Governor Mary Fallin  
Oklahoma State Capitol  
2300 N. Lincoln Blvd., Room 212  
Oklahoma City, OK 73105

RECEIVED  
MAR 10 2014  
DIRECTOR'S OFFICE

CC: Secretary Gary Ridley, Oklahoma Department of Transportation  
Secretary Preston Doerflinger, Oklahoma Department of Finance  
Secretary Larry Parman, Oklahoma Department of Commerce  
Secretary Jim Reese, Oklahoma Department of Agriculture  
Secretary Michael Teague, Oklahoma Department of Energy and Environment  
Oklahoma Transportation Commission

Governor Fallin:

In response to the Request for Proposal issued by the Oklahoma Department of Transportation on November 1, 2013 regarding the Sooner Subdivision Railroad Sale, I strongly urge you and your Secretaries of Transportation, Finance, Agriculture, Commerce and Energy to award the Sooner Subdivision to the Stillwater Central Railroad. Over the past 15 years the Stillwater Central Railroad, as operator of the Sooner Sub, has shown their commitment to the State by investing millions of their own dollars into the infrastructure attracting numerous businesses to locate in central Oklahoma to ship their goods by rail.

In 1998 the Sooner Sub was nearly abandoned until the Stillwater Central Railroad took a risk and began operating the line which at the time had no traffic. Since they took over they have built up a diverse Customer base consisting of local companies that ship aggregates, fuels and industrial products. In 2012, the Stillwater Central Railroad hauled over 29,000 carloads and that number continues to rise. The Stillwater Central Railroad has far exceeded my expectations of what consistent freight rail service should be in Oklahoma. To sell this line to another company would be a travesty and an outcome that should not be considered.

Today the Stillwater Central Railroad employs over 50 people and serves 11 online customers who are providing local jobs that would not have existed if the railroad were abandoned as originally planned. Ensuring that a neutral short line carrier provides competition among its three Class I connections to those who ship their goods by rail helps attract businesses to the state and that fact should not be ignored.

State Capitol Building  
2300 North Lincoln Blvd.  
Oklahoma City, OK 73105

# Oklahoma State Senate



**Bryce Marlatt**  
State Senator  
District 27

(405) 521-5626

Fax: (405) 521-5589

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## Committees:

- **Vice Chairman**  
Energy & Environment

- **Chairman**  
Appropriations  
Subcommittee General  
Government &  
Transportation

-Appropriations  
-General Government  
-Transportation



Since 1998 the Stillwater Central Railroad has put more than \$15 million of their own money into the Sooner Sub to make moving freight by rail in central Oklahoma safer and more reliable. As the Stillwater Central Railroad continues to plan for their long term future in the State, we must provide that same certainty to our local businesses that choose to ship by rail in Oklahoma and benefit from the competition that the Stillwater Central Railroad provides.

As the sale process goes forward, I hope you will take these thoughts into consideration and make the best choice for those Customers who ship their goods by rail in central Oklahoma, and it is clear to me that choice is the Stillwater Central Railroad.

Sincerely,

State Legislator

*A. Bryce Marlatt*  
SD-27

State Capitol Building  
2300 North Lincoln Blvd.  
Oklahoma City, OK 73105





## Ahrberg Milling Company

Manufacturer & Distributors  
Ahrberg Bulk & Bagged Feed  
PO Box 968 Cushing OK 74023  
AhrbergMilling@yahoo.com

Ph. 918.225.0267 Toll Free 800.324.0267 Fax 918.225.0727

RECEIVED

FEB 13 2014

OFFICE OF THE  
GOVERNOR

Oklahoma State Capitol  
2300 N. Lincoln Blvd., Room 212  
Oklahoma City, OK 73105  
Attn: Denise Northrup

Dear Governor Fallin,

My name is Rick Ahrberg and I am the President of Ahrberg Milling Company in Cushing, OK. Ahrberg Milling has been in the livestock feed manufacturing business for 54 years and has 30 full-time employees. Our sales extend over a five state area and we currently have plans for expansion. I sit on the Board of the Oklahoma Grain and Feed Association and was also appointed in 2013 to the Eastern Flyer Passenger Rail Development Task Force (HB 1686). I make reference to these two positions only to let you know that I am familiar with both freight and passenger rail as it pertains to Oklahoma.

Rebuilding the railroad into Cushing would be extremely beneficial for both my company and the Cushing community. This rebuild would allow us to reduce shipping costs and to gain direct rail access to the rest of the country. However, these benefits depend on competitive access to the Sooner Sub for all shippers on the proposed line. I understand the State of Oklahoma plans to sell the line that connects Tulsa and Oklahoma City. The Sooner Sub is best located to rebuild the line into Cushing and should be operated by a carrier that has connections to multiple Class 1 carriers. The competition in shipping would have a positive impact on prices which will enhance the economy statewide.

I have strong concerns that BNSF may submit a bid for the Sooner Sub that monetarily, on its surface, may appear to be the best offer for the state, but in actuality would cost our state large amounts of money. Through my work on the Oklahoma Grain and Feed Association board I have learned that BNSF has a reputation for poor service to its Oklahoma agricultural customers and imposes excessive car charges. For example, current BNSF customers have reported paying, in many cases, more than twice that charged by its competitors in the secondary market. How will we quantify the cost to our state when our crops cannot reach their market in time for the optimum price?

I strongly encourage you to support the sale of the Sooner Sub to the Stillwater Central Railroad. They have proactively worked with Cushing business owners to help establish a way for Cushing to benefit from rail service over the past few years and I know they have our interest in mind which is why I support them to run this line. The outcome of this sale will most likely be permanent and the line should be sold to a company that can allow multiple users to benefit from the Cushing market. However, I think it is critical that the state retain the right of first refusal should the selected rail company ever decide to sell the Sooner Sub.

Feel free to call me at any time to discuss these matters further.

Sincerely,

Rick Ahrberg  
[rickahrberg@sbcglobal.net](mailto:rickahrberg@sbcglobal.net)  
918-225-0267

AHRBERG





# Ahrberg Milling Company

Manufacturer & Distributors  
Ahrberg Bulk & Bagged Feed  
PO Box 968 Cushing OK 74023  
AhrbergMilling@yahoo.com

Ph. 918.225.0267 Toll Free 800.324.0267 Fax 918.225.0727

Secretary Michael Teague  
Oklahoma Department of Energy and Environment  
100 N Broadway, Ste 2350  
Oklahoma City, OK 73102

Dear Secretary Teague,

My name is Rick Ahrberg and I am the President of Ahrberg Milling Company in Cushing, OK. Ahrberg Milling has been in the livestock feed manufacturing business for 54 years and has 30 full-time employees. Our sales extend over a five state area and we currently have plans for expansion. I sit on the Board of the Oklahoma Grain and Feed Association and was also appointed in 2013 to the Eastern Flyer Passenger Rail Development Task Force (HB 1686). I make reference to these two positions only to let you know that I am familiar with both freight and passenger rail as it pertains to Oklahoma.

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918-225-0267



# Ahrberg Milling Company

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PO Box 968 Cushing OK 74023  
AhrbergMilling@yahoo.com  
Ph. 918.225.0267 Toll Free 800.324.0267 Fax 918.225.0727

RECEIVED  
FEB 13 2014  
DIRECTOR'S OFFICE

Secretary Gary Ridley  
Oklahoma Department of Transportation  
200 NE 21<sup>st</sup>  
Oklahoma City, OK 73105

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Sincerely,

Rick Ahrberg  
[rickahrberg@sbcglobal.net](mailto:rickahrberg@sbcglobal.net)  
918-225-0267



# Oklahoma State Senate

Senator Mike Schulz



RECEIVED  
FEB 12 2014  
DIRECTOR'S OFFICE

January 30, 2014

Governor Mary Fallin  
Oklahoma State Capitol  
2300 N. Lincoln Blvd., Room 212  
Oklahoma City, OK 73105

Governor Fallin:

In response to the Request for Proposal issued by the Oklahoma Department of Transportation on November 1, 2013 regarding the Sooner Subdivision Railroad Sale, I strongly urge you and your Secretaries of Transportation, Finance, Agriculture, Commerce and Energy to award the Sooner Subdivision to the Stillwater Central Railroad. Over the past 15 years the Stillwater Central Railroad, as operator of the Sooner Sub, has shown their commitment to the State by investing millions of their own dollars into the infrastructure attracting numerous businesses to locate in central Oklahoma to ship their goods by rail.

In 1998 the Sooner Sub was nearly abandoned until the Stillwater Central Railroad took a risk and began operating the line which at the time had no traffic. Since they took over they have built up a diverse Customer base consisting of local companies that ship aggregates, fuels and industrial products. In 2012, the Stillwater Central Railroad hauled over 29,000 carloads and that number continues to rise. The Stillwater Central Railroad has far exceeded my expectations of what consistent freight rail service should be in Oklahoma. To sell this line to another company would be a travesty and an outcome that should not be considered.

Today the Stillwater Central Railroad employs over 50 people and serves 11 online customers who are providing local jobs that would not have existed if the railroad were abandoned as originally planned. Ensuring that a neutral short line carrier provides competition among its three Class I connections to those who ship their goods by rail helps attract businesses to the state and that fact should not be ignored.

Since 1998 the Stillwater Central Railroad has put more than \$15 million of their own money into the Sooner Sub to make moving freight by rail in central Oklahoma safer and more reliable. As the Stillwater Central Railroad continues to plan for their long term future in the State, we must provide that same certainty to our local businesses that choose to ship by rail in Oklahoma and benefit from the competition that the Stillwater Central Railroad provides.

As the sale process goes forward, I hope you will take these thoughts into consideration and make the best choice for those Customers who ship their goods by rail in central Oklahoma, and it is clear to me that choice is the Stillwater Central Railroad.

Sincerely,

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

Senator Mike Schulz  
Majority Floor Leader

CC: Secretary Gary Ridley, Oklahoma Department of Transportation  
Secretary Preston Doerflinger, Oklahoma Department of Finance  
Secretary Larry Parman, Oklahoma Department of Commerce  
Secretary Jim Reese, Oklahoma Department of Agriculture  
Secretary Michael Teague, Oklahoma Department of Energy and Environment  
Oklahoma Transportation Commission

# Oklahoma State Senate

Senator Mike Schulz



January 30, 2014

Governor Mary Fallin  
Oklahoma State Capitol  
2300 N. Lincoln Blvd., Room 212  
Oklahoma City, OK 73105

Governor Fallin:

In response to the Request for Proposal issued by the Oklahoma Department of Transportation on November 1, 2013 regarding the Sooner Subdivision Railroad Sale, I strongly urge you and your Secretaries of Transportation, Finance, Agriculture, Commerce and Energy to award the Sooner Subdivision to the Stillwater Central Railroad. Over the past 15 years the Stillwater Central Railroad, as operator of the Sooner Sub, has shown their commitment to the State by investing millions of their own dollars into the infrastructure attracting numerous businesses to locate in central Oklahoma to ship their goods by rail.

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As the sale process goes forward, I hope you will take these thoughts into consideration and make the best choice for those Customers who ship their goods by rail in central Oklahoma, and it is clear to me that choice is the Stillwater Central Railroad.

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Senator Mike Schulz  
Majority Floor Leader

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Secretary Preston Doerflinger, Oklahoma Department of Finance  
Secretary Larry Parman, Oklahoma Department of Commerce  
Secretary Jim Reese, Oklahoma Department of Agriculture  
Secretary Michael Teague, Oklahoma Department of Energy and Environment  
Oklahoma Transportation Commission



**Tom Newell**  
**State Representative-District 28**  
(405) 557-7372  
State Capitol Building  
2300 N. Lincoln Blvd. Room 328B  
Oklahoma City, OK 73105-4885  
E-mail: [tom.newell@okhouse.gov](mailto:tom.newell@okhouse.gov)



**HOUSE of REPRESENTATIVES**  
\*\*\*\*\*  
*State of Oklahoma*

**Vice Chair**  
Appropriations and Budget

**Committees:**  
Agriculture, Wildlife & Environment  
Long-Term Care & Senior Services  
Judiciary

January 29, 2014

Governor Mary Fallin  
Oklahoma State Capitol  
2300 N. Lincoln Blvd., Room 212  
Oklahoma City, OK 73105

**RECEIVED**  
**FEB 05 2014**  
**DIRECTOR'S OFFICE**

CC: Secretary Gary Ridley, Oklahoma Department of Transportation  
Secretary Preston Doerflinger, Oklahoma Department of Finance  
Secretary Larry Parman, Oklahoma Department of Commerce  
Secretary Jim Reese, Oklahoma Department of Agriculture  
Secretary Michael Teague, Oklahoma Department of Energy and Environment  
Oklahoma Transportation Commission

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In 1998 the Sooner Sub was nearly abandoned until the Stillwater Central Railroad took a risk and began operating the line which at the time had no traffic. Since they took over they have built up a diverse Customer base consisting of local companies that ship aggregates, fuels and industrial products. In 2012, the Stillwater Central Railroad hauled over 29,000 carloads and that number continues to rise. The Stillwater Central Railroad has far exceeded my expectations of what consistent freight rail service should be in Oklahoma. To sell this line to another company would be a travesty and an outcome that should not be considered.

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## HOUSE of REPRESENTATIVES

\*\*\*\*\*

*State of Oklahoma*

those who ship their goods by rail helps attract businesses to the state and that fact should not be ignored.

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As the sale process goes forward, I hope you will take these thoughts into consideration and make the best choice for those Customers who ship their goods by rail in central Oklahoma, and it is clear to me that choice is the Stillwater Central Railroad.

Sincerely,

A handwritten signature in black ink, appearing to read "Tom Newell", with a large, stylized flourish at the end.

Tom Newell

State Representative, District-28

**THE CITY OF OKLAHOMA CITY**  
**OFFICE OF**  
**THE MUNICIPAL COUNSELOR**

Council Agenda  
Item No. X.D.  
2/25/2014

TO: Mayor and City Council

FROM: Kenneth Jordan, Municipal Counselor

RE: Resolution urging the Oklahoma Department of Transportation and the State of Oklahoma to retain ownership of the Sooner Subdivision rail line for current and future passenger rail transportation opportunities, and for the economic and quality of life benefits derived therefrom, for the citizens, businesses, cities and towns of the State of Oklahoma.  
Councilmen White and Greenwell

Councilmen White and Greenwell have requested that a Resolution, submitted herewith, urging the Oklahoma Department of Transportation and the State of Oklahoma to retain ownership of the Sooner Subdivision Rail Line for current and future passenger rail transportation opportunities, be docketed for Council consideration.

Attachment

## **RESOLUTION**

**A RESOLUTION OF THE CITY OF OKLAHOMA CITY URGING THE OKLAHOMA DEPARTMENT OF TRANSPORTATION AND THE STATE OF OKLAHOMA TO RETAIN OWNERSHIP OF THE SOONER SUBDIVISION RAIL LINE FOR CURRENT AND FUTURE PASSENGER RAIL TRANSPORTATION OPPORTUNITIES, AND FOR THE ECONOMIC AND QUALITY OF LIFE BENEFITS DERIVED THEREFROM, FOR THE CITIZENS, BUSINESSES, CITIES AND TOWNS OF THE STATE OF OKLAHOMA.**

**WHEREAS**, the Oklahoma Department of Transportation (ODOT) is a multi-modal transportation agency whose mission is to provide a safe, economical and effective transportation network for the people, commerce and communities of Oklahoma; and

**WHEREAS**, the Sooner Subdivision Rail Line (Sooner Sub) is owned by the State of Oklahoma and is a part of the former Frisco Rail Line (Frisco Line) located between the great cities of Oklahoma City and Tulsa, Oklahoma; and

**WHEREAS**, the Frisco Line once served to provide valuable passenger rail transportation service and economic benefits for the citizens of Oklahoma by linking the cities of Oklahoma City and Tulsa together and with other cities outside the State of Oklahoma; and

**WHEREAS**, numerous cities across the United States, including the cities of Oklahoma City and Tulsa, have determined that local rail transit and intercity and interstate passenger rail transportation is a critical and necessary component of modern 21st Century multimodal transportation systems and a vital driver of economic development activity; and

**WHEREAS**, the 2014 Joint Legislative Agenda of the Greater Oklahoma City Chamber of Commerce and the Tulsa Metro Chamber of Commerce supports the continued study and development of passenger rail service between Tulsa and Oklahoma City to enhance connectivity throughout the region and serve as a catalyst for greater access to tourist attractions and destinations; and

**WHEREAS**, the Federal Railroad Administration (FRA) has designated the corridor between Oklahoma City and Tulsa as part of major passenger rail transportation corridor for the South Central United States; and

**WHEREAS**, on April 21, 2011, Oklahoma Governor Mary Fallin approved House Bill 1686 creating the Eastern Flyer Passenger Rail Development Task Force to study and develop a comprehensive plan for developing passenger rail service between Oklahoma City and Tulsa; and



**WHEREAS**, on December 7, 2012 the State of Oklahoma's Eastern Flyer Passenger Rail Development Task Force issued its final report setting forth a solid framework for moving forward with plans to institute passenger rail service between Oklahoma City and Tulsa; and

**WHEREAS**, in November 2012, ODOT commenced a major 2-year, \$5 million Passenger Rail Corridor Investment Plan Study that is funded by federal government and overseen by the FRA and includes preparation of a Service Development Plan and Environmental Impact Statement to determine a preferred alternative for establishing passenger rail service between Tulsa and Oklahoma City; and

**WHEREAS**, the Sooner Sub is under a long-term lease agreement between ODOT and South Kansas and Oklahoma Railroad (SKO), a division of Watco Companies (WATCO), for which the State of Oklahoma receives \$500,000 annually from SKO under the terms of the agreement; and

**WHEREAS**, SKO provides economically important freight rail service for numerous Oklahoma businesses along the Sooner Sub and has invested millions of dollars in rail infrastructure improvements along the line; and

**WHEREAS**, Iowa Pacific Holdings (IPH), in partnership with WATCO, has announced the initiation of trial passenger rail service for the Eastern Flyer on the Sooner Sub between Tulsa and Oklahoma City during February 2014; and

**WHEREAS**, IPH has announced that all 900 available tickets for the three initial Eastern Flyer passenger rail excursion trains between Tulsa and Oklahoma City have sold out; and

**WHEREAS**, ODOT has recently published a Request for Proposal on the Sale of the Sooner Subdivision and is soliciting bids through January 30, 2014 and intends to sell the Sooner Sub to the highest bidder; and

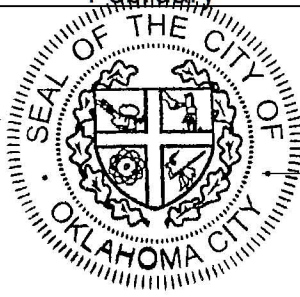
**WHEREAS**, numerous cities and towns throughout the State of Oklahoma and many of their residents and state legislators support development of passenger rail service between Oklahoma City and Tulsa and are opposed to ODOT's proposed sale of the Sooner Sub; and

**WHEREAS**, the City of Oklahoma City is opposed to ODOT's proposed sale of the Sooner Sub and believes its transfer to private industry would be detrimental to the development of affordable and effective passenger rail service between Oklahoma City and Tulsa.

**NOW THEREFORE, BE IT RESOLVED** that The City of Oklahoma City urges the Oklahoma Department of Transportation and the State of Oklahoma to retain ownership of the Sooner Sub for current and future passenger rail transportation opportunities, and for the economic and quality of life benefits derived there from, for all of the citizens, businesses, cities and towns of the State of Oklahoma.

**ADOPTED** by the Council and **SIGNED** by the Mayor of The City of Oklahoma  
City this 25th day of February, 2014

ATTEST:  
  
CITY CLERK



  
MAYOR

REVIEWED for form and legality.

  
Assistant Municipal Counselor

Item 21, being:

RESOLUTION NO. R-1314-108: A RESOLUTION OF THE COUNCIL OF THE CITY OF NORMAN URGING THE OKLAHOMA DEPARTMENT OF TRANSPORTATION AND THE STATE OF OKLAHOMA TO RETAIN OWNERSHIP OF THE SOONER SUBDIVISION RAIL LINE FOR CURRENT AND FUTURE PASSENGER RAIL TRANSPORTATION OPPORTUNITIES, AND FOR THE ECONOMIC AND QUALITY OF LIFE BENEFITS DERIVED THEREFROM, FOR THE CITIZENS, BUSINESSES, CITIES AND TOWNS OF THE STATE OF OKLAHOMA.

Councilmember Kovach moved that Resolution No. R-1314-108 be adopted, which motion was duly seconded by Councilmember Griffith;

Items submitted for the record

1. Text File No. R-1314-108 dated February 11, 2014, by Angelo Lombardo, Traffic Engineer
2. Resolution No. R-1314-108
3. Senate Bill No. 584
4. Location map
5. Oklahoma Department of Transportation Sooner Subdivision Railroad Sale Request for Proposals, dated November 1, 2013
6. City of Tulsa News Release dated March 12, 2013

Participants in discussion

1. Mr. Roger Gallagher, 1522 East Boyd Street, made comments

and the question being upon adopting Resolution No. R-1314-108, a vote was taken with the following result:

YEAS:

Councilmembers Castleberry, Griffith, Heiple, Holman, Jungman, Kovach, Miller, Williams, Mayor Rosenthal

NAYES:

None

The Mayor declared the motion carried and Resolution No. R-1314-108 was adopted.

\*\*\*\*\*

Item 22, being:

RESOLUTION NO. R-1314-109: A RESOLUTION OF THE COUNCIL OF THE CITY OF NORMAN, OKLAHOMA, APPROPRIATING \$22,547.13 FROM THE RISK MANAGEMENT MISCELLANEOUS REIMBURSEMENTS/REFUNDS ACCOUNT TO REPAIR AND REPLACE DAMAGED TRAFFIC SIGNAL EQUIPMENT.

Councilmember Kovach moved that Resolution No. R-1314-109 be adopted, which motion was duly seconded by Councilmember Griffith;

Items submitted for the record

1. Text File No. R-1314-109 dated February 11, 2014, by David Riesland, Traffic Engineer
2. Resolution No. R-1314-109

Participants in discussion

1. Mr. Shawn O'Leary, Director of Public Works

and the question being upon adopting Resolution No. R-1314-109, as vote was taken with the following result:

YEAS:

Councilmembers Castleberry, Griffith, Heiple, Holman, Jungman, Kovach, Miller, Williams, Mayor Rosenthal

NAYES:

None

The Mayor declared the motion carried and Resolution No. R-1314-109 adopted.

\*\*\*\*\*

Received

APR 15 2014

Director - Capital Programs  
OK DEPARTMENT OF TRANSPORTATION



**A RESOLUTION OF THE CITY OF NORMAN URGING THE OKLAHOMA DEPARTMENT OF TRANSPORTATION AND THE STATE OF OKLAHOMA TO RETAIN OWNERSHIP OF THE SOONER SUBDIVISION RAIL LINE FOR CURRENT AND FUTURE PASSENGER RAIL TRANSPORTATION OPPORTUNITIES, AND FOR THE ECONOMIC AND QUALITY OF LIFE BENEFITS DERIVED THEREFROM, FOR THE CITIZENS, BUSINESSES, CITIES AND TOWNS OF THE STATE OF OKLAHOMA.**

- § 1. **WHEREAS**, the Oklahoma Department of Transportation (ODOT) is a multi-modal transportation agency whose mission is to provide a safe, economical and effective transportation network for the people, commerce and communities of Oklahoma; and
- § 2. **WHEREAS**, the Sooner Subdivision Rail Line (Sooner Sub) is owned by the State of Oklahoma and is a part of the former Frisco Rail Line (Frisco Line) located between the great cities of Oklahoma City and Tulsa, Oklahoma; and
- § 3. **WHEREAS**, the Frisco Line once served to provide valuable passenger rail transportation service and economic benefits for the citizens of Oklahoma by linking the cities of Norman, Oklahoma City and Tulsa together and with other cities outside the State of Oklahoma; and
- § 4. **WHEREAS**, numerous cities across the United States, including the cities of Oklahoma City and Norman have determined that local rail transit and intercity and interstate passenger rail transportation is a critical and necessary component of modern 21st Century multimodal transportation systems and a vital driver of economic development activity; and
- § 5. **WHEREAS**, the 2014 Joint Legislative Agenda of the Greater Oklahoma City Chamber of Commerce and the Tulsa Metro Chamber of Commerce supports the continued study and development of passenger rail service between Tulsa and Oklahoma City to enhance connectivity throughout the region and serve as a catalyst for greater access to tourist attractions and destinations; and
- § 6. **WHEREAS**, the Federal Railroad Administration (FRA) has designated the corridor between Oklahoma City and Tulsa as part of major passenger rail transportation corridor for the South Central United States; and
- § 7. **WHEREAS**, on April 21, 2011, Oklahoma Governor Mary Fallin approved House Bill 1686 creating the Eastern Flyer Passenger Rail Development Task Force to study and develop a comprehensive plan for developing passenger rail service between Oklahoma City and Tulsa; and
- § 8. **WHEREAS**, on December 7, 2012 the State of Oklahoma's Eastern Flyer Passenger Rail Development Task Force issued its final report setting forth a solid framework for moving forward with plans to institute passenger rail service between Oklahoma City and Tulsa; and



- § 9. **WHEREAS**, in November 2012, ODOT commenced a major 2-year, \$5 million Passenger Rail Corridor Investment Plan Study that is funded by federal government and overseen by the FRA and includes preparation of a Service Development Plan and Environmental Impact Statement to determine a preferred alternative for establishing passenger rail service between Tulsa and Oklahoma City; and
- § 10. **WHEREAS**, the Sooner Sub is under a long-term lease agreement between ODOT and Stillwater Central Railroad (SLWC), a division of Watco Companies (WATCO), for which the State of Oklahoma receives \$500,000 annually from SLWC under the terms of the agreement; and
- § 11. **WHEREAS**, SLWC provides economically important freight rail service for numerous Oklahoma businesses along the Sooner Sub and has invested millions of dollars in rail infrastructure improvements along the line; and
- § 12. **WHEREAS**, Iowa Pacific Holdings (IPH), in partnership with WATCO, has announced the initiation of trial passenger rail service for the Eastern Flyer on the Sooner Sub between Tulsa and Oklahoma City during February 2014; and
- § 13. **WHEREAS**, IPH has announced that all 900 available tickets for the three initial Eastern Flyer passenger rail excursion trains between Tulsa and Oklahoma City have sold out; and
- § 14. **WHEREAS**, ODOT has recently published a Request for Proposal on the Sale of the Sooner Subdivision and is soliciting bids through January 30, 2014 and intends to sell the Sooner Sub to the highest bidder; and
- § 15. **WHEREAS**, numerous cities and towns throughout the State of Oklahoma and many of their residents and state legislators support development of passenger rail service between Oklahoma City and Tulsa and are opposed to ODOT's proposed sale of the Sooner Sub; and
- § 16. **WHEREAS**, the City of Tulsa is opposed to ODOT's proposed sale of the Sooner Sub and believes its transfer to private industry would be detrimental to the development of affordable and effective passenger rail service between Norman, Oklahoma City, and Tulsa.

NOW, THEREFORE, BE IT RESOLVED THAT THE CITY COUNCIL OF THE CITY OF NORMAN, OKLAHOMA:

- § 17. That the City of Norman urges the Oklahoma Department of Transportation and the State of Oklahoma to retain ownership of the Sooner Sub for current and future passenger rail transportation opportunities, and for the economic and quality of life benefits derived therefrom, for all of the citizens, businesses, cities and towns of the State of Oklahoma.

PASSED AND ADOPTED this 25th day of February, 2014.

ATTEST:

\_\_\_\_\_  
Mayor

\_\_\_\_\_  
City Clerk



RESOLUTION NO.: R782-021714 .

