

TIER 1  
ENVIRONMENTAL ASSESSMENT  
FOR  
OKLAHOMA  
DEPARTMENT OF TRANSPORTATION



NORTHERN SECTION  
OF THE  
SOUTH CENTRAL  
HIGH SPEED INTERCITY PASSENGER RAIL

SEPTEMBER 2009

**TIER ONE  
ENVIRONMENTAL  
ASSESSMENT FOR  
NORTH SECTION OF THE SOUTH CENTRAL  
HIGH SPEED RAIL CORRIDOR IN OKLAHOMA**

**Located In**

**Oklahoma, Lincoln, Creek and Tulsa Counties, Oklahoma**

The focus of this document is to provide a Tier 1 Environmental Assessment pursuant to the National Environmental Policy Act (NEPA). This documentation will focus on broad issues such as purpose and need, general location of alternatives, and avoidance and minimization of potential environmental effects for the North (Oklahoma City/Tulsa) Section for Oklahoma's portion of the South Central High Speed Rail Corridor.

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&  
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## PREFACE

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The Oklahoma Department of Transportation (ODOT) has initiated a Tier 1 NEPA Environmental Assessment for environmental analysis for a high speed rail initiative from Oklahoma City to Tulsa, approximately 106 miles located in Oklahoma, Lincoln, Creek and Tulsa Counties. This section is part of the *South Central Rail Corridor*, one of ten national corridors identified by Congress in 2001. If this Tier 1 document is approved, and a Finding of No Significant Impact (FONSI) is issued by the Federal Railroad Administration, the project may advance to Tier 2. A Tier 2 NEPA document(s) would address site specific project impacts, costs, mitigation measures and alignment adjustments.

Solicitation letters regarding this action were submitted to a variety of public and private agencies to provide input. Two public meetings were held on September 14 and 15, 2009, in Oklahoma City and Tulsa to discuss the initial proposals. Environmental data on existing conditions and potential impacts has been gathered and is presented in this report.

The proposed improvements are based on the recommendations found in the report entitled "*Oklahoma High-Speed Rail Initiative: Oklahoma City to Tulsa High Speed Rail Corridor Study*", completed in 2002. To forward Oklahoma Rail initiatives, other reports and studies have also been conducted over the past 10 years. Establishing connections to the national passenger rail system in Oklahoma's two major economic centers, Tulsa and Oklahoma City has been a continued focus and goal.

The history of Oklahoma Rail finds Oklahoma continuing to focus on conquering operating challenges that are similar in nature to those originally overcome by the builders of the original rail infrastructure in Oklahoma. Passenger or freight operations from Tulsa have always been subject to influence through eastern and northern connections, while Oklahoma City is subject to influence through southern and western connections. The challenges of providing freight and passenger rail service between Oklahoma's two major economic centers since the completion of the Turner Turnpike have been insurmountable when the efficiency of currently available modes is evaluated.

### *AMTRAK STUDY*

Amtrak conducted a study at the request of the ODOT Rail Programs Division that was completed in February 1999 and ultimately led to the reestablishment of passenger rail service in Oklahoma after a 20 year absence. The result of this study was the start of Oklahoma's Heartland Flyer Service from Oklahoma City to Fort Worth, Texas. Service to Tulsa was evaluated under each Tier Three scenario with a stub connection to the Perry, Oklahoma, route or a through connection via the Sapulpa, Oklahoma, route. Each scenario took into consideration the potential for enhanced national service with a connection between Kansas City and Fort Worth in addition to the potential service that could be provided to the Oklahoma communities along the route. The report provided an analysis of the total travel demand for each corridor, simulated passenger train travel times and ridership forecasts for each of the routes to help establish the potential cost.

### *OKLAHOMA PASSENGER RAIL FEASIBILITY STUDY*

After the Amtrak Study prompted the initiation of Oklahoma's Heartland Flyer Service, on June 14, 1999, ODOT went to work on evaluating potential connections for the Tulsa region as well as service expansion opportunities to other regions of the State. The Passenger Rail Feasibility Study was conducted through the ODOT Rail Programs Division assessing the feasibility of passenger rail

service and establishing an efficient phased implementation plan for providing expanded passenger rail service in Oklahoma.

The Final Report was issued in March 2001 at the conclusion of the technical analysis evaluating passenger rail service throughout several corridors in Oklahoma and options for extending those services to surrounding states to establish another national passenger rail system connection. The Revised Final Report dated January 2002 reflects revisions made based on comments received from ODOT staff and during presentations to the Oklahoma State Senate on May 9, 2001, and to the City of Tulsa/INCOG on June 28, 2001.

The findings of the initial ODOT Passenger Rail Feasibility Report indicated that expanded passenger rail services would benefit both residents of Oklahoma and passengers traveling on the national passenger rail system. Short-term initiation of passenger rail service and longer-term service expansion and rail capital investments in the State of Oklahoma would be necessary to connect the State passenger rail system with the national passenger rail network with a sustainable system providing additional mobility, potential for economic growth, and long-term air quality benefits to the citizens of Oklahoma.

The results of the Passenger Rail Feasibility Study underscored the importance of a solid passenger rail connection between Oklahoma's largest economic centers to facilitate the ridership and the connectivity necessary to develop sustainable passenger rail service through State of Oklahoma that connected to the remainder of the region. A significant accomplishment of the original Passenger Rail Feasibility Study was the completion of a successful application for designation by the Federal Railroad Administration (FRA) and the United States Department of Transportation (DOT) as a high speed rail corridor from Ft. Worth to Tulsa. This designation increased the potential for the availability of Federal funding to further develop and enhance rail service to Oklahoma City and Tulsa. Establishing and developing rail service between Tulsa and Oklahoma City would foster the development of an additional connection to the national passenger rail system east of Oklahoma. Kansas City, Missouri, appears to be the most feasible connection to Tulsa and could potentially be implemented on existing railroad routes with only standard improvements for conventional service that could ultimately become competitive with automobile travel times. St. Louis, Missouri, is another possible connection point evaluated and was noted as more appealing to the State of Missouri. However, a connection from Tulsa to St. Louis was found to require extensive capital improvements and corresponding investment for the implementation of sustainable service. The success of any eastern connection by rail from Tulsa was determined to be highly dependent on the development of an acceptable travel time and connection between Oklahoma City and Tulsa.



## EXECUTIVE SUMMARY

The focus of this document is to provide a Tier 1 Environmental Assessment – in accordance with the National Environmental Policy Act (NEPA), and in compliance with the NEPA regulations issued by the Council on Environmental Quality (CEQ) (40 CFR 1500-1508), the Federal Highway Administration (FHWA) (23 CFR 771) , and the FRA Procedures found in 64 Federal Register 28545. This Environmental Assessment also complies with the U.S. Department of Transportation Order 5610.1C and the guidance provided in FHWA Technical Advisory T6640.8A. No construction related activities will be authorized as a result of the Tier 1 decision.

As part of the South Central Rail Corridor – one of ten national corridors identified by Congress in 2001 – the proposed Oklahoma City to Tulsa section of the South Central Rail will expand over 106 miles and cover four counties in Oklahoma (Oklahoma, Lincoln, Creek and Tulsa). It will begin in Oklahoma City, at the Santa Fe Station, proceeding via the abandoned Missouri, Kansas and Texas Railroad right-of-way extending from the western edge of Harter Yard north to the terminus of the Turner Turnpike (I-44) approximately 12 miles. The rail line will then travel parallel to the Turner Turnpike on new alignment to the north approximately 75 miles. Near Sapulpa, the rail line will cross I-44 and connect to the existing Burlington Northern Santa Fe Railway (BNSF) track for the remaining 19 mile route into Tulsa to Union Station on existing alignment. For this study, a 280 foot corridor is being used to gather data on the north side of the I-44. Existing rail alignments are being used for the urban areas of Oklahoma City and Tulsa, with only limited amounts of right-of-way required from the Oklahoma City rail line. No new right-of-way is expected from the Tulsa section using the BNSF track.

A summary of impacts identified for the Oklahoma City to Tulsa section of the South Central Rail Corridor are listed in Table E.1, next page. The 106 mile corridor has been segmented by county to facilitate the review and assessment of possible environmental impacts. As anticipated, potential impacts to various environmental conditions (such as wetlands, residential and commercial relocations, noise impacts, and cultural resources) were identified. It is believed, however, that mitigation and avoidance options exist to obtain federal environmental clearance, and these will be further identified and refined in the Tier 2 environmental process. One potential Section 4(f) property was identified as the Lincoln Park East Golf Course in Oklahoma City. Consultation with the City of Oklahoma City, FRA and the DOT will be necessary during the Tier 2 process to determine whether or not the proposed action will constitute a use of a 4(f) resource. It is also noted that the proposed corridor alignment currently impacts the Creek County fairgrounds, Creek County. Shifting the alignment to the south would enable the avoidance of the fairgrounds.

Public involvement was undertaken to assist in the environmental process and inform the public about the Departments intention to construct a High Speed Intercity Passenger Rail in the State of Oklahoma. Two public meetings were held, one in Oklahoma City and one in Tulsa, on September 14, 2009, and September 15, 2009, respectively. The objective of the meetings was to discuss initial proposals and collect public comment. Additionally, solicitation letters were also sent to a variety of public and private agencies to solicit comment.

The following sections of this report provide detailed description of the purpose and need for the project as well as alternatives considered and indentified impacts of the proposed alignment. Additional information, such as noted public comments and noise and vibrations studies, have been appended to this report.

TABLE E.1: SUMMARY OF CORRIDOR LEVEL IMPACTS IDENTIFIED FOR OKLAHOMA CITY/TULSA SECTION FOR SOUTH CENTRAL HIGH SPEED INTERCITY PASSENGER RAIL

SOCIAL , ECONOMIC, AND ENVIRONMENTAL IMPACTS	UNITS	TOTAL	COUNTY			
			OKLAHOMA	LINCOLN	CREEK	TULSA
Prime Farmland	Acres	905	195	193	507	10
Estimated Residential Relocations	Units	41	19	7	15	0
Estimated Commercial Relocations	Units	27	8	12	7	0
Tribal Lands Crossed	Units	3	0	1	2	0
Public Parks/Fairgrounds	Units	3	2	0	1	0
Wildlife Refuges	Units	0	0	0	0	0
Population Density	Persons /sq.mil		931.5	33.5	70.5	988.2
Noise Impacts Severe (142 feet) / Moderate (142 to 356 feet)	Units	46 /391	22 / 205	7 / 0	17 / 142	0 / 44
Vibration Impacts (100 feet each side of line)	Units	58	39	6	13	0
Stream Crossings	Units	152	34	58	56	4
Aquifers Crossed	Units	2	Garber-Wellington	Vamoosa-Ada	Vamoosa-Ada	Garber-Wellington
Potential Wetlands	Acres	46	5	19	22	0
Floodplains	Units	41	17	not available	22	2
T&E Species (by county listing)	Units	4	Whooping crane, interior least tern	Whooping crane, interior least tern, piping plover	piping plover, interior least tern, American burying beetle	piping plover, interior least tern, American burying beetle
Known NHRP Historic Properties Eligible Bridges	Units	3	0	0	2	1
Known NHRP Historic Properties Buildings/Historic Districts/Route-66	Units	5 / 5 / 5	5 / 3 / 0	0	0 / 0 / 4	0 / 2 / 1
Potential Historic Structures (Pre-1964 Structures to be Evaluated)	Units	95	0	7	80	8
Recorded Archeological Sites	Units	2	0	1	1	0
Potential Hazardous Waste Sites	Units	11	5	1	2	3
Underground Storage Tanks	Units	8	4	2	0	2
Oil/Gas Wells	Units	15	6	7	2	0

## 1.0 INTRODUCTION AND LOCATION

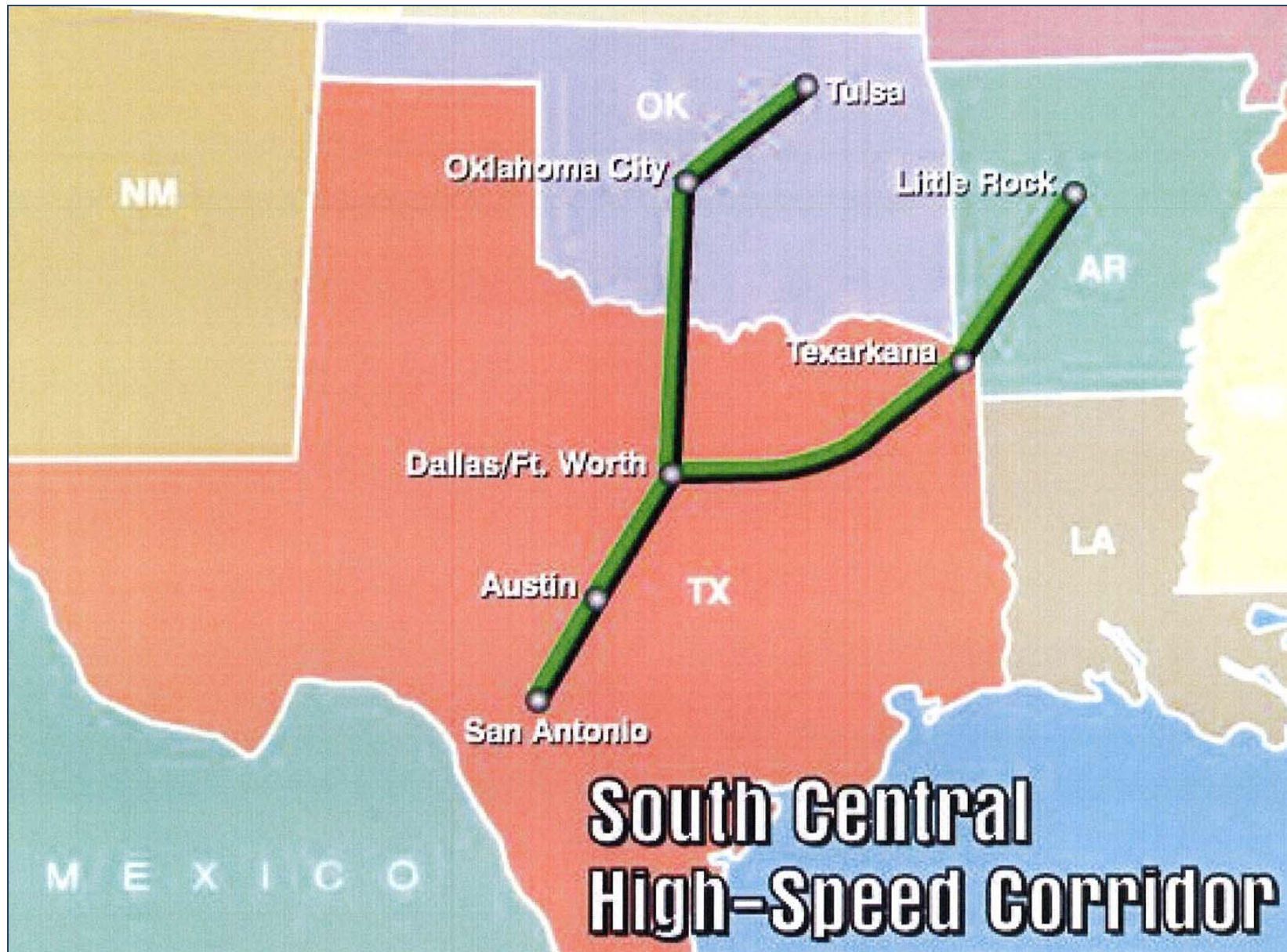
The focus of this document is to provide a Tier 1 Environmental Assessment – in accordance with the National Environmental Policy Act (NEPA), and in compliance with the NEPA regulations issued by the Council on Environmental Quality (CEQ) (40 CFR 1500-1508) and by the Federal Highway Administration (FHWA) (23 CFR 771), and FRA Procedures found in 64 Federal Register 28545. This Draft Environmental Assessment also complies with the U.S. Department of Transportation Order 5610.1C and the guidance provided in FHWA Technical Advisory T6640.8A. No construction related activities will be authorized as a result of the Tier 1 decision.

If Tier 1 is approved, the project may advance to Tier 2. A Tier 2 NEPA document(s) would address site specific project impacts, costs, mitigation measures and alignment adjustments. The corridor could be broken into segment/projects each having logical end points and independent utility for detailed study, mitigation/avoidance and federal approval.

The vision for high speed rail in America is an initiative brought forth by Congress in 2001 (Figure 1.1). Oklahoma was designated and included in this rail system through the South Central Region. Figure 1.2, page 7, shows the connection of Texas and Oklahoma and connects the Cities of San Antonio, Austin, and Dallas/Ft. Worth, Texas; Oklahoma City and Tulsa, Oklahoma; and Texarkana and Little Rock, Arkansas. This document focuses on the high speed corridor route from Oklahoma City to Tulsa, Oklahoma. This document will identify the location of a feasible rail alignment to connect passenger rail service between Oklahoma City and Tulsa, the majority of which is on a new alignment. The remaining designated high speed corridor route in Oklahoma from Oklahoma City south to the Texas State line is currently an active passenger route used by the Heartland Flyer. Proposed improvements to the existing rail line will all be within existing alignments and are addressed in existing Categorical Exclusions that are either in place or will be prepared to address any improvement planned in the Oklahoma City south to Texas State line section, by October 23, 2009.

# VISION *for* HIGH-SPEED RAIL *in* AMERICA





## 2.0 PURPOSE AND NEED FOR THE PROJECT

Initiatives discussed by Oklahoma and surrounding states over the course of the last three decades focused on the reimplementation of through passenger rail service and have included the evaluation of several routes throughout the South Central Region. The initial efforts were directed toward Oklahoma City and Tulsa initially because of the increasing awareness that an adequate ridership base would be required to establish a sustainable service that could be expanded into other areas of the State.

Present day rail operations and the alignments of the major routes around the State's two largest metropolitan areas were a major factor in the selection of the Oklahoma City to Fort Worth for Oklahoma's first modern area passenger rail service. While the establishment of an initial service providing national rail network connectivity was considered a major accomplishment, the intent of the program has always been focused on reestablishing through service for both Oklahoma City and Tulsa.

Tulsa lies on one of the original rail alignments placed in the State of Oklahoma. The older alignments were placed utilizing the terrain of "least resistance" where the terrain dictated the placement of the track to meet the grade restrictions associated with rail planning, design and construction. Consequently, the geometrics of the alignments around the Tulsa region present much more of a challenge when attempting to establish modern day travel times that are competitive with modern day interstate highways and especially a turnpike whose speed limits are presently set at 75 mph. The initial studies pointed to the conclusion that establishing a "foothold" for rail service in Oklahoma would be much easier and more cost effective in the Oklahoma City market. Extensive additional studies were conducted to evaluate and establish the most efficient manner in which to establish similar service in the Tulsa market. The higher costs associated with upgrading the alignments between Tulsa and Oklahoma City and from east of Afton, Oklahoma, to Springfield, Missouri, and ultimately St. Louis, indicate that the easiest and most economical national rail connection for Tulsa would be from Kansas City via eastern Kansas. The need for a national through connection is a key component for establishing sustainable rail service throughout the State of Oklahoma and provided an opportunity for the ODOT Rail Programs Division to successfully apply and receive a portion of very limited federal funding designated to help identify high speed rail corridor routes. All of the information previously compiled, has placed the State of Oklahoma in a position establish competitive High Speed rail service between Tulsa and Oklahoma City.

The purpose for this project is to provide a faster, more efficient transportation option between the Cities of Tulsa and Oklahoma City. There is an initiative from the current (2009) administration in Washington to improve energy conservation and consumption in the United States and high speed passenger rail is proven to be more energy efficient than the current "highway only" mode of transportation.

### 3.0 ALTERNATIVES CONSIDERED

A growing interest in intercity rail passenger service, increasing roadway congestion, and increasing interest in high speed rail transportation as well as proposed funding mechanisms throughout the United States led to the development of the original Passenger Rail Feasibility Study for the State of Oklahoma. Included in the Passenger Rail Feasibility Study was an evaluation of the existing routes between “Oklahoma City and Tulsa”. The extensive evaluation of various alternatives to connect Oklahoma City to Tulsa resulted in the realization that the existing travel time on the Turner Turnpike (I-44) would dictate the type of service necessary to provide a sustainable service. The corresponding successful application designating the Fort Worth to Tulsa route as a high-speed corridor was the precursor for Senate Joint Resolution 12 to evaluate the feasibility and establish associated costs for high-speed rail operations up to 150 miles per hour (mph) but not less than 125 mph between Oklahoma City and Tulsa.

The Oklahoma City to Tulsa segment has been identified as an extremely important component of sustainable High-Speed passenger rail service for the South Central High Speed Rail Corridors because of the potential for through service to Kansas City or St. Louis. A connection to either of those destinations would facilitate a link between the South Central High-Speed corridors and the Chicago Hub Network (formerly referred to as the Midwest Regional Rail System). The State of Kansas conducted a parallel passenger rail study during the completion of the original Oklahoma Amtrak study, the results of which indicated that the Tulsa to Kansas City route had the second highest potential for successful high-speed rail operations in the State of Kansas just behind a proposed high-speed connection between Wichita and Kansas City. The establishment of competitive rail service between Oklahoma City and Tulsa has been determined to be critical for the development of high speed passenger and passenger rail service in the State of Oklahoma as well as the surrounding region. One significant challenge for the development of the Oklahoma City to Tulsa corridor is to develop a service that would be competitive with existing automobile travel times on I-44. Operations that compete with existing travel time via automobile on the segment between Oklahoma City and Tulsa will require speeds in excess of 90 mph.

The present automobile travel time from Oklahoma City to Tulsa via I-44 is approximately 1 hour and 45 minutes from city center to city center under favorable conditions. Preliminary travel time forecasts for high speed rail indicate that high speed rail service could be established that would facilitate a travel time of just over an hour between the two largest central business districts in the State of Oklahoma. This type of service would provide the connectivity needed to establish sustainable through rail service from Tulsa to the north or east as well as provide more opportunity for daily employment or other travel commuting between Oklahoma City and Tulsa.

The findings of the original studies prompted and helped justify additional federal funds in 2002 to further evaluate the proposed Oklahoma City to Tulsa high speed route. The “fly mapping” funding received from Federal Railroad Administration (FRA) in 2002 was a component of the only funding mechanism established in the United States specifically for the development of high speed rail operations and a precursor to present day high-speed development opportunities. The fly mapping information collected on the corridor alternatives established between Oklahoma City and Tulsa provided the survey information necessary for the final design of the corridor. That event further positioned the State of Oklahoma to compete for funding at a

national level and efficiently establish true high speed operations between Oklahoma City and Tulsa.

### 3.1 No Build Alternative

The "do nothing" or No Build alternative for this project has been considered. Continued use of the I-44 (Turner Turnpike) corridor and the use of the automobile would continue for intercity traffic as well as state to state traffic. This would result in continued dependence on the automobile and continued energy use of fossil fuels. The vision for high speed rail in America has been to relieve congestion on our nation's roads and improve energy conservation. As traffic volumes continue to grow, congestion levels will increase, further increasing travel times on the existing transportation system between Tulsa and Oklahoma City. The No Build alternative does not address the purpose and need for this project.

### 3.2 Alternatives Considered and Dismissed

The existing ODOT owned route on the Sooner Subdivision through Sapulpa was evaluated for the feasibility of passenger rail operations by Amtrak in 1996 and 1999 as well as re-evaluated in the original ODOT Passenger Rail Study. The existing track infrastructure would require a significant amount of realignment and upgrade in order to facilitate any type of rail service that would be competitive with present automobile travel times on I-44. This route is also utilized for freight operations by the Stillwater Central Railroad Company and preliminary investigations have been conducted to investigate the potential for mutual benefit between passenger and freight operations on the route. Passenger rail operations on the existing track infrastructure under mixed track utilization resulted in operating service projections that would be inhibited and inhibit freight operations as well. Extensive track infrastructure upgrades would be required to become more competitive with existing automobile travel times in addition to those necessary to co-exist with present and future freight operations.

The proposed rail connection between Oklahoma City and Tulsa was developed initially using two primary corridors with various alternative options on either end of the core corridors for the final connections to the Santa Fe Station located in the Bricktown Area of downtown Oklahoma City and to Union Station in downtown Tulsa. The number of core corridors potentially available for consideration as alternative routes were limited by the stringent operating requirements necessary to compete with the existing I-44. The average length of the corridors evaluated range between 105 and 111 miles depending on the core route and the end connection alternatives selected. All of the corridors proposed would facilitate an overall travel time of less than 75 minutes when operated at 125 mph and just over an hour when operated at 150 mph.

The core corridors development for the placement of a high speed route between Oklahoma City and Tulsa included a totally new alignment designated as the Southern Corridor and an alignment that centers on utilizing the existing "transportation corridor" adjacent to the I-44 alignment, designated as the Turnpike Corridor.

The Southern Corridor was deemed much more intrusive to private landowners and the overall way of life in the central region of Oklahoma between Oklahoma City and Tulsa. The right-of-way acquisition and associated damages are estimated to be substantially higher for the Southern



Corridor. The proposed Southern Corridor was selected to avoid as many grade issues as possible, and consequently traverses several prime wildlife areas and hobby farm development areas with a substantially higher percentage of wetland issues. Again, the requirement for the system to be competitive with current automobile travel on I-44 limited the number of feasible options available for alternate “core” alignments. The overall length and associated travel time of the Southern Corridor would be slightly longer and the overall estimated costs of the proposed corridor combinations for high speed service between Oklahoma City and Tulsa were roughly one-third more costly than the Turnpike Corridor. While the Department would have an advantage by using a rail line it already owns (Southern Corridor), the alignment goes through several town and was deemed much more intrusive to private landowners. The overall reason the Southern Corridor was rejected was due to slower travel times and overall estimated costs of improving the track line to handle high speeds.

### 3.3 Build Alternative (Turnpike Corridor)

The two core corridors evaluated for high speed operations between Oklahoma City and Tulsa each had individual benefits and obstacles that required consideration during the public involvement process. All of the estimates formulated for the various options associated with each of the two core corridors have been based on the best FRA and DOT design information presently available. The Turnpike Corridor provides the primary benefit of not disturbing an entirely new corridor for the construction of high speed rail infrastructure between Oklahoma City and Tulsa, which resulted in lower estimated total project costs and an estimated reduction in the amount of time and effort necessary to acquire the needed right-of-way. The concept of utilizing right-of-way adjacent to the present I-44 alignment provided an opportunity to minimize the amount of visual, noise, and aesthetic impacts associated with the construction of the proposed infrastructure as well. The proposed Turnpike Corridor is slightly shorter than the proposed Southern Corridor resulting in travel times anticipated to be one hour or less. The acquisition of right-of-way has been identified as a major factor impacting the corridor selection process and the certainty of the time that will be necessary to complete the improvements. Less resistance has been anticipated from fewer landowners who already have a transportation infrastructure disruption near their property.

### 3.4 Urban Connections

The availability of right-of-way in both urban areas provided similar results in the selection of the urban alignments based on anticipated cost and the amount of effort necessary to construct and maintain the least intrusive high-speed rail possible. The Urban Connections in Tulsa and Oklahoma City are to connect the downtown depots of the cities with the true high speed rail segment alternative (150 mph) that is selected.