**RESOLUTION OF THE CITY COUNCIL OF THE CITY OF BRISTOW IN URGING THE OKLAHOMA DEPARTMENT OF TRANSPORTATION AND THE STATE OF OKLAHOMA TO RETAIN OWNERSHIP OF THE SOONER SUBDIVISION RAIL LINE FOR CURRENT AND FUTURE PASSENGER RAIL TRANSPORTATION OPPORTUNITIES, AND FOR THE ECONOMIC AND QUALITY OF LIFE BENEFITS DERIVED THERE FROM, FOR THE CITIZENS, BUSINESSES, CITIES AND TOWNS OF THE STATE OF OKLAHOMA**

**WHEREAS**, the Oklahoma Department of Transportation (ODOT) is a multi-modal transportation agency whose mission is to provide a safe, economical and effective transportation network for the people, commerce and communities of Oklahoma; and

**WHEREAS**, the Sooner Subdivision Rail Line (Sooner Sub) is owned by the State of Oklahoma and is a part of the former Frisco Rail Line (Frisco Line) located between the great cities of Oklahoma City and Tulsa, Oklahoma; and

**WHEREAS**, the Frisco Line once served to provide valuable passenger rail transportation service and economic benefits for the citizens of Oklahoma by linking the cities of Oklahoma City and Tulsa together and with other cities outside the State of Oklahoma; and

**WHEREAS**, numerous cities across the United States, including the cities of Oklahoma City and Tulsa, have determined that local rail transit and intercity and interstate passenger rail transportation is a critical and necessary component of modern 21st Century multimodal transportation systems and a vital driver of economic development activity; and

**WHEREAS**, the 2014 Joint Legislative Agenda of the Greater Oklahoma City Chamber of Commerce and the Tulsa Metro Chamber of Commerce supports the continued study and development of passenger rail service between Tulsa and Oklahoma City to enhance connectivity throughout the region and serve as a catalyst for greater access to tourist attractions and destinations; and



**WHEREAS**, the Federal Railroad Administration (FRA) has designated the corridor between Oklahoma City and Tulsa as part of major passenger rail transportation corridor for the South Central United States; and

**WHEREAS**, on April 21, 2011, Oklahoma Governor Mary Fallin approved House Bill 1686 creating the Eastern Flyer Passenger Rail Development Task Force to study and develop a comprehensive plan for developing passenger rail service between Oklahoma City and Tulsa; and

**WHEREAS**, on December 7, 2012 the State of Oklahoma's Eastern Flyer Passenger Rail Development Task Force issued its final report setting forth a solid framework for moving forward with plans to institute passenger rail service between Oklahoma City and Tulsa; and

**WHEREAS**, in November 2012, ODOT commenced a major 2-year, \$5 million Passenger Rail Corridor Investment Plan Study that is funded by federal government and overseen by the FRA and includes preparation of a Service Development Plan and Environmental Impact Statement to determine a preferred alternative for establishing passenger rail service between Tulsa and Oklahoma City; and

**WHEREAS**, the Sooner Sub is under a long-term lease agreement between ODOT and South Kansas and Oklahoma Railroad (SKO), a division of Watco Companies (WATCO), for which the State of Oklahoma receives \$500,000 annually from SKO under the terms of the agreement; and

**WHEREAS**, SKO provides economically important freight rail service for numerous Oklahoma businesses along the Sooner Sub and has invested millions of dollars in rail infrastructure improvements along the line; and

**WHEREAS**, Iowa Pacific Holdings (IPH), in partnership with WATCO, has announced the initiation of trial passenger rail service for the Eastern Flyer on the Sooner Sub between Tulsa and Oklahoma City during February 2014; and

**WHEREAS**, IPH has announced that all 900 available tickets for the three initial Eastern Flyer passenger rail excursion trains between Tulsa and Oklahoma City have sold out; and

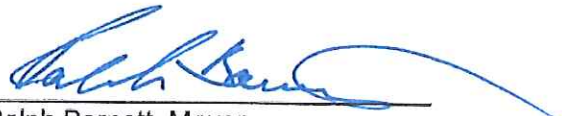
WHEREAS, ODOT has recently published a Request for Proposal on the Sale of the Sooner Subdivision and is soliciting bids through January 30, 2014 and intends to sell the Sooner Sub to the highest bidder; and

WHEREAS, numerous cities and towns throughout the State of Oklahoma and many of their residents and state legislators support development of passenger rail service between Oklahoma City and Tulsa and are opposed to ODOT's proposed sale of the Sooner Sub; and

WHEREAS, the City of Bristow is opposed to ODOT's proposed sale of the Sooner Sub and believes its transfer to private industry would be detrimental to the development of affordable and effective passenger rail service between Oklahoma City and Tulsa.

NOW THEREFORE, BE IT RESOLVED, by the Mayor and the City Council of the City of Bristow urges ODOT and the State of Oklahoma to retain ownership of the Sooner Sub for the current and future passenger rail transportation opportunities, and for the economic and quality of life benefits derived therefrom, for the citizens, businesses, cities and towns of the State of Oklahoma.

PASSED AND APPROVED this 17<sup>TH</sup> day of February, 2014.

  
Ralph Barnett, Mayor

ATTEST:

  
Sabrina Mounce, City Clerk

RECEIVED  
MAR 31 2014  
DIRECTOR'S OFFICE

**RESOLUTION # 2014-01**

A RESOLUTION OF THE **CITY COUNCIL OF CHANDLER**, OKLAHOMA, URGING THE OKLAHOMA DEPARTMENT OF TRANSPORTATION (ODOT) AND THE STATE OF OKLAHOMA TO MAKE THE BEST DECISION WHETHER IT BE TO SELL OR NOT TO SELL THE SOONER SUB RAIL LINE, FOR CURRENT AND FUTURE PASSENGER RAIL TRANSPORTATION OPPORTUNITIES, FOR THE ECONOMIC GROWTH AND QUALITY OF LIFE BENEFITS DERIVED THEREFROM, FOR THE CITIZENS, BUSINESSES, CITIES AND TOWNS OF THE STATE OF OKLAHOMA, URGING THE STATE OF OKLAHOMA TO KEEP THE LINE UNDER THE MANAGEMENT AND OPERATION OF A SHORTLINE RAILROAD, THEREFORE ALLOWING THE BEST COMPETITION FOR ALL SHIPPERS ALONG THIS SECTION OF RAIL AND BEYOND

**WHEREAS**, the Oklahoma Department of Transportation (ODOT) is a multi-modal transportation agency whose mission is to provide a safe, economical and effective transportation network for the people, commerce and communities of Oklahoma; and

**WHEREAS**, the Sooner Subdivision Rail Line (Sooner Sub) is owned by the State of Oklahoma and is part of a rail network between the cities of Oklahoma City, Chandler, Stroud, Wellston and Tulsa, Oklahoma; and

**WHEREAS**, the Sooner Subdivision could provide rail based transportation for T & J Marketing in their bulk propane operations.

**WHEREAS**, There are other shippers already located or soon to locate along the line in Wellston, Chandler, Stroud and Davenport at this time and;

**WHEREAS**, the Sooner Subdivision runs through many Oklahoma communities including but not limited to Sapulpa, Bristow, Stroud, Chandler, Luther, Jones, Wellston and Oklahoma City; and

**WHEREAS**, Stillwater Central Railroad (SLWC) (WATCO) Has and are still creating many jobs, and locating, many small shippers along the rail line and,

**WHEREAS**, ODOT manages safety aspects of the subject rail line through maintenance requirements within the Stillwater Central Railroad contract; and



**WHEREAS**, the subject rail line once served to provide valuable passenger rail transportation service and economic benefits for the citizens of Oklahoma by linking the cities of Oklahoma City, Stroud, Chandler, and Tulsa with other cities outside the State of Oklahoma; and

**WHEREAS**, numerous cities across the United States, including the cities of Chandler, Oklahoma City, Stroud and Tulsa, have determined that local rail transit and intercity and interstate passenger rail transportation is a critical and necessary component of modern 21st Century multimodal transportation systems and a vital driver of economic development activity; and

**WHEREAS**, the 2014 Joint Legislative Agenda of the Greater Oklahoma City Chamber of Commerce and the Tulsa Metro Chamber of Commerce supports the continued study and development of passenger rail service between Tulsa and Oklahoma City to enhance connectivity throughout the region and serve as a catalyst for greater access to tourist attractions and destinations; and

**WHEREAS**, the Federal Railroad Administration (FRA) has designated the corridor between Oklahoma City and Tulsa as part of major passenger rail transportation corridor for the South Central United States; and

**WHEREAS**, on April 21, 2011, Oklahoma Governor Mary Fallin approved House Bill 1686 creating the Eastern Flyer Passenger Rail Development Task Force to study and develop a comprehensive plan for developing passenger rail service between Oklahoma City and Tulsa; and

**WHEREAS**, on December 7, 2012, the State of Oklahoma's Eastern Flyer Passenger Rail Development Task Force issued its final report setting forth a solid framework for moving forward with plans to institute passenger rail service between Oklahoma City and Tulsa; and

**WHEREAS**, in November 2012, ODOT commenced a major 2-year, \$5 million Passenger Rail Corridor Investment Plan Study that is funded by federal government and overseen by the FRA and includes preparation of a Service Development Plan and Environmental Impact Statement to determine a preferred alternative for establishing passenger rail service between Tulsa and Oklahoma City; and

**WHEREAS**, the Sooner Sub is under a long-term lease agreement between ODOT and SLWC, as division of Watco Companies (WATCO), for which the State of Oklahoma receives 12% or \$600,000 annually from SLWC under the terms of the agreement which is growing each and every year; and

**WHEREAS**, SLWC provides economically important freight rail service for numerous Oklahoma businesses along the Sooner Sub and has invested millions of dollars in rail infrastructure improvements along the line; and


**WHEREAS**, Iowa Pacific Holdings (IPH), in partnership with WATCO, has announced the initiation of passenger rail service for the Eastern Flyer on the Sooner Sub between Tulsa, Bristow, Stroud, Chandler and Oklahoma City, starting as soon as possible; and

**WHEREAS**, ODOT has recently published a Request for Proposal on the Sale of the Sooner Subdivision and solicited bids for the sale of the Sooner Sub to the highest, best bidder; and

**WHEREAS**, numerous cities and towns throughout the State of Oklahoma and many of their residents and state legislators support development of passenger, and industrial rail service between Oklahoma City and Tulsa and are opposed to ODOT's proposed sale of the Sooner Sub; and

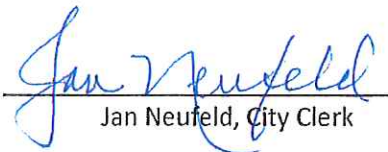
**NOW THEREFORE, BE IT RESOLVED**, by the Mayor and City Council of the City of Chandler that the City of Chandler urges ODOT and the State of Oklahoma to either retain ownership of the Sooner Sub or insure that a short line Railroad such as WATCO either owns or operates the line on a long term basis. This will keep competition at the best level possible and the lowest cost for all shippers along the rail line. We encourage a WATCO sale or lease so that, industrial shippers will continue to grow, passenger rail may be started as soon as possible, all for the benefit of approximately 2.3 million Oklahomans that are potential users of passenger service, for economic, and quality of life benefits derived therefrom, for the citizens, businesses, cities and towns of the State of Oklahoma.

**PASSED AND ADOPTED** this 11<sup>th</sup> day of March, 2014

  
Gene Imel, Mayor

SEAL

ATTEST:

  
Jan Neufeld, City Clerk



RESOLUTION 4332

**A RESOLUTION OF THE CITY OF SAPULPA, OKLAHOMA URGING THE OKLAHOMA DEPARTMENT OF TRANSPORTATION AND THE STATE OF OKLAHOMA TO RETAIN OWNERSHIP OF THE SOONER SUBDIVISION RAIL LINE FOR CURRENT AND FUTURE PASSENGER RAIL TRANSPORTATION OPPORTUNITIES, AND FOR THE ECONOMIC AND QUALITY OF LIFE BENEFITS DERIVED THEREFROM, FOR THE CITIZENS, BUSINESSES, CITIES AND TOWNS OF THE STATE OF OKLAHOMA; AND DECLARING AN EMERGENCY.**

**WHEREAS**, the Oklahoma Department of Transportation (ODOT) is a multi-model transportation agency whose mission is to provide a safe, economical and effective transportation network for the people, commerce and communities of Oklahoma; and

**WHEREAS**, the Sooner Subdivision Rail Line (Sooner Sub) is owned by the State of Oklahoma and is a part of the former Frisco Rail Line (Frisco Line) located between the great cities of Oklahoma City, Sapulpa and Tulsa, Oklahoma; and

**WHEREAS**, the Frisco Line once served to provide valuable passenger rail transportation service and economic benefits for the citizens of Oklahoma by linking the cities of Oklahoma City, Sapulpa and Tulsa together and with other cities outside the State of Oklahoma; and

**WHEREAS**, numerous cities across the United States, including the cities of Oklahoma City and Tulsa, have determined that local rail transit and intercity and interstate passenger rail transportation is a critical and necessary component of modern 21<sup>st</sup> Century multi modal transportation systems and a vital driver of economic development activity; and

**WHEREAS**, the 2014 Joint Legislative Agenda of the Greater Oklahoma City Chamber of Commerce and the Sapulpa Chamber of Commerce supports the continued study and development of passenger rail service between Sapulpa, Tulsa and Oklahoma City to enhance connectivity throughout the region and serve as a catalyst for greater access to tourist attractions and destinations; and

**WHEREAS**, the Federal Railroad Administration (FRA) has designated the corridor between the Oklahoma City, Sapulpa and Tulsa as part of major passenger rail transportation corridor for the South Central United States; and

**WHEREAS**, on April 21, 2011, Oklahoma Governor Mary Fallin approved House Bill 1686 creating the Easter Flyer Passenger Rail Development Task Force to study and develop a comprehensive plan for developing passenger rail service between Oklahoma City, Sapulpa and Tulsa; and

**WHEREAS**, on December 7, 2012, the State of Oklahoma's Eastern Flyer Rail Development





Resolution # 4332

Task Force issues its final report setting forth a solid framework for moving forward with plans to institute passenger rail service between Oklahoma City, Sapulpa and Tulsa; and

**WHEREAS**, in November 2012, ODOT commenced a major 2-year, \$5 million dollar Passenger Rail Corridor Investment Plan Study that is funded by federal government and overseen by the FRA and includes preparation of a Service Development Plan and Environmental Impact Statement to determine a preferred alternative for establishing passenger rail service between Sapulpa, Tulsa and Oklahoma City; and

**WHEREAS**, the Sooner Sub is under long-term lease agreement between ODOT and South Kansas and Oklahoma Railroad (SKO), a division of Watco Companies (WATCO), for which the State of Oklahoma receives \$500,000 annually from SKO under the terms of the agreement; and

**WHEREAS**, SKO provides economically important freight rail service for numerous Oklahoma businesses along the Sooner Sub and has invested millions of dollars in rail infrastructure improvements along the line; and

**WHEREAS**, Iowa Pacific Holdings (IPH), in partnership with WATCO, has announced the initiation of trial passenger rail service for the Easter Flyer on the Sooner Sub between Sapulpa, Tulsa and Oklahoma City during February 2014; and

**WHEREAS**, IPH has announced that all 900 available tickets for the three initial Eastern Flyer passenger rail excursion trains between Sapulpa, Tulsa and Oklahoma City have sold out; and

**WHEREAS**, ODOT has recently published a Request for Proposal on the Sale of the Sooner Subdivision and is soliciting bids through January 30, 2014 and intends to sell the Sooner Sub to the highest bidder; and

**WHEREAS**, numerous cities and towns throughout the State of Oklahoma and many of their residents and state legislators support development of passenger rail service between Oklahoma City, Sapulpa and Tulsa and are opposed to ODOT's proposed sale of the Sooner Sub; and

**WHEREAS**, the City of Sapulpa is opposed to ODOT's proposed of the Sooner Sub and believes that its transfer to private industry would be detrimental to the development of affordable and effective passenger rail service between Oklahoma City, Sapulpa and Tulsa.

**NOW THEREFORE, BE IT RESOLVED BY THE CITY OF SAPULPA, OKLAHOMA:**

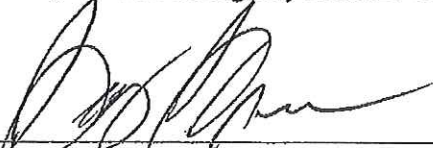
**Section 1.** That the City of Sapulpa urges the Oklahoma Department of Transportation and the State of Oklahoma to retain ownership of the Sooner Sub for current and future passenger rail transportation opportunities, and for the economic and quality of life benefits derived therefrom, for all of the citizens, businesses, cities and towns of the State of Oklahoma.

**Section 2.** That due to imminent action being taken by the Oklahoma Department of


Resolution # 4332

Transportation to sell the Sooner Sub line, an emergency is hereby declared to exist for the preservation of the public peace, health, safety, and welfare by reason whereof this Resolution shall take effect immediately upon its adoption and approval.


ADOPTED by the City Council of the City of Sapulpa, Oklahoma this 17<sup>th</sup> day of February, 2014, with the emergency measure voted on separately this 17<sup>th</sup> day of February, 2014.

  
\_\_\_\_\_  
Reg Green, Mayor

ATTEST:

  
\_\_\_\_\_  
Shirley Burzio, City Clerk

APPROVED AS TO FORM:

  
\_\_\_\_\_  
David R. Widdoes, City Attorney



# Stillwater Milling Company



FEED MANUFACTURERS SINCE 1891

P.O. Box 2407 Stillwater, Okla. 74076-2407 (405) 372-3445

February 12, 2014

Secretary Gary Ridley  
Oklahoma Dept of Transportation  
200 NE 21<sup>st</sup>  
Oklahoma City OK 73105

RECEIVED  
FEB 13 2014  
DIRECTOR'S OFFICE

RE: Sooner Sub Committee

Dear Secretary Ridley:

Stillwater Milling Company is concerned about the state's sale of the railroad track that runs between Oklahoma City and Tulsa. We want to encourage your committee to look hard at the bidding companies to determine the one that will offer the most complete service.

Rail traffic in Oklahoma is made up of much more than oil cars. Agricultural traffic is very important to the state and to many businesses in the state. Right now, much of the agricultural traffic is being delayed or ignored by the BNSF to expedite energy traffic. We would like to see your committee consider the carrier that is most likely to keep all rail users in mind and keep all commerce along the track moving in a timely manner. We think the SWLC is the railroad most likely to do this.

Our company deals with both the BNSF and the SWLC. Our experience is that the SWLC offers the best attitude toward customer service and Oklahoma commerce. We hope your committee will keep our experience in mind while you consider your choices.

Sincerely,

David Fairbanks, CEO and President

Daniel Hubbard, Vice President - Purchasing.





OKLAHOMA DEPARTMENT OF TRANSPORTATION

# Comment Form

## "Sooner Sub" Request for Proposal

Oklahoma Sierra Club

NAME:

PO Box 60644

ADDRESS:

Oklahoma City

OK

73146

CITY:

STATE:

ZIP:

+1 (405) 286-2277

PHONE NUMBER:

OKLAHOMA DEPARTMENT OF TRANSPORTATION  
200 N.E. 21st Street.  
Oklahoma City, OK 73105-3204

Please submit comments by:

01/30/2014

david.ocamb@sierraclub.org

EMAIL ADDRESS:

*I have the following comments regarding the Request For Proposal for the sale of a 97.5 Mile segment of railroad between Sapulpa, Oklahoma, and Del City, Oklahoma, commonly referred to as the 'Sooner Sub'.*

The Oklahoma Chapter of the Sierra Club submits this statement regarding the proposed sale of the state owned rail line between Oklahoma City and Sapulpa. Our membership feels this sale is not in the public interest. Our membership stands unified in opposition to what we deem as poor and reckless state policy.

ODOT claims as its mission statement, "The Mission of the Oklahoma Department of Transportation is to provide a safe, economical, and effective transportation network for the people, commerce and communities of Oklahoma." Our membership feels ODOT will be violating this mission statement if it proceeds with the sale of this property. Our reasoning follows:

ODOT will be violating every aspect of its mission statement with the proposed sale. Safe transportation demands that ODOT develop a multimodal strategy to reduce carbon emissions, to provide for those unable to drive, and to provide optional transportation when driving is hazardous. An economical transportation system incorporates a mix of fuel efficient, mass transportation sources such as freight rail, light rail, commuter rail, and intercity rail in order to reduce both taxpayer infrastructure costs and preserve personal transportation investments. An effective transportation network provides transportation for all, not just those who use automobiles. Connecting communities is essential for commerce beyond just pavement based transportation solutions.

The Oklahoma legislature has recognized for decades the importance of controlling state railroad infrastructure and services, even when private industry has threatened abandonment and discontinuance of such. In 1971 the state established the Railroad Revitalization Act to preserve infrastructure. In 1996 the state established the Oklahoma Tourism and Passenger Rail Act in part to reestablish passenger service between Oklahoma and Tulsa counties. ODOT is proposing to sell a state asset that is producing positive revenue from a state lessee the Stillwater Central Railroad. ODOT is proposing to sell a state asset that was purchased with the intent of passenger rail development in 1998.

*"The mission of the Oklahoma Department of Transportation is to provide a safe, economical, and effective transportation network for the people, commerce, and communities of Oklahoma."*





OKLAHOMA DEPARTMENT OF TRANSPORTATION

# Comment Form

## "Sooner Sub" Request for Proposal

Colata Harlan

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STATE:

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PHONE NUMBER:

OKLAHOMA DEPARTMENT OF TRANSPORTATION  
200 N.E. 21st Street.  
Oklahoma City, OK 73105-3204

Please submit comments by:

01/30/2014

hwinc@cox.net

EMAIL ADDRESS:

*I have the following comments regarding the Request For Proposal for the sale of a 97.5 Mile segment of railroad between Sapulpa, Oklahoma, and Del City, Oklahoma, commonly referred to as the 'Sooner Sub'.*

Continuing to sell state-owned rail lines is clearly a step in the wrong direction, if Oklahoma wants to join other progressive, economically competitive cities like Dallas—Fort Worth, which have functional public transportation systems that contribute substantially to economic development.

The remaining state-owned rail must not be sold off by the Oklahoma Department of Transportation. The state bought that rail only a couple decades ago. These miles are essential to a statewide passenger rail system, which could be operating sooner rather than later between Oklahoma City and Tulsa because most of the rail is already in place.

The state of Oklahoma can test the public transit waters with conventional rail at the same time that the ODOT completes yet another study ostensibly with the intention of implementing high speed rail at some point in the future.

Meanwhile, people could be riding between our major cities.

We have the potential to attract businesses from cities with public transit systems and boost sales tax revenues like Dallas-Fort Worth did 15th years ago. In the early days, north Texas cities that got on board realized sales tax increases of \$12 for every \$1 that was invested. They know the bump was due to public transit because cities that said "no" did not get these increases.

Please say no to the sale of state-owned rail assets and yes to expanded public transit options that will generate sales tax revenue and attract young, innovative business owners to Oklahoma.

*"The mission of the Oklahoma Department of Transportation is to provide a safe, economical, and effective transportation network for the people, commerce, and communities of Oklahoma."*





OKLAHOMA DEPARTMENT OF TRANSPORTATION

# Comment Form

## "Sooner Sub" Request for Proposal

Evan L. Stair

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73069

CITY:

STATE:

ZIP:

+1 (405) 204-5801

PHONE NUMBER:

OKLAHOMA DEPARTMENT OF TRANSPORTATION  
200 N.E. 21st Street.  
Oklahoma City, OK 73105-3204

Please submit comments by:

01/30/2014

EvanStair@PassengerRailOK.org

EMAIL ADDRESS:

*I have the following comments regarding the Request For Proposal for the sale of a 97.5 Mile segment of railroad between Sapulpa, Oklahoma, and Del City, Oklahoma, commonly referred to as the 'Sooner Sub'.*

I am opposed to the sale of the subject rail line. The line strategically connects the state's two largest metropolitan areas (Tulsa-Oklahoma City). A sale would represent a betrayal of Oklahoman taxpayers, small business (both rail carrier/ rail customers), and the traveling public. The following information from the data room/ other sources should be quantified, in the Department of Commerce (DOC) economic impact report, as required by law prior to sale decision:

Reference the 1998 and 2013 State-Stillwater Central Railroad (SCRR) contracts: The lessee SCRR has through public-private agreement contributed millions in upgrades to subject property (2013, 1998 section 7.04). A positive revenue stream is collected through 12% gross revenues (2013 sec. 3.01). The line was purchased for passenger use (2013, sec. 5.02). A regional headquarters provides jobs in Oklahoma City (2013, 4.04). The original contract was not lease-to-own meaning it was intended to remain perpetually in state ownership (Oklahoma Statute O.S. 66, section 304(3)).

The BNSF Railway 1998 sale agreement transfers to the state a 99-year "Buyer's Passenger Service Rights," that allows four daily passenger trains on the BNSF Railway between Sapulpa and Tulsa. A \$9.00/ train mile access rate is set. Capital-capacity requirements are to be financed by the BNSF (page 13-14 sale agreement). Therefore, an economic value should be assigned to the "Buyer's Passenger Service Rights" in the DOC report.

O.S. 66-321, The Okla. Tourism and Passenger Rail Act requires, by definition (O.S. 66-323) that the Department of Transportation [ODOT] (O.S. 66-323(1)) "to do all things necessary to restore passenger rail." Passenger rail is defined as (O.S. 66-323(6)) "linking stations in Oklahoma and Tulsa counties." Further, there is an established Okla. Tourism and Passenger Rail revolving fund (O.S. 66-323(4)) available for development. The Texas Transportation Institute (TTI) demonstrated through a report, "Measuring the Benefits of Intercity Passenger Rail: A Study of the Heartland Flyer Corridor," positive economic impact (4:1, benefit = \$18 million : cost = \$3.95 million) derived from state appropriations, supporting the Heartland Flyer train operation. Similar benefit should be quantified for a Tulsa-Oklahoma City route. Privately owned rail access rights fees should be quantified within the DOC report versus what exists with the line in state ownership. Is there an economic value for Oklahoma becoming the lessee (access rights) versus being the leaser?

Clearly, the property should remain in state control. The SCRR contract should be renewed for 99 years with the present contractual text. DOC economic impact report parameters should be quantified and based upon a broad range of values, including those of economic development (freight and passenger) beyond direct state economic revenues and expenditures. The business plan of an freight owner, local or interstate, must be considered. The Oklahoma City-Sapulpa rail line had fallen into such disrepair prior to the 1998 sale that it was rumored ready to abandon. Abandonment might again fit into a private owner's short term business plan with the state unable financially to repurchase at a critical time.

As a state resident I expect a written reply indicating this public comment has been received and filed.





OKLAHOMA DEPARTMENT OF TRANSPORTATION

# Comment Form

## "Sooner Sub" Request for Proposal

Evan L. Stair

NAME:

517 Claremont

ADDRESS:

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OK

73069

CITY:

STATE:

ZIP:

+1 (405) 204-5801

PHONE NUMBER:

OKLAHOMA DEPARTMENT OF TRANSPORTATION  
200 N.E. 21st Street.  
Oklahoma City, OK 73105-3204

Please submit comments by:

01/30/2014

EvanStair@PassengerRailOK.org

EMAIL ADDRESS:

*I have the following comments regarding the Request For Proposal for the sale of a 97.5 Mile segment of railroad between Sapulpa, Oklahoma, and Del City, Oklahoma, commonly referred to as the 'Sooner Sub'.*

This is an addition to comments, submitted January 21, 2013. New issues have come to light with regard to one Sooner Sub bidder, the BNSF Railway. The following stories are of vital interest to decision-makers. There are financial and safety issues that must be considered for the protection of the people of Oklahoma.

[http://www.twincities.com/national/ci\\_25016506/more-north-dakota-amtrak-disruptions-from-oil-extreme?source=rss](http://www.twincities.com/national/ci_25016506/more-north-dakota-amtrak-disruptions-from-oil-extreme?source=rss)

BNSF capacity problems are troubling. The BNSF has placed freight business ahead of passenger, even with North Dakota passenger investment. Therefore, BNSF capital plans for the Sooner Sub should be strongly considered. Further, ODOT has had a statutory requirement to develop passenger rail service between Oklahoma and Tulsa counties (O.S. 66-321 and O.S. 66-323) since 1996. Studies were performed in 1983, 1994, 1996, 2001, and 2002 for this corridor. The corridor is again under study. Is the agency working toward fulfilling statutory requirements, or using the study process as a source of delay? Will the BNSF work ethically to keep state capital and access fees to a minimum?

BNSF capital requirements for the 206 mile Heartland Flyer were \$2.6 million per the 1999-2001 contract with Amtrak, also obtained through Open Records. In 2010, Amtrak and the BNSF released a study produced in Kansas showing a \$151 million capital improvement project for the expansion of the Heartland Flyer to Newton, Kansas some 197 miles north of Oklahoma City on the same rail line. That is a 60-fold increase.

Amtrak 2010 Oklahoma City - Newton Study URL:

<http://www.ksdot.org/passrail/amtrak.asp>

Safety is also a concern. Consider these articles:

<http://www.bloomberg.com/news/2014-01-24/bnsf-train-derailment-threatens-to-delay-bakken-oil-deliveries.html>

<http://www.loe.org/shows/segments.html?programID=14-P13-00004&segmentID=3>

.....Continued on Page 2.....

*"The mission of the Oklahoma Department of Transportation is to provide a safe, economical, and effective transportation network for the people, commerce, and communities of Oklahoma."*





OKLAHOMA DEPARTMENT OF TRANSPORTATION

# Comment Form

## "Sooner Sub" Request for Proposal

Evan Stair		
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PHONE NUMBER:		

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200 N.E. 21st Street.  
Oklahoma City, OK 73105-3204

Please submit comments by: 01/30/2014

EvanStair@PassengerRailOK.org  
EMAIL ADDRESS:

*I have the following comments regarding the Request For Proposal for the sale of a 97.5 Mile segment of railroad between Sapulpa, Oklahoma, and Del City, Oklahoma, commonly referred to as the 'Sooner Sub'.*

Now, consider that North Dakota Bakken field oil is shipped to Cushing as follows: BNSF Railway to Sapulpa - handoff to the Stillwater Central - Stroud for a rail-pipeline transloading facility - pipeline to Cushing. Then, consider the following, obtained through Open Records, this excerpt from the 1998 lease contract between Stillwater Central and the state.