Tulsa section: There are several options to connect the alternative alignments to downtown Tulsa. The existing segment of Burlington Northern Santa Fe (BNSF) track south of Sapulpa proposed for the eastern connection of the Southern Corridor in one of the connection alternatives evaluated for Tulsa is presently a high volume coal route. Passenger train movements on this route would most likely raise capacity issues on the existing trackage. Consequently, the cost estimate for improvements associated with that proposed alternative connection include provisions for the construction of additional parallel track to the BNSF

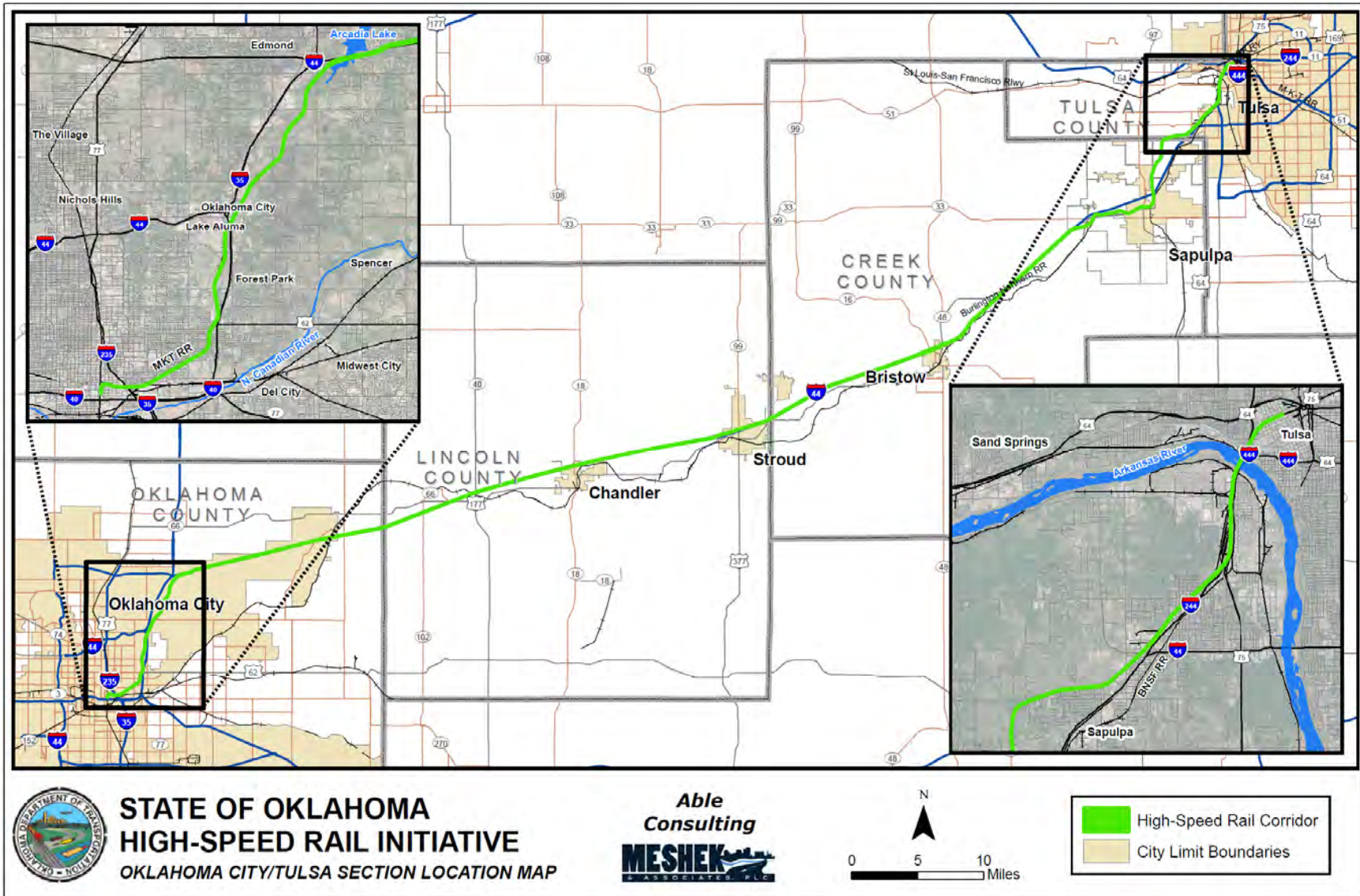
connection in Sapulpa. One alternative associated with each core corridor connects to an existing ODOT line west of Sapulpa. The cost estimates for the alternatives utilizing segments of the ODOT line include provisions to upgrade the existing track to the desired operating speeds as well as upgrade existing at-grade crossing locations. The proposed routing from Sapulpa to downtown Tulsa would utilize the same segment of BNSF track for all of the alternatives from either the core Southern or Turnpike Corridors with the exception of one Turnpike Corridor alternative where the connection was routed through northeast Sapulpa then connecting with the existing BNSF route north of Sapulpa. All of the proposed Tulsa connections would require the installation of a bypass track around the BNSF Cherokee Yard to avoid capacity issues and maintain good operating speeds through the yard which would provide access to a river crossing ultimately facilitating the desired Tulsa Central Business District connection.

Oklahoma City section: The Oklahoma City alternative best suited for high speed rail was an abandoned rail line that runs from downtown Oklahoma City north, past the turnpike. These connections will be evaluated in more detail in the Tier 2 project level NEPA analysis.

### 3.5 Preferred Corridor

The preferred corridor selection was based on numerous factors but the major factor to overcome in Oklahoma for high speed passenger rail from Oklahoma City to Tulsa was to be competitive with the Turner Turnpike (I-44). In order to be competitive, the train has to be able to reach higher (90-150 mph) speeds to reduce travel time. High speed rail between these cities has to develop a service that would be faster or highly competitive with existing automobile travel times (approximately 1 hour and 45 minutes) on the Turner Turnpike. All of the corridors proposed would facilitate an overall travel time of less than 75 minutes when operated at 125 mph and just over an hour when operated at 150 mph. The Turnpike Corridor provides the primary benefit of being located adjacent to an existing transportation corridor, which resulted in lower estimated total project costs and faster travel times because the route is shorter. Due to previous studies and the summary provided above, the Turnpike Alignment has been selected as the preferred alignment and is described below.

Begin in Oklahoma City, at the Santa Fe Station in the Bricktown area, and then use the abandoned Missouri, Kansas and Texas Railroad right-of-way extending from the western edge of Harter Yard north to the terminus of I-44, which is approximately 12 miles. The rail line will then proceed parallel to I-44 on new alignment to the north approximately 75 miles. Near Sapulpa, the rail line will cross I-44 on new alignment and connect to the existing BNSF track for the remaining 19 mile route into Tulsa to Union Station on existing alignment. For this study, a 280 foot corridor is being used to gather data on the north side of I-44. Existing rail alignments are being used for the urban areas of Oklahoma City and Tulsa, with only limited amounts of right-of-way required from the Oklahoma City rail line. No new right-of-way is expected from the Tulsa section using the BNSF track. Refer to Figure 3.1 for an illustration of the proposed alignment.



## 4.0 SERVICE LEVEL NEPA - TIERED PROCESS

Tiered documents are for making broad program decisions for large expanse corridors where projects: 1) are too big to be addressed in detail in one document; 2) are phased over time; 3) where future phases are not fully defined; or 4) when major routing or service alternatives need to be evaluated. This Tier 1 Environmental Assessment falls into the category of being too big to fully address the potential impacts with the limited time frame available. Also projects within this corridor may be phased in over time depending on funding and priority.

For this high speed rail corridor from Oklahoma City to Tulsa covering over 106 miles and four counties, a preferred alignment has been selected and introduced to the public. The previous studies and interest in high speed rail in Oklahoma has prepared the State for this mode of travel. A plan for implementing project improvements has also been developed.

If a Finding of No Significant Impact is forthcoming for the Tier 1 Corridor Evaluation, then projects with independent utility with narrower scope and magnitude will be evaluated for Tier 2 Categorical Exclusion, Environmental Assessment or Environmental Impact Statement, whichever is appropriate. The narrower projects envisioned at this time for future Tier 2 environmental analysis include main line rail improvements on existing rail alignment from Santa Fe Station in Oklahoma City North to the Edmond Park and Ride Lot (also known as the Santa Fe Station HSR connector), which includes the UPRR Harter Yard Bypass, then connecting to new alignment along the Turner Turnpike, then continuing on to downtown Tulsa, known as the BNSF Subdivision, Madill Subdivision and Cherokee Yard Improvements. These improvements would be considered one project for detailed project level environmental analyses, identifying impacts, and mitigation measures to be included in the project. This project segment is anticipated to be an Environmental Assessment with sufficient avoidance, mitigation and best management practices to existing environmental conditions to obtain a Finding of No Significant Impact (FONSI).

Other projects are also envisioned to be evaluated as Tier 2 Environmental Review, with independent utility. These projects are anticipated to be reviewed as Categorical Exclusions due to their limited scope and little to no new right-of-way requirements. These include the following projects:

- Oklahoma City Station Platform and Facility
- Oklahoma City HSR Refueling and Layover Facility
- Edmond Park and Ride Lot Facility
- Stroud Maintenance Facility
- Sapulpa Park and Ride Facility
- Tulsa Layover Facility
- Tulsa Depot Rehabilitation

## 5.0 SOCIAL, ECONOMIC, AND ENVIRONMENTAL IMPACTS

**Appendix A** lists social, economic, and environmental factors normally considered during project development. Only the resources with the potential to be impacted by the Oklahoma City to Tulsa rail corridor are discussed in this Section. Initially, several alternatives were considered and were rejected due to engineering requirements. Those alternatives and the reasons for their elimination can be found in Section 3.0 Alternatives. This study on the social, economic and environmental impacts will focus on the alignment identified as preferred in Section 3.0.

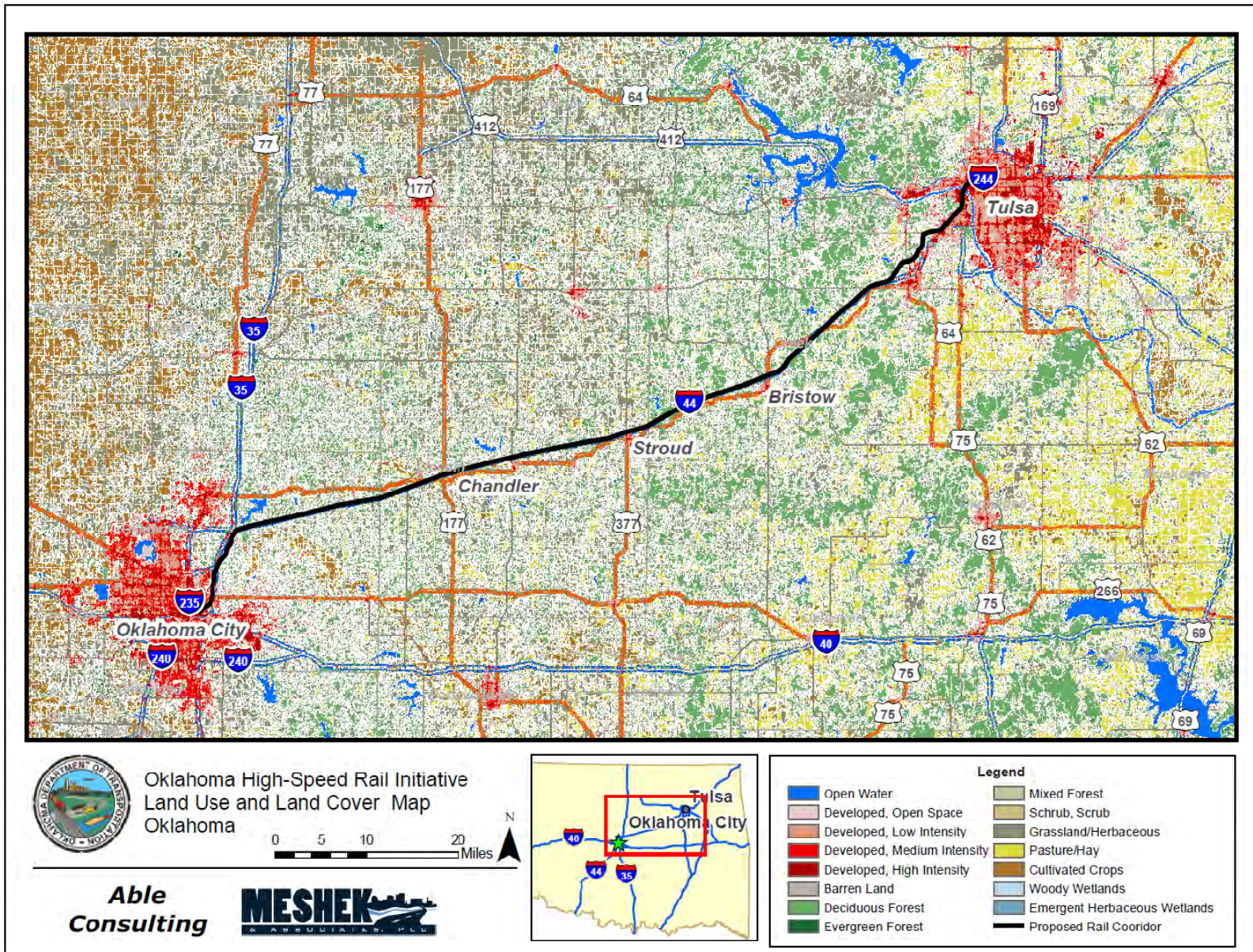
Figure 3.1 provides a location map of the Oklahoma City to Tulsa section of the High Speed Intercity Passenger Rail (HSIPR). The rail-line will start in Oklahoma City, at the Santa Fe Station in the Bricktown area, and then use the abandoned Missouri, Kansas and Texas Railroad right-of-way extending from the western edge of Harter Yard north to the terminus of I-44 approximately 12 miles. The rail line will then proceed parallel to I-44 on new alignment to the north approximately 75 miles. Near Sapulpa, the rail line will cross I-44 on new alignment and connect to the existing BNSF track for the remaining 19 mile route into Tulsa to Union Station on existing alignment. For this study, a 280 foot corridor is being used to gather data on the north side of the I-44. Existing rail alignments are being used for the urban areas of Oklahoma City and Tulsa, with only limited amounts of right-of-way required from the Oklahoma City rail line. No new right-of-way is expected from the Tulsa section using the BNSF track.

### 5.1 Land Use

Land use surrounding the HSIPR from Oklahoma City to Tulsa located in Oklahoma, Lincoln, Creek and Tulsa counties contains two main land uses – developed and rural. Developed land uses include residential, commercial, industrial and open space at varying rates of intensity. Urban areas with developed land have zoning and/or land use plans in place, and many of these areas are fully established. The rural areas contain forest, grassland, pasture, cultivated crop land and open water. Table 5.1 provides the number of acres impacted by the Oklahoma City to Tulsa corridor. Figure 5.1 provides a map of the land use for this rail corridor.

TABLE 5.1: LAND USE ALONG HSIPR OKLAHOMA CITY/TULSA CORRIDOR

Land Use Type	Total Acres For Corridor	Oklahoma County Acres Within Corridor	Lincoln County Acres Within Corridor	Creek County Acres Within Corridor	Tulsa County Acres Within Corridor
Open Water	13.5	2.59	3.18	5.05	2.70
Developed, Open Space	546.3	128.91	214.57	186.94	15.83
Developed, Low Intensity	87.0	28.34	5.68	28.36	24.57
Developed, Medium Intensity	65.4	24.01	4.40	20.96	16.02
Developed, High Intensity	64.2	12.66	1.46	13.84	36.23
Deciduous Forest	1,183.5	271.74	330.51	581.19	0.02
Evergreen Forest	2.3	0.00	2.26	0.00	0.00
Grassland/Herbaceous	883.8	203.34	404.14	271.91	4.41
Pasture/Hay	198.7	18.86	65.03	105.62	0.20
Cultivated Crops	24.0	0.02	17.47	6.46	0.00



Approximately 3,060 acres comprise the 280-foot rail corridor from Oklahoma City to Tulsa. Of that sum, approximately 762 acres (25%) are located within developed areas and 2,283 acres (75%) are located in undeveloped land use areas. In Tulsa, additional right-of-way is not expected as an existing rail line is being used for the alignment, although for planning purposes a 100 foot wide area for resources was assumed. For the remainder of the corridor, additional right-of-way is expected to be necessary.

As anticipated, the land use for the rail corridor located in Oklahoma City is predominately developed, near the Santa Fe Station and heading north. As the alignment heads north to I-44, the intensity of development decreases and forest and grassland are encountered. Similarly, the land use as the corridor approaches Sapulpa and Tulsa become more intense. The land use within the Tulsa area is predominately developed with some smaller undeveloped land areas.

The land use for the corridor parallel to the I-44 roadway is mixed with predominantly undeveloped use of forest, pasture and crop land. These areas are mainly used for grassing, cattle production, hay or forest harvesting. As cities such as Chandler, Stroud and Bristow, Oklahoma, are encountered, the land use intensifies with residential, industrial and business areas. Scattered rural homes are located along the undeveloped area between Oklahoma City and Tulsa. The land for the corridor north of I-44 is generally undeveloped, with an increasing population growth and development noted south of existing I-44. Because I-44 is a fully controlled access facility, its crossings are limited to section line roads and State Highways, thus restricting growth patterns.

The project will be using existing railroad alignments in the urban areas of Tulsa and Oklahoma City, and therefore, land use patterns would remain the same. The new right-of-way required between Tulsa and Oklahoma City will follow the I-44 corridor and current land use patterns are not expected to change. In other words, construction of the rail corridor is not expected to increase the development potential for any lands adjacent to the HSIPR Oklahoma City/Tulsa Line; thus, current land use patterns are expected to remain unaffected.

## 5.2 Farmland

The Farmland Protection Policy Act of 1981 requires federal agencies to consider a project's impacts to farmland and consider steps to minimize the unnecessary and irreversible conversion of farmland to other uses. The Natural Resources Conservation Service (NRCS) data on Prime and Unique Farmland in each county has been analyzed to determine potential impacts that would result from the HSIPR Oklahoma City/Tulsa Line.

Prime and Unique Farmland classification is based on soil types, slopes, and current land uses. Table 5.2 provides the total acreage of Prime Farmland per County and the acreage of Prime Farmland expected to be impacted by the proposed rail line.

TABLE 5.2: PRIME FARMLAND ALONG PROPOSED HSIPR OKLAHOMA CITY/TULSA CORRIDOR

County	Total Acres Per County	Total Acres Prime Farmland Per County	Corridor Acres Prime Farmland
Oklahoma	459,507	156,600	195 (0.13%)
Lincoln	617,649	147,880	193 (0.13%)
Creek	620,421	270,816	507 (0.19%)
Tulsa	375,582	158,564	10 (0.006%)
<b>TOTAL</b>	<b>2,073,158</b>	<b>733,860</b>	<b>905.47 (0.123%)</b>

In accordance with the current 7 CFR Part 658 - Farmland Protection Policy Act, Parts I and III of Form AD-1006 will be completed for each project segment and sent to Natural Resources Conservation Services (NRCS) for new alignments. The NRCS has 45 days to respond.

For the entire rail corridor, approximately 905 acres or 0.123 percent of the acres are considered prime farmland. In the four counties an average of 34.08% of the land is considered prime farmland and the corridor is estimated to impact 0.123% of prime farmlands. While the project would impact prime farmland, paralleling the existing I-44 corridor will minimize impacts. In the urban areas of Tulsa of Oklahoma City, impacts are reduced further by utilizing existing rail lines.

### 5.3 Right of Way and Displacements

#### 5.3.1 Estimated Displacements

For this corridor study, relocations were determined utilizing 2008 National Agriculture Imagery Program (NAIP) Digital Orthophoto Mosaic graphics. Based on this preliminary evaluation, it was estimated that up to 41 residential structures and 27 commercial structures would potentially require acquisition within the 106 mile corridor. These figures are expected to decrease as detailed plans of the rail line are developed and the corridor width is reduced within the study area. Table 5.3 provides these estimated displacements separated by County. The estimated displacements in Oklahoma County are likely to decrease once plans are available to better estimate right-of-way requirements.

TABLE 5.3: POTENTIAL DISPLACEMENTS ALONG HSIPR OKLAHOMA CITY/TULSA CORRIDOR

County	Residential	Commercial
Oklahoma	19	8
Lincoln	7	12
Creek	15	7
Tulsa	0	0
<b>TOTAL</b>	<b>41</b>	<b>27</b>

Relocation resources are available to all residential and business relocates without discrimination. Right-of-way acquisition would be in accordance with the Uniform Relocation Assistance and Real Property Acquisitions Policy Act of 1970, as amended. ODOT's Relocation Assistance Program provides financial assistance for relocation expense and advisory assistance



in relocation resources available within the area. A relocation plan will be developed if required for each project during the Tire 2 environmental analysis.

### 5.3.2 Estimated Right-of-Way Requirements

A summary of the anticipated right-of-way requirements for the rail corridor is provided below broken into three rail line segments.

#### A. Oklahoma City - Missouri, Kansas and Texas Railroad Section

The abandoned Missouri, Kansas and Texas Railroad right-of-way extending from Santa Fe Station in Bricktown, Oklahoma City, north to near the western terminus of I-44 is approximately 12 miles in length and is approximately 50 feet in width. The majority of this alignment remains in place, however, development in the Lincoln Park and Remington Park areas are of concern. A corridor width of 100 feet was evaluated for data collection purposes. The ownership of the rail alignment is in both private and public ownership.

#### B. North of I-44 Section

The majority of the new right-of-way expected will be from this section. As proposed this section will parallel I-44 to the north with a corridor width of 280 feet for approximately 75 miles. Near Stroud and Sapulpa, the line shifts further north to avoid structures and the transportation network of I-44, thereby requiring additional right-of-way.

#### C. Tulsa - BNSF Railroad Section

No new right-of-way is expected in this area as the active rail line of the BNSF will be utilized for approximately 19 miles. For data collection purposes 100 foot area was evaluated.

### 5.3.3 Tribal Land

Property card data was obtained for Oklahoma, Creek and Lincoln counties to determine if any of the anticipated new right-of-way was located on tribal land. Since no new right-of-way is expected in Tulsa County, no data was obtained. Three tribal land properties were determined to be within the corridor. The parcel maps and property card data is located in **Appendix B**. One parcel is owned by the Sac and Fox Tribal Nation in Lincoln County and the other two properties are owned by the Satoe-Wynette Tribal Nation in Creek County. As the project segments are developed, these tribal lands will be avoided if possible.

## 5.4 Effects on Public Parks, Wildlife and Waterfowl Refuges

The Oklahoma Department of Wildlife Conservation, the U.S. Fish and Wildlife Service and the Oklahoma Tourism and Recreation Department were contacted via E-mail and requested to provide information on any known public parks and wildlife and waterfowl refuges that may be

located within the corridor. Also, maps and graphics were evaluated for known parks. Table 5.4 provides a listing of the parks and refuges within or near the rail corridor.

#### 5.4.1 Parks

Ten properties were identified during the data search at or near the rail corridor that may be Section 4(f) eligible. In Oklahoma City, four golf courses and three parks were identified. Two golf courses and the Creek County Fairgrounds were identified in Creek County, while no parks were found in Lincoln or Tulsa Counties at or near the rail corridor. The abandoned rail line goes through the Lincoln Park East Golf Course operated by the City of Oklahoma City. Consultation with Oklahoma City, FRA and the DOT will need to take place in the respective Tier 2 environmental document, and once further plans are developed regarding the Lincoln Park East Golf Course. This property could be afforded protection under Section 4(f) of the Federal Aid Highway Act of 1968, which specified that publicly owned land from a public park, recreation area, or wildlife and waterfowl area of national, state or local significance or any land from a historic site of national, state or local significance may be used for Federal Aid projects only if there is no feasible and prudent alternate to the use of such land, and such projects include all possible planning to minimize harm to the 4(f) land resulting from such use. Additional mitigation measures would be required to satisfy the provisions of Section 6(f) which are areas that have used Land and Water Conservation Funds (federal funds) in its development.

In Oklahoma City, Washington Park is located to the north of the abandoned railroad near N.E. 4th Street and borders the corridor. At this time, it is probable that no new right-of-way will be needed at Washington Park and any impacts avoided. The Creek County Fairgrounds has been identified as Section 4(f) eligible and measures to avoid this property will be evaluated in the Tier 2 environmental analysis.

Several local attractions exist at or near the rail corridor, most of which are privately owned and operated where Section 4(f) protection does not apply, such as Remington Park Racetrack, Railroad Museum, and ASA Hall of Fame Stadium which are all located in Oklahoma City.

Section 4(f) and Section 6(f) issues will require further investigation during project level Tier 2 analysis including consultation with property owners to determine eligibility and proper action. The final decision on applicability of Section 4(f) to this golf course is made by FRA. In reaching this decision, however, consultation with the City of Oklahoma City will be needed to identify the activities or functions that take place and to determine ownership of the rail rights-of-way in the area. This action, as well as development of avoidance alternatives, if appropriate, can take place during the respective Tier 2 document process.

#### 5.4.2 Wildlife and Waterfowl Refuges

The Oklahoma Department of Wildlife Conservation noted that no ownership or refuges along the corridor route were seen. The data gathering effort did not identify any refuges within the corridor. Refer to Table 5.4 for a listing of Parks and Refuges in the project area.

TABLE 5.4: PARKS AND REFUGES

County	Parks	Refuges
Oklahoma - 7	River Oaks Golf Club (1,300 feet from Corridor boundary) Lincoln Park West Golf Course (210 feet from Corridor boundary) Lincoln Park East Golf Course (Corridor runs thru this facility) Creston Hills Park (200 feet from Corridor boundary) Washington Park (touches Corridor boundary)	None
Lincoln - 0	None	None
Creek - 3	Sapulpa Municipal Golf Course (70 feet from Corridor boundary) Creek County Fairgrounds (corridor runs thru this property)	None
Tulsa - 0	None	None

## 5.5 Social and Economic Impacts including Environmental Justice

### 5.5.1 Population Characteristics

The United States Census Bureau data estimates the total population in the State of Oklahoma at 3,642,361 people in 2008, an increase of 5.6% from a population of 3,450,640 in 2000. Table 5.5 shows the increase in population per county crossed by the rail corridor. Within the two largest cities, Tulsa and Oklahoma City, the number of people per square mile is the largest; therefore, providing a rail travel option to this larger population base would greatly benefit these communities.

TABLE 5.5: U.S. CENSUS BUREAU DATA - POPULATION CHANGE (2008)

County	Population 2008	Population 2000	Percent Change	Persons Per Square Mile (2000)
State of Oklahoma	3,642,361	3,450,640	5.6%	50.3
Oklahoma	706,617	660,450	7.0%	931.5
Lincoln	32,153	32,080	0.2%	33.5
Creek	69,822	67,369	3.6%	70.5
Tulsa	591,982	563,303	5.1%	988.2

Source: U.S. Census Bureau

The United States Census Bureau data lists the total number of housing units in the State of Oklahoma at 1,623,010 for 2007, providing for a home ownership rate of 68.4% (in 2000). The median household income (2007) in the State is \$41,551, while the percentage of people below poverty level is 15.8% for the State (Table 5.6). Lincoln and Creek counties indicated a higher percentage of poverty at 0.6% above the norm. This may be due to the rural nature of these counties and limited job opportunities.

TABLE 5.6: 2008 U.S. CENSUS BUREAU DATA - HOUSING AND INCOME

County	Housing Units 2007	Homeownership Rate 2000	Median Household Income 2007	Persons Below Poverty 2007
State of Oklahoma	1,623,010	68.4%	\$41,551	15.8%

Oklahoma	319,972	60.4%	\$41,598	15.9%
Lincoln	14,241	80.0%	\$38,204	16.4%
Creek	29,603	78.0%	\$41,745	16.4%
Tulsa	262,063	61.8%	\$45,313	14.2%

Source: U.S. Census Bureau

No changes to population or housing are expected as a result of the rail line. Acquisition of residential and commercial property is expected with the new right-of-way required, although no significant impacts to housing patterns or community cohesion are foreseen.

### 5.5.2 Economic Profile

The Oklahoma City and Tulsa Metropolitan Areas are major economic centers for the State of Oklahoma. Both cities provide various types of homeownership, employment and entertainment opportunities. The Santa Fe Station in Oklahoma City is located very close to the Bricktown Downtown District, a growing area for dining, nightlife, attractions, hotels and shopping. Some of the larger Oklahoma City venues that would benefit from Tulsa commuters are AT&T Bricktown Ballpark, Civic Center, Cox Convention Center, Ford Center, and the Oklahoma City National Memorial.

Union Station is located in the center of the Tulsa downtown area. This area is experiencing recent growth and development with the opening of the BOK Center in 2008. Tulsa also has dining, nightlife, shopping and hotels located downtown. Some of the larger venues of interest include the Cain's Ballroom, Tulsa Convention Center, Oklahoma Jazz Hall of Fame and the Performing Arts Center.

The rail corridor would result in an improved transportation system and access to activity centers throughout the region. There are positive impacts to economic resources such as increased employment for construction workers and the presence of a larger workforce in the area would have both a direct and a secondary beneficial impact on economic conditions. The use of locally sourced materials would also be a positive economic impact. In the long-term, beneficial impacts are expected as a result of a safer and improved transportation system for the corridor. This would decrease travel and transport times and costs, reduce safety concerns and likely draw more users to the corridor. Enhanced access into and out of the area and improved connections to the regional transportation system may indirectly increase economic development within both cities.


### 5.5.3 Environmental Justice

In February 1994, President Clinton issued Executive Order 12898 requiring federal agencies to incorporate consideration of environmental justice into the NEPA evaluation process. The purpose of this Presidential Order was to achieve environmental justice by identifying and addressing disproportionately high and adverse human health or environmental impacts to minority and low-income populations and minority-owned businesses as a result of federal actions. Analysis of 2000 Census data does reveal the existence of census tracts within the rail corridor for which the percentage of minorities is greater than the county average, plus census tracts with a higher percentage of the population below the derived low-income threshold. Of the 28 tracts of census data evaluated for the 106 miles corridor, 15 of the tracts contained

minority populations greater than the County average, the remaining 13 did not. The numbers were similar for household income as well. While these populations are higher than the county average, the census data reveals no disproportionately higher levels for minority or low-income populations. Refer to Table 5.7 for details.