"Section 7.04. Within ninety (90) days after the Commencement Date and each successive annual anniversary thereof, RAILROAD shall prepare and submit for STATE's approval a detailed maintenance program covering RAILROAD's maintenance activities for that year. Unless STATE agrees in writing otherwise, said maintenance program shall include, but shall not be limited to a crosstie replacement schedule of at least 10,000 per year beginning July 1, 1999, a surfacing and alignment schedule covering 10 miles annually, highway grade crossing improvements, grade crossing surfaces and signal warning devices, bridges, culverts and other structures (including the removal of debris from all bridge piers, pilings and abutments), right-of-way clearance and vegetation control, and sub-roadbed. RAILROAD agrees that grade crossing surfaces and grade crossing warning devices will be given a high priority in RAILROAD's maintenance program, and shall renew grade crossings as needed..."

The above paragraph shows the deteriorated condition the BNSF Railway allowed the Sooner Sub to reach prior to state purchase in 1998. This should be of vital safety concern to those making the sale decision. Lives and property are at stake. Does the state intend to leave maintenance plans ie. safety considerations in the hands of a private entity when it has the ability today to evict a reckless tenant?

Is the State prepared to place the BNSF Railway on a short bid list for the same rail line the same railroad corporation nearly abandoned for scrap in 1998? Is the State prepared to stand aside when it has full control of a state owned transportation asset that is bringing in positive revenue to the state? Today Oklahoma is a landlord that can dictate terms to a lessee. Under private ownership the state would become the lessee for passenger rail service, subject to the whims of the landlord. Is the state prepared to give up ownership and control of a strategic transportation asset connecting the state's two largest metropolitan areas of Oklahoma City and Tulsa? Who is in control of this state today? The people or corporations? Is the Oklahoma public truly being considered in this process?

.....Page 2.....

*"The mission of the Oklahoma Department of Transportation is to provide a safe, economical, and effective transportation network for the people, commerce, and communities of Oklahoma."*



Statement of TOM ELMORE regarding ODOT's effort to sell the Sooner Subdivision Rail Line

Tom Elmore

to:

rfprail

01/30/2014 05:31 PM

Hide Details

From: Tom Elmore <gtelmore@aol.com>

To: rfprail@odot.org

January 30, 2014

**Statement of Tom Elmore, Executive Director, North American Transportation Institute Regarding ODOT's effort to sell the Sooner Subdivision Rail Line**

The story of the Oklahoma Department of Transportation's determination to effectively "give" the so-called Sooner Subdivision rail line back to the BNSF Railway Company quite clearly goes back to the interference mega-monopoly BNSF ran in recent years on behalf of ODOT with the federal Surface Transportation Board, clearing the way for the Interstate 40 Crosstown Highway in Oklahoma City to be relocated -- directly through the historic OKC Union Station rail center at 300 SW 7th in Oklahoma City.

Over and over again, as I warned central Oklahomans what was coming, they'd say -- "But it makes no sense."

Of course it DID make sense to those deceptive individuals fronting this disastrous project -- but it was very hard for most Oklahomans to become hardened and cynical enough to look at the sense it made.

Every indication has been made since the successful destruction of the OKC Union Station rail yard and its direct connections to Will Rogers World Airport and Tinker AFB that BNSF would at some future date require pay-back from ODOT -- and it's quite clear that ODOT intends to do exactly that with respect to transfer of the Sooner Sub rail line.

There is no doubt that, in this case, as with the build-up to the "New Crosstown," an ill-advised and entirely unnecessary project, ODOT is exercising its typical strategy of throwing up a



smokescreen against the scrutiny of the people of the state. Every key assertion made by ODOT justifying a "New Crosstown" was false. Every official claim about its cost -- and the harm that it would do -- was false.

Surface Transportation Board case AB6-430X shows the lengths to which arrogant bureaucrats and corporate monopoly kings will inevitably go in order to have their way. In this matter, a small band of dogged Oklahoma citizens proved -- from ODOT and BNSF's own documents -- that the case made by BNSF to abandon the elegant, independent rail passage of the former Frisco line through the OKC Union Station rail center was fraudulent -- a deliberate sham, much like ODOT's alleged "competitive route study" for the relocation.

In a June, 2008 ruling, the STB shocked and amazed much of the transportation community by finding that BNSF had deliberately misled the agency in its abandonment application -- and the application was ruled "Void, ab initio." That, of course, should have been the end of it -- but mighty political powers were brought to bear on the STB to get the outcome desired by state and corporate bosses.

ODOT hung the offspring of today's Oklahomans with a massive, poorly designed and built new 4-mile expressway which it could neither afford to build nor maintain (against today's \$100 billion state unfunded highway maintenance requirement) -- and its favored contractors got a big pay day. BNSF successfully made any future independent operators of the former Frisco line captive to their will in order to get through Oklahoma City (and in the doing, killed the independence and arguably significant capacity which we now know would soon be needed by its own trains).

The problem with BNSF is that it is a huge, heedless mega-monopoly, the inevitable outcome of deregulation, and a growing problem with which the people of the nation through their governments will inevitably have to deal. Worse yet, it and the other Class 1s clearly control the federal regulatory authorities. Once historic, irreplaceable rail properties, which should be considered part of the inviolable public commons, are placed in its power, the people themselves have no lever with which to keep those assets from being misused, under-utilized and even destroyed.

BNSF sold the Sooner Subdivision rail line to ODOT in about 1998 -- after having run all the local business off of it. BNSF is manifestly not interested in serving small shippers -- and it knows how to make life miserable for those unwise enough to depend on it. If the state had not been willing to purchase the old Frisco rail line between OKC and Tulsa, there is little doubt that the line would have been destroyed, much like other similar properties since deregulation of the railroad industry began under the Staggers Act in 1980.

Class 1 railroad management continues to show itself increasingly heedless of the realities of this era. It continues to look out for its own short-term profits through its comically short-sighted "five-year business plans." Increasingly, it dictates to American shippers -- sending more and more freight tonnage to the nation's beleaguered public highways. It refuses to understand that "you can't operate trains where you've destroyed all the track."

What could BNSF have done to have kept, for instance, the Bridgestone-Firestone Tire Plant in Oklahoma City?

What could BNSF have done to help Western Farmers Electric Cooperative with economical and long-term benefit to its electric power customers? Instead of helping, BNSF charged



WFEC maximum rates for coal shipment to its Hugo power plant -- until the cooperative built its own 17-mile rail line connecting to other carriers at considerable expense -- after which, like "Lucy holding the football for Charlie Brown," it immediately lowered its transportation costs to reasonable levels. And the STB was no help -- as the STB, unfortunately, clearly exists to give America's corporate lords whatever they want.

What benefit has BNSF been to historic heavy manufacturers like Oklahoma City's Boardman, Inc.? It not only cooperated with and facilitated ODOT's strange, irrational obsession to destroy the rail line that had long served that facility -- but, when local citizens brought in a 50-ton switch engine to demonstrate the effectiveness of a proposed shortline operation preserving Boardman's shipping options, BNSF refused to deliver it per the bill of lading, then, like common thugs, stole the locomotive and auctioned it off.

The mega-monopoly Class 1 bosses can appear quite impressive with their great, flowing promises -- but, as seen in the examples above and many, many more, betrayal of shippers and receivers is the only inevitability with these outfits. They play mean, cold hardball at all times and don't mind siccing their mad dog attorneys on citizens working at their own expense for the future benefit of the state and nation.

As long as the people of the state of Oklahoma own and control the state's rail properties, they can assure fair treatment of all -- including the Class 1 railroad companies. If BNSF comes to control the Sooner Subdivision line again, as before, it may be expected to inevitably make life very difficult for the small shippers WATCO has brought back to the line -- and ultimately to abandon them, giving them no choice (as with Boardman, Inc.) but to move their loads over the state's already-overwhelmed highways, streets and roadway bridges.

This brings me back to ODOT and its highway-lobby domination and orientation. Healthy railroads working in good faith to do the most - instead of the least - possible can be the best friends public highways have. Rather than seeing the overriding value our in wealth of state-owned railway properties, however, ODOT's "highways-only" bosses have made the least of them. The false "gospel" that these people constantly preach to our hobbled-by-term-limits elected government is "the gospel of more, more and more money for roads," as if it were possible to catch up with the skyrocketing maintenance need of our existing roads without reforming vehicular road-use costs and wise, coordinated use of alternatives like rail. Far from a responsible approach, ODOT has never in its history completed even the most basic document demanded for proper management of public roads -- a reliable Highway Cost Allocation Study definitively establishing what each class of vehicles now using these roads pay today to use them versus what they OUGHT to be paying.

This is an agency that obsessively blows a billion dollars for an entirely unnecessary four-mile expressway relocation in the downtown area of Oklahoma City -- and then sends state and federal elected officials who are in the thrall of the highway lobby to Washington to cry about "being out of money."

This is an agency that REFUSES to take up its responsibility to educate and assist elected government in holding heavy commercial trucking accountable for the massive, unrepaid costs it inflicts on taxpayers' roads every day.

This is an agency that has traded "tomorrow" for stuffing the pockets of its favored highway contractors "today" through massive, "quick-buck" bond financing debt-load.

Is it that the real experts at ODOT don't know what to do? Is it that they don't understand?

No.

It's that the special interests that exert far, far too much influence over them have got things the way they like them here in the state -- and ODOT leadership apparently does not have the integrity to resist.

Our elected government should yank the highways-only-gang at ODOT up short on this railway sale -- preserving state ownership. Our elected government should also, quite clearly and inescapably, take management of our state's precious rail assets away from "ODOT," which is really not a "Department of Transportation" at all -- but, rather, "a Department of Highways-Only" -- and see to it that our state's rail heritage remains available to benefit its people.





OKLAHOMA DEPARTMENT OF TRANSPORTATION

# Comment Form

## "Sooner Sub" Request for Proposal

Thomas H. Verdel, III

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PHONE NUMBER:

OKLAHOMA DEPARTMENT OF TRANSPORTATION  
200 N.E. 21st Street.  
Oklahoma City, OK 73105-3204

Please submit comments by:

01/30/2014

tverdel@cox.net

EMAIL ADDRESS:

*I have the following comments regarding the Request For Proposal for the sale of a 97.5 Mile segment of railroad between Sapulpa, Oklahoma, and Del City, Oklahoma, commonly referred to as the 'Sooner Sub'.*

1. Paragraph 1.2 - Item 1: Sale of this line is very unlikely to increase economic activity throughout the region. It is more likely that it will DECREASE economic activity through an anti-competitive action. Selling the line to a single rail company will likely result in increasing freight shipping costs for current and any future shippers along this line. This will probably result in a substantial increase in heavy truck traffic in these communities and accelerated deterioration of streets and highways along the line.
2. Paragraph 1.2 - Item 2: Sale of this line is very unlikely to enhance customer service and opportunities along the corridor. Customer service is more likely to suffer as a single private owner is likely to increase freight rates and focus on long, slow unit trains to the exclusion of other commodity shipments in smaller quantities. The line is likely to be operated at the lowest possible track class, thereby precluding the potential for developing effective passenger rail options or any other future improvements.
3. Paragraph 1.2 - Item 3: Sale of this line to a single private entity will effectively result in DENYING access for a variety of potential users due to highly limited access times and poor track conditions.
4. Paragraph 1.2 - Item 4: The line is already being operated by the private sector at a profit to the State and numerous incremental improvements have been made and continue to be made. Selling the line to a single private sector owner will de-incentivize any efforts to further develop and improve the line.
5. Paragraph 1.3: Issuing this RFP at the present time ignores and effectively forecloses opportunities for the State Department of Commerce to prepare an economic impact study. The State Departments of Finance, Agriculture, and Energy are being by-passed and will find it difficult, if not impossible, to investigate and assess the impacts of this action on their programs. This Request for Proposal also effectively forecloses at least one option for developing passenger service which is presently being considered in a multi-million dollar study and paid for by both State and federal dollars.
6. Paragraph 1.4: Proposers should be required to specifically describe which types of common carrier functions they have performed over the past five years and to what extent their activities have promoted economic development in communities along their lines.

*"The mission of the Oklahoma Department of Transportation is to provide a safe, economical, and effective transportation network for the people, commerce, and communities of Oklahoma."*



OKLAHOMA DEPARTMENT OF TRANSPORTATION

# Comment Form

## "Sooner Sub" Request for Proposal

Thomas H. Verdel III

NAME:

730 Oak Ridge Drive

ADDRESS:

Sand Springs

OK

74063

CITY:

STATE:

ZIP:

+1 (918) 245-1128

PHONE NUMBER:

OKLAHOMA DEPARTMENT OF TRANSPORTATION  
200 N.E. 21st Street.  
Oklahoma City, OK 73105-3204

Please submit comments by: 01/30/2014

tverdel@cox.net

EMAIL ADDRESS:

*I have the following comments regarding the Request For Proposal for the sale of a 97.5 Mile segment of railroad between Sapulpa, Oklahoma, and Del City, Oklahoma, commonly referred to as the 'Sooner Sub'.*

7. Paragraph 2.1, Second sentence: Describe those "interests of the State" that the Proposer must consider and what measures of effectiveness in achieving those should the Proposer address.

8. Paragraph 2.1, Item 2a: The minimum track standard classification to be maintained should be Class III. The present operator on the line has already determined that to be a necessity just to effectively and efficiently move freight along the line. A Class II standard will only add to congestion on the line and would effectively completely preclude any future attempt at passenger operations.

9. Paragraph 2.1, Item 4: This statement does not actually require the purchaser to "perform" any of the listed operations. It only requires the new owner to "anticipate" certain operations that the owner, at its own discretion, may believe are "infeasible". This entire statement has no force or effect, is superfluous and should be deleted.

10. Paragraph 3.1, Item 6.: Shortlisting a total of 3 Proposers is a more common contracting procedure. If only 2 are shortlisted and one drops out or is disqualified, the State would be left facing a non-competitive negotiation. Recommend you shortlist 3.

11. Paragraph 3.1, Request for Final Offer, Item 6: The way this is stated, the "Best Value" assessment includes all elements including the Contract Price, but the Contract Price is also evaluated alone. This does not seem to agree with the statement of evaluation procedures in Paragraph 3.1.

12. The State's assessment of current value seems to be based largely on the value of land and materials found on the property. Has the State considered the Net Present Value of the income stream from this asset and if so, over how many years? Rail infrastructure depreciates very slowly and has a very long life. If this was not considered, why not?





OKLAHOMA DEPARTMENT OF TRANSPORTATION

# Comment Form

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Please submit comments by:

01/30/2014

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EMAIL ADDRESS:

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13. Paragraph 5.1: In order to best prepare their Proposals, offerors need to know how much weight the State intends to attach to the 16 items listed. They are obviously not listed in order of weight or significance since Offer Price which only accounts for 40% of the value is listed ahead of Business Plan and Projected Economic Activity. Combining "Business Plan" (a factor that has no means of enforcement) with Projected Economic Activity (which may, at least, guide offerors to the most lucrative approach) seems to suggest that these two topics deserve separate evaluations. You either need to assign and display points associated with each factor or, perhaps best, just list them in order of significance.

14. General Comment: If the State of Oklahoma is actually interested in economic development and more efficient and competitive transportation systems throughout the State, the sale of the Sooner Sub is just the opposite of what needs to be done. This proposed sale sends a clear and dominant message to the citizens of Oklahoma that the Oklahoma Department of Transportation and the Office of the Governor simply care nothing at all for these objectives and are only interested in demonstrating their power and influence.

15. A far more practical approach to this issue would be to determine the most affordable and productive ways to modernize and improve a valuable state asset and encourage private sector investment in rail OPERATIONS in the State. For this to happen, no additional legislative actions or taxes are needed. The State Department of Transportation is already in receipt of a proposal that would do this and requires nothing more than a reasonable and responsible investment in the line. Individual citizens are expected to maintain their real property in a responsible condition; why is our state government excused from this same level of responsibility?

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OKLAHOMA DEPARTMENT OF TRANSPORTATION

# Comment Form



## "Sooner Sub" Request for Proposal

Thomas H. Verdel

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Please submit comments by:

01/30/2014

tverdel@cox.net

EMAIL ADDRESS:

*I have the following comments regarding the Request For Proposal for the sale of a 97.5 Mile segment of railroad between Sapulpa, Oklahoma, and Del City, Oklahoma, commonly referred to as the 'Sooner Sub'.*

I am entirely opposed to the sale of this line. For several months in 2012, a State Task Force met to discuss the future of this state-owned property and published a report recommending the improvement of the line. It was obvious in the beginning that the Oklahoma Department of Transportation did not want the Task Force to meet and actively opposed any recommendations for expanded use. Once the report was published, ODOT unilaterally announced that it would proceed with a sale of the line. Despite overwhelming public and legislative opposition to this move, ODOT continues to seek the sale.

ODOT is responsible for "managing" the State's rail and other transportation assets. They do not "own" them. The State of Oklahoma and its residents own this line. There is nothing about the potential sale of the line that benefits the public. This proposed sale is solely a "favor" to large business, monied interests and a narrow-minded and spiteful Secretary of Transportation who resents being challenged by the people he was appointed to serve.

I would have preferred to comment on the demonstrated positive benefit-cost ratios of re-developing and extending this line but it has become transparently obvious that the Oklahoma Department of Transportation has no interest in this information and is determined to execute this sale regardless of public and legislative opposition. This seems to be a peculiar approach in an election year when many voters are well aware of this situation and may decide to express their displeasure at the ballot box.

I, for one, will be a member of that group.

*Tom Verdel*



OKLAHOMA DEPARTMENT OF TRANSPORTATION

# Comment Form

## "Sooner Sub" Request for Proposal

Nicole Nascenzi

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Please submit comments by: **01/30/2014**

Nnascenzi@gmail.com

EMAIL ADDRESS:

*I have the following comments regarding the Request For Proposal for the sale of a 97.5 Mile segment of railroad between Sapulpa, Oklahoma, and Del City, Oklahoma, commonly referred to as the 'Sooner Sub'.*

I request that the state not sell the Sooner Hub. Selling the 97.5 mile segment of railroad will inhibit commercial and civic progress in Oklahoma. To be a successful state we need to have rail travel between Oklahoma City and Tulsa. For ODOT to be true to its mission "to provide a safe, economical, and effective transportation network for the people, commerce, and communities of Oklahoma" there needs to be affordable, effective public transportation between the state's two major cities.





OKLAHOMA DEPARTMENT OF TRANSPORTATION

# Comment Form

## "Sooner Sub" Request for Proposal

Steve Davis

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Please submit comments by:

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EMAIL ADDRESS:

*I have the following comments regarding the Request For Proposal for the sale of a 97.5 Mile segment of railroad between Sapulpa, Oklahoma, and Del City, Oklahoma, commonly referred to as the 'Sooner Sub'.*

I have great concern that this segment of railroad, which is now under control of ODOT, and is currently generating cash for the state, would even be under consideration to be sold to BNSF or any railroad, which is NOT interested in cultivating passenger service over this line.

There has been considerable study concerning extending passenger service between the two most populous cities in this state and considerable funds spent doing so. The people of these two cities desire this service and everything should be done to extend them this privilege.

As it stands, the line is currently leased by an operator who has spent considerable of their own funds, to bring this line up to operational standards. They maintain the line, and keep the right of way clear of the normal raiiside rubbish, that I have witnessed in other travels. I have traveled over it myself, and feel, even in it's current condition, that it would be usable, as-is, for a tourist line. As you see, Iowa Central has contracted for this service and has sold out completely, in just a matter of a few days, over 900 seats, for only three round trips to OKC from Sapulpa.

Now just think, if that service could also be offered from OKC to Tulsa? or to Will Rogers' hometown of Claremore? The line is clearly a viable venture, just in terms of tourism dollars. What the Will Rogers Memorial, and the J.M. Davis Gun Museum and the City of Claremore, would do with a train load of visitors!!!

Yes, I do understand that this particular segment, just concerns OKC-Sapulpa. However, once this line opens regularly to the public, you will soon realize, the extension of through service and number of daily trips will have to be expanded to keep up with the popularity of this valuable service.

I don't feel that passengers on this line are interested in 120 mile per hour service. As the line stands currently, it can approximate the same running time that was available when the Frisco was still running trains. With proper signalling, and track resurfacing, the track speeds could be improved considerably, which would serve to enhance the ride and connections on each end.

Incidentally, we had 30,000+ visitors to Oklahoma Railway Museum, here in Oklahoma City, the past year that bought tickets to ride the train just a little more than a mile and a half down the line and back.

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OKLAHOMA DEPARTMENT OF TRANSPORTATION

# Comment Form

## "Sooner Sub" Request for Proposal

Nathan Wood

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Please submit comments by:

01/30/2014

dart330@gmail.com

EMAIL ADDRESS:

*I have the following comments regarding the Request For Proposal for the sale of a 97.5 Mile segment of railroad between Sapulpa, Oklahoma, and Del City, Oklahoma, commonly referred to as the 'Sooner Sub'.*

As a resident of Oklahoma City who frequently travels the transportation corridor to Tulsa, I am against the proposed sale of the Sooner Sub to a private company. Oklahoma is in a unique position to link it's two largest metropolitan areas with passenger rail service on a state-owned line. Many states would love to be in this position, yet we are looking to sell.

The tide is already turning against automobile transportation as the baby boomers age, millennials aren't interested in driving, and there are plenty of current senior citizens who are not able to drive. It is clear that using highways as the only means of intercity travel is becoming outdated quicker than most transportation departments can keep up, and ODOT seems to want to prove that point with this sale.

There has been no acceptable reason presented on why this line must be sold. The state can continue to lease it out at a profit for the rest of it's existence while increasing the transportation options available to the citizens of the state. Providing a much needed economic benefit to the towns along the line and an essential life-line to those who are unable to drive.



OKLAHOMA DEPARTMENT OF TRANSPORTATION

# Comment Form

## "Sooner Sub" Request for Proposal

Deidre Vance

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6119 S. Irvington Ave.

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Tulsa

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74136

CITY:

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OKLAHOMA DEPARTMENT OF TRANSPORTATION  
200 N.E. 21st Street.  
Oklahoma City, OK 73105-3204

Please submit comments by:

01/30/2014

d.vance04@yahoo.com

PHONE NUMBER:

EMAIL ADDRESS:

*I have the following comments regarding the Request For Proposal for the sale of a 97.5 Mile segment of railroad between Sapulpa, Oklahoma, and Del City, Oklahoma, commonly referred to as the 'Sooner Sub'.*

I would like to see a stop to be in at least central Tulsa so that even the eastern Tulsa and north Tulsa suburbs can take advantage. Typically in Europe that is common to put in city center then even the other public transportation systems can work together more effectively.

The current plan allows west OK City to have this advantage. I understand Sapulpa it a great stop but good utilization and access is key to any public transportation system. I love the fact when I travel to rather large citys such as San Fran I can hop a rail system from the airport to another location without having to depend on rental cars. The same is so for my European travels. I have traveled there many times over the past 2 years and never rented a car due to the ease of the rail systems near the airports to nearly any town center that I need to access.

Just forward thinking and realizing the growth of the Tulsa suburbs should be considered heavily





OKLAHOMA DEPARTMENT OF TRANSPORTATION

# Comment Form

## "Sooner Sub" Request for Proposal

Mike Marshall

NAME:

2504 W. Owen K. Garriott Rd., #304

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Enid

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+1 (580) 541-9363

PHONE NUMBER:

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Please submit comments by:

01/30/2014

mmarshall@suddenlink.net

EMAIL ADDRESS:

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Submit by Email

*I have the following comments regarding the Request For Proposal for the sale of a 97.5 Mile segment of railroad between Sapulpa, Oklahoma, and Del City, Oklahoma, commonly referred to as the 'Sooner Sub'.*

After reading through the documents in the "Data Room" concerning the sale of the Sooner Sub, I have three questions: 1) Why, at this time, has the State decided to divest itself of one of its most valuable assets? 2) Where, specifically, will the money go from the sale? 3) Why not continue with the current lease with the Stillwater Central Railroad and help them develop passenger rail service from downtown Tulsa to downtown Oklahoma City? And for the record, I am not in favor of the sale of the Sooner Sub by ODOT. Thank you.





OKLAHOMA DEPARTMENT OF TRANSPORTATION

# Comment Form

## "Sooner Sub" Request for Proposal

Terry Beutelschies

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PHONE NUMBER:

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200 N.E. 21st Street.  
Oklahoma City, OK 73105-3204

Please submit comments by: **01/30/2014**

tbeutels@yahoo.com

EMAIL ADDRESS:

*I have the following comments regarding the Request For Proposal for the sale of a 97.5 Mile segment of railroad between Sapulpa, Oklahoma, and Del City, Oklahoma, commonly referred to as the 'Sooner Sub'.*

Please do not sell this portion of railroad. We would use and enjoy a trip from Sapulpa to OKC and would travel more often. I just can't imagine this not being a great tourist attraction as well as another form of transportation for those who do not like to drive their own vehicle. My vote is DO NOT SALE. Thanks.



OKLAHOMA DEPARTMENT OF TRANSPORTATION

# Comment Form

## "Sooner Sub" Request for Proposal

Wanda Stapleton

NAME:

425 SW 51st St

ADDRESS:

Oklahoma City

CITY:

OK

STATE:

73109

ZIP:

PHONE NUMBER:

OKLAHOMA DEPARTMENT OF TRANSPORTATION  
200 N.E. 21st Street.  
Oklahoma City, OK 73105-3204

Please submit comments by:

01/30/2014

rtandwj@cox.net

EMAIL ADDRESS:

*I have the following comments regarding the Request For Proposal for the sale of a 97.5 Mile segment of railroad between Sapulpa, Oklahoma, and Del City, Oklahoma, commonly referred to as the 'Sooner Sub'.*

Don't sell our railroad. You've already paved over the spacious 12-track Union Station rail yard in South OKC.



OKLAHOMA DEPARTMENT OF TRANSPORTATION

# Comment Form

## "Sooner Sub" Request for Proposal

Wanda Jo Stapleton, former State Representative

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Oklahoma City

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73109

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+1 (405) 634-5902

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OKLAHOMA DEPARTMENT OF TRANSPORTATION  
200 N.E. 21st Street.  
Oklahoma City, OK 73105-3204

Please submit comments by:

01/30/2014

rtandwj@cox.net

EMAIL ADDRESS:

*I have the following comments regarding the Request For Proposal for the sale of a 97.5 Mile segment of railroad between Sapulpa, Oklahoma, and Del City, Oklahoma, commonly referred to as the 'Sooner Sub'.*

Do NOT sell the Sooner Sub line. You have already done far too much damage by paving over the Union Station railyard in Oklahoma City. Of course you promote asphalt and rail travel is competition which you do not want. Do what's right this time.





OKLAHOMA DEPARTMENT OF TRANSPORTATION

# Comment Form

## "Sooner Sub" Request for Proposal

Mike Marshall

NAME:

2504 W. Owen K. Garriott Rd., #304

ADDRESS:

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200 N.E. 21st Street.  
Oklahoma City, OK 73105-3204

Please submit comments by:

01/30/2014

mmarshall@suddenlink.net

EMAIL ADDRESS:

*I have the following comments regarding the Request For Proposal for the sale of a 97.5 Mile segment of railroad between Sapulpa, Oklahoma, and Del City, Oklahoma, commonly referred to as the 'Sooner Sub'.*

Please do not sell the Sooner Sub. Honor and renew your lease with the Stillwater Central Railroad and allow them to bring passenger rail service back to this line on a permanent basis. Keep this asset in the State of Oklahoma's possession and continue the relationship you have established with a valuable and responsible corporate citizen. Thank you for your consideration.



OKLAHOMA DEPARTMENT OF TRANSPORTATION

# Comment Form

RECEIVED

JAN 17 2014

MEDIA & PUBLIC RELATIONS

## "Sooner Sub" Request for Proposal

NAME: RICHARD GEARY

ADDRESS: 907 NW 42nd Street

CITY: OKLAHOMA CITY OK STATE: OK ZIP: 73118

PHONE NUMBER: (405) 575-9123

OKLAHOMA DEPARTMENT OF TRANSPORTATION  
200 N.E. 21st Street.  
Oklahoma City, OK 73105-3204

Please submit comments by: 01/30/2014

EMAIL ADDRESS:

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I have the following comments regarding the Request For Proposal for the sale of a 97.5 Mile segment of railroad between Sapulpa, Oklahoma, and Del City, Oklahoma, commonly referred to as the "Sooner Sub":

KEEP THE OWNERSHIP OF THE  
"SOONER SUB" IN OK STATE HANDS?  
DO NOT SELL IT. Fairly soon

Mary Francis  
[mary.francis111@gmail.com](mailto:mary.francis111@gmail.com)

*I have the following comments regarding the Request For Proposal for the sale of a 97.5 Mile segment of railroad between Sapulpa, Oklahoma, and Del City, Oklahoma, commonly referred to as the 'Sooner Sub'*

Oklahoma's economic progress is enhanced by retaining state-ownership of the 'Sooner Sub' similar to the \$18 million dollar benefit shown by the Texas Transportation Institute study of Amtrak's short segment between Ft. Worth and the Red River.