TABLE 5.7: HSROK CENSUS TRACT SUMMARY DATA

County Name	County Code	Tract	Population Total	Total White Pop	Total Minority Population	Percent Minority	County Minority Percent Average	Median Household Income in 1999	County Wide Median
Creek	037	020102	1667	1264	403	24.18	19.26	\$30,072	\$33,168
Creek	037	020601	5136	3998	1138	22.16	19.26	\$37,565	\$33,168
Creek	037	020602	3712	3014	698	18.80	19.26	\$29,155	\$33,168
Creek	037	020702	3343	2727	616	18.43	19.26	\$35,270	\$33,168
Creek	037	020707	1809	1425	384	21.23	19.26	\$34,231	\$33,168
Creek	037	020900	2898	2402	496	17.12	19.26	\$33,939	\$33,168
Creek	037	021102	3487	2865	622	17.84	19.26	\$35,160	\$33,168
Creek	037	021201	2133	1794	339	15.89	19.26	\$50,174	\$33,168
Creek	037	021202	4090	3131	959	23.45	19.26	\$32,625	\$33,168
Creek	037	021300	2533	2031	502	19.82	19.26	\$23,920	\$33,168
<b>Totals</b>			<b>30808</b>	<b>24651</b>	<b>6157</b>	<b>19.99</b>	<b>19.26</b>	<b>\$34,211</b>	<b>\$33,168</b>
Lincoln	081	981100	4886	4085	801	16.39	14.85	\$27,132	\$31,187
Lincoln	081	981300	4168	3574	594	14.25	14.85	\$32,390	\$31,187
Lincoln	081	981600	2786	2415	371	13.32	14.85	\$29,405	\$31,187
Lincoln	081	981700	4953	4069	884	17.85	14.85	\$31,667	\$31,187
<b>Totals</b>			<b>16793</b>	<b>14143</b>	<b>2650</b>	<b>15.78</b>	<b>14.85</b>	<b>\$30,149</b>	<b>\$31,187</b>
Oklahoma	109	101300	3311	87	3224	97.37	35.19	\$17,623	\$35,063
Oklahoma	109	102800	2757	155	2602	94.38	35.19	\$11,038	\$35,063
Oklahoma	109	102900	461	21	440	95.44	35.19	\$26,140	\$35,063
Oklahoma	109	103102	0	0	0	0.00	35.19	\$0	\$35,063
Oklahoma	109	103800	165	17	148	89.70	35.19	\$7,864	\$35,063
Oklahoma	109	106000	2122	672	1450	68.33	35.19	\$51,118	\$35,063
Oklahoma	109	106100	3401	551	2850	83.80	35.19	\$27,750	\$35,063
Oklahoma	109	108101	1929	1602	327	16.95	35.19	\$75,635	\$35,063
Oklahoma	109	108103	5120	4258	862	16.84	35.19	\$50,525	\$35,063
<b>Totals</b>			<b>19266</b>	<b>7363</b>	<b>11903</b>	<b>61.78</b>	<b>35.19</b>	<b>\$29,744</b>	<b>\$35,063</b>
Tulsa	143	002500	3653	2068	1585	43.39	26.92	\$20,587	\$38,213
Tulsa	143	002700	3854	2288	1566	40.63	26.92	\$27,898	\$38,213
Tulsa	143	004700	2077	1677	400	19.26	26.92	\$30,913	\$38,213
Tulsa	143	006507	1512	1146	366	24.21	26.92	\$46,570	\$38,213
Tulsa	143	006600	3191	2514	677	21.22	26.92	\$37,739	\$38,213
<b>Totals</b>			<b>14287</b>	<b>9693</b>	<b>4594</b>	<b>32.16</b>	<b>26.92</b>	<b>\$32,741</b>	<b>\$38,213</b>

 = Census Tracts with Minority populations greater than the County Average

## 5.6 Noise

The FRA document “High-Speed Ground Transportation Noise and Vibration Impact Assessment” (HMMH Report No. 293630-4 October 2005) authored by Harris Miller & Hanson Inc. (HMMH) identifies train noise as coming from three primary sources. These include the train’s engine(s), the train’s wheels and rails, and the air that rushes past the train while it is in motion. The noise from each of these sources is dependent upon the speed at which the train is traveling, and at any given speed one of these noise sources may be the dominant noise source. The HMMH document partitions the speed range into three distinct regimes. Regime 1 is when the engine is the dominant noise source. This occurs at lower speeds. At greater speeds the wheels and tracks become the dominant noise source. This is referred to as regime 2. At high speeds, the air rushing past the train becomes the dominant noise source. This is regime 3. The aerodynamic noise of air rushing past the train typically does not become appreciable until the train speed exceeds about 160 mph. Since this analysis assumes that the maximum operating speed of the train is 150 mph, aerodynamic noise will not be dominant. Usually the train will be operating in regime 2 and the wheel/rail interaction will be the primary source of noise. Noise that occurs during regime 1 will be during the time when the train is operating at slower speed when it is approaching or departing from a train terminal.

In addition to using the FTA and HMMH manuals to gauge noise impacts, noise levels at given distances from the proposed high-speed rail line had to be estimated. Estimating noise levels was accomplished by using the FRA High-Speed Rail noise model. This noise model incorporates noise prediction algorithms that estimate the rail noise levels under varying conditions. The noise model requires certain information about both the trains that will run along the rail line as well as the local topography that exists adjacent to the rail line.

Table 5.9 shows the distances from the railroad track for the three impact severity levels. If there are to be no noise impacts to residential neighborhoods, the train track must be at least 356 feet away from residences. If the train track is less than 356 feet, but greater than 142 away from any residence, the project will cause a moderate noise impact. If the train track is less than 142 feet away from residences the project will cause a severe noise impact. These distances are valid if the noise modeling assumptions were valid. Alteration of the modeling assumptions will alter the value of the noise impact distances.

TABLE 5.9: NOISE IMPACT DISTANCES

Existing Noise Exposure Ldn (dBA)	D = Distance from Railroad Track (feet)		
	No Impact	Moderate Impact	Severe Impact
45	D>356	142<=D<=356	D<142

The number of residential receptors within the distance from the railroad track is listed in Table 5.10. When preliminary plans are developed further noise modeling should be conducted. Mitigation measures of potential noise impacts should also be investigated at that time. The presence of noise barriers, cut sections, and in some cases elevated sections could reduce the noise impact zones considerably. Refer to **Appendix C** for a complete copy of the Noise Analysis Report.

TABLE 5.10: RESIDENTIAL RECEPTORS WITHIN HSIPR OKLAHOMA CITY/TULSA CORRIDOR

	Total	Oklahoma County	Lincoln County	Creek County	Tulsa County
Number of Residential Receptors - Severe	46	22	7	17	0
Number of Residential Receptors - Moderate	391	205	0	142	44

For each segment that has noise impacts, a noise study will be completed in the respective Tier 2 environmental document to determine if adverse impact on noise sensitive areas exists based on improvement criterion. Before noise mitigation can be incorporated into a project, it must be both feasible and reasonable. The noise report will determine if noise barriers are feasible and reasonable for each segment, where applicable, and incorporate into future project plans. A final decision to construct noise barriers will be made upon completion of the public involvement process and final project design.

## 5.7 Air Quality

The State of Oklahoma is currently in attainment for all six priority pollutants determined to be potentially harmful to human health and welfare. By being in attainment, the State of Oklahoma is not subject to the conformity requirements of the Clean Air Act. The Clean Air Act (CAA), including the 1990 Amendments, provides for the establishment of standards and programs to evaluate, achieve, and maintain acceptable air quality in the U.S. Under the CAA, the United State Environmental Protection Agency (USEPA) established a set of standards, or criteria, for six pollutants determined to be potentially harmful to human health and welfare. The USEPA considers the presence of the following six criteria pollutants to be indicators of air quality:

- Ozone (O<sub>3</sub>);
- Carbon monoxide (CO);
- Nitrogen dioxide (NO<sub>2</sub>);
- Particulate matter (PM<sub>10</sub> and PM<sub>2.5</sub>);
- Sulfur dioxide (SO<sub>2</sub>); and,
- Lead (Pb).

It can be expected that carbon monoxide would be reduced with a diesel train versus using a automobile, while hydrocarbons and nitrogen dioxide emissions will be higher. More efficient diesel locomotive engines and other improvements, such as regenerative braking, are being developed (Center for Clean Air Policy, January 2006) to reduce these emissions. Initially the high speed rail is planned to use fossil fuels to power the train (diesel train), although the rail line would be constructed to ultimately switch to electric rail line. An electric rail line greatly reduces emissions from particulate matter, and carbon monoxide.

## 5.8 Vibration

A preliminary investigation into the potential vibration-related impacts to residential neighborhoods in the vicinity of a rail line that would facilitate high-speed train service between Tulsa and Oklahoma City was conducted. Vibration is characterized as having changing amplitude that has a net displacement of zero. Oscillatory motion that has a time dependence that varies like a sine wave is one example of vibration that has a definite frequency. In general, vibration will consist of an admixture of many different frequencies, and the changing amplitude of motion is more complex than that of a sine wave.

Railroad vibration is caused by the interaction of the train with the rail track and its supporting structures. This is the only type of vibration that is analyzed in the report included in **Appendix D**. Although it is assumed that the source of the vibrations results from railroad facilities, the vibration levels that occur at various distances from the rail line is heavily dependent upon the local soil characteristics that exist in the vicinity of the rail line. Some soils are better than others in attenuating ground vibrations. The report concluded that when the trains are operating at a speed greater than or equal to 100 mph, but less than 200 mph, and when passbys are infrequent, residential land uses could be impacted if the distance from the land to the rail line is less than 100 feet. Table 5.11 shows the number of residential homes within 100 feet of the rail line. As this is the worst case, it is expected that in the urban areas, the vibration impacts would be lower as the operation speeds are lower.

TABLE 5.11: RESIDENTIAL HOMES WITHIN 100 FEET OF HSIPR OKLAHOMA CITY/TULSA CORRIDOR

	Total	Oklahoma County	Lincoln County	Creek County	Tulsa County
Number of Residential Receptors – Vibration	58	39	6	13	0

For each segment that has vibration impacts, a future vibration study will be completed to determine if adverse impact on structures exists based on improvement criterion. Mitigation for vibration impacts may involve track and train equipment and construction methods to isolate vibration and limit transmission to the ground. The vibration report will be conducted in the respective Tier 2 Environmental document to determine if mitigation is possible for each segment, where applicable, and incorporate into future project plans. A final decision on vibration mitigation will be made upon completion of the public involvement process and final project design.

## 5.9 Water Quality

Potential impacts to water quality as a result of the HSIPR Oklahoma City/Tulsa Line would include both short (construction-related) and long-term (operation-related) impacts. Construction activities have the potential to cause minor impacts to these water bodies as a result of runoff/sedimentation from grading nearby areas, filling, or accidental spills of fuel or other chemicals. Other activities associated with impacts to water quality include clearing, culvert installation, pier/abutment work associated with reconstructing bridges, borrow pit excavation, etc. During construction activities, a temporary increase of sediments in surface runoff may



occur. In addition, increased stream sedimentation may occur during the construction of structures at stream crossings.

There is a potential for long term impacts to water quality with the increased semi-impervious surface that would accompany the rail line. These long-term impacts to surface water quality would result primarily from runoff, compounded by runoff from nearby properties. Rail runoff may contain contaminants such as oil, grease and heavy metals. This runoff is directed into streams by way of storm water systems, thereby increasing contaminants discharged into the watershed, particularly at the beginning of storm events. The increase of impervious surface associated with a new rail line is considered minor.

Mitigation of impacts to water resources from construction activities will incorporate best management practices (BMPs) to minimize erosion and reduce sediment deposit in bodies of water within the corridor. Pollution prevention measures would be implemented to prevent pollution from equipment oil, grease, lubricants and fuels on surface waters. Filling and grading activities would be performed in compliance with the Oklahoma Pollutant Discharge Elimination System (OPDES) General Permit for Construction Activities. Improvements would be constructed and operated in compliance with all federal and state laws relating to minimization of water quality impacts. Use of vegetative swales for drainage has been shown to reduce pollutant loads in stormwater runoff and will be constructed where appropriate.

#### 5.9.1 Water Bodies

Water resources in the corridor consist of ponds, lakes, perennial, intermittent and ephemeral streams. There are 142 stream crossings within the rail corridor. Of those, at least 24 are considered permanent with the remaining either intermittent or ephemeral stream crossings. There are 63 ponds or lakes within the corridor, totaling about 13.5 acres, mostly all manmade farm ponds.

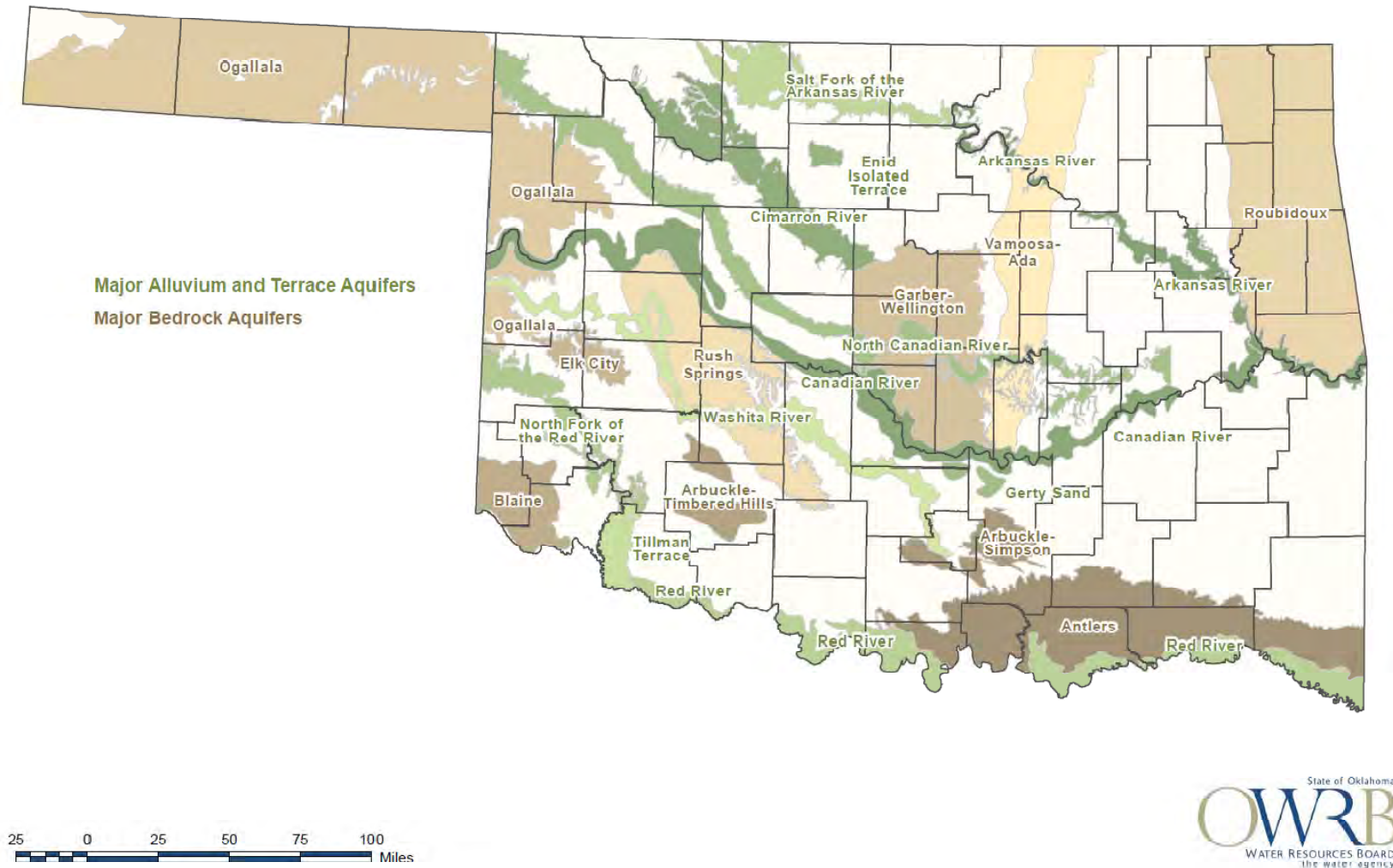
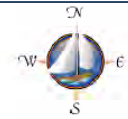
#### 5.9.2 Aquifers

Numerous major groundwater aquifers are located in the State of Oklahoma. Figure 5.2, page 28, shows the major groundwater aquifer map of Oklahoma. The rail corridor will be located over two bedrock aquifers – the Garber Wellington and the Vamoosa-Ada.

The Garber-Wellington formation is the major aquifer in Central Oklahoma, and the water-bearing portions of the Garber and Wellington formations cover an area roughly two thousand square miles, containing approximately 5 trillion gallons of water. Over 400 public water-supply wells and more than 20,000 domestic wells tap into this resource.

The Vamoosa-Ada aquifer underlies about 2,320-square miles of parts of Osage, Pawnee, Payne, Creek, Lincoln, Okfuskee, and Seminole Counties. Approximately 75 percent of the water withdrawn from the Vamoosa-Ada aquifer is for municipal use. Rural domestic use and water for stock animals account for most of the remaining water withdrawn. As these are deep aquifers, it is believed that the quality of this resource will not be adversely impacted. As previously mentioned, the use of vegetative swales for drainage will be constructed where appropriate.

# Major Groundwater Aquifers of Oklahoma



## 5.10 Potential Jurisdictional Waters and Wetlands

Potential wetlands located within the corridor were identified by the use of the U.S. Fish and Wildlife Service National Wetlands Inventory Data (NWI). Table 5.12 shows the total acres of NWI for each county and provides an estimated wetland impact assuming a 280-foot corridor. Construction of the rail line along the north side of I-44 could result in an impact to approximately 46 acres of potentially jurisdictional wetlands. In the four counties an average of 3.33 percent of the land is considered potential jurisdictional wetlands and 0.066 percent of the wetlands may be impacted by the corridor.

Twenty-four potentially jurisdictional water crossings were observed along the 106 mile corridor. These water crossings were identified from the U.S. Geological Survey maps as a permanent stream (blue-line streams). For each project segment exhibiting the characteristics of a jurisdictional waterway and/or potentially jurisdictional wetlands, field surveys and coordination with the U.S. Army Corps of Engineers to identify and delineate potentially jurisdictional wetlands will be completed and will be identified in the respective Tier 2 Environmental document. When plans are finalized such that the linear extent and volume of dredge and/or fill operations below the ordinary high water mark of the channel may be determined, the proposed construction activities will be evaluated to ensure that the appropriate Clean Water Act Section 404 permit application is made, and an appropriate compensatory mitigation plan is developed. Compensatory mitigation plans typically consist of wetland restoration, on the project site, in the project vicinity, or purchase of credits from wetlands mitigation banks. The mitigation plan will be subject to public and agency review and comment as part of the Corps of Engineers permit process.

TABLE 5.12: NATIONAL WETLAND INVENTORY MAP DATA ALONG HSIPR OKLAHOMA CITY/TULSA CORRIDOR

County	Total Acres	Total Acres NWI Data	Corridor Acres NWI Data
Oklahoma	459,507	12,362	4.92 (0.040%)
Lincoln	617,649	19,503	18.93 (0.097%)
Creek	620,421	31,278	21.82 (0.070%)
Tulsa	375,582	5,877	0.00 (0.000%)
Total	2,073,158	690,020	45.67 (0.066%)

## 5.11 Floodplains

The Federal Emergency Management Agency (FEMA) regulates alterations to, or development within, floodplains as mapped on FEMA Flood Insurance Rate Maps. These maps were analyzed to determine impact to floodplains. The rail corridor would cross 41 floodplain areas (see Table 5.13). These floodplain areas could be impacted by the placement of fill below the base floodplain elevation to construct the rail bed for the new lines.

TABLE 5.13: MAPPED FLOODPLAINS ALONG HSIPR OKLAHOMA CITY/TULSA CORRIDOR

County	Number of Floodplain Crossings	Number of Stream Crossings	Total Floodplain Acres in Corridor
Oklahoma	17	34	2,193
Lincoln	Not Available	58	Not Available
Creek	22	56	42,744
Tulsa	2	4	803
Total	41	152	45,740

Under FEMA regulations, no alteration of flood zones shall result in an increase in the 100-year base flood elevation (BFE) or in an increase in the velocity of floodwaters without FEMA approval. For each project segment that contains floodplains, coordination between ODOT, FEMA, and local floodplain administrators will occur prior to construction in the floodplain. Any activities that may affect floodplains, such as placement of fill, shall be permitted. These agencies would evaluate the project, provide recommendations and prescribe mitigation options for impacts to floodplains, if necessary.

## 5.12 Threatened/Endangered Species and Other Biological Resources

The project occurs in an area where there are federally listed endangered or threatened species or their critical habitat. Table 5.14 provides a listing of species encountered within each county, as well as a review of potential impact on critical habitats. The project may affect the endangered Interior Least Tern, endangered Whooping Crane and threatened Piping Plover at various locations along the proposed route. In Oklahoma, Lincoln and Creek counties, these affects should be insignificant or discountable, resulting in an unlikely to adversely affect determination.

In Tulsa County, the project may have an adverse affect on the Interior Least Tern in the area of the Arkansas River. There is a known tern nesting colony along the Arkansas River in Zink Lake within the City of Tulsa. Any construction activities in this area would need to be conducted between September 1 and April 30 (outside of the Interior Least Tern nesting season).

The project will also have an adverse affect on the endangered American Burying Beetle in Tulsa and Creek Counties. Acres of suitable habitat within the project area would need to be accounted for in the existing ODOT/USFW mitigation plan in place for this species. Bald Eagles nest upriver near Keystone Dam and elsewhere along the Arkansas River corridor. Eagles frequently hunt along the river near the proposed project area. Any construction activities in the area of Bald Eagle nests would need to be conducted according the National Bald Eagle Management Guidelines.

A formal biological review including field surveys and coordination with U.S. Fish and Wildlife Service (USFW) to determine impact to these species is to be completed for each project segment. Mitigation and or best management practices will be incorporated into each segment and project plans and will be identified in the respective Tier 2 environmental document and informal or formal section 7 consultation, as appropriate, will be completed.

TABLE 5.14: THREATENED/ENDANGERED SPECIES ALONG HSIPR OKLAHOMA CITY/TULSA CORRIDOR

Oklahoma County Species	Listing Status	Status within Oklahoma County & Project Area
Interior Least Tern	Endangered	Documented breeding occurrences occur within the Cimarron River and its associated watersheds that drain portions of the county. The County is also situated within the probable migratory pathway and contains sites that could provide stopover habitat during migration, primarily at Lake Hefner and Lake Arcadia. The proposed project location is not located within a watershed associated with occupied water bodies. No suitable breeding habitat occurs within the proposed project area. Migratory stopover habitat can be found at Lake Arcadia adjacent to the proposed footprint.
Piping Plover	Threatened	The county is situated within the probable migratory pathway and contains sites that could provide stopover habitat during migration, primarily at Lake Hefner. Suitable stopover habitat exists within and adjacent to the project footprint in the Lake Arcadia area.
Lincoln County Species	Listing Status	Status within the Lincoln County & Project Area
Interior Least Tern	Endangered	The county is situated within the current probable migratory pathway between breeding and winter habitats, and contains sites that could provide stopover habitat during migration. No suitable stopover habitat, however, exists within the proposed footprint.
Whooping Crane	Endangered	The county is situated within the probable migratory pathway and contains sites that could provide stopover habitat during migration. There are no documented occurrences within the county, either historic or current. No suitable habitat exists within the project footprint in Lincoln County.
Piping Plover	Threatened	The county is situated within the probable migratory pathway and contains sites that could provide stopover habitat during migration. No suitable stopover habitat, however, exists within the proposed footprint.
Creek County Species	Listing Status	Status within Creek County & Project Area
American Burying Beetle	Endangered	County is within the documented historic range. Surveys within the last 15 years are lacking or insufficient to determine presence of the ABB within the county. Suitable habitat, however, is present and this county is adjacent to at least one county with current positive findings. Acres of suitable habitat within the project area need to be accounted for in the appropriate mitigation plan in place for this species.
Interior Least Tern	Endangered	Documented breeding occurrences occur within the Arkansas River and its associated watersheds within the county. The County is also situated within the probable migratory pathway and contains sites that could provide stopover habitat during migration. The project location is located within watersheds associated with occupied water bodies for this species. But no suitable habitat occurs within the project footprint.
Piping Plover	Threatened	The county is situated within the probable migratory pathway and contains sites that could provide stopover habitat during migration. No suitable stopover habitat occurs within the project footprint.

Tulsa County Species	Listing Status	Status within Tulsa County & Project Area
American Burying Beetle	Endangered	County is within the documented historic range with confirmed presence within the last 15 years. Acres of suitable habitat within the project area need to be accounted for in the appropriate mitigation plan in place for this species.
Interior Least Tern	Endangered	Documented breeding occurrences occur within the Arkansas River and its associated watersheds within the county. The County is also situated within the probable migratory pathway and contains sites that could provide stopover habitat during migration. The project location crosses the Arkansas River in the City of Tulsa where a known breeding colony resides. However, since the proposed project at this point will consist of the existing BNSF track on existing alignment, no additional impacts to the species are expected.
Piping Plover	Threatened	The county is situated within the probable migratory pathway and contains sites that could provide stopover habitat during migration. Suitable migratory stopover habitat occurs within the project footprint. However, since the proposed project at this point will consist of the existing BNSF track on existing alignment, no additional impacts to the species are expected.
Bald Eagle	Endangered	Bald Eagle potentially occupied habitat exists very near the project area in the Tulsa region along the Arkansas River. However, since the proposed project at this point will consist of the existing BNSF track on existing alignment, no additional impacts to the species are expected.

### 5.13 Historic/Archeological Preservation

A database search for existing historic properties, structures, and archeological sites was conducted by the ODOT Cultural Resources Program. The file review investigated State archeological site files at Oklahoma Archeological Survey, Oklahoma State Historic Preservation Office National Register of Historic Places list and Determination of Eligibility list and Oklahoma Historic Bridge Survey. Table 5.15 presents search findings related to potential resources within the rail corridor. Future studies of cultural resources, including a cultural resources survey in consultation with the Oklahoma Archeological Survey, the Oklahoma State Historic Preservation Office (SHPO) and appropriate Native American Tribes, is to be conducted following preliminary plans. It should be noted that any original or early rail features associated with the old MKT rail line in Oklahoma City may be NRHP eligible structures and would require survey and mitigative efforts.

TABLE 5.15: CULTURAL RESOURCES DATABASE SEARCH RESULTS ALONG HSIPR OKLAHOMA CITY/TULSA CORRIDOR

County	NHRP Eligible Bridges	NHRP/DOE Listed Buildings	NHRP/DOE Listed Historic Districts/Rt. 66	Potential Historic Structures (1 Pre-1964 Structures to be Evaluated)	Known Archeological Sites
Oklahoma	0	5	3	0	0
Lincoln	0	0	0	7	1

County	NHRP Eligible Bridges	NHRP/DOE Listed Buildings	NHRP/DOE Listed Historic Districts/Rt. 66	Potential Historic Structures (1 Pre-1964 Structures to be Evaluated)	Known Archeological Sites
Creek	2	0	4 - Rt. 66	80	1
Tulsa	1	0	2/ 1 Rt. 66	8	0
Total	3	5	10	95	2

Three National Register of Historic Places (NHRP) listed bridges are within or near the rail corridor as summarized below.

- **1925 RR Trestle** – within rail corridor, contributing property crossing the NRHP listed “West Ozark Trail” portion of Historic Route 66, Creek County.
- **Rock Creek Bridge** – 50 feet south of proposed rail corridor, contributing property crossing the NRHP listed “West Ozark Trail” portion of Historic Route 66, Creek County.
- **11th Street Bridge** – 150 to 300 feet east of rail alignment. Historic Route 66 structure spanning the Arkansas River, Tulsa County.

There are several State Historic Preservation Office National Register of Historic Places Determination of Eligibility listed properties located within or near the rail corridor.

A. Buildings:

- Santa Fe Depot (100 E.K. Gaylord, OKC) - 20 feet west of proposed alignment;
- Avery Building (15 E. California, OKC) -- 250 feet east of proposed alignment;
- J.I. Case Plow Works Bldg (2 E. California, OKC) - 250 feet east of proposed alignment;
- Sherman Machine & Iron Works (26 E. Main, OKC) - 250 feet east of proposed alignment; and
- Stanford Furniture Co. Building (1 E. Sherman, OKC) - 250 feet east of proposed alignment.

B. Historic Districts:

- Carverdale Historic District (OKC)--100' south of proposed alignment;
- Creston Historic District (OKC)--800' west of proposed alignment;
- Edwards Heights Historic District (OKC)--proposed alignment is presently located within the confines of this district;

- Irving Historic District (Sand Springs)--100' west of proposed alignment; and
- Tulsa Downtown Historic District (Tulsa)--100' north of proposed alignment.