If that short segment has benefited the area of North Texas, it is only reasonable to look for similar benefits for Oklahoma's Amtrak segment as well as the proposed OKC-Tulsa segment.

Furthermore, older citizens and the disabled find rail MUCH friendlier in our attempt to access medical care, visit friends, reach entertainment and the Capitol... all while saving money, fuel and avoiding the pollution and stress of auto traffic, tickets and drunk drivers.

You will get old. You too will want the friendly access of Passenger Rail and the connecting infrastucture.

And you don't want to see me on the road when I'm 80 or 90.

I oppose selling ANY of our State-owned Railroad.

CC to: Federal Railroad Administration, [officeofrpd@dot.gov](mailto:officeofrpd@dot.gov) and [fra.legal@dot.gov](mailto:fra.legal@dot.gov)  
\_\_\_\_\_ Gov. Fallin - Fax: (405) 521-3353, OK Speaker Shannon - [tw.shannon@okhouse.gov](mailto:tw.shannon@okhouse.gov) ,  
and OK Pres.Pro Temp. Bingman - (405) 521-5605,  
\_\_\_\_\_ Rep. Tom Cole - [405 329-6500](tel:405-329-6500) & my legislators.

Submitted 27 January 2014 to:

"[OfficeofRPD@dot.gov](mailto:OfficeofRPD@dot.gov)" <[officeofrpd@dot.gov](mailto:officeofrpd@dot.gov)>, [fra.legal@dot.gov](mailto:fra.legal@dot.gov), "OK Rep. T.W. Shannon" <[tw.shannon@okhouse.gov](mailto:tw.shannon@okhouse.gov)>, "OK Senate President Pro Tempore, Brian Bingman" <[bingman@oksenate.gov](mailto:bingman@oksenate.gov)>, "Rep. Tom Cole" <[tom@tomcolegforcongress.com](mailto:tom@tomcolegforcongress.com)>, "Gov. OK Switchboard Comments" <[governor@gov.state.ok.us](mailto:governor@gov.state.ok.us)>, "OKRep. Emily Virgin" <[emily.virgin@okhouse.gov](mailto:emily.virgin@okhouse.gov)>, "Sen. John Sparks" <[sparks@oksenate.gov](mailto:sparks@oksenate.gov)>, Brian Bigbie <[BBigbie@odot.org](mailto:BBigbie@odot.org)>, [mpajoh@odot.org](mailto:mpajoh@odot.org), [bschmitt@odot.org](mailto:bschmitt@odot.org)





OKLAHOMA DEPARTMENT OF TRANSPORTATION

# Comment Form

## "Sooner Sub" Request for Proposal

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Please submit comments by:

01/30/2014

pam.schrader@davita.com

EMAIL ADDRESS:

*I have the following comments regarding the Request For Proposal for the sale of a 97.5 Mile segment of railroad between Sapulpa, Oklahoma, and Del City, Oklahoma, commonly referred to as the 'Sooner Sub'.*

We want a rail commute between Tulsa and OKC. I would use it all the time and I know at least 40 others just within my company that would use it weekly.

WE NEED THIS! Please!!!

PLEASE do not sell!!!!!!



OKLAHOMA DEPARTMENT OF TRANSPORTATION

# Comment Form

## "Sooner Sub" Request for Proposal

Connie S. Green

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200 N.E. 21st Street.  
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Please submit comments by:

01/30/2014

csgreen@tds.net

EMAIL ADDRESS:

*I have the following comments regarding the Request For Proposal for the sale of a 97.5 Mile segment of railroad between Sapulpa, Oklahoma, and Del City, Oklahoma, commonly referred to as the 'Sooner Sub'.*

Please HALT the sale. We have seen incredible response in our area for the Friends of the Eastern Flyer's idea of having passenger service from Sapulpa, OK to Okla. City area. Lots of potential for development and growth!

*"The mission of the Oklahoma Department of Transportation is to provide a safe, economical, and effective transportation network for the people, commerce, and communities of Oklahoma."*





OKLAHOMA DEPARTMENT OF TRANSPORTATION

# Comment Form

## "Sooner Sub" Request for Proposal

Sarah Kobos

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74135

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Please submit comments by: **01/30/2014**

PHONE NUMBER:

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Submit by Email

*I have the following comments regarding the Request For Proposal for the sale of a 97.5 Mile segment of railroad between Sapulpa, Oklahoma, and Del City, Oklahoma, commonly referred to as the 'Sooner Sub'.*

I urge you NOT to sell the Sooner Sub line. Selling the rail line that connects our two largest metropolitan areas would be short-sighted and misguided. I do not know who this would serve, but it would not be the citizens of the State of Oklahoma. It appears that the proposed sale would benefit BNSF Railroad. Should this be the motivating factor in a decision by the Oklahoma Department of Transportation? Or should the voices, opinions and concerns of citizens count for anything? Passenger rail is not a relic of the past; it has the potential to be a viable and logical transportation option of the future. ODOT should listen to the voices of thousands of Oklahoma citizens who want more transportation options in the future. Citizens want greater connectivity between Tulsa and OKC. Citizens want more economic development opportunities in the small towns and rural areas that this rail line traverses. We, the citizens of Oklahoma, own the Sooner Sub line, and we want to keep it.

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OKLAHOMA DEPARTMENT OF TRANSPORTATION

# Comment Form

## "Sooner Sub" Request for Proposal

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Please submit comments by: 01/30/2014

daniel@djeffries.com

EMAIL ADDRESS:

*I have the following comments regarding the Request For Proposal for the sale of a 97.5 Mile segment of railroad between Sapulpa, Oklahoma, and Del City, Oklahoma, commonly referred to as the 'Sooner Sub'.*

I'm writing to urge ODOT to not sell the Sooner Sub. Quite frankly, I'm a bit surprised that the state department in charge of transportation would even consider selling one of the state's largest assets which could be used to connect the two largest cities in the state by passenger rail transport. The line would not only connect Tulsa and Oklahoma City, it would provide a link between Oklahoma and Kansas City, St. Louis, Chicago and beyond. It would advance the United States Department of Transportation's and Federal Railroad Administration's high speed rail plans. This line is bigger than some political interests in Oklahoma City. This corridor is an important link between the South Central corridor and the rest of the nation's rail network. The return of passenger rail to this corridor is desired by residents in the Oklahoma City and Tulsa metro areas, along with other smaller communities. The return of passenger rail could provide an enormous boost to the state, and it would give our nearly 4 million residents another transportation option other than owning a car (which many Oklahomans don't), and would accomplish the stated mission of ODOT: "...to provide a safe, economical and effective transportation network for the people, commerce and communities of Oklahoma." Selling this line accomplishes nothing toward that mission, and actually goes against it. Selling it would also break a promise made to the people of Oklahoma in 1997. In order to pass the legislation that created the Heartland Flyer, the State promised that within 10 years, passenger rail service would be extended from Oklahoma City to Tulsa. It's now been 16 years since that promise, and ODOT has done everything in its power to prevent that. I would like to remind Gary Ridley and everyone at ODOT that you're no longer the 'Department of Highways' and haven't been since 1976. You are the Department of Transportation, which includes multiple modes of transportation, not just highways and bridges. It seems you've conveniently forgotten that significant detail. Right now, the Sooner Sub provides stable income to the state and provides the opportunity to fulfill that 1997 promise to the people of Oklahoma. Selling it would not just be a blow to passenger rail service in Oklahoma, a blow to 2 million people in eastern Oklahoma, a blow to USDOT's and FRA's high speed rail plans; it's a betrayal, bad for business and bad for the State Budget. The sale is also based on a lie. Despite recent press releases to the contrary, the original intent of the purchase of the Sooner Sub was NOT to eventually sell it to a private company. It was to preserve our rail assets for the return of passenger rail. This is one area where Tulsans and OKCians actually agree: both city councils oppose the sale and support the return of passenger rail service. Nothing good will come from this sale except to one private company that wants control of the line. That leads me to wonder: whose interests would be served by the? One private business, or the "citizens, commerce and communities of Oklahoma?" The sale is a shameful transaction motivated by politics, completely disregarding the will of the people of Oklahoma. Oklahomans want more transportation options, not fewer. Oklahomans want rail service to return. OKC & Tulsa want it. The communities along the line want it. The FRA and US DOT want it. The question is: why doesn't ODOT?

*"The mission of the Oklahoma Department of Transportation is to provide a safe, economical, and effective transportation network for the people, commerce, and communities of Oklahoma."*

Bonnie Winslow  
1723 W. Noble  
Guthrie, Oklahoma 73044  
January 12, 2014

OKLAHOMA DEPARTMENT OF TRANSPORTATION  
200 N.E. 21st Street.  
Oklahoma City, OK 73105-3204

Re: Comments on Sooner Sub RFP

Dear Sir or Madam:

I am writing in regards to an upcoming sale of the Oklahoma State rail property known as the "Sooner Sub." I feel this sale should be postponed until the Oklahoma City to Tulsa Passenger Rail study is completed. Selling this asset beforehand affects the validity of the study as it removes a possible viable alternative to be considered.

My understanding is the Sooner Sub currently provides revenue to Oklahoma citizens with no outlay in maintaining it. I support sensible passenger rail service between Oklahoma City and Tulsa. Privatizing this asset complicates it being utilized as passenger rail, as negotiating with a private party becomes more difficult than as a public rail line

I strongly recommend that the state of Oklahoma delay selling the Sooner Sub until a final decision has been made regarding passenger rail between Oklahoma City and Tulsa.

I have also submitted my comments on the RFP comment form via email. I have little confidence in the email system as my on-line scoping comments were lost and not included in the Parsons-Brinkerhoff study.

Sincerely,



Bonnie Winslow





OKLAHOMA DEPARTMENT OF TRANSPORTATION

# Comment Form

## "Sooner Sub" Request for Proposal

Brett Marchbanks

NAME:

2712 NW 55th Terrace

ADDRESS:

Oklahoma City

O

73112

CITY:

STATE:

ZIP:

PHONE NUMBER:

OKLAHOMA DEPARTMENT OF TRANSPORTATION  
200 N.E. 21st Street.  
Oklahoma City, OK 73105-3204

Please submit comments by:

01/30/2014

brettm2049@yahoo.com

EMAIL ADDRESS:

*I have the following comments regarding the Request For Proposal for the sale of a 97.5 Mile segment of railroad between Sapulpa, Oklahoma, and Del City, Oklahoma, commonly referred to as the 'Sooner Sub'.*

*I support not selling this 97.5 mile segment of railroad. I would hope that the parties involved would consider proposals to turn this segment into commuter rail rather than sell.*

*"The mission of the Oklahoma Department of Transportation is to provide a safe, economical, and effective transportation network for the people, commerce, and communities of Oklahoma."*





OKLAHOMA DEPARTMENT OF TRANSPORTATION

# Comment Form

## "Sooner Sub" Request for Proposal

Glenn A. Nead

NAME:

7300 N Post Rd

ADDRESS:

Spencer

OK

73084

CITY:

STATE:

ZIP:

405-317-1147

PHONE NUMBER:

OKLAHOMA DEPARTMENT OF TRANSPORTATION  
200 N.E. 21st Street.  
Oklahoma City, OK 73105-3204

Please submit comments by:

01/30/2014

mapmgr@yahoo.com

EMAIL ADDRESS:

Print Form

Reset Form

Submit by Email

*I have the following comments regarding the Request For Proposal for the sale of a 97.5 Mile segment of railroad between Sapulpa, Oklahoma, and Del City, Oklahoma, commonly referred to as the 'Sooner Sub'.*

Dear Sir or Madam:

First off, I would like to thank ODOT for having the foresight in purchasing the OKC/TUL section of the Sooner Sub as it was being abandoned by the newly formed BNSF. As my home address indicates, I live 1/2 mile north of the Sooner Sub crossing of Post Rd, near milepost 579.

I am opposed to the sale for two reasons-- the lack of the percentage of profits that the state would receive (I think it is 12%), especially if the keystone pipeline continues to be delayed and oil is transported to Stroud/Cushing over the line. Second, it is the best chance of restoring passenger rail service back between Oklahoma City and Tulsa, as well as potentially provide light rail. With regards to light rail, I work near Will Rogers Airport at MMAC. If we had light rail, I could take the same Sooner Sub from near my home to where I work. As it is, if I had to depend upon public transportation, I would have to take 4 buses, walk several miles at each end, and even if I took the very first available bus in the morning and the very last bus in the evening, I could only get in about 5.5 - 6 hours of work. *This is all within Oklahoma City.*

If, on the other hand the sale does go through, it should only go to Stillwater Central / WATCO. They are the ones who have invested in this line, providing much needed upgrades to the infrastructure and establishing new service. They appear to be passenger friendly. BNSF, on the other hand, had their chance at this line and they abandoned it. They tend not to be passenger friendly.

Sincerely,

Glenn A. Nead (Mailing address: PO Box 457, Spencer, OK, 73084)

## COMMENT FORM -

### 'Sooner Sub' Request for Proposal

As a longtime Oklahoma resident who can remember when we DID have a transportation network that included both road and passenger rail, I am looking forward to addition of the Eastern Flyer passenger train to state transportation options. It is patently obvious that the existing, very usable rail line, the 'Sooner Sub', now owned by the state, is the obvious, economical choice for running the Eastern Flyer between our two largest metro areas, OKC and Tulsa. Of course it will be easier and less expensive to upgrade the Sooner Sub line than to purchase new right of way, rails, ETC.

Why did the Oklahoma Department of Transportation solicit proposals from potential buyers of the Sooner Sub line? This action certainly appears contrary to the interests of Oklahoma citizens, particularly the great majority of our citizens—who reside in the area along the Sooner Sub corridor.

Was offering the Sooner Sub for sale a move to favor the freight interests of a large railroad company? It is time that passenger transportation needs in this state be given proper consideration. There are many citizens who cannot drive or cannot afford a car and upkeep. Oklahoma's current near 'roads only' monopoly robs those citizens of services and opportunities. Moreover, even for drivers, the principal road connecting OKC and Tulsa is dangerously congested, making safety a serious consideration.

From the experience of Oklahoma's unique and popular passenger train, the Heartland Flyer (OKC to Ft. Worth), and from reading its statistics in the Texas Transportation Institute study, we can expect that the Eastern Flyer, which has potential as commuter rail, will bring even greater economic benefit to Oklahoma—especially to Oklahoma City, Tulsa AND towns along the connecting route.

The Sooner Sub rail line, remaining in state ownership, can be a lifeline for many when it carries an Eastern Flyer passenger train. **THE SOONER SUB MUST NOT BE SOLD.** (Nor should any other of Oklahoma's state-owned rails be sold.) A **SAFE, ECONOMICAL AND EFFECTIVE TRANSPORTATION NETWORK** for Oklahoma must include a serious commitment to passenger rail. The Sooner Sub line is a valuable asset that must be retained in state ownership as a major component of a **LONG-AWAITED** safe, economical and effective transportation network for Oklahoma.

B .Geary

[thinkcivic@gmail.com](mailto:thinkcivic@gmail.com)





OKLAHOMA DEPARTMENT OF TRANSPORTATION

# Comment Form

## "Sooner Sub" Request for Proposal

Amory Jewett

NAME:

54 Stone St.

ADDRESS:

Middleborough

MA

2346

CITY:

STATE:

ZIP:

+1 (508) 946-1681

PHONE NUMBER:

OKLAHOMA DEPARTMENT OF TRANSPORTATION  
200 N.E. 21st Street.  
Oklahoma City, OK 73105-3204

Please submit comments by:

01/30/2014

plantsman7@gmail.com

EMAIL ADDRESS:

*I have the following comments regarding the Request For Proposal for the sale of a 97.5 Mile segment of railroad between Sapulpa, Oklahoma, and Del City, Oklahoma, commonly referred to as the 'Sooner Sub'.*

I believe that the sale of this segment of railroad will set a bad precedent for the sale of public owned railroad track lines or segments thereof in Oklahoma and in other U.S. states. Most transportation experts around the country agree that passenger rail has begun a strong come back and will continue to grow exponentially over the next decade and beyond. The best way to allow private passenger rail companies to access railroad routes is to keep those routes under public ownership and control. It is of significant financial benefit to all parties involved to do so. This includes the tax payers of the state concerned. Thank you  
Amory B. Jewett

*"The mission of the Oklahoma Department of Transportation is to provide a safe, economical, and effective transportation network for the people, commerce, and communities of Oklahoma."*



Continuing to sell state-owned rail lines is clearly a step in the wrong direction, if Oklahoma wants to join other economically competitive cities like Dallas—Fort Worth, which have functional public transportation systems that contribute substantially to economic development.

Oklahoma's remaining state-owned rail must not be sold off by the Oklahoma Department of Transportation. The state bought that rail only a couple decades ago. These miles are essential to a statewide passenger rail system, which could be operating sooner rather than later between Oklahoma City and Tulsa because the rail and the contracts to operate it are already in place.

The state of Oklahoma can test the public transit waters with conventional rail at the same time that the ODOT completes yet another expensive study ostensibly with the intention of implementing high speed rail at some point in the future.

Meanwhile, people could be riding between our major cities.

We have the potential to attract businesses from cities with public transit systems and boost sales tax revenues like Dallas-Fort Worth did 15<sup>th</sup> years ago. In the early days, north Texas cities that got on board realized sales tax increases of \$12 for every \$1 that was invested. They know the bump was due to public transit because cities that said "no" did not get these increases.

Please say no to the sale of state-owned rail assets and yes to expanded public transit options that will generate sales tax revenue and attract young, innovative business owners to Oklahoma.

Thank you.

Colata Harlan  
426 Poplar Avenue  
Yukon, OK 73099-2659



OKLAHOMA DEPARTMENT OF TRANSPORTATION

# Comment Form

## "Sooner Sub" Request for Proposal

Daniel B. Honeyman III

NAME:

7991 West 191st Street South

ADDRESS:

Mounds

OK

74047

CITY:

STATE:

ZIP:

+1 (918) 640-7912

PHONE NUMBER:

OKLAHOMA DEPARTMENT OF TRANSPORTATION  
200 N.E. 21st Street.  
Oklahoma City, OK 73105-3204

Please submit comments by: 01/30/2014

honeyman@honeycreekfarm.com

EMAIL ADDRESS:

*I have the following comments regarding the Request For Proposal for the sale of a 97.5 Mile segment of railroad between Sapulpa, Oklahoma, and Del City, Oklahoma, commonly referred to as the 'Sooner Sub'.*

It is absolutely against the grain of the best value for the public to not go forward with this project. If it is built it will be used to the best advantage of the demographic in Oklahoma. It is not at all responsible to sell the line. We need passenger service by rail. Please think before acting. Thank you.

*"The mission of the Oklahoma Department of Transportation is to provide a safe, economical, and effective transportation network for the people, commerce, and communities of Oklahoma."*



OKLAHOMA DEPARTMENT OF TRANSPORTATION

# Comment Form

## "Sooner Sub" Request for Proposal

Allen Shutler

NAME:

1610 Willow Rd

ADDRESS:

Blancjard

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73010

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+1 (405) 553-2420

PHONE NUMBER:

OKLAHOMA DEPARTMENT OF TRANSPORTATION  
200 N.E. 21st Street.  
Oklahoma City, OK 73105-3204

Please submit comments by:

01/30/2014

shutleca@oge.com

EMAIL ADDRESS:

*I have the following comments regarding the Request For Proposal for the sale of a 97.5 Mile segment of railroad between Sapulpa, Oklahoma, and Del City, Oklahoma, commonly referred to as the 'Sooner Sub'.*

Please do not sale this section of rail. The train is one of the last modes of transportation from the golden pages of our American history. Please preserve this past way of transportation. If action like this sale happens everywhere then the rails will be a ghost and future generations will only see a train in a museum and never have the chance to ride one. I have a 3 year old grandson that loves trains and can't wait to take him on a ride on this section of rails. I can't wait to ride it myself. Please do not deprive us from this opportunity! As a tax paying Oklahoman I ask you not make this sale. Thank you

*"The mission of the Oklahoma Department of Transportation is to provide a safe, economical, and effective transportation network for the people, commerce, and communities of Oklahoma."*





OKLAHOMA DEPARTMENT OF TRANSPORTATION

# Comment Form

## "Sooner Sub" Request for Proposal

Frank Stinson

NAME:

16006 E. 11 St

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Tulsa

Okla.

74108

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+1 (918) 438-2714

PHONE NUMBER:

OKLAHOMA DEPARTMENT OF TRANSPORTATION  
200 N.E. 21st Street.  
Oklahoma City, OK 73105-3204

Please submit comments by: 01/30/2014

gahooce@cox.net

EMAIL ADDRESS:

*I have the following comments regarding the Request For Proposal for the sale of a 97.5 Mile segment of railroad between Sapulpa, Oklahoma, and Del City, Oklahoma, commonly referred to as the 'Sooner Sub'.*

I feel we need to keep this for the future of our children & grand children, Someday we will need rail service much more than now. Someday Tulsa will be a subburg of OKC.

*"The mission of the Oklahoma Department of Transportation is to provide a safe, economical, and effective transportation network for the people, commerce, and communities of Oklahoma."*



OKLAHOMA DEPARTMENT OF TRANSPORTATION

# Comment Form

## "Sooner Sub" Request for Proposal

Susie Inman

NAME:

866 E 146 St

ADDRESS:

Glenpool

OK

74033

CITY:

STATE:

ZIP:

PHONE NUMBER:

OKLAHOMA DEPARTMENT OF TRANSPORTATION  
200 N.E. 21st Street.  
Oklahoma City, OK 73105-3204

Please submit comments by:

01/30/2014

Sue.z.Q@mail.com

EMAIL ADDRESS:

*I have the following comments regarding the Request For Proposal for the sale of a 97.5 Mile segment of railroad between Sapulpa, Oklahoma, and Del City, Oklahoma, commonly referred to as the 'Sooner Sub'.*

As evidenced by the popularity of the Eastern Flyer, I would like to encourage you to consider making this hub a permanent viable means to connect the eastern portion of the state with the Oklahoma City area. Isn't it time we worked toward a goal that unifies our state? I seldom travel the Turner Turnpike due to the heavy freight traffic, but, I would enjoy an alternate means to get to the OKC area. Please reconsider the current plan. Let's take advantage of the potential good this mode of transportation would offer the people of Oklahoma. Thank you.



OKLAHOMA DEPARTMENT OF TRANSPORTATION

# Comment Form

## "Sooner Sub" Request for Proposal

NAME: Joel Olson

ADDRESS: 1305 S. Broadway

CITY: Moore STATE: OK ZIP: 73160

PHONE NUMBER: 405 293 2585

OKLAHOMA DEPARTMENT OF TRANSPORTATION  
200 N.E. 21st Street.  
Oklahoma City, OK 73105-3204

Please submit comments by: **01/30/2014**

EMAIL ADDRESS: joelolson@att.net

Print Form

Reset Form

Submit by Email

I have the following comments regarding the Request For Proposal for the sale of a 97.5 Mile segment of railroad between Sapulpa, Oklahoma, and Del City, Oklahoma, commonly referred to as the 'Sooner Sub'.

We need to retain ownership of the railroad for the people who don't want or can't drive between the cities, and also for the economic benefits that passenger service will bring to all the towns along the way.

Please don't sell it out from under the people of Oklahoma.





OKLAHOMA DEPARTMENT OF TRANSPORTATION

# Comment Form

## "Sooner Sub" Request for Proposal

Stephen Lassiter

NAME:

10 N Greenwood Ave, APT N411

ADDRESS:

Tulsa

OK

74120

CITY:

STATE:

ZIP:

+1 (918) 520-5872

PHONE NUMBER:

OKLAHOMA DEPARTMENT OF TRANSPORTATION  
200 N.E. 21st Street.  
Oklahoma City, OK 73105-3204

Please submit comments by:

01/30/2014

stephenslassiter@gmail.com

EMAIL ADDRESS:

*I have the following comments regarding the Request For Proposal for the sale of a 97.5 Mile segment of railroad between Sapulpa, Oklahoma, and Del City, Oklahoma, commonly referred to as the 'Sooner Sub'.*

Please do not sell the Sooner Sub. It is important to keep this line state owned to ensure that this segment can help establish passenger rail service between Tulsa and Oklahoma City. The Oklahoma Department of Transportation should be providing multiple modes of "transportation," not just highways. Passenger rail service between Tulsa and OKC is a safe mode of travel compared to driving the dangerous turnpike between our cities. This passenger rail service does not need to be high speed to be feasible. Connecting Tulsa and OKC by rail provides more transportation choices to Oklahomans, which ultimately means more freedom for Oklahomans.

*"The mission of the Oklahoma Department of Transportation is to provide a safe, economical, and effective transportation network for the people, commerce, and communities of Oklahoma."*



OKLAHOMA DEPARTMENT OF TRANSPORTATION

# Comment Form

## "Sooner Sub" Request for Proposal

sheila sanders

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105 E 19th St

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Ok

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+1 (918) 629-4943

PHONE NUMBER:

OKLAHOMA DEPARTMENT OF TRANSPORTATION  
200 N.E. 21st Street.  
Oklahoma City, OK 73105-3204

Please submit comments by:

01/30/2014

sheilarsanders1@gmail.com

EMAIL ADDRESS:

*I have the following comments regarding the Request For Proposal for the sale of a 97.5 Mile segment of railroad between Sapulpa, Oklahoma, and Del City, Oklahoma, commonly referred to as the 'Sooner Sub'.*

Please do not sell the railroad. Tulsan's want regular rail service to OKC!





OKLAHOMA DEPARTMENT OF TRANSPORTATION

# Comment Form

## "Sooner Sub" Request for Proposal

Daniel Ashbaugh

NAME:

2550 E. 17th St.

ADDRESS:

Tulsa

OK

74104

CITY:

STATE:

ZIP:

+1 (405) 633-2669

PHONE NUMBER:

OKLAHOMA DEPARTMENT OF TRANSPORTATION  
200 N.E. 21st Street.  
Oklahoma City, OK 73105-3204

Please submit comments by:

01/30/2014

Dan.Ashbaugh@outlook.com

EMAIL ADDRESS:

*I have the following comments regarding the Request For Proposal for the sale of a 97.5 Mile segment of railroad between Sapulpa, Oklahoma, and Del City, Oklahoma, commonly referred to as the 'Sooner Sub'.*

I was very disappointed I was unable to get tickets to OKC for the recent train ride. My sister lives down there, and we could drive down for the day more often, but traffic is always just annoying. On top of that I feel like I wasted the day when I travel for 1.5 hours, get lunch with her, go shopping, then drive 1.5 hours back. 3 hours of my life easily could have been spent on my tablet getting work done or reading a book. I just can't justify spending 3 hours making myself angry to spend 4 hours with her.

I know the plan was always to sell the line. But I would really appreciate running a passenger train for a few months to allow potential businesses the opportunity to see the value in offering passenger rail.

Thank you,

Daniel Ashbaugh, EI.





OKLAHOMA DEPARTMENT OF TRANSPORTATION

# Comment Form

## "Sooner Sub" Request for Proposal

Alani Taylor

NAME:

1313 S. Jamestown Avenue

ADDRESS:

Tulsa

OK

74112

CITY:

STATE:

ZIP:

+1 (706) 247-4834

PHONE NUMBER:

OKLAHOMA DEPARTMENT OF TRANSPORTATION  
200 N.E. 21st Street.  
Oklahoma City, OK 73105-3204

Please submit comments by:

01/30/2014

miquela26@hotmail.com

EMAIL ADDRESS:

*I have the following comments regarding the Request For Proposal for the sale of a 97.5 Mile segment of railroad between Sapulpa, Oklahoma, and Del City, Oklahoma, commonly referred to as the 'Sooner Sub'.*

ODOT, please, please, PLEASE do not sell the "Sooner Sub" rail line. I have not read or heard any major advantages to the Oklahoma selling this asset rather than working to develop it. This significant mode of economic development used be invested in and improved, not sold to gather some easy, quick funds. How is it that the state would benefit from this line being "part of a private rail network" (words of Gary Ridley, ODOT)? The potential justifications I could see are quick money and tax income form the company. However, the potential income from allowing this to be developed as a passenger rail line would be much more and more long-term. The final report by the Tulsa Advisory committee on this matter made a compelling argument as to the benefits and gains of the state investing in developing the rail line to allowing for travel between Tulsa and Oklahoma City. First off, it would be much more economical and faster to invest in making this the direct travel line between the cities. It would also be a way to determine if investing in the development of a more high-speed line is a worthwhile use of a significant portion of state funds. The estimate by the committee are that the high-speed line could cost \$1 billion. Wouldn't it make sense to use existing resources first to determine the popularity and potential use of this commuting option? It would be available for use so much sooner than a high-speed line project.