#### C. Historic Route 66

- S.E. end of the NRHP Listed "Tank Farm Loop" of Historic Rt. 66 (Lake Heyburn vicinity)--600' north of proposed alignment;
- NRHP Listed "West Ozark Trail" segment of Historic Rt. 66 (Kellyville vicinity); includes the 1925 RR Trestle carrying the old SL-SF line over Rt. 66 (NRHP eligible contributing resource)--Trestle: within proposed alignment; "West Ozark Trail": traverses then parallels proposed alignment (~50' south);
- Continuation of the NRHP listed "West Ozark Trail" portion of Historic Rt. 66 (Kellyville vicinity)--~50' south, paralleling the proposed alignment;
- East end of the NRHP listed "West Ozark Trail" portion of Historic Rt. 66 (Kellyville vicinity)--~50' south paralleling the proposed alignment; NRHP listed Rock Creek Bridge (*Structure #19E0706N3860000* --contributing property to the NRHP listed "West Ozark Trail" portion of Historic Rt. 66), Sapulpa vicinity--50' south of proposed alignment;
- NRHP listed Arkansas River (11th Street) bridge (*Structure #72 No Number*) on Historic Rt. 66--150-300' east of proposed alignment.

#### D. Archeological Sites

- **34LN30** (Stroud vicinity) - early-20th Century (Lily Springs) townsite; not assessed for NRHP eligibility; bisected by the presently proposed alignment, Lincoln County; and
- **34CR26** (Lake Heyburn vicinity) - Late Prehistoric Period camp; not assessed for NRHP eligibility; bisected by the presently proposed alignment, Creek County.

There are 95 potential pre-1964 structures in the rail corridor identified by Oklahoma Archeological Survey maps as 20th century buildings that will need to be assessed for eligibility to be listed on National Register of Historic Places.

Of the above listed site, four are within the corridor alignment, the 1925 RR Trestle in Creek County; the Santa Fe Depot in Oklahoma County; the Edwards Heights Historic District (OKC); and areas that intersect Historic Route 66. If in the Tier 2 environmental analysis of future projects it is determined that the project may adversely effect historic properties indentified per 36 CFR Part 800.4, the Department will consider feasible and prudent alternative designs as part of a Section 4(f) evaluation to avoid and /or minimize the adverse effect. This typically involves evaluation of alternative alignments that avoid use of the historic property and would also require 4f evaluation and documentation. If the adverse effect cannot be eliminated, the Department will execute and implement a Memorandum of Agreement per 36 CFR Part 800.6 with SHPO and/or THPO and all interested parties in order to mitigate the adverse effect. Mitigation measures for



impacts to historic properties typically involve Historic American Buildings Survey and Historic American Engineering (HABS/HAER) documentation for impacted structures such as buildings and bridges, extensive archival research for all impacted historic properties, and data recovery for historic properties such as archeological sites eligible to the National Register of Historic Places under Criteria D.

#### 5.14 Hazardous Waste Information

A database search for potential hazardous waste sites and underground storage tanks within the rail corridor was completed by Environmental Data Resources, Inc., (EDR) on September 8, 2009. Federal and state environmental records were reviewed to determine their presence within the rail corridor. Table E.1, located in **Appendix E**, contains properties listed in the database search within the corridor that may have potential hazardous waste concerns. Due to the number of pages contained in the EDR report (over 1,000), the entire report can be provide upon request. Appendix F does contain the Executive Summary from the report.

The search identifies *recognized environmental conditions*, meaning the presence or likely presence of any hazardous substance or petroleum product on the property indicating an existing or past release, into structures, the ground water and/or soil. Hazardous waste sites which may have *recognized environmental conditions* would be, but are not limited to, service stations, industrial facilities, landfills and mining sites. Once potentially contaminated sites have been identified, the rail line alignment may be modified to avoid such sites. Other measures are also available to minimize impact of these sites on to the project.

Twenty-one potential sites with contamination issues were identified in the rail corridor. If right-of-way acquisition or subsurface utilities are involved in these facilities, further investigation is warranted. These sites are summarized in Table 5.16.

TABLE 5.16: ISA DATABASE SEARCH RESULTS ALONG HSIPR OKLAHOMA CITY/TULSA CORRIDOR

County	Potential Hazardous Waste Sites	Under/ Above Ground Storage Tanks	Brownfield Sites	Oil/Gas Wells
Oklahoma	5	4	0	6
Lincoln	1	2	0	7
Creek	2	0	0	2
Tulsa	3	2	2	0
TOTAL	11	8	2	15

An initial site assessment will be conducted during the preparation of the respective Tier 2 Environmental document to identify sites with the potential to adversely impact area soils, air, surface water, and/or groundwater for each project segment. Efforts will be made to avoid and minimize involvement with these sites. Sites with potential environmental concern located within the likely area of construction will have a preliminary site investigation (PSI) performed to determine the location and extent of any potential contamination. The location of any contaminated areas identified by the PSI, along with any necessary mitigation procedures will be identified. If the area cannot be avoided proper redial efforts can be performed prior to construction.

## 5.15 Visual Resources

Visual resources within the rail corridor can best be described as being undeveloped (pasture and forest) or urban developed. The terrain is generally made up of rolling sandstone hills and stream crossings on uplands. Land uses are predominantly rural with undeveloped lands, consisting of open fields and heavy, mixed-type forests. Scenic quality is an important aspect of the corridor and train travel. The traveler would experience both urban and rural settings within the route from Oklahoma City to Tulsa.

Consequences of the rail corridor to visual resources would be both temporary and permanent. Temporary impacts would include views of the construction activities and loss of some vegetation. Permanent impacts would include increased visibility of rail corridor from I-44 due to the parallel alignment and some loss of vegetation. The vegetation loss may also be evident to travelers on the highway. As the preferred corridor was either historically a rail route, or parallels an existing highway route, no significant visual impacts are anticipated.

## 5.16 Conclusion

After reviewing the impacts identified within the Northern Section of the South Central High Speed Rail Corridor, considering the context and setting of the preferred corridor, the relative lack of intensity of the impacts on the natural and human environment after considering the potential avoidance and mitigation opportunities available in the future project level environmental analysis, the lack of concern from agency solicitations, and the overwhelming positive public support, it is believed that the proposed action (Tier 1 Environmental Assessment) will not have a foreseeable impact on the quality of the human environment. Once a FONSI is received, Tier 2 project level environmental analysis can begin. Consultation with resources agencies and the FRA will determine the appropriate class of action for the projects in Tier 2 review.

# 6.0 PUBLIC INVOLVEMENT AND AGENCY COORDINATION

## 6.1 Solicitation Letters

Letters describing the proposed project and soliciting comments were sent to State and Federal agencies on September 4, 2009. The solicitation letter described the Tulsa to Oklahoma City rail corridor as well as the entire HSIPR Oklahoma City/Tulsa Corridor (part of South Central High Speed Intercity Passenger Rail Corridor) located in Tulsa, south through Oklahoma City, and then south to the Texas State Line. A total of five responses were received, and a copy of each letter is provided in **Appendix F**. Following is a summary of the responses received.

- The U.S. Corps of Engineers assigned No. SWT-2009-725 to this rail corridor and asked that all future correspondence reference this number. They indicated that the construction of new rail line crossings, as well as improvements to existing rail line crossings, in waters of the United States would most likely require a Department of the Army permit pursuant to Section 404 of the Clean Water Act.

Response: The Department will use this number and will submit required permit applications(s) as the project(s) are developed.

- An Oklahoma State Representative commented on his reservations regarding this project and did not see a practical, efficient, revenue-producing aspect of a high-speed intercity passenger rail program.

Response: This comment is noted.

- The Osage Nation Historic Preservation Office requested to be a consulting party on the project and has a vital interest in protecting its historic and ancestral cultural resources.

Response: This comment is noted and initiation for Section 106 will begin when a project is programmed by the Department. The Osage Nation does fall within the area for the high speed rail and will definitely be contacted when and if Section 106 consultation begins on this project.

- The Corporation Commission stated they will address any abandoned well sites within the corridor that are found to be out of compliance with the requirements for construction of the rail line. Contacts will be supplied when requested by ODOT.

Response: This comment is noted and once project segments are developed that require new right-of-way, the Corporation Commission will be contacted.

- The State Historic Preservation Office (SHPO) stated they had no objection to the continued program planning. When specific impacted properties are identified, they requested that documentation in order to issue an opinion on the effect of the program on Oklahoma's cultural and historical resources.

Response: This comment is noted and SHPO will be consulted as projects are developed.

## 6.2 Public Involvement

Public meetings were held on September 14 and 15, 2009, in Oklahoma City and Tulsa, respectively. The focus of the public meetings was to formally introduce the High Speed Intercity Passenger Rail Program and discuss this South Central Corridor as one of ten national corridors identified by Congress. The environmental process was briefly discussed and the public was asked to provide comments to assist in the process to gain environmental clearance.

The public meetings were held in Oklahoma City at the Metro Technology Centers (BCC/Auditorium 1900 Springlake Drive) with 75 people in attendance. The Tulsa meeting was held at the downtown Central Library (400 Civic Center) and 97 people were in attendance. The same information was presented at each meeting. At these public meetings the public was introduced to the entire rail corridor within the State of Oklahoma. For the Oklahoma City to Tulsa section, in which new alignment is required, public comment was solicited regarding the

project and any environmental concerns. Information including attendees and comments may be found in the **Appendix G**.

The vast majority of the comments received have been favorable. The comments were supportive of high speed rail in Oklahoma, and numerous comments were received to extend the rail into other regions. The basis of comments received against high speed rail focused on the belief that this initiative is not a cost effective use of tax payer dollars. Table 6.1 provides a summary of the public comments received.

TABLE 6.1: SUMMARY OF PUBLIC COMMENTS RECEIVED

Comment	Positive	Negative
Support for High Speed Rail (HSR) in Oklahoma	39	
Technical Advice on Signals, Crossings, Cabin Features	2	
Support HSR and Request Train Car Ferry	3	
Passenger Rail is Environmentally Friendly	4	
Support for the Tulsa to OKC Connection	30	
Support Extending Connection to Chicago	1	
Rail Line Would Help Economy	3	
Support HSR But Need Bus and Metro Rail Conductivity	7	
Support for Extending Connections to Texas, Kansas City, OKC, Tulsa and Chicago	9	
Support HSR and Request Bicycle Transportation / Bike Racks	9	
Support Extending Connection from Tulsa to Kansas City	1	
Support Extending Connection to DFW	1	
Support Extending Connection to East Coast	1	
HSR is a Waste of Money		4
Do Not Want Taxes To Go Up		1
HSP will Remove the US Away From Dependence on Oil	2	
Support Improving Existing Rail Line Between OKC and Tulsa	2	
Support HSP and Request Stop at Existing Park-In-Ride Stop at Turnpike	1	
Support HSR and Use of Electric Trains	1	
Need to Financially Support Rail Operations in Future		1
Comparing Rail Corridor to NAFTA Corridor		1
Questioning Need for Rail Over Automobile		2
No Need for HSR Service in Oklahoma		3
Would Rather See Money Used on Roads and Bridges		1
Total	117	13

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APPENDIX A

Items Normally Considered During Project Development

## ITEMS NORMALLY CONSIDERED DURING PROJECT DEVELOPMENT

1. Purpose and Need for Project
2. Alternatives
3. Affected Environment and Possible Environmental Consequences in Regards to the Following Areas:
  - Land Use
  - Farmlands
  - Social Resources
  - Relocation Impacts/ Right-of-Way Acquisition
  - Joint Development
  - Considerations Relating to Pedestrians and Bicyclists
  - Air Quality
  - Environmental Justice
  - Noise
  - Water Quality
  - Permits
  - Wetlands
  - Water Bodies
  - Wildlife
  - Floodplains
  - Wild and Scenic Rivers
  - Rechannelization
  - Threatened or Endangered Species
  - Historic and Archaeological Preservation
  - Hazardous Waste Sites
  - Underground Storage Tanks
  - Visual Resources
  - Energy and Utilities
  - Construction
  - Relationship of Local Short-Term Uses vs. Long-Term Productivity
  - Irreversible and Irretrievable Commitment of Resources
  - Effects on Public Parks, Wildlife and Waterfowl Refuges, and Historic Sites
4. Comments
5. Drainage Concerns
6. Accidents and Safety Concerns

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APPENDIX B

Tribal Land Graphics and  
Property Card Data

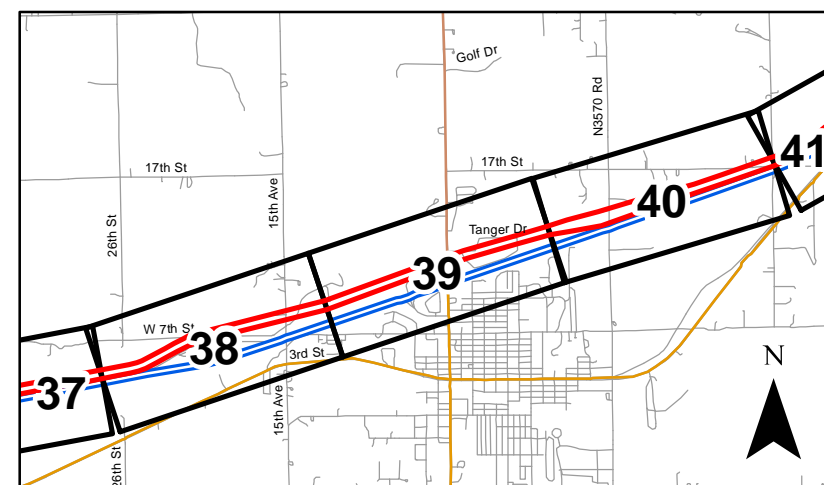
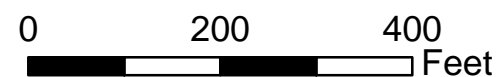


# OKLAHOMA HIGH-SPEED RAIL INITIATIVE TRIBAL PROPERTY

*Able  
Consulting*



1 inch = 200 feet



Legend			
	Tribal Properties		Ponds and Lakes
	HSROK Rail Corridor		Railroads
	County Line		Intermittent Streams
	Section Lines		Permanent Streams



PARCEL I.D.# 6165-00-000-000-2-017-00

SCH. DIST. T-54A

MAP I.D.# 15-6-22-200-017 CARD 1 OF 1

OWNER NAME: Sac & Fox Nation  
 OWNER ADDRESS: Rt 2 Box 246  
 Stroud, OK 74079

3014 G. com  
3003 2706

APPR. DATE: MO 8 DAY 29 YR 06  
 APPR. CODE: J D C 4  
 CONTACT: 1-OWN 2-TEN. 3-OTH 4-NO.  
 NBHD #

LEGAL DESCRP. Bg SW/C NW/4 E-777' N-66' E-23.36' N27^45'20" E-319.07' N-151' E-400.18' to pob th E-1272.99' S-80.01' W-210' S-420' E-149.41' to pt on Nrlly R/W Turner Turnpike S-71^38'47" W-1282.29' N-909.06' to pob

PROPERTY ADDRESS: NUMBER DJR STREET NAME SUFFIX UNIT

PROPERTY USE CODE: 6  
 ROOF MATERIAL 7: 1. TAR + GR. 2. B/U TAR 3. COMP. 4. WOOD 5. SHAKE 6. ROLL COMP. 7. METAL 8. CONCRETE 9. TILE  
 INT. FINISH 11: 1. UNFIN. 2. PART. FIN. 3. FULL FIN. 4. PARTITION  
 STRUCT. FRAME 17: 1. A 2. B 3. C 4. D 5. S

BLDG. CLASS 2  
 PERIMETER FOOT 3  
 STORIES 4  
 EXT WALL 1 8  
 EXT WALL 2 9

QUALITY 5: 1. LOW 2. AVG. 3. GOOD 4. EXC.  
 # ROOMS/UNITS 13  
 # BATHS/RESTROOMS 14  
 A/C 15

ROOF TYPE 6: 1. GABLE 2. HIP 3. FLAT 4. MANSARD 5. GAMBREL 6. SAWTOOTH 7. BOW 8. SHED 9. IRREG.  
 FOUNDATION 10: 1. SLAB 2. INDUST. SLAB 3. CONVENTIONAL 4. ASPHALT 5. NONE  
 # ROOMS/UNITS 13  
 # BATHS/RESTROOMS 14  
 A/C 15  
 DEPR. TABLE 23: 1. WINDOW 2. CH. WATER 3. CENTRAL 4. HEAT PUMP 5. INDIV. H/A 6. NONE

NOTES:

HEAT 16: 1. WALL FURN. 2. FLOOR FURN. 3. CENTRAL 4. HEAT PUMP 5. STOVE 6. INDIV. H/A 7. SPACE 8. STEAM 9. NONE  
 ECON. DEPR. 25  
 OBS. DEP/CODE 26  
 RENT 26



CEMENTERY

CREEK COUNTY

Satoe\_Wynette

Satoe\_Wynette

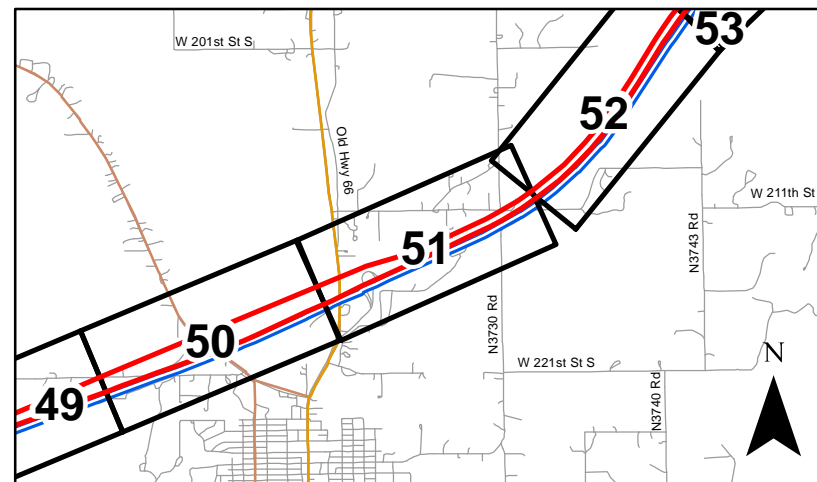
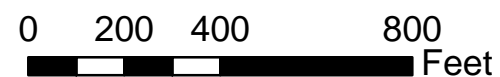


# OKLAHOMA HIGH-SPEED RAIL INITIATIVE TRIBAL PROPERTY









*Able Consulting*

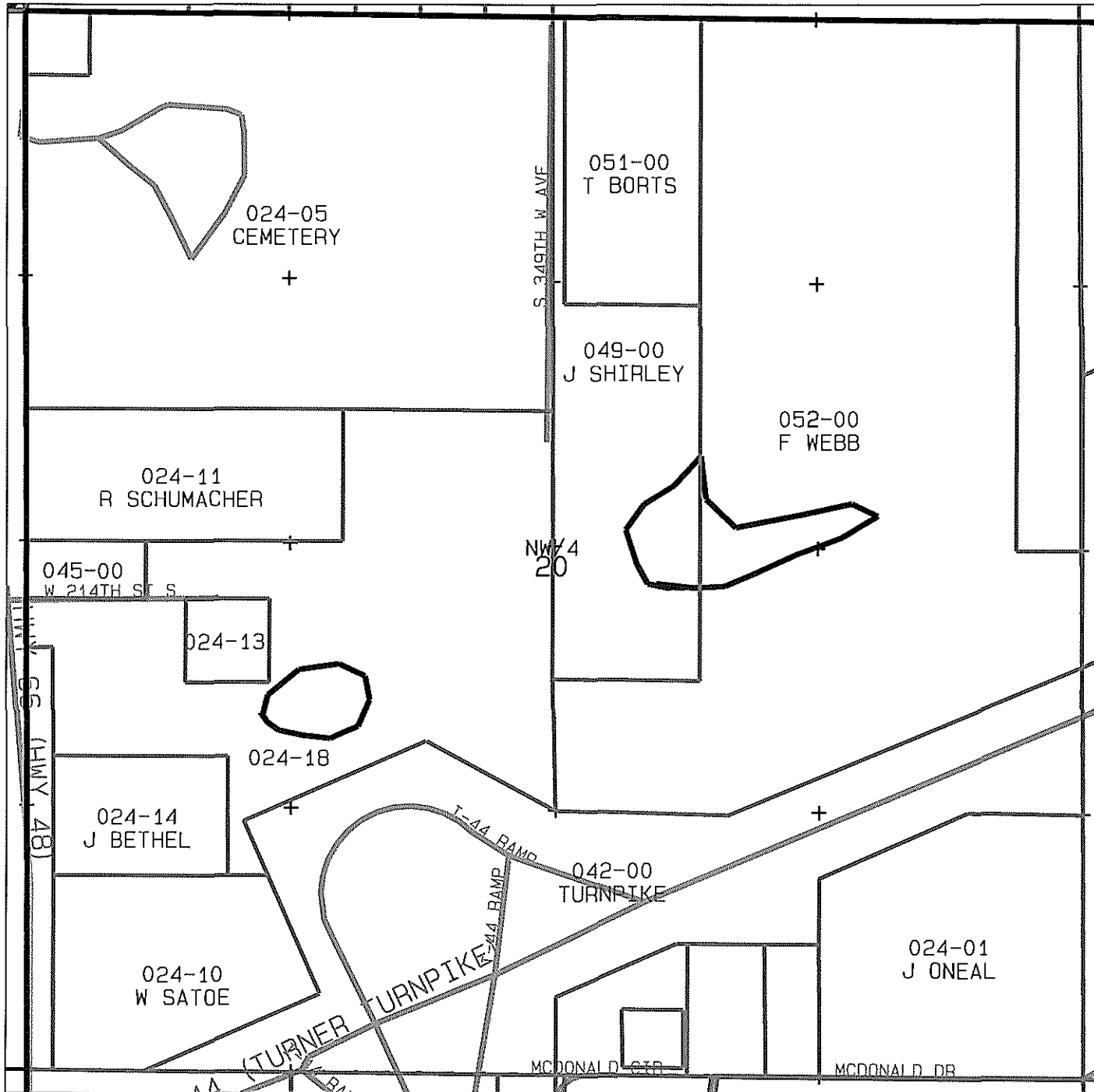


1 inch = 400 feet



## Legend

-  Tribal Properties
-  HSROK Rail Corridor
-  County Line
-  Section Lines
-  Ponds and Lakes
-  Railroads
-  Intermittent Streams
-  Permanent Streams



DOCUMENT B.2.B

NW 20-16N-09  
SATOE

This map is for assessment purposes only and is not intended for preparing legal descriptions or for making conveyances of properties. Copyrighted 1991-2006 by the CREEK COUNTY ASSESSOR-(MIMS MAPPING)

PARCEL	0000-20-016-009-0-024-10	
OWNER	SATOE WYNETTE	
ADDR1	NON-TAXABLE INDIAN LAND	
ADDR2	402 E LOUISIANA	
CITY	ANADARKO	
STATE	OK	
ZIP	730050000	
SITUS		5159
LEGAL1	INDIAN LAND 20-16-9	
LEGAL2	TR IN S SW NW BEG AT SW C	
LEGAL3	NW S89°26'35" E65' TO POB	
LEGAL4	N0°01'52"W489.87' TH S89°	
LEGAL5	E 534.26'	
LEGAL6	TH S23°50'03" E 321.2' TH	
BOOKPAGE	426/1778-3	
USE	7	
ACRES_ASSD	6.00	
ACRES	6.120	
AG ACRES	0.00	
SECONDARY		
INTEREST	0.00100	
LAND	0	
IMPR	0	
MOBILE	0	
HOMESTEAD	0	
DBLE_HS	0	
TAX	0.00	
SCHOOL	02R	
FREEZE	0000/00/00	
CAP	0000/00/00	
LATLONG	96.38589W 35.85074N	
CHANGED	8/23/2000	
UPDATED	9/ 1/2009	

PARCEL	0000-20-016-009-0-024-18
OWNER	SATOE WYNETTE
ADDR1	NON TAXABLE INDIAN LAND
ADDR2	402 E LOUISIANA
CITY	ANADARKO
STATE	OK
ZIP	730050000
SITUS	214TH STREET S W 035193
LEGAL1	INDIAN LAND 20-16-9
LEGAL2	BEG SW COR OF NW NW TH S8
LEGAL3	9*20'39"E793.34' N00*01'5
LEGAL4	5"W331.67' S89*19'11"E527
LEGAL5	S00*02'53"E997.19' N
LEGAL6	61*10'08"W373.02' S66*09'
BOOKPAGE	426/1778-3
USE	7
ACRES_ASSD	19.06
ACRES	19.337
AG_ACRES	0.00
SECONDARY	
INTEREST	0.00100
LAND	0
IMPR	0
MOBILE	0
HOMESTEAD	0
DBLE_HS	0
TAX	0.00
SCHOOL	02R
FREEZE	0000/00/00
CAP	0000/00/00
LATLONG	96.38500W 35.85303N
CHANGED	3/17/2004
UPDATED	9/ 1/2009

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APPENDIX C

Noise Analysis Report

# Noise Analysis for High Speed Rail Between Tulsa and Oklahoma City

Prepared For:  
**ABLE CONSULTING**  
13105 East 89<sup>th</sup> Street North  
Owasso, OK 74055

Prepared By:  
**MESTRE GREVE ASSOCIATES**  
**DIVISION OF LANDRUM & BROWN**  
Fred Greve, P.E.  
27812 El Lazo Road  
Laguna Niguel, CA 92677  
949•349•0671

September 11, 2009  
Project No. 507601

***Purpose***

This report presents the results of a preliminary investigation into the potential noise impacts to residential neighborhoods in the vicinity of a rail line that would facilitate high-speed train service between Tulsa, Oklahoma and Oklahoma City, Oklahoma. The purpose of this report is to provide an estimate of the distance from the railroad track to where noise impacts would occur.

***Noise Criteria Background***

Sound is technically described in terms of the loudness (amplitude) of the sound and frequency (pitch) of the sound. The standard unit of measurement of the loudness of sound is the decibel (dB). Decibels are based on the logarithmic scale. The logarithmic scale compresses the wide range in sound pressure levels to a more usable range of numbers in a manner similar to the Richter scale used to measure earthquakes. In terms of human response to noise, a sound 10 dB higher than another is judged to be twice as loud; and 20 dB higher four times as loud; and so forth. Everyday sounds normally range from 30 dB (very quiet) to 100 dB (very loud).

Since the human ear is not equally sensitive to sound at all frequencies, a special frequency-dependent rating scale has been devised to relate noise to human sensitivity. The A-weighted decibel scale (dBA) performs this compensation by discriminating against frequencies in a manner approximating the sensitivity of the human ear. Community noise levels are measured in terms of the “A-weighted decibel,” abbreviated dBA.

Sound levels decrease as a function of distance from the source as a result of wave divergence, atmospheric absorption and ground attenuation. As the sound wave form travels away from the source, the sound energy is dispersed over a greater area, thereby dispersing the sound power of the wave. Atmospheric absorption also influences the levels that are received by the observer. The greater the distance traveled, the greater the influence and the resultant fluctuations. The degree of absorption is a function of the frequency of the sound as well as the humidity and temperature of the air. Turbulence and gradients of wind, temperature and humidity also play a significant role in determining the degree of attenuation. Intervening topography can also have a substantial effect on the effective perceived noise levels.

***Noise Assessment Metrics***

When discussing noise impacts it is essential that some method is established to quantitatively gauge the magnitude of the noise impact, and for this purpose several rating scales (or metrics) have been developed for the measurement of community noise. These metrics account for: (1) the parameters of noise that have been shown to contribute to the effects of noise on man, (2) the variety of noises found in the environment, (3) the variations in noise levels that occur as a person moves through the environment, and (4) the variations associated with the time of day. They are designed to account for the known health effects of noise on people described previously. Based on these effects, the observation has been made that the potential for a noise to impact



people is dependent on the total acoustical energy content of the noise. A number of noise scales have been developed to account for this observation. This report is really only concerned with the Leq and Ldn metrics since the noise impact guidelines are expressed in terms of these two metrics. A description of each of these metrics follows.

**Leq** is the sound level corresponding to a steady-state sound level containing the same total energy as a time-varying signal over a given sample period. Leq is the “energy” average noise level during the time period of the sample. Leq can be measured for any time period, but is typically measured for 1 hour. This 1-hour noise level can also be referred to as the Hourly Noise Level (HNL). It is the energy sum of all the events and background noise levels that occur during that time period.

**Ldn**, the day-night scale is a time weighted 24-hour average noise level based on the A-weighted decibel. Time weighted refers to the fact that noise that occurs during certain sensitive time periods is penalized for occurring at these times. It is a measure of the overall noise experienced during an entire day. The time-weighted refers to the fact that noise that occurs during certain sensitive time periods is penalized for occurring at these times. In the Ldn scale, those noise levels that occur during the night (10 pm to 7 am) are penalized by 10 dB. This penalty was selected to attempt to account for increased human sensitivity to noise during the quieter period of a day, where home and sleep is the most probable activity. One consequence of the time weighting is that noise levels measured with the Ldn metric will always have a noise level that is at least as great, if not greater than the Leq metric that is calculated for the same time period.