I see expansion of public transportation as a necessary component to further urban and suburban and economic development in Oklahoma. Stop putting money in expanding highways and make some alternatives for people. Potential for a future high-speed line is not an excuse to not make use of this asset. There is no major reason to sell the "Sooner Sub". There may be justification in the slight financial gain, but Oklahoma would be losing state assets, missing out on community and town development, and disappointing citizens by not putting their interests first.



OKLAHOMA DEPARTMENT OF TRANSPORTATION

# Comment Form

## "Sooner Sub" Request for Proposal

Karl Rambo

NAME:

420 Castro St.

ADDRESS:

Norman

OK

73071

CITY:

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+1 (405) 761-9616

PHONE NUMBER:

OKLAHOMA DEPARTMENT OF TRANSPORTATION  
200 N.E. 21st Street.  
Oklahoma City, OK 73105-3204

Please submit comments by:

01/30/2014

karl.rambo@att.net

EMAIL ADDRESS:

*I have the following comments regarding the Request For Proposal for the sale of a 97.5 Mile segment of railroad between Sapulpa, Oklahoma, and Del City, Oklahoma, commonly referred to as the 'Sooner Sub'.*

This proposal to sell the Sooner Subdivision is perhaps one of the most questionable proposals I have heard coming out of state government as of late. I have spoken with my state house and senate representatives about this, as well as calling the Governor's office. There seems to be no compelling reason why this is being put up for sale, but there are many good reasons why the State of Oklahoma should retain ownership and control of this revenue-producing and service-providing asset. If the objective is to inspire anger against ODOT, and further inquiry into their decision-making process and the financial management of that agency and its mission, then selling the Sooner Sub will achieve those goals. The people of the state (and the prospect for servicing the freight customers and passengers on that line) will be big losers in this, but apparently the benefits to the many don't seem to be accounted for in the objectives of ODOT on this matter.

Karl Rambo, Norman, OK





OKLAHOMA DEPARTMENT OF TRANSPORTATION

# Comment Form

## "Sooner Sub" Request for Proposal

Jennifer Taylor on behalf of the Bristow Chamber of Commerce

NAME:

1 Railroad Way Post Office box 127

ADDRESS:

Bristow

OK

74010

CITY:

STATE:

ZIP:

+1 (918) 367-5151

PHONE NUMBER:

OKLAHOMA DEPARTMENT OF TRANSPORTATION  
200 N.E. 21st Street.  
Oklahoma City, OK 73105-3204

Please submit comments by:

01/30/2014

director@bristowchamber.com

EMAIL ADDRESS:

*I have the following comments regarding the Request For Proposal for the sale of a 97.5 Mile segment of railroad between Sapulpa, Oklahoma, and Del City, Oklahoma, commonly referred to as the 'Sooner Sub'.*

There's something to be said about history. Obviously it's important, we teach it to our students through two years of college. We speak about it, we read about it, we soak it up. I office in a small piece of history alongside a much larger piece. The Bristow Area Chamber of Commerce is housed inside one of the few remaining train depots along the Sooner Sub. The depot is a museum visited by hundreds each year, showcasing Bristow history from many different perspectives.

I am ashamed to say, I never walked through the door of this depot until I interviewed for the director position for the chamber. I just didn't think it was a big deal. In the last 18 months, I have had the pleasure to eat those words.

Route 66 brings visitors from all over the world. Specifically Australia and South Africa. Our depot is a hot spot for these visitors for a number of reasons, the hope they will be able to board a train being the main one. "You mean you can't just get on a train for a day trip?" is the most asked question I hear from those traveling. When asked if they would ride, I have yet to hear a no.

I will be honest. When I first became involved with the chamber, I didn't see the value of passenger train. I could take it or leave it. What a mistake.

Since the Eastern Flyer has become tangible, people are actually buying into this idea. People are excited, they are calling to see how they can board. Families are riding together, getting to know one another, enjoy each other's company. Plans are being made around three excursions and others are begging for more. There is a spark in the air.

From a Chamber perspective, I can assure you that money will be spent along this route. Money and jobs that small communities like mine so desperately need. Although that is a huge part of my excitement and hope that the state will agree, I look forward to hearing stories from my children...

"Hey mom, do you remember when we were 9 and we got on the train and went into Oklahoma City? No one had to drive, we had so much fun. Thanks, mom."

*"The mission of the Oklahoma Department of Transportation is to provide a safe, economical, and effective transportation network for the people, commerce, and communities of Oklahoma."*





OKLAHOMA DEPARTMENT OF TRANSPORTATION

# Comment Form

## "Sooner Sub" Request for Proposal

Karl Rambo

NAME:

420 Castro St.

ADDRESS:

Norman

CITY:

OK

STATE:

73071

ZIP:

+1 (405) 761-9616

PHONE NUMBER:

OKLAHOMA DEPARTMENT OF TRANSPORTATION  
200 N.E. 21st Street.  
Oklahoma City, OK 73105-3204

Please submit comments by:

01/30/2014

karl.rambo@att.net

EMAIL ADDRESS:

*I have the following comments regarding the Request For Proposal for the sale of a 97.5 Mile segment of railroad between Sapulpa, Oklahoma, and Del City, Oklahoma, commonly referred to as the 'Sooner Sub'.*

This proposal to sell the Sooner Subdivision is perhaps one of the most questionable proposals I have heard coming out of state government as of late. I have spoken with my state house and senate representatives about this, as well as calling the Governor's office. There seems to be no compelling reason why this is being put up for sale, but there are many good reasons why the State of Oklahoma should retain ownership and control of this revenue-producing and service-providing asset. If the objective is to inspire anger against ODOT, and further inquiry into their decision-making process and the financial management of that agency and its mission, then selling the Sooner Sub will achieve those goals. The people of the state (and the prospect for servicing the freight customers and passengers on that line) will be big losers in this, but apparently the benefits to the many don't seem to be accounted for in the objectives of ODOT on this matter.

Karl Rambo, Norman, OK



OKLAHOMA DEPARTMENT OF TRANSPORTATION

# Comment Form

## "Sooner Sub" Request for Proposal

Alex Forsythe

NAME:

4115 S Cincinnati

ADDRESS:

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OK

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+1 (918) 347-6000

PHONE NUMBER:

OKLAHOMA DEPARTMENT OF TRANSPORTATION  
200 N.E. 21st Street.  
Oklahoma City, OK 73105-3204

Please submit comments by:

01/30/2014

jaforsythe@gmail.com

EMAIL ADDRESS:

*I have the following comments regarding the Request For Proposal for the sale of a 97.5 Mile segment of railroad between Sapulpa, Oklahoma, and Del City, Oklahoma, commonly referred to as the 'Sooner Sub'.*

The railroad known as the "Sooner Sub" should not be sold!

This is the people's rail line and it could become a real transportation asset, moving folks from OKC to Tulsa as a commuter route. So much has been done to spark the dormant state of the two metro areas (Oklahoma City and Tulsa). Selling off this railroad at this point would kill alternative and possibly cheaper, less stressful, more productive way of traveling and commuting.

This rail was spawned by oil and it will always have a place as all rails do in getting raw materials across our country. By selling the line "we the people" continue to loose out on the ability to have a alternative transpiration option. As the economy grows, and or dwindles, alternative and basic transportation should be a available at a fair rate. Clearly the bus system is beyond perfect. Aviation is impractical for transiting the 100 miles between Tulsa and Oklahoma City. This makes rail is the perfect mass transportation option.

Tulsa has clearly not been connected to the rest of the American passenger rail system for a very long time. It's time to get going. I am excited to be a advocate and supporter of this effort. I look forward to seeing the unique business that will spawn along the route between Tulsa and OKC.

*"The mission of the Oklahoma Department of Transportation is to provide a safe, economical, and effective transportation network for the people, commerce, and communities of Oklahoma."*





OKLAHOMA DEPARTMENT OF TRANSPORTATION

# Comment Form

## "Sooner Sub" Request for Proposal

Elizabeth Greene

NAME:

4327 South 198th East Ave

ADDRESS:

Broken Arrow

OK

74014

CITY:

STATE:

ZIP:

+1 (918) 355-6473

PHONE NUMBER:

OKLAHOMA DEPARTMENT OF TRANSPORTATION  
200 N.E. 21st Street.  
Oklahoma City, OK 73105-3204

Please submit comments by:

01/30/2014

magnolia-bloom@juno.com

EMAIL ADDRESS:

*I have the following comments regarding the Request For Proposal for the sale of a 97.5 Mile segment of railroad between Sapulpa, Oklahoma, and Del City, Oklahoma, commonly referred to as the 'Sooner Sub'.*

I oppose any sale of the 97.5 segment of railroad between Sapulpa, OK and Del City, OK, commonly referred to as the "Sooner Sub". Oklahoma needs passenger rail transport.





OKLAHOMA DEPARTMENT OF TRANSPORTATION

# Comment Form

## "Sooner Sub" Request for Proposal

NAME: Evan Dunn

ADDRESS: 621 Conner St.

CITY: Norman STATE: OK ZIP: 73069

PHONE NUMBER: 405-625-5655

OKLAHOMA DEPARTMENT OF TRANSPORTATION  
200 N.E. 21st Street.  
Oklahoma City, OK 73105-3204

Please submit comments by: **01/30/2014**

EMAIL ADDRESS: evad223@gmail.com

Print Form

Reset Form

Submit by Email

I have the following comments regarding the Request For Proposal for the sale of a 97.5 Mile segment of railroad between Sapulpa, Oklahoma, and Del City, Oklahoma, commonly referred to as the 'Sooner Sub'.

This is a valuable asset, whose value will appreciate as the public's demand for more efficient means of transportation grows. Please don't desecrate it or transfer ownership to entities w/out intentions of utilizing its "Passenger Rail" potential. This would, I THINK, be detrimental for our communities, our state, the nation & the world.

"The mission of the Oklahoma Department of Transportation is to provide a safe, economical, and effective transportation network for the people, commerce and communities of Oklahoma."

-Evan

1/29/2014 E. Dunn



OKLAHOMA DEPARTMENT OF TRANSPORTATION

# Comment Form

## "Sooner Sub" Request for Proposal

Michael S. Restine, Sr.

NAME:

5722 E 62nd PL

ADDRESS:

Tulsa

OK

74136

CITY:

STATE:

ZIP:

+1 (540) 903-0129

PHONE NUMBER:

OKLAHOMA DEPARTMENT OF TRANSPORTATION  
200 N.E. 21st Street.  
Oklahoma City, OK 73105-3204

Please submit comments by:

01/30/2014

mrestine@hotmail.com

EMAIL ADDRESS:

*I have the following comments regarding the Request For Proposal for the sale of a 97.5 Mile segment of railroad between Sapulpa, Oklahoma, and Del City, Oklahoma, commonly referred to as the 'Sooner Sub'.*

Do NOT sell the Sooner Sub!

*"The mission of the Oklahoma Department of Transportation is to provide a safe, economical, and effective transportation network for the people, commerce, and communities of Oklahoma."*



Dear ODOT,

Please see the attached Comment Form regarding opposition to the sale of the Sooner Sub Rail Line. I am asking that the Line be retained and that each governing entity determine that there be No Sale due to many considerations, including good economic reasons.

Please do not raid one of Oklahoma's most valuable assets, the Sooner Sub Rail Line, by selling the line for short-term gain. Selling this rail line dooms Tulsans and others in Northern Oklahoma to a future without modern transportation.

1. Selling this rail line takes away our ability to travel to the State Capitol to participate in our State's government. Seniors especially are negatively impacted by our inability to get to Oklahoma City by any means other than driving a car. People like me are deprived of a voice in our government because we cannot drive long distances due to physical disabilities.

2. Those of us who enjoy traveling but are physically unable to drive would be a great economic asset to the State if we were able to ride in comfort on a passenger train. As it stands now, we are deprived of transportation and we do not spend the funds we would otherwise leave in Oklahoma because we can't travel by car or rail. If you sell the only rail line that could transport us to OKC and other points, we will never spend our dollars in Oklahoma because Oklahoma won't help us get to our destinations.

3. Please do not be short-sighted. Rail travel is a pleasant fact of life in many states, but not in Northern Oklahoma. I have spent many hours riding trains along the East Coast, but since retiring to Oklahoma, I am forced to use our relatively poor roads and travel through speed trap small towns that prey on Tulsa drivers (I refer to Kowa and other towns.)

4. My family regularly travels to Dallas. It would be so nice if we were allowed to take a train from Tulsa to connect with other rail lines and avoid the danger and inconvenience of driving. Unfortunately, this is not currently an option because there is no rail service. If you sell the Sooner Sub Rail Line, we will never have rail service and Oklahoma will not get to keep the fees and taxes from my rail fares.

5. There is a good market for rail travel, as evidenced by the recent sold-out excursion train rides in this area. Why not take advantage of the dollars that the traveling public will spend and keep them here in Oklahoma, instead of selling the rail line and dashing our opportunities to keep those dollars here in the State? Please reconsider and vote "NO SALE."

Thank you for your consideration,  
Mildred Banks  
7750 S. Granite Avenue  
Tulsa, OK 74136  
9184931600  
MBanks108@gmail.com





OKLAHOMA DEPARTMENT OF TRANSPORTATION

# Comment Form

## "Sooner Sub" Request for Proposal

Andrew Nguyen

NAME:

906 NW 42nd

ADDRESS:

Oklahoma City

OK

73118

CITY:

STATE:

ZIP:

405 535 4703

PHONE NUMBER:

OKLAHOMA DEPARTMENT OF TRANSPORTATION  
200 N.E. 21st Street.  
Oklahoma City, OK 73105-3204

Please submit comments by:

01/30/2014

andrew-t-nguyen@ouhsc.edu

EMAIL ADDRESS:

Print Form

Reset Form

Submit by Email

*I have the following comments regarding the Request For Proposal for the sale of a 97.5 Mile segment of railroad between Sapulpa, Oklahoma, and Del City, Oklahoma, commonly referred to as the 'Sooner Sub'.*

Hello There,

I'm a medical student at the OU Health Sciences center, and I've grown up in Oklahoma. I truly love this place, and the community and unique spirit this place has. I've loved being in central Oklahoma City the past few years, but I also enjoy the music scene in Tulsa. After spending months in Madrid, a city with truly excellent transit, I believe that our state can benefit from having state-run rail transit from Oklahoma City to Tulsa, and as far as I understand, sale to a private company could limit the potential of passenger rail. There is so much momentum towards great urban development between the two major cities in Oklahoma and having rail connection between them strengthens not only those two cities but also the state.

I graduate medical school in 2016, and one of the biggest factors in where I decide to complete my medical residency is the livability of a city. That's not just for me, but for young people everywhere. Having streetcar from midtown to bricktown is a great amenity and having the ability to be able to catch a train to Tulsa or potentially to Dallas would be a huge plus. We can't just keep adding lanes to the highways. I believe the more options in public transit and having a livable, walkable city, the more attractive a city is for not just young professionals but also businesses looking to either startup or relocate.

Thanks for considering my thoughts,  
Andrew

*"The mission of the Oklahoma Department of Transportation is to provide a safe, economical, and effective transportation network for the people, commerce, and communities of Oklahoma."*



OKLAHOMA DEPARTMENT OF TRANSPORTATION

# Comment Form

## "Sooner Sub" Request for Proposal

Ed Sharrer Jr.

NAME:

1719 W Easton Ct

ADDRESS:

Tulsa

CITY:

OK

STATE:

74127

ZIP:

OKLAHOMA DEPARTMENT OF TRANSPORTATION

200 N.E. 21st Street.

Oklahoma City, OK 73105-3204

Please submit comments by:

01/30/2014

918-851-9761

PHONE NUMBER:

edsharrer@gmail.com

EMAIL ADDRESS:

Print Form

Reset Form

Submit by Email

*I have the following comments regarding the Request For Proposal for the sale of a 97.5 Mile segment of railroad between Sapulpa, Oklahoma, and Del City, Oklahoma, commonly referred to as the 'Sooner Sub'.*

I was disappointed and more than a little upset when I learned of ODOT's plans to sell the Sooner Sub railroad line despite efforts to bring passenger rail service to the Tulsa-OKC corridor.

The plan to sell the Sooner Sub segment is short-sighted at best. The rail line is an asset with tremendous economic development opportunity. Selling the line all but kills any opportunity for northeastern Oklahoma to ever realize the "promise" of passenger rail made to us when our tax dollars were invested in the Heartland Flyer.

I ask that ODOT immediately scrap any plans to sell the Sooner Sub rail line and begin work toward facilitating passenger rail service between Tulsa and Oklahoma City, which is in the best economic interest of northeastern Oklahoma and the two metro areas.

*"The mission of the Oklahoma Department of Transportation is to provide a safe, economical, and effective transportation network for the people, commerce, and communities of Oklahoma."*





Sooner Sub rail line...No Sale!!

Greg Bollinger

to:

Rfprail@odot.org

01/29/2014 11:18 AM

Hide Details

From: Greg Bollinger <greg@langdonpublishing.com>

To: "Rfprail@odot.org" <Rfprail@odot.org>

I am urging you to not sell the sooner Sub rail line. not now, nor never. This is something we value greatly. Thank you.

Greg Bollinger  
1835 e. 17th st  
Tulsa OK 74104  
Langdon Publishing Co, Inc.  
918-585-9924 x247





Rail line Sale

Lora

to:

Rfprail

01/30/2014 11:52 AM

Cc:

fra.legal, rpd

Hide Details

From: Lora <lorajodavis@gmail.com>

To: Rfprail@odot.org

Cc: fra.legal@dot.gov, rpd@dot.gov

From:

Jo. Davis,

16712 Magnino Rd

Shawnee, Ok 74801

4052754017

Please do not sell this valuable Oklahoma asset. Rail travel is becoming the most viable mode for the future when it comes to intrastate trips. Federal money for line upgrades will be easier to obtain if we retain control of this valuable asset. Both passenger and freight transport are cheaper in the long run when rail is used. Our central geographical position will attract a lot more industry when our rail lines are modernized.

Governments have subsidized the trucking and airline industry for decades and they have their place but rail is needed to keep us competitive.

Cordially, Jo Davis



Submitting "Sooner Sub" request for proposal ... Completed form  
Pattisue Thoman

to:

Rfprail@odot.org

01/30/2014 12:27 PM

Hide Details

From: Pattisue Thoman <susie739@yahoo.com>

To: "Rfprail@odot.org" <Rfprail@odot.org>

Please respond to Pattisue Thoman <susie739@yahoo.com>

Please DO NOT sell the "Sooner Sub" rail line or any other state owned rail lines.

Pattisue Thoman  
1804 Chandler Drive  
Shawnee, OK 74801  
4052737579  
Email: susie739@yahoo.com

I tried to use your comment form but it didn't work.



## OKLAHOMA DEPARTMENT OF TRANSPORTATION

# Comment Form

### "Sooner Sub" Request for Proposal

Frank Briggs

NAME:

812 E Washington St

ADDRESS:

Tecumseh

OK

CITY:

STATE:

74873

ZIP:

4903147914

PHONE NUMBER:

frankbriggs07@gmail.com

EMAIL ADDRESS:

OKLAHOMA DEPARTMENT OF TRANSPORTATION  
200 N.E. 21st Street  
Oklahoma City, OK 73105-3204

Please submit comments by:

01/30/2014

Print Form

Reset Form

Submit by Email

*I have the following comments regarding the Request For Proposal for the sale of a 97.5 Mile segment of railroad between Sapulpa, Oklahoma, and Del City, Oklahoma, commonly referred to as the 'Sooner Sub'.*

Do not sale the Sooner Sub or any state owned railroads property. These are cheep forms of transportation for Oklahoma and her citizens.





OKLAHOMA DEPARTMENT OF TRANSPORTATION

# Comment Form

## "Sooner Sub" Request for Proposal

Mark Jamison

NAME:

8406 South Fawnwood Court

ADDRESS:

Broken Arrow

OK

74011

CITY:

STATE:

ZIP:

+1 (918) 455-6014

PHONE NUMBER:

OKLAHOMA DEPARTMENT OF TRANSPORTATION  
200 N.E. 21st Street.  
Oklahoma City, OK 73105-3204

Please submit comments by: 01/30/2014

markjami@yahoo.com

EMAIL ADDRESS:

*I have the following comments regarding the Request For Proposal for the sale of a 97.5 Mile segment of railroad between Sapulpa, Oklahoma, and Del City, Oklahoma, commonly referred to as the 'Sooner Sub'.*

Please do not sell the Sooner Sub the State of Oklahoma can keep ownership of the line and lease it to the commercial operator as it is currently. This will allow for a Public Private Partnership to operate passenger rail service between Oklahoma City and Tulsa. This will have important economic benefits for the cities along the line similar to the benefits of the Heartland Flyer between Oklahoma City and Fort Worth. The Texas Transportation Institute reported that Oklahoma and Texas realized an \$18 million economic return on a combined investment of \$3.95 million in 2010\*. There is no reason to believe that the communities along the Eastern Flyer route would not realize the same economic benefits.

Please do not sell the Sooner Sub because there is a growing market for rail transportation between Oklahoma City and Tulsa. As I understand it, 1967 was the last time there was passenger rail service between Oklahoma City and Tulsa. Back then I imagine cars and gasoline were less expensive. Now, cars are expensive, gasoline is too and people want a more convenient way of getting to Oklahoma City. Younger people don't identify with automobile ownership nearly as much as previous generations. They identify more with their smart phone than they do their method of transportation. They prefer public transportation to using automobiles\*\*\*

Finally, please do not sell the Sooner Sub because there is proven interest in riding the line between Sapulpa and Oklahoma City. Recently Iowa Pacific, a tour train operator, sold out 900 Sapulpa to Oklahoma City tickets in 3 weeks. These are tour tickets, but they establish the willingness of the public to pay hard-earned money for train transportation.

\*Measuring the Benefits of Intercity Passenger Rail: A Study of the Heartland Flyer, Texas Transportation Institute, March, 2010

\*\* See page 11 of the Tulsa Rail Advisory Committee's 05-31-2012 Report to the Eastern Flyer Task Force entitled: Tulsa to Oklahoma City: A Public-Private Partnership

\*\*\*How Millennials Move: The Car-Less Trends [www.realtor.org/articles/how-millennials-move-the-car-less-trends](http://www.realtor.org/articles/how-millennials-move-the-car-less-trends)

*"The mission of the Oklahoma Department of Transportation is to provide a safe, economical, and effective transportation network for the people, commerce, and communities of Oklahoma."*

RECEIVED

MAR 18 2014

DIRECTOR'S OFFICE

March 11, 2014

To: Governor Mary Fallin

Cc's:

Secretary of Energy  
Michael Teague  
2300 N. Lincoln Blvd  
Oklahoma City, OK 73105

Secretary of Agriculture  
Jim Reese  
2800 N. Lincoln Blvd.  
Oklahoma City, OK 73105

Secretary of Transportation  
Gary Ridley  
200 NE 21st Street  
Oklahoma City, OK 73105

Secretary of Finance  
Preston Doerflinger  
State Capitol Rm 122  
2300 N. Lincoln Blvd.  
Oklahoma City, OK 73105

Secretary of Commerce  
Larry Parman  
Oklahoma City Office  
900 N Stiles Ave.  
Oklahoma City, OK 73104

Dear Governor Fallin and Cc recipients,  
I am writing to you all today over concern for the following bills:

2897 – No-Sale of State Owned Rail Without Consent

2896 – ConnectOklahoma

2898 – Design-Build P3

2879 – Oklahoma Railway Comm

After buying my ticket on the Eastern Flyer trip from Sapulpa to Midwest City last month, and in light of how quickly tickets SOLD OUT, I am confident that the people of the State of Oklahoma want and need passenger rail service to connect the eastern part of the state with Oklahoma City and the rest of our meager public rail transportation. If someone were to say otherwise, I would not hire him or her as Dog Catcher. Look at how well the Heartland Flyer did, in light of all the no-no's and poo-poo's it got before it went into service.

I have been quite happy with this administration, and have bragged to my friends and relatives of how responsive the administration is to the will of Oklahoma voters. Please handle the above bills as a great idea to further commerce and economic development for the State of Oklahoma. Oklahomans have wanted this for many, many years and to deny them the realization of this goal would be against the wish of the citizens of our great State.

As Rick Westcott aptly put it, don't sell the Turner Turnpike to J.B. Hunt Trucking Company.

Thank you for your attention to this matter.

Sincerely,

Bob Schwarz

23416 E 98<sup>th</sup> St S.

Broken Arrow, OK 74014

918-455-7250

918-691-0879 cell phone

[schwarzr@valornet.com](mailto:schwarzr@valornet.com)

P.S. Google me at: Bob Schwarz + Sertoma





Bill Leighty

RECEIVED  
MAR 18 2014  
DIRECTOR'S OFFICE

March 13<sup>th</sup>, 2014

Mr. Gary Ridley  
Oklahoma Secretary of Transportation  
200 N.E. 21st Street  
Oklahoma City, OK 73105

Dear Mr. Secretary:

As you consider your decision on the Sale/No Sale of the Sooner Sub tracks, please keep in mind the following salient points:

**Context of the issue before you.** The Oklahoma Department of Transportation is challenged to control \$1.5 Billion in annual transportation spending partially by leveraging long term freight and passenger rail investments to provide maximum efficiency and benefit to our taxpayers.

In states and communities from coast to coast the old auto-centric paradigm is giving way to a more balanced and sustainable transportation system. At no time in state history have diversified transportation offerings become so critical to our future growth and prosperity. That said there can be no denying that Oklahoma's funding and investment in alternative forms of transportation has been woefully lacking. We are behind most all of our competitors, way behind.

We must recognize that America is entering a new mass transportation age and the Federal Highway Trust Fund is bankrupt. At the same time Oklahoma City and Tulsa are emerging as true modern cities of the future with all of the transportation challenges that come with it. If we are going to keep up we have to learn to move more people in fewer trips.

Oklahoma City's Maps III, PlaniTulsa, and Fast Forward planning initiatives all illustrated beyond any doubt that people in our urban centers expect and demand broader and better transportation options, including traditional buses, Bus Rapid Transit, Streetcars, light rail and commuter rail, all with quality public access.

**Tulsa to OKC passenger rail service is much sought after by virtually everyone.** The rail line between OKC and Tulsa is a strategic asset and a present and future lifeline to more modern and sustainable travel in the 21<sup>st</sup> Century. There is little argument that economic development is attracted to transportation corridors and dependable high frequency passenger service between Oklahoma's two largest metropolitan areas would provide enormous financial benefits to both cities and all of the communities in between. The only remaining question is how we can insure that passenger service becomes available sooner rather than later.

**BILL LEIGHTY CRS, GRI**

4105 SOUTH ROCKFORD AVENUE TULSA, OKLAHOMA 74105  
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BILL LEIGHTY'S LUXURY HOMES GROUP™ BILLLEIGHTY.COM  
ASSOCIATED WITH MCGRAW, REALTORS®



**Retaining ownership is the fiscally responsible and lowest risk option.** By retaining ownership we Oklahomans will control our own destiny and keep our options open. The existing public private partnership has been highly successful. Under the current lease, a firm in the private sector has rehabilitated and added value to the tracks by investing millions of their own dollars.

Fourteen thriving new businesses have been created along the corridor and the State of Oklahoma earns a very handsome return on investment including hundreds of thousands of dollars annually in lease payments. These small businesses who have located along the rail line are concerned that an interstate shipping business model would be disruptive and detrimental to their companies and the communities they serve.

If the State of Oklahoma sells the Sooner Sub, we will no longer be able to protect and foster small business development in the corridor or insure the development of passenger rail. By retaining ownership we can leverage this public/private partnership to help foster a more balanced and sustainable transportation system for our citizens.

**Consideration of a sale now is very poorly timed for multiple reasons.** First, the State of Oklahoma recently negotiated a lease extension on the Sooner Sub until the beginning of 2018. Any buyer would be subject to the terms of that lease so it is unlikely any substantial new investments in this asset would be made until then, especially if the current leaseholder is not the successful bidder.

Second, ODOT is conducting a federally funded study to examine the feasibility of passenger rail service between Tulsa and Oklahoma City. Although officials say the study will not be terminated if a sale of the Sooner Subdivision Rail Line is finalized, it violates smart planning principles to sell the tracks before the study is completed.

Third, it is highly unlikely that the value of this line will diminish over time, quite the contrary; it will only become more valuable; even if high-speed rail were to eventually be developed along a different route. With the oil storage facility in Cushing continuing to grow and new small businesses prospering in the small communities along the Sooner Sub, the future growth prospects are filled with promise.

Forth, while cash generated from such a sale might provide a temporary infusion of capital it would do precious little to stem the long term tide of mounting road and bridge repair needs. We can only do that by diversifying our transportation system and providing more public transit options.

**There is overwhelming opposition to a sale from all sectors...please do not ignore them!** The number of concerned citizens and elected officials opposing this sale has been well documented and highly publicized. City Councils in Tulsa, Oklahoma City, Sapulpa, Bristow and Norman have all unanimously passed resolutions opposing the sale. Cherokee Nation Chief Bill John Baker recently sent Governor Fallin a letter pleading with her to step in and stop this sale.

It can be argued that no other statewide issue in recent times has elicited a more unified voice of opposition than this one. Some Chambers of Commerce and hundreds and hundreds of citizens have

also voiced their objections to the sale and more and more are coming forward each day. We simply cannot let them down. Almost no one outside of ODOT and the bidders has publically called for the state to sell this strategic asset.

**There is no mandate to sell the Sooner Sub.** State statute only allows the Oklahoma Department of Transportation the option to sell rail assets if it's in the best interest of the state; not mandate a sale. While ODOT assures us a buyer would be required to make passenger rail an option, there is no mandatory clause at either the federal or state level to require it. With that in mind it is difficult if not impossible to determine how an outright sale will provide betterment to anyone other than the successful out of state bidder.

There seems to be little argument that a sale would likely result in increased bulk interstate freight traffic at the expense of developing passenger service. Most knowledgeable rail observers agree that if the BNSF Railway buys the line, Amtrak will be the only railroad that will be able to meet their Class I standards and pay the access fees to provide passenger service.

In order to make that economically feasible it would likely require an annual state subsidy like the \$2.6 million a year used to help fund the Heartland Flyer. Even if the state agreed to that additional subsidy (extremely doubtful) it would almost assuredly result in only one daily trip between the two cities, hardly what is needed to establish profitable ridership numbers and support.

**ODOT has a statutory requirement to develop passenger rail service.**

(O.S. 66-321 and O.S. 66-323) Our Department of Transportation has had an obligation to help develop passenger rail service between Oklahoma and Tulsa counties since 1996. Studies were performed in 1983, 1994, 1996, 2001, and 2002 for this corridor.

O.S. 66-321, The Oklahoma Tourism and Passenger Rail Act requires, by definition (O.S. 66-323) that the Department of Transportation [ODOT] (O.S. 66-323(1)) "do all things necessary to restore passenger rail." Passenger rail is defined as (O.S. 66-323(6)) "linking stations in Oklahoma and Tulsa counties."

In 1998 the State of Oklahoma indicated a goal of the State's acquisition of the Sooner Sub was to allow for the establishment of regular and continuing passenger service for the public. If it cannot be conclusively demonstrated that a sale would positively advance that goal, it would shortchange the traveling public, be a betrayal of the public trust, an insult to Oklahoman taxpayers, and a violation of the rights and expectations of the small businesses (both rail carrier/rail customers) along the corridor.

**Retain ownership of the Sooner Sub and we can have passenger rail service now!** Wouldn't we all like to see high-speed passenger rail between Oklahoma City and Tulsa? Of course we would and someday it might very well happen but not without considerable planning and very calculated decision making.

To be eligible and seriously considered for federally funded mass transit grants like high-speed rail in Oklahoma we need to have our ducks in a row. That is why ODOT's 2009 \$2 billion High-Speed project request was not even referred for technical evaluation by the Federal Railroad Administration's (FRA)



High-Speed Intercity Passenger Rail (HSIPR) program staff. We simply were not ready and the funding went to projects in Missouri and Illinois.

When the Fed's dole out millions for transit projects they want to partner with states that have done their homework, invested in substantial planning and have some skin in the game. In the case of passenger rail, ridership studies are expected but real ridership numbers likely have much greater impact.

According to some passenger rail advocates there are numerous examples of high speed rail projects that began in more traditional passenger rail corridors. They started modestly, utilizing existing track resources that were often times less than desirable, built trust and ridership numbers and then passengers automatically began to demand faster and faster speeds. It has happened all over the country, from Virginia to Oregon.

As Cabinet Members I assume you are aware that a successful railroad company with a strong track record in the private sector has been proposing for over two years to provide regular passenger service on the Sooner Sub at no cost to the State of Oklahoma. Curiously and somewhat disrespectfully in my view, ODOT officials have continually ignored these proposals from Iowa Pacific Holdings, the most recent of which was dated February 18<sup>th</sup> of 2014.

The fact remains, we do not have to wait for high-speed rail in Oklahoma. Iowa Pacific Holdings is qualified, willing and capable of establishing round trip passenger rail service between Tulsa and Oklahoma City within 3 to 6 months of signing an agreement. The sensible thing to do would be to take them up on it before they change their mind.

**A look back, a look forward.** Cabinet Secretaries and Commission Members, as you consider your decision on the Sale/No Sale it might be wise to reflect back. In 1998 state officials were presented with a choice; let a key rail corridor go by the wayside or invest \$5 million to preserve it.

The rail line had been badly neglected, was in terrible disrepair and in danger of being completely abandoned if not dismembered and buried. There were few customers and only one courageous company with any interest in operating the line. Quite unceremoniously, those officials made a decision that has stood the test of time. Sixteen years later we celebrate that decision and honor those who made it. They had the foresight and the vision to recognize the potential of this asset whose value has arguably increased tenfold or even more.

As public servants you have a fiduciary duty to preserve and protect the public interest. Governors will come and go, unimaginative transportation department bureaucrats will come and go and freight rail operator's business models will change and adapt to the times. I encourage you to ponder how the decision you make now will stand up in 2030, sixteen years from now. Will the Sooner Sub be an energized and vital link connecting our two major cities, moving both passengers and freight? Or will it once again be threatened with abandonment by corporate interests who no longer have a need for it?



In the end there will be winners and losers in this process and you must decide whom you will serve. Will it be powerful special interest groups, crony capitalists, and unenlightened transportation department officials or will you listen to the citizens of the great State of Oklahoma? They have pleaded with you in a resounding and near unanimous voice, 'develop regular passenger rail service between Oklahoma City and Tulsa now and do NOT sell our railroad tracks! '

Respectfully Submitted,

A handwritten signature in black ink, appearing to read 'Bill Leighty', with a stylized, cursive script.

Bill Leighty  
410 W. 7<sup>th</sup> St #1925  
Tulsa, OK 74119  
918 605-5529  
[Bill@BillLeighty.com](mailto:Bill@BillLeighty.com)  
[www.BillLeighty.com](http://www.BillLeighty.com)

*Bill Leighty is a Tulsa real estate professional, a former Chairman and a five year member of the Tulsa Metropolitan Area Planning Commission and a former Vice-Chairman and three year member of Tulsa's Transportation Advisory Board.*

5630 E 78th Pl.  
Iowa Pacific Holdings, LLC  
118 S. Clinton, suite 400  
Chicago, IL 60661

10 MAR 2014 PM 4:11



Dear Gov. Fallin,  
Please promote economic  
development in Okla.  
by doing all you can to  
increase passenger rail  
service. Do not allow

Iowa Pacific Holdings, LLC is proud to present the  
Eastern Flyer to the State of Oklahoma to remind  
the communities that rail travel is an enjoyable asset  
to the lives of citizens using comfortable  
atmosphere, personal service and timely destination  
delivery.

the state to sell the  
Seasonal Hub.  
www.EasternFlyer.com

Thank you,

Sue Storts, M.D.

The Office of Governor Mary Fallin  
Oklahoma State Capitol  
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Oklahoma City, OK 73105

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MAR 11 2014

OFFICE OF THE  
GOVERNOR

Iowa Pacific Holdings, LLC  
118 S. Clinton, suite 400  
Chicago, IL 60661

10 MAR 2014 PM 3:11



Please keep our rail  
service between Tulsa  
& D.C.

Thank you!

Charlotte Rowe  
912 W. 79th St.  
Tulsa OK 74132

Iowa Pacific Holdings, LLC is proud to present the  
Eastern Flyer to the State of Oklahoma to remind  
the communities that rail travel is an enjoyable asset  
to the lives of citizens using comfortable  
atmosphere, personal service and timely destination  
delivery.

www.EasternFlyer.com

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PULLMAN RAIL JOURNEYS  
118 South Clinton St.  
Suite 400  
Chicago Illinois, 60661

TULSA OK 741

Please don't  
sell the  
railroad!  
We love the  
passenger  
train and will  
ride it  
often!

Pullman Rail Journeys first-class train service to New  
Orleans pauses at Homewood, IL. Passengers in observation  
car Pontchartrain Club have a great view, excellent service,  
and a friendly atmosphere aboard the train.

WWW.TRAVELPULLMAN.COM

Photo by Paul Burgess

Maria Cobb  
1702 S Aster Ct  
BA, OK 74102



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Oklahoma City, OK 73105

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MAR 19 2014

OFFICE OF THE  
GOVERNOR

PULLMAN RAIL JOURNEYS  
118 South Clinton St.  
Suite 400  
Chicago Illinois, 60661

KEEP THIS  
TRAIN!!

ETHAN  
COBB,

Pullman Rail Journeys first-class train service to New  
Orleans pauses at Homewood, IL. Passengers in observation  
car Pontchartrain Club have a great view, excellent service,  
and a friendly atmosphere aboard the train.

WWW.TRAVELPULLMAN.COM

Photo by Paul Burgess

Ethan Cobb, age 6  
1702 S Aster Ct  
Broken Arrow, OK 74012



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GOVERNOR



Iowa Pacific Holdings, LLC  
118 S. Clinton, suite 400  
Chicago, IL 60661

Please retain ownership  
of this rail line - we  
need this service between  
Tulsa and OKC

Roger Rowe  
712 W. 79th  
Tulsa, OK 74132

Iowa Pacific Holdings, LLC is proud to present the Eastern Flyer to the State of Oklahoma to remind the communities that rail travel is an enjoyable asset to the lives of citizens using comfortable atmosphere, personal service and timely destination delivery.

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GOVERNOR

PULLMAN RAIL JOURNEYS  
118 South Clinton St.  
Suite 400  
Chicago Illinois, 60661

Please keep the  
rail from OKC  
to Tulsa,

Thanks  
Charley Bright

Pullman Rail Journeys first-class train service to New Orleans pauses at Homewood, IL. Passengers in observation car Pontchartrain Club have a great view, excellent service, and a friendly atmosphere aboard the train.

WWW.TRAVELPULLMAN.COM

Photo by Paul Burgess

38708 E 161st S  
Porter, OK 74754

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PULLMAN RAIL JOURNEYS  
118 South Clinton St.  
Suite 400  
Chicago Illinois, 60661

Amye Wyrick  
3217 S. 1st St  
Broken Arrow, OK  
74012

Pullman Rail Journeys first-class train service to New Orleans pauses at Homewood, IL. Passengers in observation car Pontchartrain Club have a great view, excellent service, and a friendly atmosphere aboard the train.

WWW.TRAVELPULLMAN.COM

Photo by Paul Burgess

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Oklahoma City, OK 73105

I think this  
is great  
Roll on

Iowa Pacific Holdings, LLC  
118 S. Clinton, suite 400  
Chicago, IL 60661

Please don't sell  
the train. It's great!  
Respectfully,  
Diane Hayes  
2509 E 70 St  
Tulsa, OK 74136

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Iowa Pacific Holdings, LLC  
118 S. Clinton, suite 400  
Chicago, IL 60661

Jayne Boltz  
8220 S. 73rd E. Ave  
Tulsa, OK 74133-4201

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www.EasternFlyer.com



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Oklahoma City, OK 73105

Rail service much  
needed between  
Tulsa + OKC.

Do not sale railway!  
Jayne Boltz

Iowa Pacific Holdings, LLC  
118 S. Clinton, suite 400  
Chicago, IL 60661

Ben Hughes  
901 N. Elgin  
Apt 1120

Tulsa, OK 74106

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Oklahoma City, OK 73105

Please do not sale  
railway between Tulsa  
+ OKC. We need  
this services! Ben Hughes



PULLMAN RAIL JOURNEYS  
118 South Clinton St.  
Suite 400  
Chicago Illinois, 60661

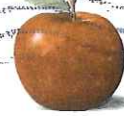
RE-ESTABLISH TULSA-OKC  
RAIL PASSENGER SERVICE!

DO NOT SELL THE  
SOONER SUB LINE.

JOHN JUDD  
4359 S. TRENTON  
TULSA, OK 74105

Pullman Rail Journeys first-class train service to New Orleans pauses at Homewood, IL. Passengers in observation car Pontchartrain Club have a great view, excellent service, and a friendly atmosphere aboard the train.

WWW.TRAVELPULLMAN.COM  
Photo by Paul Burgess



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Oklahoma City, OK 73105

Iowa Pacific Holdings, LLC  
118 S. Clinton, suite 400  
Chicago, IL 60661

Marcy Janitz  
6407 N. Victor  
Tulsa, OK 74130

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www.EasternFlyer.com

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Oklahoma City, OK 73105

Please do not sale  
railway between  
Sapulpa + OKC  
We need this service  
marcy Janitz





PULLMAN RAIL JOURNEYS  
118 South Clinton St.  
Suite 400  
Chicago Illinois, 60661

Please get this  
train running  
regularly so  
we can ride it  
to OKC and  
back.

Pullman Rail Journeys first-class train service to New Orleans pauses at Homewood, IL. Passengers in observation car Pontchartrain Club have a great view, excellent service, and a friendly atmosphere aboard the train.

WWW.TRAVELPULLMAN.COM

Photo by Paul Burgess

Nancy Sherman  
2824 E. 85th St  
Tulsa OK 74137

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Oklahoma State Capitol  
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Oklahoma City, OK 73105



Iowa Pacific Holdings, LLC  
118 S. Clinton, suite 400  
Chicago, IL 60661

It would be  
a crime against  
the people of  
Oklahoma to sell  
the trucks and  
Iowa Pacific Holdings, LLC is proud to present the Eastern Flyer to the State of Oklahoma to remind the communities that rail travel is an enjoyable asset to the lives of citizens using comfortable atmosphere, personal service and timely destination delivery.

www.EasternFlyer.com

Take away the ability  
of Oklahomans to  
use the train to travel  
across Oklahoma soon

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Oklahoma City, OK 73105



V. Trim  
1303 S Florence Ave  
Tulsa, OK  
74104

PULLMAN RAIL JOURNEYS  
118 South Clinton St.  
Suite 400  
Chicago Illinois, 60661

This train is  
a great thing!  
DAN SHERMAN  
-Tulsa

Pullman Rail Journeys first-class train service to New Orleans pauses at Homewood, IL. Passengers in observation car Pontchartrain Club have a great view, excellent service, and a friendly atmosphere aboard the train.

WWW.TRAVELPULLMAN.COM

Photo by Paul Burgess

2824 E. 85th St  
Tulsa OK 74137

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Oklahoma State Capitol  
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Oklahoma City, OK 73105



Iowa Pacific Holdings, LLC  
118 S. Clinton, suite 400  
Chicago, IL 60661

Providing passenger  
service from Tulsa  
to OK City will  
stimulate economic  
development in both  
cities.

DO NOT SELL THE  
LINE

Iowa Pacific Holdings, LLC is proud to present the Eastern Flyer to the State of Oklahoma to remind the communities that rail travel is an enjoyable asset to the lives of citizens using comfortable atmosphere, personal service and timely destination delivery.

Photo by Paul Burgess

www.EasternFlyer.com

6513 E 5th St  
Tulsa OK 74111

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Oklahoma State Capitol  
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Oklahoma City, OK 73105





PULLMAN RAIL JOURNEYS  
118 South Clinton St.  
Suite 400  
Chicago Illinois, 60661

Governor Fallin,

We rode the train from  
Sapulpa to OKC - how fun  
and nostalgic! We can see  
it's usefulness. Please  
support this project to  
reestablish this service.  
Rail service would be  
great!

Sharon Schuermann  
Pullman Rail Journeys first-class train service to New  
Orleans pauses at Homewood, IL. Passengers in observation  
car Pontchartrain Club have a great view, excellent service,  
and a friendly atmosphere aboard the train.

WWW.TRAVELPULLMAN.COM

Photo by Paul Burgess



Sharon K Schuermann  
2885 N Mistletoe Rd  
Sand Springs OK 74063



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2300 N. Lincoln Blvd., Room 212  
Oklahoma City, OK 73105

Iowa Pacific Holdings, LLC  
118 S. Clinton, suite 400  
Chicago, IL 60661

I rode the Eastern  
Flyer this weekend.  
What an exciting  
opportunity for Okla.  
Please reconsider  
keeping the train  
route from Tulsa to  
OKC. It would help the  
economy.

Iowa Pacific Holdings, LLC is proud to present the  
Eastern Flyer to the State of Oklahoma to remind  
the communities that rail travel is an enjoyable asset  
to the lives of citizens using comfortable  
atmosphere, personal service and timely destination  
delivery.

Jean McKay

www.EasternFlyer.com

Tulsa, OK

918 583-5442



Governor Mary Fallin  
Okla State Capitol  
2300 N Lincoln Blvd  
OKC, OK  
73105

Rm 212

PULLMAN RAIL JOURNEYS  
118 South Clinton St.  
Suite 400  
Chicago Illinois, 60661

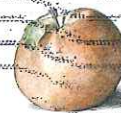
Hugh and Frankie  
MATHEWS  
301 E. Hester  
Chester, OK 74016

Pullman Rail Journeys first-class train service to New  
Orleans pauses at Homewood, IL. Passengers in observation  
car Pontchartrain Club have a great view, excellent service,  
and a friendly atmosphere aboard the train.

WWW.TRAVELPULLMAN.COM

Photo by Paul Burgess

OFFICE OF THE  
GOVERNOR



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Oklahoma State Capitol  
2300 N. Lincoln Blvd., Room 212  
Oklahoma City, OK 73105

GOVERNOR,  
PLEASE DO NOT SELL  
THE RAILROAD LINE  
FROM SAPULPA TO OKC

PULLMAN RAIL JOURNEYS  
118 South Clinton St.  
Suite 400  
Chicago Illinois, 60661

Eckly Mathews  
4845 W. 370 RD  
Adair OK 74330

Pullman Rail Journeys first-class train service to New  
Orleans pauses at Homewood, IL. Passengers in observation  
car Pontchartrain Club have a great view, excellent service,  
and a friendly atmosphere aboard the train.

WWW.TRAVELPULLMAN.COM

Photo by Paul Burgess

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Oklahoma State Capitol  
2300 N. Lincoln Blvd., Room 212  
Oklahoma City, OK 73105

GOVERNOR,  
PLEASE DO NOT SELL  
THE RAILROAD LINE  
FROM SAPULPA TO OKC





**Iowa Pacific Holdings, LLC**

118 S. Clinton, suite 400  
Chicago, IL 60661

Hana Thompson  
206 N. Edison St.  
Bixby, OK 74008

Iowa Pacific Holdings, LLC is proud to present the Eastern Flyer to the State of Oklahoma to remind the communities that rail travel is an enjoyable asset to the lives of citizens using comfortable atmosphere, personal service and timely destination delivery.

[www.EasternFlyer.com](http://www.EasternFlyer.com)

TULSA OK 741

28 FEB 2014 PM 54 T

**The Office of Governor Mary Fallin**  
Oklahoma State Capitol  
2300 N. Lincoln Blvd., Room 212  
Oklahoma City, OK 73105

Don't sell the  
Rail Road from  
Sapulpa to OKC!  
Please!!

USA  
34  
2014

**PULLMAN RAIL JOURNEYS**

118 South Clinton St.  
Suite 400  
Chicago Illinois, 60661

Matthew Dowty  
731 E ELM  
ENID, OK 73701

Pullman Rail Journeys first-class train service to New Orleans pauses at Homewood, IL. Passengers in observation car Pontchartrain Club have a great view, excellent service, and a friendly atmosphere aboard the train.

[WWW.TRAVELPULLMAN.COM](http://WWW.TRAVELPULLMAN.COM)  
Photo by Paul Burgess



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Oklahoma City, OK 73105

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GOVERNOR

FEB 23 2014

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05489099



**Iowa Pacific Holdings, LLC**

118 S. Clinton, suite 400  
Chicago, IL 60661

Sherry Allen  
11301 W. 178th St N.  
Skiatook OK

Iowa Pacific Holdings, LLC is proud to present the Eastern Flyer to the State of Oklahoma to remind the communities that rail travel is an enjoyable asset to the lives of citizens using comfortable atmosphere, personal service and timely destination delivery.

[www.EasternFlyer.com](http://www.EasternFlyer.com)

TULSA OK 741

28 FEB 2014 PM 7 T

**The Office of Governor Mary Fallin**  
Oklahoma State Capitol  
2300 N. Lincoln Blvd., Room 212  
Oklahoma City, OK 73105

Would travel from  
OKC to Tulsa  
all the time. Please  
do not sale railway  
between the two  
Sherry Allen

USA  
34  
2014

**Iowa Pacific Holdings, LLC**

118 S. Clinton, suite 400  
Chicago, IL 60661

Allie Neafus  
7730 E. 130 St  
Bixby, OK 74008

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**The Office of Governor Mary Fallin**  
Oklahoma State Capitol  
2300 N. Lincoln Blvd., Room 212  
Oklahoma City, OK 73105

Don't sell the  
Rail Road from  
Sapulpa to OKC!!  
Please!!





PULLMAN RAIL JOURNEYS  
118 South Clinton St.  
Suite 400  
Chicago Illinois, 60661



Please allow pass  
rail service  
between Tulsa  
& OKC. Don't  
sell the line  
still water is  
currently running.

Pullman Rail Journeys first-class train service to New Orleans pauses at Homewood, IL. Passengers in observation car Pontchartrain Club have a great view, excellent service, and a friendly atmosphere aboard the train.

WWW.TRAVELPULLMAN.COM  
Photo by Paul Burgess

Sheryl Thomas  
18707 E 94TH ST  
Broken Arrow, OK 74012

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Oklahoma State Capitol  
2300 N. Lincoln Blvd., Room 212  
Oklahoma City, OK 73105

Iowa Pacific Holdings, LLC  
118 S. Clinton, suite 400  
Chicago, IL 60661

Lyllian Thompson  
206 N. Edison St.  
Bixby, OK 74008

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www.EasternFlyer.com

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Oklahoma State Capitol  
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Oklahoma City, OK 73105

Don't sell the  
Rail Road tracks  
from Sapulpa to  
OKC!! Please

Iowa Pacific Holdings, LLC  
118 S. Clinton, suite 400  
Chicago, IL 60661



Moses Thompson  
206 N. Edison St  
Bixby, OK 74008

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Oklahoma City, OK 73105

Don't sell the Rail Road  
tracks from  
Sapulpa to OKC!  
Please ☺

Iowa Pacific Holdings, LLC  
118 S. Clinton, suite 400  
Chicago, IL 60661



Rosalee Thompson  
206 N. Edison Street  
Bixby, OK 74008

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www.EasternFlyer.com

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2300 N. Lincoln Blvd., Room 212  
Oklahoma City, OK 73105

Don't Sell the  
Rail Road tracks  
from Sapulpa to  
OKC!! PLEASE



PULLMAN RAIL JOURNEYS  
118 South Clinton St.  
Suite 400  
Chicago Illinois, 60661

GOVERNOR,

PLEASE HELP OUR  
STATE BUILD TOURIST  
ATTRACTIONS BY  
SUPPORTING & SAVING  
THIS RAILROAD.

Pullman Rail Journeys first-class train service to New Orleans pauses at Homewood, IL. Passengers in observation car Pontchartrain Club have a great view, excellent service, and a friendly atmosphere aboard the train.

WWW.TRAVELPULLMAN.COM

**Max L. Schuermann**  
2885 N Mistletoe Rd.  
Sand Springs, OK 74063-7740



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Oklahoma State Capitol  
2300 N. Lincoln Blvd., Room 212  
Oklahoma City, OK 73105



Mr. William D. Lawson  
1219 N. Canton Ave.  
Tulsa, OK 74115



Comment on the escape  
from train from Tulsa  
to Midwest City Sunday  
Morning. This train was  
lot smoother than the  
Amtrak train from Okla  
home City to Ft. Worth.  
There is a need for a  
train trip like this  
because this train was  
really good. Thank this  
over.

WWW.TRAVELPULLMAN.COM  
Photo by Paul Burgess

Good Day

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Oklahoma State Capitol  
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Oklahoma City, OK 73105

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OFFICE OF THE  
GOVERNOR

3632 E. 143rd Street  
Bixby, OK 74008  
Iowa Pacific Holdings, LLC  
118 S. Clinton, suite 400  
Chicago, IL 60661



The Office of Governor Mary Fallin  
Oklahoma State Capitol  
2300 N. Lincoln Blvd., Room 212  
Oklahoma City, OK 73105

Dear Governor Fallin,  
We love the train and  
want it to stay in  
Oklahoma for years and  
generations to enjoy!

Iowa Pacific Holdings, LLC is proud to present the  
Eastern Flyer to the State of Oklahoma to remind  
the communities that rail travel is an enjoyable asset  
to the lives of citizens using comfortable  
atmosphere, personal service and timely destination  
delivery.

Sincerely,

www.EasternFlyer.com

Lane Neafus

Iowa Pacific Holdings, LLC  
118 S. Clinton, suite 400  
Chicago, IL 60661



DO NOT SELL THE  
RAIL ROAD. WE NEED  
RAIL SERVICE

KENNETH HAMPTON  
21341 E. 48th St.  
BROKEN ARROW, OK 74014

Iowa Pacific Holdings, LLC is proud to present the  
Eastern Flyer to the State of Oklahoma to remind  
the communities that rail travel is an enjoyable asset  
to the lives of citizens using comfortable  
atmosphere, personal service and timely destination  
delivery.

www.EasternFlyer.com

Kenneth Hampton

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OFFICE OF THE  
GOVERNOR



Iowa Pacific Holdings, LLC  
118 S. Clinton, suite 400  
Chicago, IL 60661

We need passenger  
rail service from  
Tulsa to OK City.  
Please do NOT SELL  
THIS LINE!

Iowa Pacific Holdings, LLC is proud to present the  
Eastern Flyer to the State of Oklahoma to remind  
the communities that rail travel is an enjoyable asset  
to the lives of citizens using comfortable  
atmosphere, personal service and timely destination  
delivery.

*Beth Stuckey*  
www.EasternFlyer.com

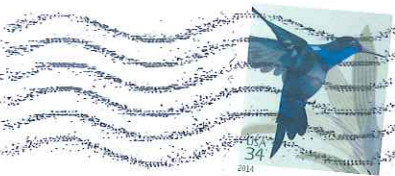
801 N EXHIBIT  
OWASSO OK 74055

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GOVERNOR



Coby Denton  
6004 South Hudson Place  
Tulsa, Oklahoma 74135

IT'S THE TAXPAYER'S  
RAILROAD. PLEASE  
DON'T SELL IT  
*COBY  
DENTON*

Iowa Pacific Holdings, LLC is proud to present the  
Eastern Flyer to the State of Oklahoma to remind  
the communities that rail travel is an enjoyable asset  
to the lives of citizens using comfortable  
atmosphere, personal service and timely destination  
delivery.

www.EasternFlyer.com

*Tulsa*

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GOVERNOR



Iowa Pacific Holdings, LLC  
118 S. Clinton, suite 400  
Chicago, IL 60661

Gov. Mary Fallin  
2300 N. Lincoln Blvd  
Oklahoma City, Ok  
73105

Iowa Pacific Holdings, LLC is proud to present the  
Eastern Flyer to the State of Oklahoma to remind  
the communities that rail travel is an enjoyable asset  
to the lives of citizens using comfortable  
atmosphere, personal service and timely destination  
delivery.

www.EasternFlyer.com

Save the  
train for  
Oklahoma

*Darcia Hill*

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OFFICE OF THE  
GOVERNOR



Iowa Pacific Holdings, LLC  
118 S. Clinton, suite 400  
Chicago, IL 60661

Gov Mary Fallin  
2300 N. Lincoln Blvd  
Oklahoma City, Ok.  
73105

Iowa Pacific Holdings, LLC is proud to present the  
Eastern Flyer to the State of Oklahoma to remind  
the communities that rail travel is an enjoyable asset  
to the lives of citizens using comfortable  
atmosphere, personal service and timely destination  
delivery.

www.EasternFlyer.com

Save the train  
for Oklahoma  
*Philip A. Hill*

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FEB 27 2014

OFFICE OF THE  
GOVERNOR





Sunday PM, 23 February 2014

Iowa Pacific Holdings, LLC

118 S. Clinton, suite 400  
Chicago, IL 60661

Dear Governor Fallon:

I am dependent upon the existence of public surface transportation to get around. Therefore, I plead with you to get involved to keep the rail line between OKC and Sapulpa and Tulsa in the hands of the Stillwater Central so that we Iowa Pacific Holdings, LLC is proud to present the Eastern Flyer to the State of Oklahoma to remind the communities that rail travel is an enjoyable asset to the lives of citizens using comfortable atmosphere, personal service and timely destination delivery.

www.EasternFlyer.com

can have more &  
better passenger  
rail service ser-  
vice.