#### ***Source of Railroad Generated Noise***

The Federal Railroad Administration (FRA) document “High-Speed Ground Transportation Noise and Vibration Impact Assessment” (HMMH Report No. 293630-4 October 2005) authored by Harris Miller Miller & Hanson Inc. (HMMH) identifies train noise as coming from three primary sources. These include the train’s engine(s), the train’s wheels and rails, and the air that rushes past the train while it is in motion. The noise from each of these sources is dependent upon the speed at which the train is traveling, and at any given speed one of these noise sources may be the dominant noise source. The HMMH document partitions the speed range into three distinct regimes. Regime 1 is when the engine is the dominant noise source. This occurs at lower speeds. At greater speeds the wheels and tracks become the dominant noise source. This is referred to as regime 2. At high speeds, the air rushing past the train becomes the dominant noise source. This is regime 3. The aerodynamic noise of air rushing past the train typically does not become appreciable until the train speed exceeds about 160 mph. Since this analysis assumes that the maximum operating speed of the train is 150 mph, aerodynamic noise will not be dominant. Usually the train will be operating in regime 2 and the wheel/rail interaction will be the primary source of noise. Noise that occurs during regime 1 will be during the time when the train is operating at slower speed when it is approaching or departing from a train terminal.

**Methodology**

The Federal Transit Administration (FTA) has created a document “Transit Noise and Vibration Impact Assessment” manual (FTA-VA-90-1003-06, May 2006) that provides guidance in evaluating noise impacts that result from mass transit projects. The document “High-Speed Ground Transportation Noise and Vibration Impact Assessment” (HMMH Report No. 293630-4 October 2005) provide additional information about evaluating noise impacts due to high-speed trains. Both of these documents were referenced to help estimate noise impacts resulting from the proposed project.

Included in the FTA manual are noise impact thresholds. These thresholds, which are expressed in terms of the standard noise metrics Ldn and Leq, set the criteria that are used to determine whether or not a mass transit project generates noise impacts. The values of the thresholds are not fixed, but instead depend upon the land use category of the property that will be impacted, as well as the ambient (or pre-existing) noise levels. Noise impacts fall into three distinct severity levels depending upon the size of the impact. Projects will either produce no noise impacts, moderate noise impacts, or severe noise impacts. Noise levels that are below a certain threshold are deemed to be low enough so that no noise impact results from the project. Projects that produce noise levels that are at or above this threshold, but less than or equal to a higher threshold are categorized as producing only moderate noise impacts. Any project that produces a noise level that is greater than the upper threshold is classified as producing severe noise impacts.

Table 1 shows the noise thresholds for each land use category, noise impact severity, and ambient noise level. Table 2 gives a brief description of each land use category.

**Table 1 Noise Impact Thresholds**

Existing Noise Exposure Leq(h) or Ldn (dBA)	Project Noise Impact Exposure, * Leq(h) or Ldn (dBA)					
	Category 1 or 2 Sites			Category 3 Sites		
	No Impact	Moderate Impact	Severe Impact	No Impact	Moderate Impact	Severe Impact
<43	< Ambient+10	Ambient + 10 to 15	>Ambient+15	< Ambient+15	Ambient + 15 to 20	>Ambient+20
43	<52	52-58	>58	<57	57-63	>63
44	<52	52-58	>58	<57	57-63	>63
45	<52	52-58	>58	<57	57-63	>63
46	<53	53-59	>59	<58	58-64	>64
47	<53	53-59	>59	<58	58-64	>64
48	<53	53-59	>59	<58	58-64	>64
49	<54	54-59	>59	<59	59-64	>64
50	<54	54-59	>59	<59	59-64	>64
51	<54	54-60	>60	<59	59-65	>65
52	<55	55-60	>60	<60	60-65	>65
53	<55	55-60	>60	<60	60-65	>65
54	<55	55-61	>61	<60	60-66	>66
55	<56	56-61	>61	<61	61-66	>66
56	<56	56-62	>62	<61	61-67	>67

57	<57	57-62	>62	<62	62-67	>67
58	<57	57-62	>62	<62	62-67	>67
59	<58	58-63	>63	<63	63-68	>68
60	<58	58-63	>63	<63	63-68	>68
61	<59	59-64	>64	<64	64-69	>69
62	<59	59-64	>64	<64	64-69	>69
63	<60	60-65	>65	<65	65-70	>70
64	<61	61-65	>65	<66	66-70	>70
65	<61	61-66	>66	<66	66-71	>71
66	<62	62-67	>67	<67	67-72	>72
67	<63	63-67	>67	<68	68-72	>72
68	<63	63-68	>68	<68	68-73	>73
69	<64	64-69	>69	<69	69-74	>74
70	<65	65-69	>69	<70	70-74	>74
71	<66	66-70	>70	<71	71-75	>75
72	<66	66-71	>71	<71	71-76	>76
73	<66	66-71	>71	<71	71-76	>76
74	<66	66-72	>72	<71	71-77	>77
75	<66	66-73	>73	<71	71-78	>78
76	<66	66-74	>74	<71	71-79	>79
77	<66	66-74	>74	<71	71-79	>79
>77	<66	66-75	>75	<71	71-80	>80

Source: FTA-VA-90-1003-06, May 2006

**Table 2 Land Use Category Descriptions**

Land Use Category	Noise Metric (dBA)	Description of Land Use Category
1	Outdoor Leq(h)*	Tracts of land where quiet is an essential element in their intended purpose. This category includes lands set aside for serenity and quiet, and such land uses as outdoor amphitheaters and concert pavilions, as well as National Historic Landmarks with significant outdoor use. Also included are recording studios and concert halls.
2	Outdoor Ldn	Residences and buildings where people normally sleep. This category includes homes, hospitals and hotels where a nighttime sensitivity to noise is assumed to be of utmost importance.
3	Outdoor Leq(h)*	Institutional land uses with primarily daytime and evening use. This category includes schools, libraries, theaters, and churches where it is important to avoid interference with such activities as speech, meditation and concentration on reading material. Places for meditation or study associated with cemeteries, monuments, museums, campgrounds and recreational facilities can also be considered to be in this category. Certain historical sites and parks are also included.

\* Leq for the noisiest hour of transit-related activity during hours of noise sensitivity.

Source: FTA-VA-90-1003-06, May 2006

In addition to using the FTA and HMMH manuals to gauge noise impacts, noise levels at given distances from the proposed high-speed rail line had to be estimated. Estimating noise levels was accomplished by using the Federal Railroad Administration (FRA) High-Speed Rail noise model. This noise model incorporates noise prediction algorithms that estimate the rail noise levels under varying conditions. The noise model requires

certain information about both the trains that will run along the rail line as well as the local topography that exists adjacent to the rail line. In order to estimate the noise levels around high-speed trains, the high-speed rail noise model requires input concerning the following conditions.

**Land Use Category:**

Noise levels need to be reported in the appropriate noise metric as specified by its land use category as specified in Table 1. Residential land use was assumed for the model. Residential uses (Land Use Category 2) is representative of most of the sensitive land uses along the proposed rail line. The noise threshold for Land Use Category 2 (residential) is specified using the Ldn metric.

**Intervening Building Rows/Topography:**

This report assumes that there are no buildings, cut sections, or other obstacles interspersed between the railroad tracks and the sensitive receivers. As a result, the estimated noise levels are higher than they would be if there were intervening buildings and topography. This is a worst-case assumption.

**Train Details:**

The model requires specific information about the trains that will be running along the tracks including the type of trains (electric, fossil fuels, maglev), the speed of the trains, the length of the cars, the track geometry and number of trains per day. These include:

Type: Fossil Fuels  
Speed: 150 mph  
Length of Power Car: 66 feet  
Length of Passenger Car: 43 feet  
Number of Power Cars: 1  
Number of Passenger Cars: 12  
Track Geometry: Tracks at grade  
Number of Trains Per Day: 12

**Daytime/Nighttime Schedule:**

It was assumed that trains would be running with equal probability at any time during the day or night. Therefore, it was assumed that 7.5 trains would run during the daytime period, and 4.5 would run during the night.

**Ambient Noise Levels:**

No noise measurements in the vicinity of the project area were taken or consulted when determining noise impacts for this noise report. Since the noise impacts resulting from the project depend upon the existing ambient noise levels, some reasonable assumptions had to be made about the ambient noise levels that currently exist in residential neighborhoods adjacent to the proposed project site. For this report it was assumed that residential neighborhoods could be as low 45 dBA (Ldn). This is typical for a quiet rural or suburban neighborhood. Under these conditions, the trains would have to generate Ldn noise level less than 52 dBA in order for there to be no impact to residents.

**Potential Noise Impact Zones**

Table 3 shows the distances from the railroad track for the three impact severity levels. If there are to be no noise impacts to residential neighborhoods, the train track must be at least 356 feet away from residences. If the train track is less than 356 feet, but greater than 142 away from any residence, the project will cause a moderate noise impact. If the train track is less than 142 feet away from residences the project will cause a severe noise impact. These distances are valid if the noise modeling assumptions were valid. Alteration of the modeling assumptions will alter the value of the noise impact distances.

**Table 3 Noise Impact Distances**

Existing Noise Exposure Ldn (dBA)	D = Distance from Railroad Track (feet)		
	No Impact	Moderate Impact	Severe Impact
45	$D > 356$	$142 \leq D \leq 356$	$D < 142$

The presence of noise barriers, cut sections, and in some cases elevated sections could reduce the noise impact zones considerably.

If you have any questions or require further clarification, please do not hesitate to contact me at 949-349-0671 or by email at [tim@mga1.com](mailto:tim@mga1.com).

Sincerely,  
**Mestre Greve Associates**  
**Division of Landrum & Brown**

Tim Reid  
 Senior Consultant

---

APPENDIX D  
Vibration Analysis



# Vibration Analysis for High Speed Rail Between Tulsa and Oklahoma City

Prepared For:  
**ABLE CONSULTING**  
13105 East 89<sup>th</sup> Street North  
Owasso, OK 74055

Prepared By:  
**MESTRE GREVE ASSOCIATES**  
**DIVISION OF LANDRUM & BROWN**  
Fred Greve, P.E.  
27812 El Lazo Road  
Laguna Niguel, CA 92677  
949•349•0671

September 11, 2009  
Project No. 507601

***Purpose***

This report presents the results of a preliminary investigation into the potential vibration-related impacts to residential neighborhoods in the vicinity of a rail line that would facilitate high-speed train service between Tulsa, Oklahoma and Oklahoma City, Oklahoma. The purpose of this report is to provide an estimate of the distance from the railroad track to where vibration impacts would occur.

***Vibration Criteria Background***

Vibration is oscillatory motion. Vibratory is characterized by as having changing amplitude that has a net displacement of zero. Oscillatory motion that has a time dependence that varies like a sine wave is one example of vibration that has a definite frequency. In general, vibration will consists of an admixture of many different frequencies, and the changing amplitude of motion is more complex than that of a sine wave.

Ground-borne vibration is caused when a vibrating (or driving) source interacts with the Earth. The physical contact of the driving source with the Earth sets up wave motion that travels through the Earth and along the ground away from the vibratory source in much the same way that sound wave travel away from a sound source in air, although the mechanisms of vibration propagation are somewhat different than that of sound waves traveling through air. The vibration levels at various distances from the vibration source decrease as the distance from the vibration source increases. Also vibration from two sources that have different frequency components may have different vibration attenuation profiles, so at a given distance from the vibration source the vibration levels due to each of the two sources may be different even if their vibration levels were the same at the source. Vibration can be caused of anything causes the Earth surface to vibrate. Common vibration sources include: construction equipment, blasting, highway traffic, trains, and other sources.

***Vibration Assessment Metric***

Vibration can be specified in terms of its amplitude, velocity or its acceleration. Characterizing the magnitude of a vibration using the velocity of the vibration is the most common method employed. The largest velocity that occurs during vibration is the peak particle velocity (PPV), however, the standardized metric for reporting vibration is not in terms of its PPV, but instead is defined in terms of the root-mean-square (RMS) velocity. In much the same way that noise metrics are reported in logarithmic units, the standard way of reporting vibration levels is also using a logarithmic unit. The following unit is used to report vibration levels.

**L<sub>v</sub>** is defined by the following formula

$$L_v = 20 \times \log_{10}(v/v_{ref})$$



where  $v$  is the rms velocity that characterized the vibration and  $v_{ref}$  is the reference velocity of  $1 \times 10^{-6}$  in/sec

### ***Source of Railroad Generated Vibration***

Railroad vibration is caused by the interaction of the train with the rail track and its supporting structures. This is the only type of vibration that is analyzed in this report. Although it is assumed that the source of the vibrations results from railroad facilities, the vibration levels that occur at various distances from the rail line is heavily dependent upon the local soil characteristics that exist in the vicinity of the rail line. Some soils are better than other in attenuating ground vibrations.

### ***Methodology***

This report utilized the vibration assessment methodology outlined in the document “High-Speed Ground Transportation Noise and Vibration Impact Assessment” (HMMH Report No. 293630-4, October 2005). That document describes three different procedures that are used to assess vibration impacts. The procedures provide differing levels of detail concerning the vibration estimates. A short description of each of the three procedures is given below.

The lowest level of detailed analysis is the screening procedure. The screening procedure is used to identify land uses that could potentially be impacted by vibration. The screening procedure sets distance thresholds based upon three parameters – land use category, frequency of train passbys, and train speed. The distance threshold represents the largest distance at which impacts would *normally* be expected to occur. Any land use that is located within the distance specified by the distance threshold has the potential to be impacted by vibration from high-speed rail. Although any land located within the distance threshold may be impacted by vibration, impacts to lands within the threshold distance are not guaranteed, so further analysis had to be done at a more detailed level to determine whether or not an impact would actually occur and what the magnitude of the impact would be. Any land use that is located at a distance that is greater than the threshold distance would not experience an impact under “normal” vibration propagation conditions, but may experience an impact under “efficient” vibration propagation conditions. The HMMH document describes “efficient propagation” as occurring when the ground provides only low vibration attenuation. When “efficient” vibration propagation occurs the magnitude of the ground vibration at a distance remote from the rail line may be high enough to cause an impact, whereas the vibration magnitude would not cause an impact if “normal” vibration propagation was in effect under the same set of conditions. “Efficient” vibration propagation, which is solely dependent upon the local geology, is a rare phenomenon, so “normal” vibration propagation is assumed when using the screening procedure to assess impacts.

The screening procedure only provides a distance range where impacts may occur. In order to obtain an estimate of the actual vibration levels at various places near the rail line the general assessment procedure is used. The general assessment procedure provides a crude estimate of the vibration levels at various distances from the rail line. It does this

by utilizing a standardized curve that provides a rough estimate of vibration level versus distance from the rail line. The vibration level at a potentially impacted land is obtained by using the standardized curve to get an unadjusted vibration level given the distance of the land from the rail line, and this rough estimate is then modified with “adjustment factors”. The “adjustment factors” are incremental changes that are added to the rough estimated to obtain a more refined estimate. The “adjustment factors”, which have both positive and negative values, account for various conditions specific to either the site or the rail that would alter the vibration magnitude. This general assessment procedure can be applied to obtain an estimate of the vibration levels at lands that had been identified in the screening procedure as potentially impacted by vibration.

The most accurate estimate of vibration impacts is provided by the detailed analysis procedure. The detailed analysis procedure provides a better estimate of the vibration levels than that provided by the general assessment procedure by incorporating all known information about the type of trains that would be used as well as the characteristics of local geology and how it affects vibration propagation. The detailed analysis has to be used with care since the implementation of this procedure is not without complications. The HMMH document states that:

“Developing detailed projections of ground-borne vibration is considerably more complex than developing detailed projections of airborne noise. The vibration projection procedure is not only complex, but also has not yet been standardized. Accurate projections of ground-borne vibration require professionals with experience in performing and interpreting vibration propagation tests. As such, detailed vibration predictions are usually performed during the final design phase of a project when there is sufficient reason to suspect adverse vibration impact from the project.”

### ***Potential Impact Area***

For the vibration analysis, the screening procedure was applied. The general assessment procedure was not applied because the screening procedure answered the relevant question about the impact distance with the required granularity, so no further analysis was presently needed beyond the screening procedure.

The detailed analysis was not applied because it is too early in the stage of planning the rail line to apply the detailed analysis procedure, since there does not yet exist any knowledge concerning vibration propagation attenuation in the area surrounding the proposed rail line.

Table 1 shows the screening distance for land use category, train passby frequency and train speed. Table 2 gives a brief description of each land use category.

**Table 1 Vibration Impact Thresholds**

Screening Distances for Vibration Assessments (applicable to steel-wheel/steel-rail high-speed train systems)				
Land Use	Train Frequency	Screening Distance (feet)		
		Train Speed		
		Less than 100 mph	Less than 200 mph	Less than 300 mph
Residential	Frequent	120	220	275
	Infrequent	60	100	140
Institutional	Frequent	100	160	220
	Infrequent	20	70	100

\*Frequent = greater than 70 passbys per day.

Infrequent = Less than 70 passbys per day.

Source: High-Speed Ground Transportation Noise and Vibration Impact Assessment” (HMMH Report No. 293630-4 October 2005

**Table 2 Land Use Category Descriptions**

Land Use Category	Noise Metric (dBA)	Description of Land Use Category
1	Outdoor Leq(h)*	Tracts of land where quiet is an essential element in their intended purpose. This category includes lands set aside for serenity and quiet, and such land uses as outdoor amphitheaters and concert pavilions, as well as National Historic Landmarks with significant outdoor use. Also included are recording studios and concert halls.
2	Outdoor Ldn	Residences and buildings where people normally sleep. This category includes homes, hospitals and hotels where a nighttime sensitivity to noise is assumed to be of utmost importance.
3	Outdoor Leq(h)*	Institutional land uses with primarily daytime and evening use. This category includes schools, libraries, theaters, and churches where it is important to avoid interference with such activities as speech, meditation and concentration on reading material. Places for meditation or study associated with cemeteries, monuments, museums, campgrounds and recreational facilities can also be considered to be in this category. Certain historical sites and parks are also included.

\* Leq for the noisiest hour of transit-related activity during hours of noise sensitivity.

Source: FTA-VA-90-1003-06, May 2006

For the vibration analysis, the following was assumed.

Land Use Category:

Residential land use was assumed.

Train Details:

Speed: 150 mph

Steel-wheel trains

Train Frequency:

Number of Trains Per Day: 12

Number of Trains Per Day less than 70, therefore the trains will be infrequent.

Table 1 shows that when the trains are operating at a speed greater than or equal to 100 mph, but less than 200 mph, and when passbys are infrequent, residential land uses could be impacted if the distance from the land to the rail line is less than 100 feet.

Further analysis of the vibration levels using either the general assessment or the detailed analysis procedures may provide a more accurate, yet smaller estimate of the impact distance for vibration. However, the more detailed assessment is not warranted at this time, nor is all of the information available that is necessary to perform one of the more detailed assessments.

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APPENDIX E

Environmental Data Resources, Inc., Data Atlas  
Executive Summary

TABLE E.1: DATA SEARCH RESULTS FOR POTENTIAL HAZARDOUS WASTE CONDITIONS WITHIN CORRIDOR PROPERTIES LOCATED WITHIN CORRIDOR FOR OKLAHOMA CITY/TULSA SECTION FOR SOUTH CENTRAL HIGH SPED INTERCITY PASSENGER RAIL

MAP_ID	FOCUS_MAP	ENVID	CODE	NAME	ADDRESS	CITY
5	4	1008394926	,I,	MAGIC EMPIRE EXPRESS	5 SOUTH BOULDER	TULSA
7	4	1009806683	,BT,	N-S ALLEY BETWEEN ELWOOD/FRISCO AND 1ST & 2ND ST.	N-S ALLEY BETWEEN ELWOOD/FRISCO AND 1ST & 2ND ST.	TULSA
100	31	A100287488	,BB,	MIDCO PLANT 22 - CHANDLER	3025 E FIRST	CHANDLER
131	48	A100326914	,BB,	CITGO/OKLAHOMA CITY LUBE PLANT	1808 NE 9TH	OKLAHOMA CITY
131	48	S107822682	,BQ,	OKLAHOMA CITY LUBRICANTS MFG PLT	1808 NE 9TH ST	OKLAHOMA CITY
7	4	1000210209	,I,CC,FM,	DOVER CORP NORRIS DIV ELWOOD PLANT	10 N ELWOOD	TULSA
131	48	1001479906	,S,	CITGO PETROLEUM CORP FORMERLY CATO OIL & GREASE CO	1808 NE 9TH ST	OKLAHOMA CITY
131	48	1005601997	,I,	CITGO PETROLEUM CORP FORMERLY CATO OIL & GREASE CO	1808 NE 9TH ST	OKLAHOMA CITY
129	48	U003182016	,K,AB,U,	CIRCLE J MINI MART # 2	1101 N MARTIN LUTHER KING	OKLAHOMA CITY
7	4	U004132237	,U,	NORRIS FLOW PRODUCTS	10 N. ELWOOD	TULSA
88	12	1008394048	,I,	OK NAT L GUARD ARMORY WWT	13 N. SAHOMA LAKE ROAD	SAPULPA
7	4	1009806662	,BT,	400 BLOCK W. 2ND ST.	400 BLOCK W. 2ND ST.	TULSA
131	48	1010506775	,I,	CITGO OKLAHOMA CITY LUBRICANTS MANUFACTURING PLANT	1808 NE. 9TH STREET	OKLAHOMA CITY
83	8-12	89132371	,E,	25 WEST AVE	25 WEST AVE	TULSA
35	3-6	S107517958	,AO,	2609 W 40TH PL	2609 W 40TH PL	TULSA
131	48	S108284868	,EC,	CITGO PETROLEUM CORPORATION	1808 N.E. 9TH STREET	OKLAHOMA CITY
100	31	S109108106	,EC,	MID-CONTINENT CONCRETE COMPANY	3025 E. 1ST ST.	CHANDLER
102	29-39	U001227637	,AB,U,	SS #6880 (S. STROUD)	TURNER TURNPIKE	STROUD
104	37	U001230150	,AB,U,	BELL GAS (769)	HOGBACK ROAD	LUTHER
104	37	U001230570	,AB,U,	OLIVE LEE	16700 N HOGBACK ROAD	LUTHER
7	4	U001232841	,AB,	NORRIS FLOW PRODUCTS	10 N. ELWOOD	TULSA

DATA SOURCE: EDR DataMap Environmental Atlas. Inquiry No.: 02583209.1r.

NOTE: Excutive Summary of EDR Report provided herein for reference. A complete copy of the report may be provided upon request.

**High Speed Rail Corridor**  
Oklahoma, OK

Inquiry Number: 02583209.1r  
September 08, 2009

**EDR DataMap™ Environmental Atlas™**

***Thank you for your business.***  
Please contact EDR at 1-800-352-0050  
with any questions or comments.

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## FOCUS MAP SUMMARY

<u>Database</u>	<u>Total Plotted</u>
<b><u>FEDERAL RECORDS</u></b>	
NPL	1
Proposed NPL	0
Delisted NPL	1
NPL LIENS	0
CERCLIS	1
CERC-NFRAP	8
LIENS 2	0
CORRACTS	1
RCRA-TSDF	1
RCRA-LQG	4
RCRA-SQG	11
RCRA-CESQG	39
RCRA-NonGen	50
US ENG CONTROLS	1
US INST CONTROL	1
ERNS	69
HMIRS	8
DOT OPS	0
US CDL	1
US BROWNFIELDS	22
DOD	1
FUDS	0
LUCIS	0
CONSENT	0
ROD	1
UMTRA	0
DEBRIS REGION 9	0
ODI	0
MINES	0
TRIS	10
TSCA	2
FTTS	12
HIST FTTS	12
SSTS	0
ICIS	18
PADS	2
MLTS	8
RADINFO	0
FINDS	178
RAATS	0
PCB TRANSFORMER	0
US HIST CDL	6
SCRD DRYCLEANERS	0
<b><u>STATE AND LOCAL RECORDS</u></b>	
SHWS	0
SWF/LF	0

FOCUS MAP SUMMARY

<u>Database</u>	<u>Total Plotted</u>
UIC	0
LUST	71
UST	160
HIST UST	161
LAST	1
AST	18
INST CONTROL	0
VCP	6
DRYCLEANERS	4
BROWNFIELDS	3
AIRS	11
TIER 2	34
OK COMPLAINT	17
 <b><u>TRIBAL RECORDS</u></b>	
INDIAN RESERV	0
INDIAN ODI	0
INDIAN LUST	0
INDIAN UST	0
INDIAN VCP	0
 <b><u>EDR PROPRIETARY RECORDS</u></b>	
Manufactured Gas Plants	0

NOTES:

Sites may be listed in more than one database

# EXECUTIVE SUMMARY

## TARGET PROPERTY INFORMATION

### ADDRESS

OKLAHOMA, OK  
OKLAHOMA CITY, OK 73121

## DATABASES WITH NO MAPPED SITES

No mapped sites were found in EDR's search of available ("reasonably ascertainable ") government records within the requested search area for the following databases:

### FEDERAL RECORDS

Proposed NPL..... Proposed National Priority List Sites  
NPL LIENS..... Federal Superfund Liens  
LIENS 2..... CERCLA Lien Information  
DOT OPS..... Incident and Accident Data  
FUDS..... Formerly Used Defense Sites  
LUCIS..... Land Use Control Information System  
CONSENT..... Superfund (CERCLA) Consent Decrees  
UMTRA..... Uranium Mill Tailings Sites  
DEBRIS REGION 9..... Torres Martinez Reservation Illegal Dump Site Locations  
ODI..... Open Dump Inventory  
MINES..... Mines Master Index File  
SSTS..... Section 7 Tracking Systems  
RADINFO..... Radiation Information Database  
RAATS..... RCRA Administrative Action Tracking System  
PCB TRANSFORMER..... PCB Transformer Registration Database  
SCRD DRYCLEANERS..... State Coalition for Remediation of Drycleaners Listing

### STATE AND LOCAL RECORDS

SHWS..... The Land Report  
SWF/LF..... Permitted Solid Waste Disposal & Processing Facilities  
UIC..... Underground Injection Wells Database Listing  
INST CONTROL..... Institutional Control Sites

### TRIBAL RECORDS

INDIAN RESERV..... Indian Reservations  
INDIAN ODI..... Report on the Status of Open Dumps on Indian Lands  
INDIAN LUST..... Leaking Underground Storage Tanks on Indian Land  
INDIAN UST..... Underground Storage Tanks on Indian Land  
INDIAN VCP..... Voluntary Cleanup Priority Listing

### EDR PROPRIETARY RECORDS

Manufactured Gas Plants..... EDR Proprietary Manufactured Gas Plants

## EXECUTIVE SUMMARY

### SURROUNDING SITES: SEARCH RESULTS

Surrounding sites were identified.

The Map ID column refers to the Map ID-Focus Map(s) of the listed site.

Sites listed in ***bold italics*** are in multiple databases.

Unmappable (orphan) sites are not considered in the foregoing analysis.

### FEDERAL RECORDS

NPL: Also known as Superfund, the National Priority List database is a subset of CERCLIS and identifies over 1,200 sites for priority cleanup under the Superfund program. The source of this database is the U.S. EPA.

A review of the NPL list, as provided by EDR, and dated 02/02/2009 has revealed that there is 1 NPL site within the searched area.

<u>Site</u>	<u>Address</u>	<u>Map ID</u>
<b><i>DOUBLE EAGLE REFINING COMPANY</i></b>	<b><i>1900 NE 1ST ST</i></b>	<b><i>130-48</i></b>

Delisted NPL: The National Oil and Hazardous Substances Pollution Contingency Plan (NCP) establishes the criteria that the EPA uses to delete sites from the NPL. In accordance with 40 CFR 300.425.(e), sites may be deleted from the NPL where no further response is appropriate.

A review of the Delisted NPL list, as provided by EDR, and dated 02/02/2009 has revealed that there is 1 Delisted NPL site within the searched area.

<u>Site</u>	<u>Address</u>	<u>Map ID</u>
<b><i>DOUBLE EAGLE REFINING COMPANY</i></b>	<b><i>1900 NE 1ST ST</i></b>	<b><i>130-48</i></b>

CERCLIS: The Comprehensive Environmental Response, Compensation and Liability Information System contains data on potentially hazardous waste sites that have been reported to the USEPA by states, municipalities, private companies and private persons, pursuant to Section 103 of the Comprehensive Environmental Response, Compensation and Liability Act (CERCLA). CERCLIS contains sites which are either proposed to or on the National Priorities List (NPL) and sites which are in the screening and assessment phase for possible inclusion on the NPL.

A review of the CERCLIS list, as provided by EDR, and dated 01/09/2009 has revealed that there is 1 CERCLIS site within the searched area.

<u>Site</u>	<u>Address</u>	<u>Map ID</u>
<b><i>DOUBLE EAGLE REFINING COMPANY</i></b>	<b><i>1900 NE 1ST ST</i></b>	<b><i>130-48</i></b>

## EXECUTIVE SUMMARY

CERC-NFRAP: Archived sites are sites that have been removed and archived from the inventory of CERCLIS sites. Archived status indicates that, to the best of EPA's knowledge, assessment at a site has been completed and that EPA has determined no further steps will be taken to list this site on the National Priorities List (NPL), unless information indicates this decision was not appropriate or other considerations require a recommendation for listing at a later time. This decision does not necessarily mean that there is no hazard associated with a given site; it only means that, based upon available information, the location is not judged to be a potential NPL site.

A review of the CERC-NFRAP list, as provided by EDR, and dated 12/03/2007 has revealed that there are 8 CERC-NFRAP sites within the searched area.

<u>Site</u>	<u>Address</u>	<u>Map ID</u>
ELECTROPLATER'S WEST	209 WEST. ARCHER STREET	5-2,4
<b>DOVER CORP NORRIS DIV ELWOOD P</b>	<b>10 N ELWOOD</b>	<b>7-4</b>
<b>SUN REFINERY &amp; MARKETING CO</b>	<b>1700 S UNION</b>	<b>16-3</b>
<b>CONSOLIDATED CLEANING SERVICE</b>	<b>1709 SOUTHWEST BLVD</b>	<b>18-3</b>
JOE BROWN TRUCKING	4240 S 33RD WEST AVE	41-6
<b>UPONOR ALDYL CO</b>	<b>4501 W 49TH STREET</b>	<b>47-6</b>
<b>CITGO OKC LUBE PLANT</b>	<b>915 MARTIN LUTHER KING</b>	<b>132-48</b>
C. M. AULT	326 EAST SHERIDAN	147-47

CORRACTS: CORRACTS is a list of handlers with RCRA Corrective Action Activity. This report shows which nationally-defined corrective action core events have occurred for every handler that has had corrective action activity.

A review of the CORRACTS list, as provided by EDR, and dated 03/25/2009 has revealed that there is 1 CORRACTS site within the searched area.

<u>Site</u>	<u>Address</u>	<u>Map ID</u>
<b>SUN REFINERY &amp; MARKETING CO</b>	<b>1700 S UNION</b>	<b>16-3</b>

RCRA-TSDF: RCRAInfo is EPA's comprehensive information system, providing access to data supporting the Resource Conservation and Recovery Act (RCRA) of 1976 and the Hazardous and Solid Waste Amendments (HSWA) of 1984. The database includes selective information on sites which generate, transport, store, treat and/or dispose of hazardous waste as defined by the Resource Conservation and Recovery Act (RCRA). Transporters are individuals or entities that move hazardous waste from the generator offsite to a facility that can recycle, treat, store, or dispose of the waste. TSDFs treat, store, or dispose of the waste.

A review of the RCRA-TSDF list, as provided by EDR, and dated 11/12/2008 has revealed that there is 1 RCRA-TSDF site within the searched area.

<u>Site</u>	<u>Address</u>	<u>Map ID</u>
<b>SUN REFINERY &amp; MARKETING CO</b>	<b>1700 S UNION</b>	<b>16-3</b>

## EXECUTIVE SUMMARY

RCRA-LQG: RCRAInfo is EPA's comprehensive information system, providing access to data supporting the Resource Conservation and Recovery Act (RCRA) of 1976 and the Hazardous and Solid Waste Amendments (HSWA) of 1984. The database includes selective information on sites which generate, transport, store, treat and/or dispose of hazardous waste as defined by the Resource Conservation and Recovery Act (RCRA). Large quantity generators (LQGs) generate over 1,000 kilograms (kg) of hazardous waste, or over 1 kg of acutely hazardous waste per month.

A review of the RCRA-LQG list, as provided by EDR, and dated 11/12/2008 has revealed that there are 4 RCRA-LQG sites within the searched area.

<u>Site</u>	<u>Address</u>	<u>Map ID</u>
<b>SUN REFINERY &amp; MARKETING CO</b>	<b>1700 S UNION</b>	<b>16-3</b>
<b>NORTH AMERICAN GALVANIZING CO</b>	<b>1800 W 21ST</b>	<b>23-3</b>
BORN, INC.	4142 W. 49TH STREET	46-6
<b>SAINT-GOBAIN CONTAINERS, INC.</b>	<b>1000 N MISSION ST</b>	<b>65-8</b>

RCRA-SQG: RCRAInfo is EPA's comprehensive information system, providing access to data supporting the Resource Conservation and Recovery Act (RCRA) of 1976 and the Hazardous and Solid Waste Amendments (HSWA) of 1984. The database includes selective information on sites which generate, transport, store, treat and/or dispose of hazardous waste as defined by the Resource Conservation and Recovery Act (RCRA). Small quantity generators (SQGs) generate between 100 kg and 1,000 kg of hazardous waste per month.

A review of the RCRA-SQG list, as provided by EDR, and dated 11/12/2008 has revealed that there are 11 RCRA-SQG sites within the searched area.

<u>Site</u>	<u>Address</u>	<u>Map ID</u>
<b>EVANS ENTERPRISES</b>	<b>2002 SOUTHWEST BLVD</b>	<b>21-3</b>
<b>TRUK QUIP PARTS &amp; EQUIPMENT</b>	<b>2120 SOUTHWEST BLVD</b>	<b>24-3</b>
<b>RUSH TRUCK CENTER - TULSA BODY</b>	<b>3347 S ROSEDALE</b>	<b>29-3</b>
<b>RED FORK CLEANERS</b>	<b>4148 SOUTH 25TH WEST AV</b>	<b>39-3,6</b>
TEREX CORP. UNIT RIG DIV.	5400 S. 49TH W. AVE.	53-6
<b>MACK TRUCK SALES OF TULSA INC.</b>	<b>5301 60TH ST S</b>	<b>58-6</b>
<b>J&amp;G STEEL CORP</b>	<b>2429 INDUSTRIAL RD.</b>	<b>62-8</b>
<b>TUBOSCOPE NATL OILWELL VARCO L</b>	<b>3216 ALUMA VALLEY DR</b>	<b>113-45</b>
OKLAHOMA CITY PUBLIC SCHOOLS	2500 NE 30TH	123-48
<b>CITGO OKC LUBE PLANT</b>	<b>915 MARTIN LUTHER KING</b>	<b>132-48</b>
<b>OKLA DEQ CUSTOMER SERVICE DIVI</b>	<b>707 N ROBINSON</b>	<b>149-47,48,49,50</b>

RCRA-CESQG: RCRAInfo is EPA's comprehensive information system, providing access to data supporting the Resource Conservation and Recovery Act (RCRA) of 1976 and the Hazardous and Solid Waste Amendments (HSWA) of 1984. The database includes selective information on sites which generate, transport, store, treat and/or dispose of hazardous waste as defined by the Resource Conservation and Recovery Act (RCRA). Conditionally exempt small quantity generators (CESQGs) generate less than 100 kg of hazardous waste, or less than 1 kg of acutely hazardous waste per month.

A review of the RCRA-CESQG list, as provided by EDR, and dated 11/12/2008 has revealed that there are 39 RCRA-CESQG sites within the searched area.

<u>Site</u>	<u>Address</u>	<u>Map ID</u>
<b>DON TODD AUTO REBUILDERS</b>	<b>108 S DETROIT</b>	<b>6-2,4</b>
<b>US ARMY COE LOGISTICS MGMT OFF</b>	<b>224 S BOULDER</b>	<b>7-4</b>
USPS - TULSA VMF	110 S ELWOOD AVE	7-4

## EXECUTIVE SUMMARY

<u>Site</u>	<u>Address</u>	<u>Map ID</u>
TULSA REGIONAL MEDICAL CENTER	744 W 9TH	13-4
HERMANS BODY SHOP INC	1121 S DELAWARE	13-4
FLINT ENVIRONMENTAL SVCS	1624 W 21ST ST	22-3
MIDWESTERN MFG CO	2119 S UNION AVE	22-3
BAKER PETROLITE CORP TULSA WHS	1818 W 21ST ST	23-3
ENVIROSOLVE INC	2120 SOUTHWEST BLVD	24-3
MACS PLATING WORKS	2138 SOUTHWEST BLVD	24-3
GENERAL TIRE SERVICE	2740 SOUTHWEST BLVD	26-3
MCCUTCHEMS RADIATOR INC	3149 SOUTHWEST BLVD	28-3
WESTSIDE PLATING	4075 SOUTHWEST BLVD	38-3,6
AMETEK DRAKE AIR/AEROSPACE AIR	4085 SOUTHWEST BLVD	38-3,6
QUIKTRIP STORE # 18	3304 W 42ND PLACE	41-6
FORMER PAYLESS CASHWAYS INC	5731 S 49TH AVE	56-6
ATC FREIGHTLINER GROUP DBA TUL	5104 W 60TH ST	58-6
BENNETT STEEL INC	2210 N INDUSTRIAL RD	62-8
FRANKOMA POTTERY FRANKOMA POTT	2400 FRANKOMA ROAD	64-8
NORMANS AUTO REBUILDERS	812 N MISSION	65-8
HASCO/BORCO	205 E LINE	70-8
SAGEBRUSH PIPELINE SUPPLY CO	230 E JACKSON N	70-8
OG & E ELECTRIC SRVCS	401 E HOBSON ST	74-8,12
WARDROBE CLEANERS	26 E LEE	80-8,12
RENWOOD CLEANERS	120 S PARK	87-8,12
PHILLIPS SS#6883	HWY 33 3M E ON I 44	91-11
PHILLIPS SS#27223	HWY 99 1M W OF I 44	94-26
PHILLIPS SS#6879	HWY 18 1M E ON I 44	97-32
OKLA ARMY NATL GUARD OMS #2	711 N OAKWOOD	99-32
PHILLIPS SS#6878	HWY 66 ON I 44 1M E	101-29
OKLA DOT SIGN SHOP	I-35 & MEMORIAL RD.	106-42
COMBINED SUPPORT MAINTENANCE S	1208 THUNDERBIRD	121-48
ORGANIZATIONAL MAINTENANCE SHO	3501 MILITARY CIRCLE NE	121-48
OKLAHOMA CITY PUBLIC SCHOOLS	2500 NE 30TH	123-48
ALPHA INDUSTRIAL PRODUCTS	1300 N HIGHLAND DR	127-48
TRIANGLE A AND E	1 ROBERT S KERR	136-47
UNION PACIFIC RAILROAD	1001 NE 1ST STREET	142-48
DRIVE LINE TECHNOLOGIES INC	600 E SHERIDAN	148-47
FOX COLLISION	601 E RENO	152-47,49

RCRA-NonGen: RCRAInfo is EPA's comprehensive information system, providing access to data supporting the Resource Conservation and Recovery Act (RCRA) of 1976 and the Hazardous and Solid Waste Amendments (HSWA) of 1984. The database includes selective information on sites which generate, transport, store, treat and/or dispose of hazardous waste as defined by the Resource Conservation and Recovery Act (RCRA). Non-Generators do not presently generate hazardous waste.

A review of the RCRA-NonGen list, as provided by EDR, and dated 11/12/2008 has revealed that there are 50 RCRA-NonGen sites within the searched area.

<u>Site</u>	<u>Address</u>	<u>Map ID</u>
EVANS PLATING WORKS	22 N CHEYENNE	5-4
DOVER CORP NORRIS DIV ELWOOD P	10 N ELWOOD	7-4
TRIGEN-OKLAHOMA	202 S FRISCO	7-4
WILLIAMS CO	203 SE 2ND ST	8-4
CONSOLIDATED CLEANING SERVICE	1709 SOUTHWEST BLVD	18-3
SUN REFINING & MARKETING TULSA	1900 S UNION	20-3

## EXECUTIVE SUMMARY

<u>Site</u>	<u>Address</u>	<u>Map ID</u>
ACTION POWER WASH	W 19TH & S TACOMA	20-3
SUN REFINING & MARKETING TULSA	1950 S UNION	20-3
TULSA TANK CLEANING COMPANY	2100 S UNION	22-3
SPIN-GALV DIV OF ROGERS GALV	2302 S UNION	22-3
GENERAL ENVIRONMENT INC	2131 ROSEDALE #2133	24-3
FISHER PRODUCTS INC	1320 W 22ND PLACE	25-3
TRUK QUIP	2222 SOUTHWEST BLVD	25-3
SUNOCO SERVICE STATION	2301 SOUTHWEST BLVD	25-3
OKLAHOMA KENWORTH INC TULSA	3225 SOUTHWEST BLVD	28-3
RUSH RIGGING	3230 SOUTHWEST BLVD	28-3
OKLAHOMA KENWORTH	3307 SOUTHWEST BLVD	28-3
BUILDERS TRANSPORT INC	1420 W 35TH ST	29-3
OKLA CITY TULSA FRTLNR	3512 SOUTHWEST BLVD	30-3
LPM OF OKLAHOMA	3572 SOUTHWEST BLVD	32-3
OREILLY AUTOMOTIVE INC	2424 W 41ST ST	37-3,6
GOODYEAR TIRE CENTER	4345 SOUTHWEST BLVD	43-6
MIDWESTERN MFG CO	3601 W 48TH ST	45-6
GRANT MFG. & EQUIPMENT CO.	4009 W 49TH ST.	46-6
TULSA POLYFILM INC	4035 W 49TH ST	46-6
UPONOR ALDYL CO	4501 W 49TH STREET	47-6
AFFILIATED FOODS CORP	4433 W 49TH ST	47-6
W R GRACE & CO PESTICIDE WAREH	5001 S 45TH AVE W	47-6
B & W MANUFACTURING	4501 W 51ST	49-6
TEREX MINING - UNIT RIG	5400 S 49TH W AVE	53-6
PHILLIP SERVICES/OKLA INC	215 N WALNUT	71-8
KLINGENSMITH FRED INC	107 E HOBSON	76-8,12
MIDAMERICA AUTOMOTIVE PRODUCTS	28 N HICKORY	78-8,12
BOBS D X SERVICE	300 E DEWEY	79-8,12
EASTERLING CHEVROLET	100 S MAIN	80-8,12
OKLAHOMA CITY - LINCOLN PARK G	4001 NE GRAND BLVD	119-48
STATE SURPLUS PROP	3100 CRESTON	122-48
CHEMTECH CORP	2500 NE SHULL AVE	124-48
FORMER PERFECTION INDUSTRIES O	2500 N SHULL	124-48
ARROW MACHRY CO	1121 N EASTERN	129-48
DOUBLE EAGLE REFINING COMPANY	1900 NE 1ST ST	130-48
STEWART SHEET METAL	25 NE 2ND STREET	136-47
CERAD INDUSTRIES INC	1400 NE 4TH	137-48
ONE HOUR MOTO PHOTO	100 PARK AVE	140-47
BERKEY BROTHERS INC	15 N ROBINSON	143-47
FARM FRESH NOVELTY PLANT	101 E MAIN ST	144-47
W H STEWART CO	500 E. SHERIDAN	148-47
TRANSIT SERVICES	300 E CALIFORNIA	148-47,49
GENERAL PUMP MFG INC	507 E CALIFORNIA	148-47,49
21ST CENTURY AUTOMOTIVE	201 W RENO AVE	150-47,49

US ENG CONTROLS: A listing of sites with engineering controls in place.

A review of the US ENG CONTROLS list, as provided by EDR, and dated 03/31/2009 has revealed that there is 1 US ENG CONTROLS site within the searched area.

<u>Site</u>	<u>Address</u>	<u>Map ID</u>
DOUBLE EAGLE REFINING COMPANY	1900 NE 1ST ST	130-48





## EXECUTIVE SUMMARY

<u>Site</u>	<u>Address</u>	<u>Map ID</u>
1700 SOUTH UNION	1700 SOUTH UNION	16-3
1700 SOUTH UNION	1700 SOUTH UNION	16-3
1700 SOUTH UNION	1700 SOUTH UNION	16-3
1700 S UNION ST ARKANSAS RIVER	1700 S UNION ST ARKANSAS	16-3
1700 SOUTH UNION	1700 SOUTH UNION	16-3
1700 SOUTH UNION	1700 SOUTH UNION	16-3
1700 SOUTH UNION	1700 SOUTH UNION	16-3
1700 SOUTH UNION	1700 SOUTH UNION	16-3
PO BOX 2039 1700 S. UNION	PO BOX 2039 1700 S. UNI	16-3
1700 SOUTH UNION	1700 SOUTH UNION	16-3
1700 SOUTH UNION	1700 SOUTH UNION	16-3
1700 SOUTH UNION	1700 SOUTH UNION	16-3
1700 SOUTH UNION	1700 SOUTH UNION	16-3
1700 SOUTH UNION	1700 SOUTH UNION	16-3
1700 SOUTH UNION	1700 SOUTH UNION	16-3
2131 S ROSEDALE	2131 S ROSEDALE	24-3
HWY 244 AND 75 MERGER	HWY 244 AND 75 MERGER	31-3
JUNCTION OF HWY 244 AND HWY 75	JUNCTION OF HWY 244 AND	31-3
2707 W. 40TH ST	2707 W. 40TH ST	35-3,6
2707 W. 40TH ST	2707 W. 40TH ST	35-3,6
4433 WEST 49TH STREET	4433 WEST 49TH STREET	47-6
5400 S. 49TH WEST AVE	5400 S. 49TH WEST AVE	53-6
25 WEST AVE	25 WEST AVE	83-8,12
HIGHWAY 66 AND HIGHWAY 117 JUN	HIGHWAY 66 AND HIGHWAY	90-11
1100 THUNDERBIRD RD	1100 THUNDERBIRD RD	98-32
LUTHER SALTWATER DISPOSAL WELL	LUTHER SALTWATER DISPOS	103-37
14401 CLEAR BLUE DR	14401 CLEAR BLUE DR	105-43
3100 CRESTON ST.	3100 CRESTON ST.	122-48
915 MARTIN LUTHER KING	915 MARTIN LUTHER KING	132-48
1 N. E.K. GAYLORD BLVD	1 N. E.K. GAYLORD BLVD	140-47
1 NORTH E.K. GAYLORD BLVD	1 NORTH E.K. GAYLORD BL	140-47
1001 NE 1ST STREET	1001 NE 1ST STREET	142-48

HMIRS: The Hazardous Materials Incident Report System contains hazardous material spill incidents reported to the Department of Transportation. The source of this database is the U.S. EPA.

A review of the HMIRS list, as provided by EDR, and dated 03/31/2009 has revealed that there are 8 HMIRS sites within the searched area.

<u>Site</u>	<u>Address</u>	<u>Map ID</u>
Not reported	1700 S UNION	16-3
Not reported	5701 SOUTHWEST BLVD	55-6
Not reported	100 SOUTH LOTTIE	145-48
Not reported	100 S. LOTTIE	145-48
Not reported	150 W RENO	150-47,49
Not reported	927 EAST RENO	151-48,50
Not reported	927 E RENO STREET	151-48,50
Not reported	927 E RENO STREET	151-48,50

## EXECUTIVE SUMMARY

US CDL: A listing of clandestine drug lab locations. The U.S. Department of Justice ("the Department") provides this web site as a public service. It contains addresses of some locations where law enforcement agencies reported they found chemicals or other items that indicated the presence of either clandestine drug laboratories or dumpsites. In most cases, the source of the entries is not the Department, and the Department has not verified the entry and does not guarantee its accuracy. Members of the public must verify the accuracy of all entries by, for example, contacting local law enforcement and local health departments.

A review of the US CDL list, as provided by EDR, and dated 07/01/2008 has revealed that there is 1 US CDL site within the searched area.

<u>Site</u>	<u>Address</u>	<u>Map ID</u>
505 NORTH 2ND STREET	505 NORTH 2ND STREET	67-8

US BROWNFIELDS: The EPA's listing of Brownfields properties addressed by Cooperative Agreement Recipients and Brownfields properties addressed by Targeted Brownfields Assessments

A review of the US BROWNFIELDS list, as provided by EDR, and dated 10/01/2008 has revealed that there are 22 US BROWNFIELDS sites within the searched area.

<u>Site</u>	<u>Address</u>	<u>Map ID</u>
102 S. DENVER AVE.	102 S. DENVER AVE.	7-4
N-S ALLEY BETWEEN ELWOOD/FRISCO	N-S ALLEY BETWEEN ELWOOD	7-4
400 BLOCK W. 2ND ST.	400 BLOCK W. 2ND ST.	7-4
112 S. DENVER AVE.	112 S. DENVER AVE.	7-4
124 S. DENVER AVE.	124 S. DENVER AVE.	7-4
110 S. ELWOOD AVE.	110 S. ELWOOD AVE.	7-4
130 S. ELWOOD AVE.	130 S. ELWOOD AVE.	7-4
103 S. FRISCO AVE.	103 S. FRISCO AVE.	7-4
202 S DENVER AVE.	202 S DENVER AVE.	7-4
311 W. 2ND ST.	311 W. 2ND ST.	7-4
314 W 2ND ST	314 W 2ND ST	7-4
317 W. 2ND ST.	317 W. 2ND ST.	7-4
208 S DENVER AVE.	208 S DENVER AVE.	7-4
323 W. 2ND ST.	323 W. 2ND ST.	7-4
210 S DENVER AVE	210 S DENVER AVE	7-4
224 S DENVER AVE	224 S DENVER AVE	7-4
419 W. 2ND ST.	419 W. 2ND ST.	7-4
323 W 3RD ST	323 W 3RD ST	7-4
407 W 3RD ST.	407 W 3RD ST.	7-4
411 W 3RD ST.	411 W 3RD ST.	7-4
FORMER PAGE WOODSON SCHOOL	600 NORTH HIGH AVE.	134-48
SKIRVIN PLAZA HOTEL	1 PARK AVENUE	140-47

DOD: Consists of federally owned or administered lands, administered by the Department of Defense, that have any area equal to or greater than 640 acres of the United States, Puerto Rico, and the U.S. Virgin Islands.

A review of the DOD list, as provided by EDR, and dated 12/31/2005 has revealed that there is 1 DOD site within the searched area.

## EXECUTIVE SUMMARY

<u>Site</u>	<u>Address</u>	<u>Map ID</u>
ARCADIA LAKE		0-35,41,42,43,45,46

ROD: Record of Decision. ROD documents mandate a permanent remedy at an NPL (Superfund) site containing technical and health information to aid the cleanup.

A review of the ROD list, as provided by EDR, and dated 04/23/2009 has revealed that there is 1 ROD site within the searched area.

<u>Site</u>	<u>Address</u>	<u>Map ID</u>
<b>DOUBLE EAGLE REFINING COMPANY</b>	<b>1900 NE 1ST ST</b>	<b>130-48</b>

TRIS: The Toxic Chemical Release Inventory System identifies facilities that release toxic chemicals to the air, water, and land in reportable quantities under SARA Title III, Section 313. The source of this database is the U.S. EPA.

A review of the TRIS list, as provided by EDR, and dated 12/31/2007 has revealed that there are 10 TRIS sites within the searched area.

<u>Site</u>	<u>Address</u>	<u>Map ID</u>
SUNOCO, INC. (R&M) TULSA REFIN	1700 S UNION	16-3
MIDWESTERN MANUFACTURING CO	2119 S UNION AVE	22-3
NORTH AMERICAN GALVANIZING CO.	1800 W 21ST ST	23-3
JM EAGLE	4501 W 49TH ST	47-6
OKLAHOMA FORGE	5259 S 49TH W AVE	50-6
FRONTIER PLASTIC FABRICATORS	4518 W 56TH ST S	54-6
J&G STEEL CORP	2429 INDUSTRIAL RD	62-8
SAINT-GOBAIN CONTAINERS INC.	1000 N MISSION ST	65-8
HILAND DAIRY FOODS CO	1100 THUNDERBIRD RD	98-32
CITGO PETROLEUM CORP FORMERLY	1808 NE 9TH ST	131-48

TSCA: The Toxic Substances Control Act identifies manufacturers and importers of chemical substances included on the TSCA Chemical Substance Inventory list. It includes data on the production volume of these substances by plant site. The United States Environmental Protection Agency has no current plan to update and/or re-issue this database.

A review of the TSCA list, as provided by EDR, and dated 12/31/2002 has revealed that there are 2 TSCA sites within the searched area.

<u>Site</u>	<u>Address</u>	<u>Map ID</u>
SUN REFINING-TULSA REF	1700 S UNION	16-3
SUN CO INC	1700 S UNION	16-3

## EXECUTIVE SUMMARY

FTTS: FTTS tracks administrative cases and pesticide enforcement actions and compliance activities related to FIFRA, TSCA and EPCRA (Emergency Planning and Community Right-to-Know Act) over the previous five years. To maintain currency, EDR contacts the Agency on a quarterly basis.

A review of the FTTS list, as provided by EDR, and dated 04/09/2009 has revealed that there are 12 FTTS sites within the searched area.

<u>Site</u>	<u>Address</u>	<u>Map ID</u>
BORDEN-MEADOW GOLD DAIRY <b>WORLD PUBLISHING</b>	215 N. DENVER <b>315 SOUTH BOULDER</b>	5-2,4 <b>7-4</b>
SUN REFINING AND MARKETING COM <b>PHOENIX FIREWORKS MFG CO</b>	1700 SOUTH UNION STREET <b>5401 W SKELLY DRIVE</b>	16-3 <b>52-6</b>
<b>TEREX MINING</b>	<b>5400 WEST 49TH STREET</b>	<b>53-6</b>
LIBERTY GLASS CO <b>CONDRAY CHRISTIAN ACADEMY DON</b>	1000 N. MISSION <b>1129 E MOMAN</b>	65-8 <b>65-8</b>
<b>CONDRAY CHRISTIAN ACADEMY DON</b>	<b>1129 E MOMAN</b>	<b>65-8</b>
<b>DOUBLE EAGLE REFINERY</b>	<b>1900 NE 1ST STREET</b>	<b>130-48</b>
<b>POUL TOUSSIEG EARLY CHILDHOOD</b>	<b>601 N LOTTIE BLVD</b>	<b>135-48</b>
POVL TOUSSEING DEVELOPMENTAL C <b>AMERICAN 1ST TOWER</b>	601 NORTH LOTTIE <b>101 N ROBINSON AVE</b>	135-48 <b>143-47</b>

HIST FTTS: A complete administrative case listing from the FIFRA/TSCA Tracking System (FTTS) for all ten EPA regions. The information was obtained from the National Compliance Database (NCDB). NCDB supports the implementation of FIFRA (Federal Insecticide, Fungicide, and Rodenticide Act) and TSCA (Toxic Substances Control Act). Some EPA regions are now closing out records. Because of that, and the fact that some EPA regions are not providing EPA Headquarters with updated records, it was decided to create a HIST FTTS database. It included records that may not be included in the newer FTTS database updates. This database is no longer updated.

A review of the HIST FTTS list, as provided by EDR, and dated 10/19/2006 has revealed that there are 12 HIST FTTS sites within the searched area.

<u>Site</u>	<u>Address</u>	<u>Map ID</u>
BORDEN-MEADOW GOLD DAIRY <b>WORLD PUBLISHING</b>	215 N. DENVER <b>315 SOUTH BOULDER</b>	5-2,4 <b>7-4</b>
SUN REFINING AND MARKETING COM <b>PHOENIX FIREWORKS MFG CO</b>	1700 SOUTH UNION STREET <b>5401 W SKELLY DRIVE</b>	16-3 <b>52-6</b>
<b>TEREX MINING</b>	<b>5400 WEST 49TH STREET</b>	<b>53-6</b>
LIBERTY GLASS CO <b>CONDRAY CHRISTIAN ACADEMY DON</b>	1000 N. MISSION <b>1129 E MOMAN</b>	65-8 <b>65-8</b>
<b>CONDRAY CHRISTIAN ACADEMY DON</b>	<b>1129 E MOMAN</b>	<b>65-8</b>
<b>DOUBLE EAGLE REFINERY</b>	<b>1900 NE 1ST STREET</b>	<b>130-48</b>
<b>POUL TOUSSIEG EARLY CHILDHOOD</b>	<b>601 N LOTTIE BLVD</b>	<b>135-48</b>
POVL TOUSSEING DEVELOPMENTAL C <b>AMERICAN 1ST TOWER</b>	601 NORTH LOTTIE <b>101 N ROBINSON AVE</b>	135-48 <b>143-47</b>

## EXECUTIVE SUMMARY

ICIS: The Integrated Compliance Information System (ICIS) supports the information needs of the national enforcement and compliance program as well as the unique needs of the National Pollutant Discharge Elimination System (NPDES) program.