Roger Elliott Carter  
1120 South 21st Street  
Chickasha, OK 73018-3830  
return address



Governor Mary Fallon  
OKLAHOMA STATE CAPITOL  
2300 North Lincoln Blvd.  
Oklahoma City, Oklahoma  
73105

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GOVERNOR

Iowa Pacific Holdings, LLC

118 S. Clinton, suite 400  
Chicago, IL 60661

For future economic  
development PASSENGER  
RAIL SERVICE from  
TULSA to OK city  
is very important  
Do NOT SELL  
THIS LINE

Iowa Pacific Holdings, LLC is proud to present the Eastern Flyer to the State of Oklahoma to remind the communities that rail travel is an enjoyable asset to the lives of citizens using comfortable atmosphere, personal service and timely destination delivery.

www.EasternFlyer.com

Ron Stuckey  
801 N. Elm Pl  
Owasso OK 74055

The Office of Governor Mary Fallin

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2300 N. Lincoln Blvd., Room 212  
Oklahoma City, OK 73105

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GOVERNOR



Iowa Pacific Holdings, LLC

118 S. Clinton, suite 400  
Chicago, IL 60661

RALPH CROCHETT  
2704 W. BOSTON ST  
BROKEN ARROW, OK

Iowa Pacific Holdings, LLC is proud to present the Eastern Flyer to the State of Oklahoma to remind the communities that rail travel is an enjoyable asset to the lives of citizens using comfortable atmosphere, personal service and timely destination delivery.

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Oklahoma City, OK 73105

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GOVERNOR



Iowa Pacific Holdings, LLC

118 S. Clinton, suite 400  
Chicago, IL 60661

Debbie Crockett  
2704 W. Boston St  
Broken Arrow, OK

Iowa Pacific Holdings, LLC is proud to present the Eastern Flyer to the State of Oklahoma to remind the communities that rail travel is an enjoyable asset to the lives of citizens using comfortable atmosphere, personal service and timely destination delivery.

www.EasternFlyer.com

The Office of Governor Mary Fallin

Oklahoma State Capitol  
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Oklahoma City, OK 73105

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Iowa Pacific Holdings, LLC  
118 S. Clinton, suite 400  
Chicago, IL 60661

Please do not  
sell the Rail  
between OKC  
and Tulsa.

Jan Mitchell  
1908 E Princeton St, BA OK 74012

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Iowa Pacific Holdings, LLC  
118 S. Clinton, suite 400  
Chicago, IL 60661

Please don't sell the  
Rail tracks from  
Sapulpa to OKC,  
another tourism  
opportunity lost.

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www.EasternFlyer.com

Debbie Danton  
6004 S Hudson Pl  
Tulsa OK 74135

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118 S. Clinton, suite 400  
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Pat Cabe  
2512 N. 15th St.  
Broken Arrow, OK  
74012

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Iowa Pacific Holdings, LLC  
118 S. Clinton, suite 400  
Chicago, IL 60661

\* Please don't  
sell the Sooner Sub line  
Zachary Allen Schumacher  
20973 W. 65th St Tulsa,  
OK 74132

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As our population ages, this would be a  
wonderful resource for us seniors!



Iowa Pacific Holdings, LLC  
118 S. Clinton, suite 400  
Chicago, IL 60661

Dear Mary,  
Please do not sell  
the railroad. We need  
Tulsa to OKC service.  
Rode it on 2/23 &  
loved it! Bill Weisbach

Iowa Pacific Holdings, LLC is proud to present the  
Eastern Flyer to the State of Oklahoma to remind  
the communities that rail travel is an enjoyable asset  
to the lives of citizens using comfortable  
atmosphere, personal service and timely destination  
delivery.

3125 J. Madison Ave

www.EasternFlyer.com

Tulsa OK 74105

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Iowa Pacific Holdings, LLC  
118 S. Clinton, suite 400  
Chicago, IL 60661

Why sell something that  
will continue to add  
revenue to the state in  
many forms?  
PLEASE DON'T SELL  
THE SOONER SUBLINE!

Iowa Pacific Holdings, LLC is proud to present the  
Eastern Flyer to the State of Oklahoma to remind  
the communities that rail travel is an enjoyable asset  
to the lives of citizens using comfortable  
atmosphere, personal service and timely destination  
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PULLMAN RAIL JOURNEYS  
118 South Clinton St.  
Suite 400  
Chicago Illinois, 60661



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*Save our tracks to OKC*  
Pullman Rail Journeys first-class train service to New  
Orleans pauses at Homewood, IL. Passengers in observation  
car Pontchartrain Club have a great view, excellent service,  
and a friendly atmosphere aboard the train.

WWW.TRAVELPULLMAN.COM  
Photo by Paul Burgess

*Luz Smith*

Iowa Pacific Holdings, LLC  
118 S. Clinton, suite 400  
Chicago, IL 60661

Look at the BIG picture!  
Short-term profits will  
result in long-term  
losses. PLEASE DON'T  
SELL THE SOONER SUB  
LINE!

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Eastern Flyer to the State of Oklahoma to remind  
the communities that rail travel is an enjoyable asset  
to the lives of citizens using comfortable  
atmosphere, personal service and timely destination  
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Iowa Pacific Holdings, LLC  
118 S. Clinton, suite 400  
Chicago, IL 60661

*Doesn't the state of OK subsidize  
Amtrak to the tune of \$2.5  
million a year?? The Sooner  
Sub Line can support itself!!  
Please Don't sell the  
Sooner Sub Line!!*

Iowa Pacific Holdings, LLC is proud to present the  
Eastern Flyer to the State of Oklahoma to remind  
the communities that rail travel is an enjoyable asset  
to the lives of citizens using comfortable  
atmosphere, personal service and timely destination  
delivery.

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OKLAHOMA  
An old horse corral and windmill bleached by the  
Oklahoma sun.

Photo © Willard Clay

*Governor Fallin,  
I think the railroad  
from Tulsa to OKC is  
Wonderful. I would hate  
to see the you sell the  
railroad. I see the  
railroad as an opportunity  
for the state in many ways.  
I am a registered voter.*

*Sincerely Margaret Sturm 58385 Hudson Pl.  
Tulsa, OK 74135*



0 86598 67664 3



7664

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Capitol  
2300 N. Lincoln Blvd.  
Room 212  
OKla City OK  
73105*

Iowa Pacific Holdings, LLC  
118 S. Clinton, suite 400  
Chicago, IL 60661

*Please don't sell  
We would love  
to use often -  
Phyllis Weisrock*

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Eastern Flyer to the State of Oklahoma to remind  
the communities that rail travel is an enjoyable asset  
to the lives of citizens using comfortable  
atmosphere, personal service and timely destination  
delivery.

*3125 S. Madison Ave  
Tulsa, OK 74105*

www.EasternFlyer.com

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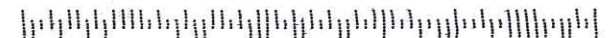
Iowa Pacific Holdings, LLC  
118 S. Clinton, suite 400  
Chicago, IL 60661

*Sherry Hester  
9103 E 4th St  
Tulsa, OK 74112*

*Please keep rail system  
for Tulsa to OKC.*

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the communities that rail travel is an enjoyable asset  
to the lives of citizens using comfortable  
atmosphere, personal service and timely destination  
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**Iowa Pacific Holdings, LLC**

118 S. Clinton, suite 400  
Chicago, IL 60661

This train would greatly increase the ability for my elderly parents to travel to Oklahoma City.

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Troy Eccles

www.EasternFlyer.com

3407 S. 206<sup>th</sup> Ave

Broken Arrow, OK 74014

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**OKLAHOMA CITY NATIONAL MEMORIAL**

The Oklahoma City National Memorial, which sits on over 3 acres, consists of 8 symbolic reminders of the bombing tragedy of April 19, 1995. Here, we see the Reflecting Pool, the west side of The Gates of Time, which displays the moment of destruction, and the Field of Empty Chairs—168 chairs reminding us of those who lost their lives.

Photo © R. E. Lindsey

Governor Fallin,  
Please keep the railroad, with gas prices soaring, that would be another way to commute back & forth to OKC & Tulsa. It would help the state in some ways.



86598 69048 9



9048



Governor Mary Fallin

OKla State Capitol  
2300 N Lincoln Blvd.  
Room 212

OKla City, OK

73105

13420 E 45<sup>th</sup> St. Tulsa, OK

**Iowa Pacific Holdings, LLC**

118 S. Clinton, suite 400  
Chicago, IL 60661

I rode the train from Sapulpa to OKC & loved it. Would do it again & again.

Wesley Eccles

Iowa Pacific Holdings, LLC is proud to present the Eastern Flyer to the State of Oklahoma to remind the communities that rail travel is an enjoyable asset to the lives of citizens using comfortable atmosphere, personal service and timely destination delivery.

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3407 S. 206<sup>th</sup> Ave

Broken Arrow, OK 74014

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**OKLAHOMA CITY NATIONAL MEMORIAL**

The Oklahoma City National Memorial, which sits on over 3 acres, consists of 8 symbolic reminders of the bombing tragedy of April 19, 1995. Here, we see the Reflecting Pool, the west side of The Gates of Time, which displays the moment of destruction, and the Field of Empty Chairs—168 chairs reminding us of those who lost their lives.

Photo © R. E. Lindsey

Governor Fallin -  
Please don't sell the railroad. I would love to take the commute from Tulsa to OKC.

Joanne Selser

2886 W 112<sup>th</sup> Ave, Oklahoma City, OK 73105



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118 S. Clinton, suite 400  
Chicago, IL 60661

Shelly Trim  
1303 S Florence Pl  
Tulsa, Okla 74104

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[www.EasternFlyer.com](http://www.EasternFlyer.com)

SAVE THIS TRAIN

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**Iowa Pacific Holdings, LLC**

118 S. Clinton, suite 400  
Chicago, IL 60661

Mikel Janitz  
19615 W. 101st Pl S.  
Sapulpa, OK  
74066-7971

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[www.EasternFlyer.com](http://www.EasternFlyer.com)

not Eastern Railway  
between Tulsa + OKC

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Oklahoma State Capitol  
2300 N. Lincoln Blvd., Room 212  
Oklahoma City, OK 73105

Rail service between  
Tulsa + OKC is  
Vital - Please do

Dear Governor,

**Iowa Pacific Holdings, LLC**

118 S. Clinton, suite 400  
Chicago, IL 60661

I hope you will  
not let the RR be  
sold - to have a  
passenger line  
between Tulsa-OK-  
and Dallas one  
day would be so good in so many ways.

Iowa Pacific Holdings, LLC is proud to present the Eastern Flyer to the State of Oklahoma to remind the communities that rail travel is an enjoyable asset to the lives of citizens using comfortable atmosphere, personal service and timely destination delivery.

[www.EasternFlyer.com](http://www.EasternFlyer.com)

We need to look to the  
future with different  
ways of transportation - and help  
the environment too.

Sincerely J. Rausch  
3165 E. 39th Tulsa 74105

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**Iowa Pacific Holdings, LLC**

118 S. Clinton, suite 400  
Chicago, IL 60661

Sharon Wilson  
13709 W 58th St S  
Sand Springs, OK  
74063

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[www.EasternFlyer.com](http://www.EasternFlyer.com)

not Eastern Railway

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Oklahoma City, OK 73105



Iowa Pacific Holdings, LLC  
118 S. Clinton, suite 400  
Chicago, IL 60661

Please keep rail road  
in Oklahoma.

Kiyomi Somers

1502 S. Boulder Ave 13-M Tulsa, OK 74119  
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PULLMAN RAIL JOURNEYS  
118 South Clinton St.  
Suite 400  
Chicago Illinois, 60661

GOV FALLIN -  
PLEASE DON'T SELL  
THE RR BETWEEN  
SAPULPA & OKC  
(SOONER SUB)  
SARAH KOBOS

Pullman Rail Journeys first-class train service to New Orleans pauses at Homewood, IL. Passengers in observation car Pontchartrain Club have a great view, excellent service, and a friendly atmosphere aboard the train.

WWW.TRAVELPULLMAN.COM  
Photo by Paul Burgess

3709 E 43<sup>RD</sup> ST.  
TULSA OK 74135

USA 33



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118 S. Clinton, suite 400  
Chicago, IL 60661

DAVID I SOMERS

1502 S BOULDER 13-M  
TULSA OK 74119

PLEASE DO NOT  
SELL THE TRAIN  
LINE - WE

Iowa Pacific Holdings, LLC is proud to present the Eastern Flyer to the State of Oklahoma to remind the communities that rail travel is an enjoyable asset to the lives of citizens using comfortable atmosphere, personal service and timely destination delivery.

NEED PASSENGER

www.EasternFlyer.com

SERVICE TO TULSA

DAVID

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Oklahoma City, OK 73105



PULLMAN RAIL JOURNEYS  
118 South Clinton St.  
Suite 400  
Chicago Illinois, 60661

WICHITA KS 672

17 FEB 2014 PM 11

Please either do not  
sell the Sooner Sub  
rail line or sell it to  
Wato to facilitate Iowa  
Pacific in operating passenger  
trains on the Sooner Sub.

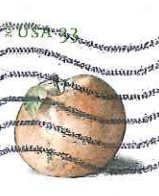
Pullman Rail Journeys first-class train service to New Orleans pauses at Homewood, IL. Passengers in observation car Pontchartrain Club have a great view, excellent service, and a friendly atmosphere aboard the train.

WWW.TRAVELPULLMAN.COM  
Photo by Paul Burgess

Thanks!  
Tim McKeel  
9742 Yosemite Ct  
Wichita, KS 67215

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**Paul Overholt**  
4416 E Frank Phillips  
Bartlesville, OK 74006-8330

Governor Fallon,

Please preserve the  
potential for passenger  
rail between Tulsa and  
Oklahoma City.

Thank you

*Paul Overholt*

Pullman Rail Journeys first-class train service to New Orleans pauses at Homewood, IL. Passengers in observation car Pontchartrain Club have a great view, excellent service, and a friendly atmosphere aboard the train.

WWW.TRAVELPULLMAN.COM

Photo by Paul Burgess



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PULLMAN RAIL JOURNEYS  
118 South Clinton St.  
Suite 400  
Chicago Illinois, 60661

Please keep our  
train tracks between  
Sapulpa & Ok City.

J.O. Howard

Pullman Rail Journeys first-class train service to New Orleans pauses at Homewood, IL. Passengers in observation car Pontchartrain Club have a great view, excellent service, and a friendly atmosphere aboard the train.

WWW.TRAVELPULLMAN.COM

Photo by Paul Burgess



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GOVERNOR

7912 E 53rd St  
Tulsa, OK 74145

PULLMAN RAIL JOURNEYS  
118 South Clinton St.  
Suite 400  
Chicago Illinois, 60661

Dear Governor,  
Please do not sell  
the railroad  
property between  
Sapulpa & Ok City.  
It is a really nice  
attraction,

Pullman Rail Journeys first-class train service to New Orleans pauses at Homewood, IL. Passengers in observation car Pontchartrain Club have a great view, excellent service, and a friendly atmosphere aboard the train.

WWW.TRAVELPULLMAN.COM

Photo by Paul Burgess

Charlene Ballard  
4230 E 107th St  
Tulsa, OK 74145



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PULLMAN RAIL JOURNEYS  
118 South Clinton St.  
Suite 400  
Chicago Illinois, 60661

Please do not sell  
the Sapulpa to Ok  
City train tracks.

K.H. Howard

Pullman Rail Journeys first-class train service to New Orleans pauses at Homewood, IL. Passengers in observation car Pontchartrain Club have a great view, excellent service, and a friendly atmosphere aboard the train.

WWW.TRAVELPULLMAN.COM

Photo by Paul Burgess



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7912 E 53rd St; Tulsa; 74145



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Suite 400  
Chicago Illinois, 60661

Cm Clement  
1201 S Osage  
SKIATOOK OK  
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Pullman Rail Journeys first-class train service to New Orleans pauses at Homewood, IL. Passengers in observation car Pontchartrain Club have a great view, excellent service, and a friendly atmosphere aboard the train.

WWW.TRAVELPULLMAN.COM  
Photo by Paul Burgess



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Gov.  
Don't sell passenger  
Rail between  
Sapulpa to OKC



PULLMAN RAIL JOURNEYS  
118 South Clinton St.  
Suite 400  
Chicago Illinois, 60661

I took the train  
trip from Sapulpa  
to OKC. Please  
don't sell the  
rail line.

Pullman Rail Journeys first-class train service to New Orleans pauses at Homewood, IL. Passengers in observation car Pontchartrain Club have a great view, excellent service, and a friendly atmosphere aboard the train.

WWW.TRAVELPULLMAN.COM  
Photo by Paul Burgess

Pat Hahn  
201 E. 24th Pl. Tulsa.



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1201 S. OSAGE  
SKIATOOK OKLA.  
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Pullman Rail Journeys first-class train service to New Orleans pauses at Homewood, IL. Passengers in observation car Pontchartrain Club have a great view, excellent service, and a friendly atmosphere aboard the train.

WWW.TRAVELPULLMAN.COM  
Photo by Paul Burgess



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Oklahoma City, OK 73105

Don't sell my  
Railroad between  
Sapulpa to OKC  
passenger Rail



PULLMAN RAIL JOURNEYS  
118 South Clinton St.  
Suite 400  
Chicago Illinois, 60661

Please don't sell  
our rail line.

Brian D. Bailey  
6751 S. Atlantic Ave  
Tulsa OK 74136

Pullman Rail Journeys first-class train service to New Orleans pauses at Homewood, IL. Passengers in observation car Pontchartrain Club have a great view, excellent service, and a friendly atmosphere aboard the train.

WWW.TRAVELPULLMAN.COM  
Photo by Paul Burgess

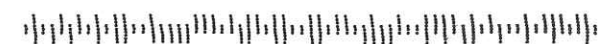


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PULLMAN RAIL JOURNEYS  
118 South Clinton St.  
Suite 400  
Chicago Illinois, 60661

Don't sell Rail  
between OKC  
and Tulsa  
Thanks  
Charles B. Cook  
7832 S. Granite  
Tulsa, OK 74136

Pullman Rail Journeys first-class train service to New Orleans pauses at Homewood, IL. Passengers in observation car Pontchartrain Club have a great view, excellent service, and a friendly atmosphere aboard the train.

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Photo by Paul Burgess



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PULLMAN RAIL JOURNEYS  
118 South Clinton St.  
Suite 400  
Chicago Illinois, 60661

Gov. FALLIN,

PLEASE DO NOT SELL THE  
RAIL LINE BETWEEN  
SULPULPA & OKC. ME AND  
MY FAMILY WOULD LOVE TO  
TAKE A PASSENGER TRAIN  
ON A REGULAR BASIS.

Pullman Rail Journeys first-class train service to New Orleans pauses at Homewood, IL. Passengers in observation car Pontchartrain Club have a great view, excellent service, and a friendly atmosphere aboard the train.

WWW.TRAVELPULLMAN.COM  
Photo by Paul Burgess

Kneel means



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2926 E. 9th Pl.  
Tulsa, OK 74137

PULLMAN RAIL JOURNEYS  
118 South Clinton St.  
Suite 400  
Chicago Illinois, 60661

Dear Gov. Fallin,  
Did Train ride today +  
it was fun & great - would  
be nice to have this  
for ALL Oklahomans to  
enjoy.

Stephen Margaret Gayle

Pullman Rail Journeys first-class train service to New Orleans pauses at Homewood, IL. Passengers in observation car Pontchartrain Club have a great view, excellent service, and a friendly atmosphere aboard the train.

WWW.TRAVELPULLMAN.COM  
1146 W. Lake Street  
Cleveland, OH 44122



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GOVERNOR

PULLMAN RAIL JOURNEYS  
118 South Clinton St.  
Suite 400  
Chicago Illinois, 60661

Gov. Fallin,  
I would encourage you  
to let the sale of the  
state owned rail line b/t  
Sapulpa & Tulsa & OKC.  
This experience has been  
wonderful! Richard Vhears  
2926 E 9th Pl  
APT 1217  
Tulsa, OK 74137

Pullman Rail Journeys first-class train service to New Orleans pauses at Homewood, IL. Passengers in observation car Pontchartrain Club have a great view, excellent service, and a friendly atmosphere aboard the train.

WWW.TRAVELPULLMAN.COM  
Photo by Paul Burgess

Richard Vhears



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GOVERNOR



PULLMAN RAIL JOURNEYS  
118 South Clinton St.  
Suite 400  
Chicago Illinois, 60661

Please Don't Sell  
Passenger Railroad  
between Sapulpa &  
OKC!



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Oklahoma City, OK 73105

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Pullman Rail Journeys first-class train service to New Orleans pauses at Homewood, IL. Passengers in observation car Pontchartrain Club have a great view, excellent service, and a friendly atmosphere aboard the train.

WWW.TRAVELPULLMAN.COM  
Photo by Paul Burgess

Tony Thomas  
Box 458  
Sapulpa, OK 74073

PULLMAN RAIL JOURNEYS  
118 South Clinton St.  
Suite 400  
Chicago Illinois, 60661

Please don't sell the  
Passenger  
Railroad between  
Sapulpa and  
Oklahoma City



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Pullman Rail Journeys first-class train service to New Orleans pauses at Homewood, IL. Passengers in observation car Pontchartrain Club have a great view, excellent service, and a friendly atmosphere aboard the train.

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Photo by Paul Burgess

Debra Acker  
11810 S. Tonawackct.  
Jenks, OK

PULLMAN RAIL JOURNEYS  
118 South Clinton St.  
Suite 400  
Chicago Illinois, 60661

Please don't  
Sell the Railroad  
line from Sapulpa  
to OKC.



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Pullman Rail Journeys first-class train service to New Orleans pauses at Homewood, IL. Passengers in observation car Pontchartrain Club have a great view, excellent service, and a friendly atmosphere aboard the train.

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Photo by Paul Burgess

Jill Zito  
3365 Laurel Oak Rd  
Sapulpa, OK 74066

PULLMAN RAIL JOURNEYS  
118 South Clinton St.  
Suite 400  
Chicago Illinois, 60661

please don't sell  
the sapulpa-okc  
railroad.



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Dennis Heaberlin  
9110 E 26 Pl  
Tulsa OK 74129

Pullman Rail Journeys first-class train service to New Orleans pauses at Homewood, IL. Passengers in observation car Pontchartrain Club have a great view, excellent service, and a friendly atmosphere aboard the train.

WWW.TRAVELPULLMAN.COM  
Photo by Paul Burgess



PULLMAN RAIL JOURNEYS  
118 South Clinton St.  
Suite 400  
Chicago Illinois, 60661

*Mary Stephens*  
*12369 W. 91st*  
*Sapulpa OK 74066*

*We would encourage  
you to not sell  
the rail line from  
Sapulpa to OKC.  
and keep the  
passenger line.*

Pullman Rail Journeys first-class train service to New Orleans pauses at Homewood, IL. Passengers in observation car Pontchartrain Club have a great view, excellent service, and a friendly atmosphere aboard the train.

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Photo by Paul Burgess

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118 South Clinton St.  
Suite 400  
Chicago Illinois, 60661



*Please Don't sell  
the railroad  
from Sapulpa to  
OK City*

*Don French*  
*2160 S. ELwood*

Pullman Rail Journeys first-class train service to New Orleans pauses at Homewood, IL. Passengers in observation car Pontchartrain Club have a great view, excellent service, and a friendly atmosphere aboard the train.

WWW.TRAVELPULLMAN.COM  
Photo by Paul Burgess

*Tulsa OK 74132*

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118 South Clinton St.  
Suite 400  
Chicago Illinois, 60661

*Please don't  
sell R.R. from  
OK City to Sapulpa*

*Don French*  
*1548 S. 2nd*  
*Okemulgee OK*

WWW.TRAVELPULLMAN.COM  
Photo by Paul Burgess

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Suite 400  
Chicago Illinois, 60661



*CLAUDE E DODD*  
*4676 S. ST. LOUIS*  
*TULSA OK 74112*  
*CEDTULSA@AOL.com*

Pullman Rail Journeys first-class train service to New Orleans pauses at Homewood, IL. Passengers in observation car Pontchartrain Club have a great view, excellent service, and a friendly atmosphere aboard the train.

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Photo by Paul Burgess

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*TULSA - OKC*  
*RAIL IS NEEDED*  
*GOVERNOR*





PULLMAN RAIL JOURNEYS  
118 South Clinton St.  
Suite 400  
Chicago Illinois, 60661

*Tina King  
2410 E. 33rd St  
Tulsa, OK 74105  
Please don't sell  
the Railroad between  
Sapulpa & Oklahoma  
City! Thank you*

Pullman Rail Journeys first-class train service to New Orleans pauses at Homewood, IL. Passengers in observation car Pontchartrain Club have a great view, excellent service, and a friendly atmosphere aboard the train.

WWW.TRAVELPULLMAN.COM  
Photo by Paul Burgess



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PULLMAN RAIL JOURNEYS  
118 South Clinton St.  
Suite 400  
Chicago Illinois, 60661

*Cherry L.H.  
3365 Laurel Oaks Rd  
Sapulpa, OK 74066*



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Pullman Rail Journeys first-class train service to New Orleans pauses at Homewood, IL. Passengers in observation car Pontchartrain Club have a great view, excellent service, and a friendly atmosphere aboard the train.

WWW.TRAVELPULLMAN.COM  
Photo by Paul Burgess

PULLMAN RAIL JOURNEYS  
118 South Clinton St.  
Suite 400  
Chicago Illinois, 60661

*James Adams  
2410 E. 33rd St.  
Tulsa, OK 74105*

*Please do not sell the  
railroad between Sapulpa  
and Oklahoma City!!  
Thank You*

Pullman Rail Journeys first-class train service to New Orleans pauses at Homewood, IL. Passengers in observation car Pontchartrain Club have a great view, excellent service, and a friendly atmosphere aboard the train.

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PULLMAN RAIL JOURNEYS  
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Suite 400  
Chicago Illinois, 60661

*Please don't sell  
our state-owned  
RR. We want  
RR service  
between Tulsa &  
OKC for passengers.*

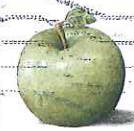
Pullman Rail Journeys first-class train service to New Orleans pauses at Homewood, IL. Passengers in observation car Pontchartrain Club have a great view, excellent service, and a friendly atmosphere aboard the train.

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Photo by Paul Burgess

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*David Staadt  
2514 E 17th Street  
Tulsa OK 74104*



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118 South Clinton St.  
Suite 400  
Chicago Illinois, 60661

Please Keep the  
train for Oklahomans!  
It is great!

Annette Ellis  
2300 Riverside Drive  
Unit 1674

Tulsa, OK 74114

Pullman Rail Journeys first-class train service to New Orleans pauses at Homewood, IL. Passengers in observation car Pontchartrain Club have a great view, excellent service, and a friendly atmosphere aboard the train.

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Photo by Paul Burgess



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Amy Locke  
601 S Grove  
Sapulpa, OK 74066

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Pullman Rail Journeys first-class train service to New Orleans pauses at Homewood, IL. Passengers in observation car Pontchartrain Club have a great view, excellent service, and a friendly atmosphere aboard the train.

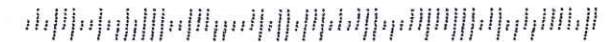
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I think this is a  
great thing. Keep it  
up.



PULLMAN RAIL JOURNEYS  
118 South Clinton St.  
Suite 400  
Chicago Illinois, 60661

EASTERN FLYER  
2-15-14

Your Honor  
Gov. Fallin;  
Please do not sell  
our Railroad.  
P.S. We appreciate  
your leadership!  
God bless you!

Pullman Rail Journeys first-class train service to New Orleans pauses at Homewood, IL. Passengers in observation car Pontchartrain Club have a great view, excellent service, and a friendly atmosphere aboard the train.

WWW.TRAVELPULLMAN.COM  
Photo by Paul Burgess

David Wells  
11909 E. 112th Ave  
OWASSO OK 74055-6336

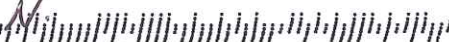


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PULLMAN RAIL JOURNEYS  
118 South Clinton St.  
Suite 400  
Chicago Illinois, 60661

Dear Governor Fallin,  
Please do not sell the  
train property between  
Sapulpa and Oklahoma  
City.

Mike Chism  
7213 E. 74  
Tulsa, OK 74133  
Mike Chism

Pullman Rail Journeys first-class train service to New Orleans pauses at Homewood, IL. Passengers in observation car Pontchartrain Club have a great view, excellent service, and a friendly atmosphere aboard the train.

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PULLMAN RAIL JOURNEYS  
118 South Clinton St.  
Suite 400  
Chicago Illinois, 60661

Please Keep the  
train for Oklahomans!  
It is great!

Annette Ellis  
2300 Riverside Drive  
Unit 1674

Tulsa, OK 74114

Pullman Rail Journeys first-class train service to New Orleans pauses at Homewood, IL. Passengers in observation car Pontchartrain Club have a great view, excellent service, and a friendly atmosphere aboard the train.