A review of the ICIS list, as provided by EDR, and dated 03/20/2009 has revealed that there are 18 ICIS sites within the searched area.

<u>Site</u>	<u>Address</u>	<u>Map ID</u>
H R H PRODUCTS INC	324 N BOULDER	2-2,4
MEADOW GOLD DAIRIES INCORPORAT	215 NORTH DENVER AVENUE	5-2,4
K-LO	233 S DETROIT ST #305	6-4
CEJA CORP	4400 ONE WILLIAMS CTR	7-4
SAMSON LONE STAR	2 WEST 2ND STREET	7-4
TOOMEY OIL CO INC	316 S CHEYENNE AVE	7-4
SUNOCO REFINERY	1700 SOUTH UNION STREET	16-3
SUN REFINING & MARKETING TULSA	1900 S UNION	20-3
WESTSIDE PLATING	4075 SOUTHWEST BLVD	38-3,6
OKLAHOMA FORGE	5259 S 49TH W AVE	50-6
TEREX CORPORATION UNIT RIG DIV	5400 S 49TH W AVE	53-6
MID AMERICA ALLOYS L.L.C.	2205 N INDUSTRIAL RD.	62-8
SAINT-GOBAIN CONTAINERS	1000 NORTH MISSION STRE	65-8
CITY OF SAPULPA NORTHEAST PLA	425 EAST DEWEY AVENUE	74-8,12
DOUBLE EAGLE REFINERY	1900 NE 1ST ST	130-48
OILS RECOVERY	308 N FONSHILL	137-48
OKLAHOMA CITY HOUSING AUTH	1700 NE 4TH ST	138-48
B & W OPPERATING LLC	100 PARK AVENUE, SUITE	140-47

PADS: The PCB Activity Database identifies generators, transporters, commercial storers and/or brokers and disposers of PCBs who are required to notify the United States Environmental Protection Agency of such activities. The source of this database is the U.S. EPA.

A review of the PADS list, as provided by EDR, and dated 02/26/2009 has revealed that there are 2 PADS sites within the searched area.

<u>Site</u>	<u>Address</u>	<u>Map ID</u>
<i>ENVIROSOLVE INC</i>	<i>2120 SOUTHWEST BLVD</i>	<i>24-3</i>
BUNTE CANDIES	1 E SHERIDAN	140-47

MLTS: The Material Licensing Tracking System is maintained by the Nuclear Regulatory Commission and contains a list fo approximately 8,100 sites which possess or use radioactive materials and are subject to NRC licensing requirements.

A review of the MLTS list, as provided by EDR, and dated 04/02/2009 has revealed that there are 8 MLTS sites within the searched area.

<u>Site</u>	<u>Address</u>	<u>Map ID</u>
D. D. FREDERICK, INC.	115 WEST 3RD STREET	7-4
TULSA, CITY OF	200 CIVIC CENTER - ROOM	10-4
GALUSHA, D.O., J. HARLEY	802 SOUTH JACKSON, SUIT	13-4
HILLCREST - RIVERSIDE, INC.	744 WEST 9TH	13-4
OSTEOPATHIC HOSPITAL FOUNDERS	744 WEST 9TH	13-4
SUNOCO, INC.	P.O. BOX 2039 1700 S.	16-3

## EXECUTIVE SUMMARY

<u>Site</u>	<u>Address</u>	<u>Map ID</u>
OKLAHOMA STATE UNIVERSITY	1111 W. 17TH ST.	17-3,4
KERR-MCGEE CORP.	123 ROBERT S. KERR AVEN	140-47

**FINDS:** The Facility Index System contains both facility information and "pointers" to other sources of information that contain more detail. These include: RCRIS; Permit Compliance System (PCS); Aerometric Information Retrieval System (AIRS); FATES (FIFRA [Federal Insecticide Fungicide Rodenticide Act] and TSCA Enforcement System, FTTS [FIFRA/TSCA Tracking System]; CERCLIS; DOCKET (Enforcement Docket used to manage and track information on civil judicial enforcement cases for all environmental statutes); Federal Underground Injection Control (FURS); Federal Reporting Data System (FRDS); Surface Impoundments (SIA); TSCA Chemicals in Commerce Information System (CICS); PADS; RCRA-J (medical waste transporters/disposers); TRIS; and TSCA. The source of this database is the U.S. EPA/NTIS.

A review of the FINDS list, as provided by EDR, and dated 04/28/2009 has revealed that there are 178 FINDS sites within the searched area.

<u>Site</u>	<u>Address</u>	<u>Map ID</u>
H R H PRODUCTS INC	324 N BOULDER	2-2,4
MEADOW GOLD DAIRIES INCORPORAT	215 NORTH DENVER AVENUE	5-2,4
MAGIC EMPIRE EXPRESS	5 SOUTH BOULDER	5-4
EVANS PLATING WORKS/22 N CHEYE	22 N CHEYENNE AVE	5-4
<b>EVANS PLATING WORKS</b>	<b>22 N CHEYENNE</b>	<b>5-4</b>
<b>DON TODD AUTO REBUILDERS</b>	<b>108 S DETROIT</b>	<b>6-2,4</b>
K-LO	233 S DETROIT ST #305	6-4
VINTAGE PETROLE/MCCARLEY	4200 ONE WILLIAMS CENTE	7-4
CEJA CORP	4400 ONE WILLIAMS CTR	7-4
<b>DOVER CORP NORRIS DIV ELWOOD P</b>	<b>10 N ELWOOD</b>	<b>7-4</b>
KOLANDER FACILITY	2 W 2ND ST	7-4
LORETTA B LACY 1	2 W 2ND ST	7-4
SAMSON LONE STAR	2 WEST 2ND STREET	7-4
PROPOSED ARENA	102 S. DENVER AVE.	7-4
112 S. DENVER AVE.	112 S. DENVER AVE.	7-4
124 S. DENVER AVE.	124 S. DENVER AVE.	7-4
<b>US ARMY COE LOGISTICS MGMT OFF</b>	<b>224 S BOULDER</b>	<b>7-4</b>
110 S. ELWOOD AVE.	110 S. ELWOOD AVE.	7-4
USPS - TULSA VMF	110 S. ELWOOD AVE.	7-4
130 S. ELWOOD AVE.	130 S. ELWOOD AVE.	7-4
103 S. FRISCO AVE.	103 S. FRISCO AVE.	7-4
202 S DENVER AVE.	202 S DENVER AVE.	7-4
311 W. 2ND ST.	311 W. 2ND ST.	7-4
314 W 2ND ST	314 W 2ND ST	7-4
317 W. 2ND ST.	317 W. 2ND ST.	7-4
208 S DENVER AVE.	208 S DENVER AVE.	7-4
323 W. 2ND ST.	323 W. 2ND ST.	7-4
210 S DENVER AVE	210 S DENVER AVE	7-4
224 S DENVER AVE	224 S DENVER AVE	7-4
WORLD PUBLISHING COMPANY TULSA	315 SOUTH BOULDER AVENU	7-4
419 W. 2ND ST.	419 W. 2ND ST.	7-4
TOOMEY OIL CO INC	316 S CHEYENNE AVE	7-4
<b>TRIGEN-OKLAHOMA</b>	<b>202 S FRISCO</b>	<b>7-4</b>
323 W 3RD ST	323 W 3RD ST	7-4
407 W 3RD ST.	407 W 3RD ST.	7-4
411 W 3RD ST.	411 W 3RD ST.	7-4
<b>WILLIAMS CO</b>	<b>203 SE 2ND ST</b>	<b>8-4</b>

## EXECUTIVE SUMMARY

Site	Address	Map ID
TMUA SOUTH	200 CIVIC CENTER, ROOM	10-4
TULSA, CITY OF	200 CIVIC CTR	10-4
TULSA COUNTY JAIL	600 CIVIC CTR	10-4
<b>TULSA REGIONAL MEDICAL CENTER</b>	<b>744 W 9TH</b>	<b>13-4</b>
<b>HERMANS BODY SHOP INC</b>	<b>1121 S DELAWARE</b>	<b>13-4</b>
<b>SUN REFINERY &amp; MARKETING CO</b>	<b>1700 S UNION</b>	<b>16-3</b>
<b>CONSOLIDATED CLEANING SERVICE</b>	<b>1709 SOUTHWEST BLVD</b>	<b>18-3</b>
<b>SUN REFINING &amp; MARKETING TULSA</b>	<b>1900 S UNION</b>	<b>20-3</b>
<b>ACTION POWER WASH</b>	<b>W 19TH &amp; S TACOMA</b>	<b>20-3</b>
<b>SUN REFINING &amp; MARKETING TULSA</b>	<b>1950 S UNION</b>	<b>20-3</b>
<b>EVANS ENTERPRISES</b>	<b>2002 SOUTHWEST BLVD</b>	<b>21-3</b>
<b>FLINT ENVIRONMENTAL SVCS</b>	<b>1624 W 21ST ST</b>	<b>22-3</b>
<b>TULSA TANK CLEANING COMPANY</b>	<b>2100 S UNION</b>	<b>22-3</b>
<b>MIDWESTERN MFG CO</b>	<b>2119 S UNION AVE</b>	<b>22-3</b>
<b>SPIN-GALV DIV OF ROGERS GALV</b>	<b>2302 S UNION</b>	<b>22-3</b>
<b>BAKER PETROLITE CORP TULSA WHS</b>	<b>1818 W 21ST ST</b>	<b>23-3</b>
<b>NORTH AMERICAN GALVANIZING CO</b>	<b>1800 W 21ST</b>	<b>23-3</b>
<b>GENERAL ENVIRONMENT INC</b>	<b>2131 ROSEDALE #2133</b>	<b>24-3</b>
<b>TRUK QUIP PARTS &amp; EQUIPMENT</b>	<b>2120 SOUTHWEST BLVD</b>	<b>24-3</b>
<b>ENVIROSOLVE INC</b>	<b>2120 SOUTHWEST BLVD</b>	<b>24-3</b>
<b>MACS PLATING WORKS</b>	<b>2138 SOUTHWEST BLVD</b>	<b>24-3</b>
<b>FISHER PRODUCTS INC</b>	<b>1320 W 22ND PLACE</b>	<b>25-3</b>
<b>TRUK QUIP</b>	<b>2222 SOUTHWEST BLVD</b>	<b>25-3</b>
EUGENE FIELD ES	2249 S. PHOENIX AVE.	25-3,4
<b>SUNOCO SERVICE STATION</b>	<b>2301 SOUTHWEST BLVD</b>	<b>25-3</b>
<b>GENERAL TIRE SERVICE</b>	<b>2740 SOUTHWEST BLVD</b>	<b>26-3</b>
<b>MCCUTCHENS RADIATOR INC</b>	<b>3149 SOUTHWEST BLVD</b>	<b>28-3</b>
<b>OKLAHOMA KENWORTH INC TULSA</b>	<b>3225 SOUTHWEST BLVD</b>	<b>28-3</b>
<b>RUSH RIGGING</b>	<b>3230 SOUTHWEST BLVD</b>	<b>28-3</b>
<b>OKLAHOMA KENWORTH</b>	<b>3307 SOUTHWEST BLVD</b>	<b>28-3</b>
TULSA TRUCKS INC/HEAVY DUTY TR	3347 ROSEDALE ST	29-3
<b>RUSH TRUCK CENTER - TULSA BODY</b>	<b>3347 S ROSEDALE</b>	<b>29-3</b>
<b>BUILDERS TRANSPORT INC</b>	<b>1420 W 35TH ST</b>	<b>29-3</b>
<b>OKLA CITY TULSA FRTLNR</b>	<b>3512 SOUTHWEST BLVD</b>	<b>30-3</b>
<b>LPM OF OKLAHOMA</b>	<b>3572 SOUTHWEST BLVD</b>	<b>32-3</b>
<b>OREILLY AUTOMOTIVE INC</b>	<b>2424 W 41ST ST</b>	<b>37-3,6</b>
<b>WESTSIDE PLATING</b>	<b>4075 SOUTHWEST BLVD</b>	<b>38-3,6</b>
<b>AMETEK DRAKE AIR/AEROSPACE AIR</b>	<b>4085 SOUTHWEST BLVD</b>	<b>38-3,6</b>
<b>RED FORK CLEANERS</b>	<b>4148 SOUTH 25TH WEST AV</b>	<b>39-3,6</b>
<b>QUIKTRIP STORE # 18</b>	<b>3304 W 42ND PLACE</b>	<b>41-6</b>
<b>GOODYEAR TIRE CENTER</b>	<b>4345 SOUTHWEST BLVD</b>	<b>43-6</b>
<b>MIDWESTERN MFG CO</b>	<b>3601 W 48TH ST</b>	<b>45-6</b>
<b>GRANT MFG. &amp; EQUIPMENT CO.</b>	<b>4009 W 49TH ST.</b>	<b>46-6</b>
<b>TULSA POLYFILM INC</b>	<b>4035 W 49TH ST</b>	<b>46-6</b>
<b>UPONOR ALDYL CO</b>	<b>4501 W 49TH STREET</b>	<b>47-6</b>
<b>AFFILIATED FOODS CORP</b>	<b>4433 W 49TH ST</b>	<b>47-6</b>
<b>W R GRACE &amp; CO PESTICIDE WAREH</b>	<b>5001 S 45TH AVE W</b>	<b>47-6</b>
<b>B &amp; W MANUFACTURING</b>	<b>4501 W 51ST</b>	<b>49-6</b>
OKLAHOMA FORGE, INC.	5259 S 49TH W AVE	50-6
<b>PHOENIX FIREWORKS MFG CO</b>	<b>5401 W SKELLY DRIVE</b>	<b>52-6</b>
TEREX MINING UNIT RIG DIVISION	P.O. BOX 3107	53-6
<b>TEREX MINING - UNIT RIG</b>	<b>5400 S 49TH W AVE</b>	<b>53-6</b>
FRONTIER PLASTIC FABRICATORS 1	4518 WEST 56TH STREET S	54-6
<b>FORMER PAYLESS CASHWAYS INC</b>	<b>5731 S 49TH AVE</b>	<b>56-6</b>
B AND M OIL CO/5731 S 49TH W A	5731 S 49TH W AVE	56-6
<b>ATC FREIGHTLINER GROUP DBA TUL</b>	<b>5104 W 60TH ST</b>	<b>58-6</b>



## EXECUTIVE SUMMARY

Site	Address	Map ID
<b>MACK TRUCK SALES OF TULSA INC.</b>	<b>5301 60TH ST S</b>	<b>58-6</b>
ALLEN-BOWDEN ELEMENTARY SCHOOL	7049 FRANKOMA RD	61-5
ALLEN-BOWDEN ES	7049 FRANKOMA ROAD	61-5
<b>BENNETT STEEL INC</b>	<b>2210 N INDUSTRIAL RD</b>	<b>62-8</b>
<b>J&amp;G STEEL CORP</b>	<b>2429 INDUSTRIAL RD.</b>	<b>62-8</b>
MID AMERICA ALLOYS L L C	2205 N INDUSTRIAL RD.	63-8
<b>FRANKOMA POTTERY FRANKOMA POTT</b>	<b>2400 FRANKOMA ROAD</b>	<b>64-8</b>
<b>SAINT-GOBAIN CONTAINERS, INC.</b>	<b>1000 N MISSION ST</b>	<b>65-8</b>
<b>CONDRA Y CHRISTIAN ACADEMY DON</b>	<b>1129 E MOMAN</b>	<b>65-8</b>
<b>NORMANS AUTO REBUILDERS</b>	<b>812 N MISSION</b>	<b>65-8</b>
<b>HASCO/BORCO</b>	<b>205 E LINE</b>	<b>70-8</b>
<b>SAGEBRUSH PIPELINE SUPPLY CO</b>	<b>230 E JACKSON N</b>	<b>70-8</b>
<b>PHILLIP SERVICES/OKLA INC</b>	<b>215 N WALNUT</b>	<b>71-8</b>
FABSCO SHELL & TUBE L.L.C.	200 N. MAIN	73-8
<b>OG &amp; E ELECTRIC SRVCS</b>	<b>401 E HOBSON ST</b>	<b>74-8,12</b>
CITY OF SAPULPA NORTHEAST PLAN	425 EAST DEWEY AVENUE	74-8,12
<b>KLINGENSMITH FRED INC</b>	<b>107 E HOBSON</b>	<b>76-8,12</b>
<b>MIDAMERICA AUTOMOTIVE PRODUCTS</b>	<b>28 N HICKORY</b>	<b>78-8,12</b>
<b>BOBS D X SERVICE</b>	<b>300 E DEWEY</b>	<b>79-8,12</b>
<b>WARDROBE CLEANERS</b>	<b>26 E LEE</b>	<b>80-8,12</b>
<b>EASTERLING CHEVROLET</b>	<b>100 S MAIN</b>	<b>80-8,12</b>
STRATEGIC MATERIAL /GLASS RECY	825 W DEWEY	84-8,12
GIBBLE OIL CO. SAPULPA	1000 W. DEWEY	84-8,12
WASHINGTON ES	511 E. LEE	85-8,12
CLARK OIL DISTRIBUTION	801 W. DEWEY AVENUE	86-8,12
<b>RENWOOD CLEANERS</b>	<b>120 S PARK</b>	<b>87-8,12</b>
OK NAT L GUARD ARMORY WWT	13 N. SAHOMA LAKE ROAD	88-12
<b>PHILLIPS SS#6883</b>	<b>HWY 33 3M E ON I 44</b>	<b>91-11</b>
<b>PHILLIPS SS#27223</b>	<b>HWY 99 1M W OF I 44</b>	<b>94-26</b>
<b>PHILLIPS SS#6879</b>	<b>HWY 18 1M E ON I 44</b>	<b>97-32</b>
FARM FRESH DAIRY INCORPORATED	1100 THUNDERBIRD RD.	98-32
<b>OKLA ARMY NATL GUARD OMS #2</b>	<b>711 N OAKWOOD</b>	<b>99-32</b>
<b>PHILLIPS SS#6878</b>	<b>HWY 66 ON I 44 1M E</b>	<b>101-29</b>
APAC OKLAHOMA HH ASPHALT PLANT	16901 E. HOGBACK RD.	104-37
<b>OKLA DOT SIGN SHOP</b>	<b>I-35 &amp; MEMORIAL RD.</b>	<b>106-42</b>
DUKE ENERGY FIELD S WITCHER CO	6900 N. BRYANT	109-45
BRAUM WH INC/BAKERY	6200 N BRYANT	112-45
<b>TUBOSCOPE NATL OILWELL VARCO L</b>	<b>3216 ALUMA VALLEY DR</b>	<b>113-45</b>
<b>OKLAHOMA CITY - LINCOLN PARK G</b>	<b>4001 NE GRAND BLVD</b>	<b>119-48</b>
<b>COMBINED SUPPORT MAINTENANCE S</b>	<b>1208 THUNDERBIRD</b>	<b>121-48</b>
ARMY NATIONAL GUARD HELIPORT W	3501 MILITARY CIRCLE NE	121-48
<b>STATE SURPLUS PROP</b>	<b>3100 CRESTON</b>	<b>122-48</b>
<b>OKLAHOMA CITY PUBLIC SCHOOLS</b>	<b>2500 NE 30TH</b>	<b>123-48</b>
<b>CHEMTECH CORP</b>	<b>2500 NE SHULL AVE</b>	<b>124-48</b>
<b>FORMER PERFECTION INDUSTRIES O</b>	<b>2500 N SHULL</b>	<b>124-48</b>
T55261	2200 NE 16TH TERRACE	126-48
<b>ALPHA INDUSTRIAL PRODUCTS</b>	<b>1300 N HIGHLAND DR</b>	<b>127-48</b>
<b>ARROW MACHRY CO</b>	<b>1121 N EASTERN</b>	<b>129-48</b>
ECKROAT SEED CO	1106 M. L. KING BLVD	129-48
<b>DOUBLE EAGLE REFINING COMPANY</b>	<b>1900 NE 1ST ST</b>	<b>130-48</b>
CITGO PETROLEUM CORP FORMERLY	1808 NE 9TH ST	131-48
CITGO OKLAHOMA CITY LUBRICANTS	1808 NE. 9TH STREET	131-48
<b>CITGO OKC LUBE PLANT</b>	<b>915 MARTIN LUTHER KING</b>	<b>132-48</b>
DOUGLASS MS	900 NORTH MARTIN LUTHER	132-48
DOUGLASS HS	900 N MARTIN LUTHER KIN	132-48
DUNBAR ES	1432 NE 7TH	133-48

## EXECUTIVE SUMMARY

<u>Site</u>	<u>Address</u>	<u>Map ID</u>
<b>POUL TOUSSIENG EARLY CHILDHOOD</b>	<b>601 N LOTTIE BLVD</b>	<b>135-48</b>
DOLESE OKC PARK AVE BATCH PLNT	2 NORTHEAST 2ND STREET	136-47
<b>TRIANGLE A AND E</b>	<b>1 ROBERT S KERR</b>	<b>136-47</b>
<b>STEWART SHEET METAL</b>	<b>25 NE 2ND STREET</b>	<b>136-47</b>
<b>CERAD INDUSTRIES INC</b>	<b>1400 NE 4TH</b>	<b>137-48</b>
ARAMARK UNIFORM SVC/1450 NE 3R	1450 NE 3RD ST	137-48
OKLAHOMA CITY HOUSING AUTH	1700 NE 4TH ST	138-48
KERR MCGEE CHEMICAL, LLC	123 ROBERT S. KERR AVEN	140-47
HENRY CASALLAS RENOVATOR	100 PARK AVE	140-47
B & W OPERATING LLC	100 PARK AVENUE, SUITE	140-47
<b>ONE HOUR MOTO PHOTO</b>	<b>100 PARK AVE</b>	<b>140-47</b>
REALTY REPAIR CO.	100 PARK AVE SUITE 619	140-47
DEVON GAS SERVICES, L. P. SHEL	20 NORTH BROADWAY	140-47
TRIGEN OK CITY ENERGY CORP.	1 NORTH E K GAYLORD BOU	140-47
HASKELL LEMON CONST/EAST PLT	1400 NE 2ND ST	141-48
<b>UNION PACIFIC RAILROAD</b>	<b>1001 NE 1ST STREET</b>	<b>142-48</b>
FIRST NATIONAL CENTER	120 NORTH ROBINSON	143-47
MAGNOLIA PIPELINES INC./KING C	3 MI W OF TOWN	143-47
<b>AMERICAN 1ST TOWER</b>	<b>101 N ROBINSON AVE</b>	<b>143-47</b>
<b>BERKEY BROTHERS INC</b>	<b>15 N ROBINSON</b>	<b>143-47</b>
LITTLE SAHARA STATE PARK	15 N ROBINSON STE 100	143-47
<b>FARM FRESH NOVELTY PLANT</b>	<b>101 E MAIN ST</b>	<b>144-47</b>
<b>W H STEWART CO</b>	<b>500 E. SHERIDAN</b>	<b>148-47</b>
<b>DRIVE LINE TECHNOLOGIES INC</b>	<b>600 E SHERIDAN</b>	<b>148-47</b>
<b>TRANSIT SERVICES</b>	<b>300 E CALIFORNIA</b>	<b>148-47,49</b>
<b>GENERAL PUMP MFG INC</b>	<b>507 E CALIFORNIA</b>	<b>148-47,49</b>
<b>OKLA DEQ CUSTOMER SERVICE DIVI</b>	<b>707 N ROBINSON</b>	<b>149-47,48,49,50</b>
<b>21ST CENTURY AUTOMOTIVE</b>	<b>201 W RENO AVE</b>	<b>150-47,49</b>
<b>FOX COLLISION</b>	<b>601 E RENO</b>	<b>152-47,49</b>

US HIST CDL: A listing of clandestine drug lab locations. The U.S. Department of Justice ("the Department") provides this web site as a public service. It contains addresses of some locations where law enforcement agencies reported they found chemicals or other items that indicated the presence of either clandestine drug laboratories or dumpsites. In most cases, the source of the entries is not the Department, and the Department has not verified the entry and does not guarantee its accuracy. Members of the public must verify the accuracy of all entries by, for example, contacting local law enforcement and local health departments.

A review of the US HIST CDL list, as provided by EDR, and dated 09/01/2007 has revealed that there are 6 US HIST CDL sites within the searched area.

<u>Site</u>	<u>Address</u>	<u>Map ID</u>
1211 S JACKSON AVE	1211 S JACKSON AVE	14-4
4010 S 33RD WEST APT C	4010 S 33RD WEST APT C	36-3,6
3508 W 43RD PL	3508 W 43RD PL	42-6
6201 W 60TH ST	6201 W 60TH ST	59-6
1003 E PFENDLER ST	1003 E PFENDLER ST	69-8
222 W DEWEY AVE	222 W DEWEY AVE	82-8,12

## EXECUTIVE SUMMARY

### STATE AND LOCAL RECORDS

LUST: The Leaking Underground Storage Tank Incident Reports contain an inventory of reported leaking underground storage tank incidents. The data come from the Oklahoma Corporation Commission's Leaking UST list.

A review of the LUST list, as provided by EDR, and dated 08/03/2009 has revealed that there are 71 LUST sites within the searched area.