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Suite 400  
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Amy Locke  
601 S Grove  
Sapulpa, OK 74066

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Pullman Rail Journeys first-class train service to New Orleans pauses at Homewood, IL. Passengers in observation car Pontchartrain Club have a great view, excellent service, and a friendly atmosphere aboard the train.

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I think this is a  
great thing. Keep it  
up.



PULLMAN RAIL JOURNEYS  
118 South Clinton St.  
Suite 400  
Chicago Illinois, 60661

EASTERN FLYER  
2-15-14

Your Honor  
Gov. Fallin;  
Please do not sell  
our Railroad.  
P.S. We appreciate  
your leadership!  
God bless you!

Pullman Rail Journeys first-class train service to New Orleans pauses at Homewood, IL. Passengers in observation car Pontchartrain Club have a great view, excellent service, and a friendly atmosphere aboard the train.

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Photo by Paul Burgess

David Wells  
11909 E. 112th Ave  
OWASSO OK 74055-6336



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PULLMAN RAIL JOURNEYS  
118 South Clinton St.  
Suite 400  
Chicago Illinois, 60661

Dear Governor Fallin,  
Please do not sell the  
train property between  
Sapulpa and Oklahoma  
City.

Mike Chism  
7213 E. 74  
Tulsa, OK 74133

Pullman Rail Journeys first-class train service to New Orleans pauses at Homewood, IL. Passengers in observation car Pontchartrain Club have a great view, excellent service, and a friendly atmosphere aboard the train.

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PULLMAN RAIL JOURNEYS  
118 South Clinton St.  
Suite 400  
Chicago Illinois, 60661

Howard  
18182 W 14th St  
Tulsa OK 74134

We would like to see  
the passenger train  
to be re-introduced  
from Tulsa to OKC.  
Thank you.

Pullman Rail Journeys first-class train service to New Orleans pauses at Homewood, IL. Passengers in observation car Pontchartrain Club have a great view, excellent service, and a friendly atmosphere aboard the train.

WWW.TRAVELPULLMAN.COM

Photo by Paul Burgess

*Howard*  
AMANDA HOWARD.

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PULLMAN RAIL JOURNEYS  
118 South Clinton St.  
Suite 400  
Chicago Illinois, 60661

Governor Fallin,  
Please do NOT sell  
the passenger rail  
between Tulsa and  
Oklahoma City. There are  
many benefits to getting  
this rail service going -  
new jobs - economic benefit  
to both cities and a wonderful  
link between them.

Pullman Rail Journeys first-class train service to New Orleans pauses at Homewood, IL. Passengers in observation car Pontchartrain Club have a great view, excellent service, and a friendly atmosphere aboard the train.

WWW.TRAVELPULLMAN.COM

Photo by Paul Burgess

I am sure that you  
will agree that this  
service is a worthwhile  
effort.

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Oklahoma City, OK 73105

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Thank you -  
Nancy & Carolyn  
Tulsa, OK 74135

PULLMAN RAIL JOURNEYS  
118 South Clinton St.  
Suite 400  
Chicago Illinois, 60661

Please do not  
sell our passenger  
rail system.

Kaye Wexley  
2129 E 109th St  
Broken Arrow, OK  
74014

Pullman Rail Journeys first-class train service to New Orleans pauses at Homewood, IL. Passengers in observation car Pontchartrain Club have a great view, excellent service, and a friendly atmosphere aboard the train.

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Photo by Paul Burgess

Think long +  
hard about your  
decision

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PULLMAN RAIL JOURNEYS  
118 South Clinton St.  
Suite 400  
Chicago Illinois, 60661

Dear Governor  
Please do not sell the  
Tulsa - Oklahoma City  
old Frisco Railroad  
would love to see rail  
service between Tulsa &  
Oklahoma City develop.

Pullman Rail Journeys first-class train service to New Orleans pauses at Homewood, IL. Passengers in observation car Pontchartrain Club have a great view, excellent service, and a friendly atmosphere aboard the train.

WWW.TRAVELPULLMAN.COM

Photo by Paul Burgess

Paula Baker  
P.O. Box 1390  
Lawton, OK 74051

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Suite 400  
Chicago Illinois, 60661

Governor Fallin  
Do not sell  
the train from  
OKC to Tulsa  
Name Cook

Pullman Rail Journeys first-class train service to New Orleans pauses at Homewood, IL. Passengers in observation car Pontchartrain Club have a great view, excellent service, and a friendly atmosphere aboard the train.

WWW.TRAVELPULLMAN.COM  
Photo by Paul Burgess



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PULLMAN RAIL JOURNEYS  
118 South Clinton St.  
Suite 400  
Chicago Illinois, 60661

PLEASE DO NOT  
SELL THE RAIL LINE  
FROM SARDALBA TO  
DELL CITY.

THANK YOU

Pullman Rail Journeys first-class train service to New Orleans pauses at Homewood, IL. Passengers in observation car Pontchartrain Club have a great view, excellent service, and a friendly atmosphere aboard the train.

WWW.TRAVELPULLMAN.COM  
Photo by Paul Burgess



Ben Vanveen  
4837 S 69th East Ave.  
Tulsa, OK 74145-5924

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PULLMAN RAIL JOURNEYS  
118 South Clinton St.  
Suite 400  
Chicago Illinois, 60661

DEAR MS. FALLIN

PLEASE DON'T SELL THE TRAIN  
TRACKS FROM TULSA TO OKC.  
I RODE THE EASTERN FLYER  
YESTERDAY AND HAD A WONDERFUL  
TIME. I WOULD DO IT MORE OFTEN  
IF IT WAS AVAILABLE. PLEASE KEEP  
THE TRACKS OPEN TO PASSENGER  
TRAINS FROM TULSA TO OKC.

THANKS,

C MITCHELL BRANAN

Pullman Rail Journeys first-class train service to New Orleans pauses at Homewood, IL. Passengers in observation car Pontchartrain Club have a great view, excellent service, and a friendly atmosphere aboard the train.

WWW.TRAVELPULLMAN.COM  
Photo by Paul Burgess

2811 E. 97th PLACE

TULSA, OK 74137



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PULLMAN RAIL JOURNEYS  
118 South Clinton St.  
Suite 400  
Chicago Illinois, 60661

EASTERN FLYER  
2-15-14  
Your Honor  
Gov. Fallin;  
Please do not sell  
our Railroad.

P.S. We appreciate  
your leadership! GOD  
Bless!

Pullman Rail Journeys first-class train service to New Orleans pauses at Homewood, IL. Passengers in observation car Pontchartrain Club have a great view, excellent service, and a friendly atmosphere aboard the train.

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Photo by Paul Burgess

Clanore Wells  
11909 E. 112th Place N.  
OWASSO OK 74055-6336

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PULLMAN RAIL JOURNEYS  
118 South Clinton St.  
Suite 400  
Chicago Illinois, 60661



*Do Not Sell Train  
Rail Road Between  
Sopka & OKC  
Paul Thomas  
385 W. MI  
Tulsa OK*

Pullman Rail Journeys first-class train service to New Orleans pauses at Homewood, IL. Passengers in observation car Pontchartrain Club have a great view, excellent service, and a friendly atmosphere aboard the train.

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*74104*

PULLMAN RAIL JOURNEYS  
118 South Clinton St.  
Suite 400  
Chicago Illinois, 60661



*ANA CHEE  
11866 E. MAPLE DR  
CLAREMORE, OK 74019*

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Oklahoma State Capitol  
2300 N. Lincoln Blvd., Room 212  
Oklahoma City, OK 73105

*PLS DO NOT SELL  
THE RAIL ROAD BACK*

Pullman Rail Journeys first-class train service to New Orleans pauses at Homewood, IL. Passengers in observation car Pontchartrain Club have a great view, excellent service, and a friendly atmosphere aboard the train.

WWW.TRAVELPULLMAN.COM  
Photo by Paul Burgess

*CONSIDER THE A  
FEAS.*

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118 South Clinton St.  
Suite 400  
Chicago Illinois, 60661



*G Heinberg  
3150 S. Zuni Pl  
Tulsa OK 74105*

*don't sell the  
train!*

Pullman Rail Journeys first-class train service to New Orleans pauses at Homewood, IL. Passengers in observation car Pontchartrain Club have a great view, excellent service, and a friendly atmosphere aboard the train.

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Photo by Paul Burgess

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PULLMAN RAIL JOURNEYS  
118 South Clinton St.  
Suite 400  
Chicago Illinois, 60661



*2/15/14  
STOP BEING SO  
SHORT SIGHTED!  
SUPPORT OUR RAIL-  
WAYS - PASSENGER  
RAIL IS THE LIFE OF  
THE FUTURE - ALLOW  
OKLAHOMA TO BE-  
COME #1 IN THE USA*

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Oklahoma State Capitol  
2300 N. Lincoln Blvd., Room 212  
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*Ms. Mieke Epps*

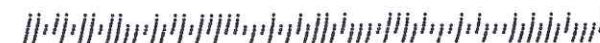
*2514 East 17th  
Tulsa OK 74104*

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Photo by Paul Burgess

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PULLMAN RAIL JOURNEYS  
118 South Clinton St.  
Suite 400  
Chicago Illinois, 60661

TULSA OK 74114

13 FEB 2014 PM 5:47

Governor,

Please do not  
sell the line from  
Sapulpa to OKC.  
Thank you.

Pullman Rail Journeys first-class train service to New Orleans pauses at Homewood, IL. Passengers in observation car Pontchartrain Club have a great view, excellent service, and a friendly atmosphere aboard the train.

WWW.TRAVELPULLMAN.COM  
Photo by Paul Burgess

Daniel Prouty (Republican)  
1108 East 21st St. Tulsa, OK 74114

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Vicki Stamper  
11035 S. 437 Rd  
Locust Grove, OK  
74352

PULLMAN RAIL JOURNEYS  
118 South Clinton St.  
Suite 400  
Chicago Illinois, 60661

Please don't sell  
passenger train from  
Tulsa to Oklahoma  
City!

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Pullman Rail Journeys first-class train service to New Orleans pauses at Homewood, IL. Passengers in observation car Pontchartrain Club have a great view, excellent service, and a friendly atmosphere aboard the train.

WWW.TRAVELPULLMAN.COM  
Photo by Paul Burgess



PULLMAN RAIL JOURNEYS  
118 South Clinton St.  
Suite 400  
Chicago Illinois, 60661

Governor Fallin,  
Selling the railroad  
from Sapulpa to OKC  
would be a disgrace to our  
State! This is a fantastic  
tourist attraction & boost  
to our economy. Don't  
disappoint Oklahoma!  
Jennifer Donohue  
306 W. 41st St.  
Sand Springs OK  
74063

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Oklahoma State Capitol  
2300 N. Lincoln Blvd., Room 212  
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OFFICE OF THE  
GOVERNOR



PULLMAN RAIL JOURNEYS  
118 South Clinton St.  
Suite 400  
Chicago Illinois, 60661

Don't sell the  
railroad between  
Tulsa & OKC.

Carol Tahley  
1409 W. 38th St.  
Tulsa, OK 74107

Pullman Rail Journeys first-class train service to New Orleans pauses at Homewood, IL. Passengers in observation car Pontchartrain Club have a great view, excellent service, and a friendly atmosphere aboard the train.

WWW.TRAVELPULLMAN.COM  
Photo by Paul Burgess



The Office of Governor Mary Fallin  
Oklahoma State Capitol  
2300 N. Lincoln Blvd., Room 212  
Oklahoma City, OK 73105

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GOVERNOR



PULLMAN RAIL JOURNEYS  
118 South Clinton St.  
Suite 400  
Chicago Illinois, 60661

*Please don't sell  
this wonderful  
rail way!!*

*Katherine Harrington  
PO Box 437  
Uniontown, AR  
72956*

Pullman Rail Journeys first-class train service to New Orleans pauses at Homewood, IL. Passengers in observation car Pontchartrain Club have a great view, excellent service, and a friendly atmosphere aboard the train.

WWW.TRAVELPULLMAN.COM  
Photo by Paul Burgess

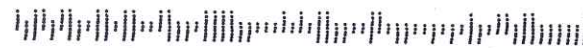


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Oklahoma City, OK 73105

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GOVERNOR



CO

PULLMAN RAIL JOURNEYS  
118 South Clinton St.  
Suite 400  
Chicago Illinois, 60661

*Please do not sell the  
railway between Tulsa  
and OK.C. until you  
are sure regular service  
will be established.*

*Ken Tobler  
7409 W. 38th St.  
Tulsa, OK 74107*

Pullman Rail Journeys first-class train service to New Orleans pauses at Homewood, IL. Passengers in observation car Pontchartrain Club have a great view, excellent service, and a friendly atmosphere aboard the train.

WWW.TRAVELPULLMAN.COM  
Photo by Paul Burgess



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Oklahoma State Capitol  
2300 N. Lincoln Blvd., Room 212  
Oklahoma City, OK 73105



PULLMAN RAIL JOURNEYS  
118 South Clinton St.  
Suite 400  
Chicago Illinois, 60661

02/17/2014

*Dear Governor Fallin*

*It is with utmost  
sincerity that  
I request you do  
NOT sell the rail  
line between Sap-  
ulpa/OKC to a  
private enterprise*

Pullman Rail Journeys first-class train service to New Orleans pauses at Homewood, IL. Passengers in observation car Pontchartrain Club have a great view, excellent service, and a friendly atmosphere aboard the train.

WWW.TRAVELPULLMAN.COM  
Photo by Paul Burgess

*Sincerely: Al Sorensen  
410 W. Russell Ave  
Nowata, OK 74048*



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Oklahoma State Capitol  
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Oklahoma City, OK 73105

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GOVERNOR

PULLMAN RAIL JOURNEYS  
118 South Clinton St.  
Suite 400  
Chicago Illinois, 60661



Andrew Godfrey  
2437 W 45th Pl  
Tulsa, OK 74107-6752

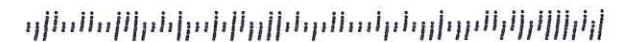


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Oklahoma State Capitol  
2300 N. Lincoln Blvd., Room 212  
Oklahoma City, OK 73105

*Please do not sell  
the rail between  
Sapulpa + OKC - want  
passenger Rail to run.*

Pullman Rail Journeys first-class train service to New Orleans pauses at Homewood, IL. Passengers in observation car Pontchartrain Club have a great view, excellent service, and a friendly atmosphere aboard the train.

WWW.TRAVELPULLMAN.COM  
Photo by Paul Burgess





PULLMAN RAIL JOURNEYS  
118 South Clinton St.  
Suite 400  
Chicago Illinois, 60661

21 FEB 2014 PM 4 L  
Governor Fallin,  
Please do not sell  
our state owned  
railroads! We will  
need these in our  
changing future.  
Susie Shields

Pullman Rail Journeys first-class train service to New Orleans pauses at Homewood, IL. Passengers in observation car Pontchartrain Club have a great view, excellent service, and a friendly atmosphere aboard the train.

WWW.TRAVELPULLMAN.COM  
Photo by Paul Burgess

217 N 27th St  
OKC, OK 73105



USA 33



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Oklahoma State Capitol  
2300 N. Lincoln Blvd., Room 212  
Oklahoma City, OK 73105

PULLMAN RAIL JOURNEYS  
118 South Clinton St.  
Suite 400  
Chicago Illinois, 60661

TULSA OK 741

20 FEB 2014 PM 5 L

Gov. Fallin,

Do not sell the railroad  
between Oklahoma City  
and Sapulpa.

Thank you,

Dana Whitfield  
12206 E. 82 St. N.  
OWASSO, OK 74055

Pullman Rail Journeys first-class train service to New Orleans pauses at Homewood, IL. Passengers in observation car Pontchartrain Club have a great view, excellent service, and a friendly atmosphere aboard the train.

WWW.TRAVELPULLMAN.COM  
Photo by Paul Burgess



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FEB 24 2014

OFFICE OF THE  
GOVERNOR



PULLMAN RAIL JOURNEYS  
118 South Clinton St.  
Suite 400  
Chicago Illinois, 60661

21 FEB 2014 PM 4 L  
Skeeter Chilton  
33 N. Delmar Dr.  
Sand Springs, OK 74063

Keep the tracks for  
OKC to Tulsa line

Pullman Rail Journeys first-class train service to New Orleans pauses at Homewood, IL. Passengers in observation car Pontchartrain Club have a great view, excellent service, and a friendly atmosphere aboard the train.

WWW.TRAVELPULLMAN.COM  
Photo by Paul Burgess

Go Eastern Flyer!



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2300 N. Lincoln Blvd., Room 212  
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FEB 24 2014

OFFICE OF THE  
GOVERNOR

PULLMAN RAIL JOURNEYS  
118 South Clinton St.  
Suite 400  
Chicago Illinois, 60661

TULSA OK 741

GOV. FALLIN,

PLEASE DO NOT SELL  
THE RAILROAD BETWEEN  
OKC AND SAPULPA.

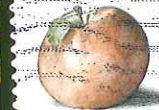
THANK YOU -  
KEITH WHITFIELD  
12206 E 82 ST N  
OWASSO OK 74055

Pullman Rail Journeys first-class train service to New Orleans pauses at Homewood, IL. Passengers in observation car Pontchartrain Club have a great view, excellent service, and a friendly atmosphere aboard the train.

WWW.TRAVELPULLMAN.COM  
Photo by Paul Burgess



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118 South Clinton St.  
Suite 400  
Chicago Illinois, 60661

TULSA OK 741

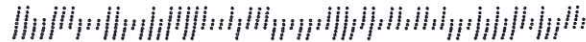
Gov. Fallin,  
Please DO NOT  
sale our railroad  
going from Sapulpa  
to OK. City.  
Vikki Calvert  
532 S. 56th W. Ave.  
Tulsa, OK 74127

Pullman Rail Journeys first-class train service to New Orleans pauses at Homewood, IL. Passengers in observation car Pontchartrain Club have a great view, excellent service, and a friendly atmosphere aboard the train.

WWW.TRAVELPULLMAN.COM  
Photo by Paul Burgess



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PULLMAN RAIL JOURNEYS  
118 South Clinton St.  
Suite 400  
Chicago Illinois, 60661

TULSA OK 741

Sandy Matthews  
4845 W. 370 Rd  
Adair, OK. 74330

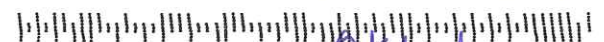
Pullman Rail Journeys first-class train service to New Orleans pauses at Homewood, IL. Passengers in observation car Pontchartrain Club have a great view, excellent service, and a friendly atmosphere aboard the train.

WWW.TRAVELPULLMAN.COM  
Photo by Paul Burgess



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Oklahoma State Capitol  
2300 N. Lincoln Blvd., Room 212  
Oklahoma City, OK 73105

Governor,  
Please don't sell  
the railroad line  
from Sapulpa to  
Oklahoma City.



PULLMAN RAIL JOURNEYS  
118 South Clinton St.  
Suite 400  
Chicago Illinois, 60661

TULSA OK 741

Amanda Walke  
9846 E. Sunn Dr.  
Claremore, OK  
74019

Pullman Rail Journeys first-class train service to New Orleans pauses at Homewood, IL. Passengers in observation car Pontchartrain Club have a great view, excellent service, and a friendly atmosphere aboard the train.

WWW.TRAVELPULLMAN.COM  
Photo by Paul Burgess



The Office of Governor Mary Fallin  
Oklahoma State Capitol  
2300 N. Lincoln Blvd., Room 212  
Oklahoma City, OK 73105

Governor,  
Please do NOT sell  
the railroad line  
from Sapulpa to  
Oklahoma City.



PULLMAN RAIL JOURNEYS  
118 South Clinton St.  
Suite 400  
Chicago Illinois, 60661

TULSA OK 741

PLEASE DO NOT SELL  
OUR STATE OWNED  
RAILROAD BETWEEN  
TULSA AND OKLAHOMA CITY.

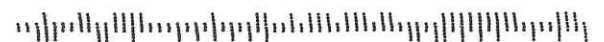
DAVID EVERETT  
8513 N 102 EAST AVE  
OWASSO, OK 74055

Pullman Rail Journeys first-class train service to New Orleans pauses at Homewood, IL. Passengers in observation car Pontchartrain Club have a great view, excellent service, and a friendly atmosphere aboard the train.

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Photo by Paul Burgess



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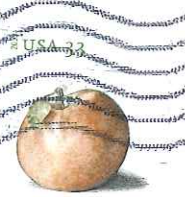
PULLMAN RAIL JOURNEYS  
118 South Clinton St.  
Suite 400  
Chicago Illinois, 60661

Please don't sell  
my rail road  
Jasmine David  
2262 S Jackson Ave  
Tulsa, OK 74107

Pullman Rail Journeys first-class train service to New Orleans pauses at Homewood, IL. Passengers in observation car Pontchartrain Club have a great view, excellent service, and a friendly atmosphere aboard the train.

WWW.TRAVELPULLMAN.COM  
Photo by Paul Burgess

5489099



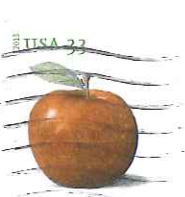
PULLMAN RAIL JOURNEYS  
118 South Clinton St.  
Suite 400  
Chicago Illinois, 60661

Governor Fallin,  
Please don't sell  
my railroad  
Hannah

Pullman Rail Journeys first-class train service to New Orleans pauses at Homewood, IL. Passengers in observation car Pontchartrain Club have a great view, excellent service, and a friendly atmosphere aboard the train.

WWW.TRAVELPULLMAN.COM  
Photo by Paul Burgess

Hannah David  
2262 S Jackson Ave  
Tulsa OK 74107



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Oklahoma State Capitol  
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Oklahoma City, OK 73105

PULLMAN RAIL JOURNEYS  
118 South Clinton St.  
Suite 400  
Chicago Illinois, 60661

Gov. FALLIN, PLEASE  
DO NOT SALE OUR  
RAIL ROAD.  
TERRY CALVERT  
532 S 56TH W AVE  
TULSA OK 74127

Pullman Rail Journeys first-class train service to New Orleans pauses at Homewood, IL. Passengers in observation car Pontchartrain Club have a great view, excellent service, and a friendly atmosphere aboard the train.

WWW.TRAVELPULLMAN.COM  
Photo by Paul Burgess



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Oklahoma State Capitol  
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Oklahoma City, OK 73105

PULLMAN RAIL JOURNEYS  
118 South Clinton St.  
Suite 400  
Chicago Illinois, 60661

Governor Fallin,  
Please don't sell  
my rail road.  
Christina Daud  
2262 S Jackson Ave  
Tulsa, OK 74107

Pullman Rail Journeys first-class train service to New Orleans pauses at Homewood, IL. Passengers in observation car Pontchartrain Club have a great view, excellent service, and a friendly atmosphere aboard the train.

WWW.TRAVELPULLMAN.COM  
Photo by Paul Burgess



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Oklahoma State Capitol  
2300 N. Lincoln Blvd., Room 212  
Oklahoma City, OK 73105



PULLMAN RAIL JOURNEYS  
118 South Clinton St.  
Suite 400  
Chicago Illinois, 60661



Ms. Jane A. Godfrey  
2437 W 45th Pl.  
Tulsa, OK 74107



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The Office of Governor Mary Fallin  
Oklahoma State Capitol  
2300 N. Lincoln Blvd., Room 212  
Oklahoma City, OK 73105

Please do not see the  
rail between Sapulpa  
& OKC - want passenger  
rail back -

Pullman Rail Journeys first-class train service to New Orleans pauses at Homewood, IL. Passengers in observation car Pontchartrain Club have a great view, excellent service, and a friendly atmosphere aboard the train.

WWW.TRAVELPULLMAN.COM  
Photo by Paul Burgess

PULLMAN RAIL JOURNEYS  
118 South Clinton St.  
Suite 400  
Chicago Illinois, 60661



Ms. Kathy Parker  
442785 E 330 Rd  
Vinita, OK 74301-7141



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Oklahoma State Capitol  
2300 N. Lincoln Blvd., Room 212  
Oklahoma City, OK 73105

Please do not  
sell our railroad!!

Pullman Rail Journeys first-class train service to New Orleans pauses at Homewood, IL. Passengers in observation car Pontchartrain Club have a great view, excellent service, and a friendly atmosphere aboard the train.

WWW.TRAVELPULLMAN.COM  
Photo by Paul Burgess

Iowa Pacific Holdings, LLC  
118 S. Clinton, suite 400  
Chicago, IL 60661

Dear Governor Fallin  
Feb 23 my wife and I  
took the Eastern Flyer  
to Del City from Sapulpa.  
Although it was not a  
speedy trip we had plenty  
of time to visit with  
friends from Bartlesville  
and to ponder the beauty  
of rail travel potential.  
Iowa Pacific Holdings, LLC is proud to present the  
Eastern Flyer to the State of Oklahoma to remind  
the communities that rail travel is an enjoyable asset  
to the lives of citizens using comfortable  
atmosphere, personal service and timely destination  
delivery.

It given an opportunity to  
expand and improve I  
wish you not to sell this  
valuable property at this  
time or in the near future.  
Sincerely,  
Rick Duggan 6005 Lake Birchwood, Moore, OK 74344

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Oklahoma State Capitol  
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MAR 06 2014

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PULLMAN RAIL JOURNEYS  
118 South Clinton St.  
Suite 400  
Chicago Illinois, 60661

Mike Price  
442785 E. 330 Rd.  
Vinita, OK  
74301



USA 33



The Office of Governor Mary Fallin  
Oklahoma State Capitol  
2300 N. Lincoln Blvd., Room 212  
Oklahoma City, OK 73105

Please do not  
sell our railroad!

Pullman Rail Journeys first-class train service to New Orleans pauses at Homewood, IL. Passengers in observation car Pontchartrain Club have a great view, excellent service, and a friendly atmosphere aboard the train.

WWW.TRAVELPULLMAN.COM  
Photo by Paul Burgess

Iowa Pacific Holdings, LLC

118 S. Clinton, suite 400

Chicago, IL 60661

*Do NOT sell the  
Tulsa to OK City  
line. We need  
passenger service  
on this line*

*Sharon Conley  
1516 E Granger  
BA, OK 74012*

Iowa Pacific Holdings, LLC is proud to present the Eastern Flyer to the State of Oklahoma to remind the communities that rail travel is an enjoyable asset to the lives of citizens using comfortable atmosphere, personal service and timely destination delivery.

*Sharon Conley*

[www.EasternFlyer.com](http://www.EasternFlyer.com)

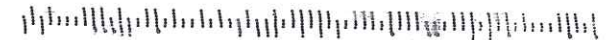


**The Office of Governor Mary Fallin**

Oklahoma State Capitol

2300 N. Lincoln Blvd., Room 212

Oklahoma City, OK 73105





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April 4, 2014

APR 09 2014

OFFICE OF THE  
GOVERNOR

Governor Mary Fallin  
2300 N. Lincoln Blvd  
Oklahoma City, OK 73105

Governor Fallin:

Reiterating what I have written to your cabinet secretaries, I am writing to urge that you reject sale of the Sooner Sub rail line. It seems evident that the line should stay in state ownership to benefit Oklahoma citizens.

Not only does the Sooner Sub bring in significant income; it also provides valuable freight and passenger opportunities to our state. In my opinion, selling the line would be highly irresponsible.

I appeal to you to stand with Oklahoma citizenry in opposing the sale of the Sooner Sub.

History will honor this as a forward-looking decision benefitting us now and for generations to come.

Sincerely yours,

*Kula*

*Terada Wild*

*J. Wild*

*2546 S. Birmingham Pl.*

*Tulsa OK 74114*

TULSA OK

03 APR 2014 PM 1

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APR 01 2014

OFFICE OF THE  
GOVERNOR

March 31, 2014

Governor Mary Fallin  
OK State Capitol  
2300 N Lincoln Blvd Rm 212  
Oke, OK 73105

re: Sale of OUR Railroad

Dear Governor Fallin,

As retired "Boomers" we have found train travel to be a real boon in our lives - everything we read about the advantages of keeping our rails and then expanding train service in this state leads to the conclusion that any sale should not happen.

Please do not let this happen!

Sincerely,

Suren Warram

Mr. & Mrs. James Warram  
638 S. Lahoma Ave.  
Norman, OK 73069-4563

Email:

[sjwarram@sbcglobal.net](mailto:sjwarram@sbcglobal.net)





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MAR 17 2014

OFFICE OF THE  
GOVERNOR

5342 E 26 ST

TULSA OK 74114

March 13, 2014

Dear Gov. Fallin:

We need to keep the Sapulpa to Midwest City railroad line in the public ownership - to be owned by the State of Oklahoma - for the potential use of Oklahomans so that passenger transport from Tulsa to Oklahoma City will become a real possibility again. Ownership by BNSF would make interruptions in regular service likely and maintenance of regular schedules impossible.

We need to keep our doctors accountable to national standards, so I hope you will veto Senate Bill 1405

(over)

When it comes to your desk. As you  
grow older, you will appreciate the  
careful attention by your doctors.

Sincerely  
Helen Cox