<u>Site</u>	<u>Address</u>	<u>Map ID</u>
<b>FUELMAN #1952</b> STATUS: Closed STATUS: Closed	<b>319 E ARCHER</b>	<b>3-2,4</b>
<b>JEFFERSON LINES INC</b> STATUS: Closed	<b>214 N CHEYENNE</b>	<b>5-2,4</b>
<b>NORTH MAIN SERVICE STATION, IN</b> STATUS: Closed	<b>NE CORNER BRADY &amp; N BOU</b>	<b>5-2,4</b>
<b>JAMES A. VINCENT, JR.</b> STATUS: Closed	<b>125 N DENVER</b>	<b>5-2,4</b>
<b>1ST &amp; DENVER OFFICE &amp; OPER CTR</b> STATUS: Closed	<b>303 W FIRST</b>	<b>7-4</b>
<b>PARKING LOT</b> STATUS: Closed	<b>102 S DENVER</b>	<b>7-4</b>
<b>CITY OF TULSA/FORMER FIRESTONE</b> STATUS: Closed	<b>224 S DENVER STR</b>	<b>7-4</b>
<b>FORMER QUIK MART</b> STATUS: Closed	<b>323 W 3RD STR</b>	<b>7-4</b>
CITY OF TULSA/FORMER DAYCARE STATUS: Closed	411 W 3RD	7-4
<b>TJ'S KWICK STOP</b> STATUS: Closed	<b>12402 E 11TH</b>	<b>13-4</b>
<b>SUN REFINING AND MARKETING CO</b> STATUS: Closed STATUS: Closed	<b>1700 S UNION TULSA REFI</b>	<b>16-3</b>
<b>FLINTCO CORPORATION</b> STATUS: Closed	<b>1624 WEST 21ST STR</b>	<b>22-3</b>
<b>GRANT SUPPLY COMPANY</b> STATUS: Closed	<b>2119 S UNION</b>	<b>22-3</b>
<b>RUSH RIGGING</b> STATUS: Closed	<b>3230 SOUTHWEST BLVD</b>	<b>28-3</b>
BRAD'S TRUCK SALES STATUS: Closed	3251 SOUTHWEST BOULEVAR	28-3
CITY WIDE WRECKER STATUS: Open	3333 SOUTHWEST BOULEVAR	28-3
<b>FRED JONES</b> STATUS: Closed	<b>3312 SW BLVD</b>	<b>28-3</b>
<b>BUILDERS TRANSPORT INC</b> STATUS: Closed	<b>1420 W 35TH ST</b>	<b>29-3</b>
<b>CORNER STOP</b> STATUS: Closed	<b>4122 S 25TH W AVE</b>	<b>39-3,6</b>

## EXECUTIVE SUMMARY

<u>Site</u>	<u>Address</u>	<u>Map ID</u>
<b>MARK HILL'S SINCLAIR</b> STATUS: Closed	<b>4207 SW BLVD</b>	<b>40-6</b>
<b>CSC 96</b> STATUS: Closed STATUS: Closed	<b>3204 W 45TH ST S</b>	<b>43-6</b>
<b>MILLER TRUCK LINES</b> STATUS: Closed	<b>4550 W 49TH</b>	<b>47-6</b>
<b>E.I. DU PONT DE NEMOURS &amp; CO I</b> STATUS: Closed	<b>4501 W 49TH ST</b>	<b>47-6</b>
<b>B &amp; M OIL CO INC WAREHOUSE</b> STATUS: Closed	<b>5731 S 49TH W AVE</b>	<b>56-6</b>
ABANDONED TANK STATUS: Deactivate	5711 W SKELLY DR	56-6
<b>SAV-A-TRIP #116</b> STATUS: Closed	<b>5835 S 65TH W</b>	<b>57-5,6</b>
<b>CARMEN LATHAM APCO</b> STATUS: Closed	<b>722 N MISSION</b>	<b>66-8</b>
<b>POP SHOPPE</b> STATUS: Closed	<b>701 N MISSION</b>	<b>66-8</b>
<b>HICKORY HOUSE BBQ</b> STATUS: Closed	<b>626 N MISSION</b>	<b>66-8</b>
<b>MAJORS OIL CO</b> STATUS: Closed	<b>602 N MISSION</b>	<b>66-8</b>
<b>SIMPSON'S CARRY-OUT #1</b> STATUS: Closed	<b>603 N MISSION</b>	<b>66-8</b>
<b>MIDCONTINENT PETROLEUM COMPANY</b> STATUS: Closed	<b>410 N MISSION</b>	<b>68-8</b>
<b>FOOD STORE</b> STATUS: Closed STATUS: Closed	<b>224 N MISSION</b>	<b>72-8</b>
<b>SAPULPA DISTRICT SVC CENTER</b> STATUS: Closed	<b>401 E HOBSON</b>	<b>74-8,12</b>
<b>SIMPLE SIMON'S PIZZA</b> STATUS: Closed	<b>1004 E DEWEY</b>	<b>75-8,12</b>
<b>SECURITY MANAGEMENT CORP.</b> STATUS: Closed STATUS: Closed	<b>900 E DEWEY STR</b>	<b>75-8,12</b>
<b>CHARLES B DUGGER</b> STATUS: Closed	<b>821 E DEWEY</b>	<b>75-8,12</b>
<b>US #1</b> STATUS: Open	<b>420 W DEWEY</b>	<b>78-8,12</b>
ABANDONED STATION STATUS: Closed	222 E DEWEY	79-8,12
<b>R &amp; T EXPRESS GROCERY</b> STATUS: Closed	<b>100 W DEWEY</b>	<b>81-8,12</b>
<b>JOHNSON'S MINI MART</b> STATUS: Closed	<b>701 W DEWEY</b>	<b>83-8,12</b>

## EXECUTIVE SUMMARY

<u>Site</u>	<u>Address</u>	<u>Map ID</u>
<b>FORMER PRETTY QUICK #2</b> STATUS: Closed STATUS: Open	<b>1000 W DEWEY</b>	<b>84-8,12</b>
<b>CLARK OIL DISTRIBUTORS, INC.</b> STATUS: Open	<b>801 W DEWEY</b>	<b>86-8,12</b>
<b>CITY OF SAPULPA CENTRAL GARAGE</b> STATUS: Closed	<b>410 S HAWTHORN HAWTHORN</b>	<b>89-12</b>
<b>EZ GO #57</b> STATUS: Closed STATUS: Closed	<b>TURNER TURNPIKE EAST BO</b>	<b>92-17</b>
<b>EZ GO #53</b> STATUS: Closed STATUS: Closed	<b>TURNER TURNPIKE BOX 480</b>	<b>96-26</b>
<b>HILAND DAIRY</b> STATUS: Closed	<b>1100-1/2 THUNDERBIRD RD</b>	<b>98-32</b>
<b>OKLA DEPT OF TRANSPORTATION</b> STATUS: Closed STATUS: Closed	<b>I-35 &amp; MEMORIAL ROAD</b>	<b>106-42</b>
<b>POCO MART</b> STATUS: Closed	<b>12111 NE EXPRESSWAY</b>	<b>107-42</b>
<b>DRIVERS TRAVEL MART</b> STATUS: Open	<b>8402 NE EXPRESSWAY</b>	<b>108-45</b>
<b>ARROW PIPE SERVICE, INC.</b> STATUS: Closed	<b>7115 N. BRYANT, P.O. BO</b>	<b>109-45</b>
<b>AMF TUBOSCOPE, INC. - OKLAHOMA</b> STATUS: Closed	<b>3216 ALUMA VALLEY DRIVE</b>	<b>113-45</b>
<b>TEXACO REFINING &amp; MARKETING IN</b> STATUS: Closed	<b>5101 N I-35</b>	<b>117-45</b>
<b>LINCOLN PARK GOLF CLUB</b> STATUS: Closed	<b>4001 NE GRAND BLVD</b>	<b>119-48</b>
<b>SERVICE CENTER</b> STATUS: Closed	<b>2500 NE 30TH</b>	<b>123-48</b>
<b>M MART</b> STATUS: Closed STATUS: Closed <i>*Additional key fields are available in the Map Findings section</i>	<b>2700 NE 23RD STREET</b>	<b>125-48</b>
<b>CIRCLE J MINI MART # 2</b> STATUS: Closed STATUS: Closed <i>*Additional key fields are available in the Map Findings section</i>	<b>1101 N MARTIN LUTHER KI</b>	<b>129-48</b>
<b>CONOCO CARDLOCK</b> STATUS: Closed STATUS: Closed	<b>21 NE 4TH ST</b>	<b>136-47</b>
<b>BILL BURLEY</b> STATUS: Closed	<b>4TH / HARRISON</b>	<b>136-47</b>
<b>TARTAN SALES COMPANY</b> STATUS: Closed	<b>1400 N E 4TH STREET</b>	<b>137-48</b>
<b>B &amp; H GIBBLE SERVICE</b> STATUS: Closed	<b>401 N WALNUT</b>	<b>139-47</b>

## EXECUTIVE SUMMARY

<u>Site</u>	<u>Address</u>	<u>Map ID</u>
<b>NEW VALLEY CORPORATION</b> STATUS: Closed	<b>300 N BROADWAY</b>	<b>140-47</b>
<b>TRIGEN OKLA CITY DIST ENERGY C</b> STATUS: Closed	<b>1 NORTH E K GAYLORD BLV</b>	<b>140-47</b>
<b>MYRIAD GARDENS</b> STATUS: Closed	<b>5 N. ROBINSON</b>	<b>143-47</b>
<b>BRUCE RYAN NOMINEE</b> STATUS: Closed	<b>100 SOUTH LOTTIE</b>	<b>145-48</b>
<b>METRO TRANSIT</b> STATUS: Closed	<b>300 E CALIFORNIA STR</b>	<b>148-47,49</b>
<b>SANTA FE BRIEFING</b> STATUS: Closed	<b>89 / S SANTA FE</b>	<b>150-47,49</b>
<b>MYRIAD CONVENTION CENTER</b> STATUS: Closed	<b>W RENO &amp; EK GAYLORD</b>	<b>150-47,49</b>
<b>JONES TRUCK LINES INC</b> STATUS: Closed	<b>927 E RENO</b>	<b>151-48,50</b>
<b>U-HAUL 738-57</b> STATUS: Closed	<b>100 SE 2ND</b>	<b>154-47,49</b>
<b>L.D. RHODES OIL COMPANY</b> STATUS: Closed STATUS: Closed	<b>310 SE 2ND</b>	<b>154-47,49</b>

UST: The Underground Storage Tank database contains registered USTs. USTs are regulated under Subtitle I of the Resource Conservation and Recovery Act (RCRA). The data come from the Oklahoma Corporation Commission's State UST List, List II Version.

A review of the UST list, as provided by EDR, and dated 08/21/2009 has revealed that there are 160 UST sites within the searched area.

<u>Site</u>	<u>Address</u>	<u>Map ID</u>
VINSON SUPPLY CO	224 N CINCINNATI	1-2,4
<b>MEADOW GOLD DAIRIES</b>	<b>311 N BOULDER</b>	<b>2-2,4</b>
<b>FUELMAN #1952</b>	<b>319 E ARCHER</b>	<b>3-2,4</b>
<b>TIRE SERVICE INC</b>	<b>23 N DETROIT</b>	<b>3-2,4</b>
<b>JOHN MARTAIN MANUFACTURING</b>	<b>9 W BRADY</b>	<b>4-2,4</b>
<b>JEFFERSON LINES INC</b>	<b>214 N CHEYENNE</b>	<b>5-2,4</b>
<b>NORTH MAIN SERVICE STATION, IN</b>	<b>NE CORNER BRADY &amp; N BOU</b>	<b>5-2,4</b>
BEATRICE DAIRY	215 N DENVER	5-2,4
MOULDER OLDHAM INC	216 N DENVER	5-2,4
<b>JAMES A. VINCENT, JR.</b>	<b>125 N DENVER</b>	<b>5-2,4</b>
<b>TULSA WORLD WAREHOUSE</b>	<b>111 W 1ST</b>	<b>5-4</b>
<b>VACANT</b>	<b>109 S CINCINNATI AVE</b>	<b>6-2,4</b>
<b>BANKNOTE PRINTING CO</b>	<b>311 E 2ND ST</b>	<b>6-4</b>
PARKING LOT	207 S DETROIT	6-4
NORRIS FLOW PRODUCTS	10 N. ELWOOD	7-4
<b>1ST &amp; DENVER OFFICE &amp; OPER CTR</b>	<b>303 W FIRST</b>	<b>7-4</b>
CITY OF TULSA	102 S DENVER	7-4
<b>USPS VEHICLE MAINT FACILITY</b>	<b>110 S ELWOOD</b>	<b>7-4</b>
CITY OF TULSA/FORMER BORDEN LO	103 S FRISCO	7-4

## EXECUTIVE SUMMARY

Site	Address	Map ID
<b>CITY OF TULSA/FORMER FIRESTONE</b>	<b>224 S DENVER STR</b>	<b>7-4</b>
TULSA FLEET MGT CENTER	210 S ELWOOD AVE	7-4
<b>TRIGEN-OKLAHOMA</b>	<b>202 S FRISCO</b>	<b>7-4</b>
<b>FORMER QUIK MART</b>	<b>323 W 3RD STR</b>	<b>7-4</b>
CITY OF TULSA/FORMER DAYCARE	411 W 3RD	7-4
WILCO FIRE SYSTEMS (BANK OWNED)	3 N LAWTON	9-4
<b>WILLIAMS PIPE LINE</b>	<b>ONE WILLIAMS CENTER</b>	<b>9-4</b>
<b>TULSA CONVENTION CENTER</b>	<b>100 CIVIC CENTER</b>	<b>10-4</b>
POLICE COURTS BUILDING	600 CIVIC CENTER	10-4
<b>PHILLIPS 66 CO #005622</b>	<b>601 W THIRD</b>	<b>11-4</b>
<b>A &amp; E TIRE SHOP</b>	<b>1020 CHARLES PAGE BLVD</b>	<b>12-3,4</b>
<b>TJ'S KWICK STOP</b>	<b>12402 E 11TH</b>	<b>13-4</b>
<b>OKLAHOMA STATE UNIVERSITY MEDI</b>	<b>744 W 9TH ST</b>	<b>13-4</b>
<b>SUN REFINING AND MARKETING CO</b>	<b>1700 S UNION TULSA REFI</b>	<b>16-3</b>
<b>CIRCLE K STORE 7809</b>	<b>1708 SOUTHWEST BLVD</b>	<b>18-3</b>
<b>BURNIDGE WELDING</b>	<b>1824 SOUTHWEST BLVD</b>	<b>19-3</b>
FLINTCO CORPORATION	1624 WEST 21ST STR	22-3
<b>GRANT SUPPLY COMPANY</b>	<b>2119 S UNION</b>	<b>22-3</b>
<b>ROGERS GALVANIZING COMPANY</b>	<b>1800 WEST 21ST STREET</b>	<b>23-3</b>
<b>TULSA LITHO COMPANY</b>	<b>2201 S ROSEDALE</b>	<b>24-3</b>
NOEL ADAMS	3038 SOUTHWEST BLVD	27-3
<b>GRISEZ OIL CO</b>	<b>3050 SOUTHWEST BLVD</b>	<b>27-3</b>
<b>MARVIN STONE</b>	<b>3050 SOUTHWEST BLVD</b>	<b>27-3</b>
<b>WHEELING TRANSPORTATION</b>	<b>3050-A SOUTHWEST BLVD</b>	<b>27-3</b>
<b>RUSH RIGGING</b>	<b>3230 SOUTHWEST BLVD</b>	<b>28-3</b>
BRAD'S TRUCK SALES	3251 SOUTHWEST BOULEVAR	28-3
CITY WIDE WRECKER	3333 SOUTHWEST BOULEVAR	28-3
<b>FRED JONES</b>	<b>3312 SW BLVD</b>	<b>28-3</b>
<b>DARLINE HOBOCK</b>	<b>3314 SW BLVD</b>	<b>28-3</b>
<b>BUILDERS TRANSPORT INC</b>	<b>1420 W 35TH ST</b>	<b>29-3</b>
OASAS BODY SHOP	3722 SOUTHWEST BLVD	33-3
<b>VICTOR'S QUIK STOP</b>	<b>3872 SOUTHWEST BLVD</b>	<b>34-3</b>
ROTO HAMMER INDUSTRIES, INC	2804 W 40TH ST	35-3,6
<b>HILL ENTERPRISES</b>	<b>4129 SOUTHWEST BLVD</b>	<b>38-3,6</b>
<b>SWBT - R66121 TULSA HICKORY CO</b>	<b>2512 W 41ST PLACE</b>	<b>39-3,6</b>
<b>CORNER STOP</b>	<b>4122 S 25TH W AVE</b>	<b>39-3,6</b>
<b>MARK HILL'S SINCLAIR</b>	<b>4207 SW BLVD</b>	<b>40-6</b>
<b>QUIKTRIP STORE # 18</b>	<b>3304 W 42ND PLACE</b>	<b>41-6</b>
<b>WHEEL'S TIRES &amp; AUTO SERV. INC</b>	<b>4345 SW BLVD</b>	<b>43-6</b>
<b>FOUR STAR TIRE</b>	<b>4408 S 33RD WEST AVE</b>	<b>43-6</b>
<b>CSC 96</b>	<b>3204 W 45TH ST S</b>	<b>43-6</b>
C&H TRANSPORTATION CO	4545 SOUTHWEST BLVD	44-6
PRECISION PIPING	4142 W. 49TH STR	46-6
<b>MILLER TRUCK LINES</b>	<b>4550 W 49TH</b>	<b>47-6</b>
<b>E.I. DU PONT DE NEMOURS &amp; CO I</b>	<b>4501 W 49TH ST</b>	<b>47-6</b>
<b>DEGEN PIPE &amp; SUPPLY COMPANY</b>	<b>5000 SOUTHWEST BLVD</b>	<b>48-6</b>
<b>FELL OIL &amp; GAS</b>	<b>4451 W. 51ST STR</b>	<b>49-6</b>
M & M ENTERPRISES	5300 W SKELLY DR	52-6
WILLIAM E. MANLEY	5401 W SKELLY DR	52-6
<b>HAW PETROLEUM CO</b>	<b>5507 W SKELLY DR</b>	<b>54-6</b>
<b>B &amp; M OIL CO INC WAREHOUSE</b>	<b>5731 S 49TH W AVE</b>	<b>56-6</b>
ABANDONED TANK	5711 W SKELLY DR	56-6
<b>SAV-A-TRIP #116</b>	<b>5835 S 65TH W</b>	<b>57-5,6</b>
<b>ALLEN BOWDEN GROCERY</b>	<b>7010 OLD FRANKHOMA RD</b>	<b>60-5</b>
<b>LIBERTY GLASS COMPANY</b>	<b>1000 N MISSION</b>	<b>65-8</b>
<b>LIBERTY GLASS CO</b>	<b>1000 N MISSION</b>	<b>65-8</b>

## EXECUTIVE SUMMARY

Site	Address	Map ID
<b>RED BALL, INC.</b>	<b>801 N MISSION</b>	<b>65-8</b>
CARMEN LATHAM APCO	722 N MISSION	66-8
<b>POP SHOPPE</b>	<b>701 N MISSION</b>	<b>66-8</b>
HICKORY HOUSE BBQ	626 N MISSION	66-8
<b>MAJORS OIL CO</b>	<b>602 N MISSION</b>	<b>66-8</b>
<b>SIMPSON'S CARRY-OUT #1</b>	<b>603 N MISSION</b>	<b>66-8</b>
MIDCONTINENT PETROLEUM COMPANY	410 N MISSION	68-8
<b>MIDCO PLANT 10 - SAPULPA</b>	<b>201 N WALNUT</b>	<b>71-8</b>
<b>FOOD STORE</b>	<b>224 N MISSION</b>	<b>72-8</b>
<b>SAPULPA DISTRICT SVC CENTER</b>	<b>401 E HOBSON</b>	<b>74-8,12</b>
<b>TULSA SAPULPA UNION RAILROAD</b>	<b>HOBSON STR</b>	<b>75-8,12</b>
SIMPLE SIMON'S PIZZA	1004 E DEWEY	75-8,12
SECURITY MANAGEMENT CORP.	900 E DEWEY STR	75-8,12
CHARLES B DUGGER	821 E DEWEY	75-8,12
<b>KERR-MCGEE #6710</b>	<b>717 E DEWEY</b>	<b>75-8,12</b>
<b>INTERSTATE DISTRIBUTORS</b>	<b>601 E DEWEY</b>	<b>77-8,12</b>
<b>US #1</b>	<b>420 W DEWEY</b>	<b>78-8,12</b>
ABANDONED STATION	222 E DEWEY	79-8,12
<b>BERRYHILL BUILDING</b>	<b>16 E DEWEY AVENUE</b>	<b>80-8,12</b>
<b>EASTERLING CHEVROLET</b>	<b>100 S MAIN</b>	<b>80-8,12</b>
<b>PINKSTON FIRESTONE</b>	<b>101 S MAIN</b>	<b>80-8,12</b>
<b>R &amp; T EXPRESS GROCERY</b>	<b>100 W DEWEY</b>	<b>81-8,12</b>
JOHNSON'S MINI MART	701 W DEWEY	83-8,12
<b>BEATH'S TEXACO</b>	<b>918 W DEWEY</b>	<b>84-8,12</b>
<b>FORMER PRETTY QUICK #2</b>	<b>1000 W DEWEY</b>	<b>84-8,12</b>
<b>CREEK COUNTY HWY DEPT DIST #1</b>	<b>1001 W DEWEY</b>	<b>84-8,12</b>
<b>CLARK OIL DISTRIBUTORS, INC.</b>	<b>801 W DEWEY</b>	<b>86-8,12</b>
<b>SAPULPA BRICK COMPANY</b>	<b>801 W DEWEY</b>	<b>86-8,12</b>
<b>RENWOOD CLEANERS</b>	<b>123 S PARK</b>	<b>87-8,12</b>
<b>CITY OF SAPULPA CENTRAL GARAGE</b>	<b>410 S HAWTHORN HAWTHORN</b>	<b>89-12</b>
<b>EZ GO #57</b>	<b>TURNER TURNPIKE EAST BO</b>	<b>92-17</b>
<b>PRESENT OWNER UNKNOWN</b>	<b>I-44 &amp; US 66</b>	<b>93-17</b>
<b>STROUD TEAM STOP</b>	<b>1220 HWY 99 N</b>	<b>94-26</b>
<b>EZ GO #53</b>	<b>TURNER TURNPIKE BOX 480</b>	<b>96-26</b>
<b>HILAND DAIRY</b>	<b>1100-1/2 THUNDERBIRD RD</b>	<b>98-32</b>
<b>SS #6880 (S. STROUD)</b>	<b>TURNER TURNPIKE</b>	<b>102-29,39</b>
<b>OLIVE LEE</b>	<b>16700 N HOGBACK ROAD</b>	<b>104-37</b>
<b>BELL GAS (769)</b>	<b>HOGBACK ROAD</b>	<b>104-37</b>
<b>OKLA DEPT OF TRANSPORTATION</b>	<b>I-35 &amp; MEMORIAL ROAD</b>	<b>106-42</b>
<b>PETRO PLUS #5</b>	<b>12100 NE EXPRESSWAY</b>	<b>107-42</b>
<b>POCO MART</b>	<b>12111 NE EXPRESSWAY</b>	<b>107-42</b>
<b>DRIVERS TRAVEL MART</b>	<b>8402 NE EXPRESSWAY</b>	<b>108-45</b>
<b>PHILLIPS 66 CO #026659</b>	<b>SW/C44 &amp; BRYAN</b>	<b>109-45</b>
JIM ADAIR	3101 NE. 63RD STR	110-45
<b>EXPRESS FOODS #1</b>	<b>2928 NE 63RD</b>	<b>111-45</b>
<b>BRAUMS ICE CREAM STORES</b>	<b>6200 N BRYANT</b>	<b>112-45</b>
AMF TUBOSCOPE, INC. - OKLAHOMA	3216 ALUMA VALLEY DRIVE	113-45
<b>EXPRESSWAY CON. STORE</b>	<b>5934 N BRYANT AVENUE</b>	<b>114-45</b>
<b>HERTZ EQUIPMENT RENTAL CORP</b>	<b>5222 N BRYANT</b>	<b>116-45</b>
<b>LINCOLN PARK GOLF CLUB</b>	<b>4001 NE GRAND BLVD</b>	<b>119-48</b>
COCHRANE-STEWART	2916 NE 36TH	120-48
<b>TMP</b>	<b>3501 MILITARY CIRCLE, N</b>	<b>121-48</b>
<b>HQ, STARC OKARNG</b>	<b>3501 MILITARY CIRCLE, N</b>	<b>121-48</b>
STATE AGENCY FOR SURPLUS PROP-	3100 CRESTON	122-48
<b>SERVICE CENTER</b>	<b>2500 NE 30TH</b>	<b>123-48</b>
<b>OKLA AUTOMATIC DOOR CO, INC</b>	<b>2518 NE 30TH BOX 53554</b>	<b>123-48</b>



## EXECUTIVE SUMMARY

<u>Site</u>	<u>Address</u>	<u>Map ID</u>
<b>KC'S TEXACO</b>	<b>2401 SHULL AVENUE</b>	<b>124-48</b>
<b>M MART</b>	<b>2700 NE 23RD STREET</b>	<b>125-48</b>
WILLIE L. MCFARTHING	1300 N MARTIN LUTHER KI	128-48
<b>CIRCLE J MINI MART # 2</b>	<b>1101 N MARTIN LUTHER KI</b>	<b>129-48</b>
<b>CONOCO CARDLOCK</b>	<b>21 NE 4TH ST</b>	<b>136-47</b>
BILL BURLEY	4TH & HARRISON	136-47
RUEDY'S AUTO SHOP, INC.	12 NE 3RD	136-47
<b>TARTAN SALES COMPANY</b>	<b>1400 N E 4TH STREET</b>	<b>137-48</b>
<b>LOOMIS ARMORED INC.</b>	<b>1610 NE 4TH</b>	<b>138-48</b>
<b>OKLAHOMA CITY HOUSING AUTHORIT</b>	<b>1700 NE 4TH</b>	<b>138-48</b>
NEIL PENLEY OIL CO INC	429 N WALNUT	139-47
B & H GIBBLE SERVICE	401 N WALNUT	139-47
YELLOW CAB GAS CO	320 N WALNUT	139-47
SOUTHWESTERN BELL TELEPHONE CO	111 DEAN A MCGEE	140-47
<b>NEW VALLEY CORPORATION</b>	<b>300 N BROADWAY</b>	<b>140-47</b>
<b>WEST SHORT JUNT. UNIT STAGE 2</b>	<b>MERIDIAN AVE, PO BOX 19</b>	<b>140-47</b>
<b>TRIGEN OKLA CITY DIST ENERGY C</b>	<b>1 NORTH E K GAYLORD BLV</b>	<b>140-47</b>
MYRIAD GARDENS	5 N. ROBINSON	143-47
BRUCE RYAN NOMINEE	100 SOUTH LOTTIE	145-48
<b>RICKUM SLICKUM BRICKTOWN</b>	<b>201 E SHERIDAN</b>	<b>146-47</b>
<b>W H STEWART CO</b>	<b>500 E. SHERIDAN</b>	<b>148-47</b>
<b>METRO TRANSIT</b>	<b>300 E CALIFORNIA STR</b>	<b>148-47,49</b>
CIRCLE K #2703996	125 S LINCOLN BLVD	149-47,48,49,50
<b>MYRIAD CONVENTION CENTER</b>	<b>W RENO &amp; EK GAYLORD</b>	<b>150-47,49</b>
JONES TRUCK LINES INC	927 E RENO	151-48,50
<b>ROOFER'S SUPPLY, INC</b>	<b>216 COMPRESS</b>	<b>154-47,49</b>
<b>U-HAUL 738-57</b>	<b>100 SE 2ND</b>	<b>154-47,49</b>
<b>L.D. RHODES OIL COMPANY</b>	<b>310 SE 2ND</b>	<b>154-47,49</b>
<b>S BROADWAY SERVICE CENTER</b>	<b>10 SW 3RD STR</b>	<b>155-47,49</b>

HIST UST: This underground storage tank listing includes tank information through March 2003. This listing is no longer updated by the Oklahoma Corporation Commission.

A review of the HIST UST list, as provided by EDR, and dated 03/21/2003 has revealed that there are 161 HIST UST sites within the searched area.

<u>Site</u>	<u>Address</u>	<u>Map ID</u>
VINSON SUPPLY CO	224 N CINCINNATI	1-2,4
<b>MEADOW GOLD DAIRIES</b>	<b>311 N BOULDER</b>	<b>2-2,4</b>
<b>FUELMAN #1952</b>	<b>319 E ARCHER</b>	<b>3-2,4</b>
<b>TIRE SERVICE INC</b>	<b>23 N DETROIT</b>	<b>3-2,4</b>
<b>JOHN MARTAIN MANUFACTURING</b>	<b>9 W BRADY</b>	<b>4-2,4</b>
<b>JEFFERSON LINES INC</b>	<b>214 N CHEYENNE</b>	<b>5-2,4</b>
<b>NORTH MAIN SERVICE STATION, IN</b>	<b>NE CORNER BRADY &amp; N BOU</b>	<b>5-2,4</b>
BEATRICE DAIRY	215 N DENVER	5-2,4
MOULDER OLDHAM INC	216 N DENVER	5-2,4
<b>JAMES A. VINCENT, JR.</b>	<b>125 N DENVER</b>	<b>5-2,4</b>
<b>TULSA WORLD WAREHOUSE</b>	<b>111 W 1ST</b>	<b>5-4</b>
<b>VACANT</b>	<b>109 S CINCINNATI AVE</b>	<b>6-2,4</b>
<b>BANKNOTE PRINTING CO</b>	<b>311 E 2ND ST</b>	<b>6-4</b>
PARKING LOT	207 S DETROIT	6-4
NORRIS FLOW PRODUCTS	10 N. ELWOOD	7-4
<b>1ST &amp; DENVER OFFICE &amp; OPER CTR</b>	<b>303 W FIRST</b>	<b>7-4</b>
<b>PARKING LOT</b>	<b>102 S DENVER</b>	<b>7-4</b>

## EXECUTIVE SUMMARY

Site	Address	Map ID
<b>USPS VEHICLE MAINT FACILITY</b>	<b>110 S ELWOOD</b>	<b>7-4</b>
FORMER SERVICE STATION	NE CORN. OF CHEYENNE /	7-4
<b>CITY OF TULSA/FORMER FIRESTONE</b>	<b>224 S DENVER STR</b>	<b>7-4</b>
TULSA FLEET MGT CENTER	210 S ELWOOD AVE	7-4
<b>TRIGEN-OKLAHOMA</b>	<b>202 S FRISCO</b>	<b>7-4</b>
<b>FORMER QUIK MART</b>	<b>323 W 3RD STR</b>	<b>7-4</b>
WILCO FIRE SYSTEMS (BANK OWNED)	3 N LAWTON	9-4
<b>WILLIAMS PIPE LINE</b>	<b>ONE WILLIAMS CENTER</b>	<b>9-4</b>
<b>TULSA CONVENTION CENTER</b>	<b>100 CIVIC CENTER</b>	<b>10-4</b>
<b>PHILLIPS 66 CO #005622</b>	<b>601 W THIRD</b>	<b>11-4</b>
<b>A &amp; E TIRE SHOP</b>	<b>1020 CHARLES PAGE BLVD</b>	<b>12-3,4</b>
<b>TJ'S KWICK STOP</b>	<b>12402 E 11TH</b>	<b>13-4</b>
<b>OKLAHOMA STATE UNIVERSITY MEDI</b>	<b>744 W 9TH ST</b>	<b>13-4</b>
<b>SUN REFINING AND MARKETING CO</b>	<b>1700 S UNION TULSA REFI</b>	<b>16-3</b>
<b>CIRCLE K STORE 7809</b>	<b>1708 SOUTHWEST BLVD</b>	<b>18-3</b>
<b>BURNIDGE WELDING</b>	<b>1824 SOUTHWEST BLVD</b>	<b>19-3</b>
<b>FLINTCO CORPORATION</b>	<b>1624 WEST 21ST STR</b>	<b>22-3</b>
<b>GRANT SUPPLY COMPANY</b>	<b>2119 S UNION</b>	<b>22-3</b>
<b>ROGERS GALVANIZING COMPANY</b>	<b>1800 WEST 21ST STREET</b>	<b>23-3</b>
<b>TULSA LITHO COMPANY</b>	<b>2201 S ROSEDALE</b>	<b>24-3</b>
<b>SUNOCO SERVICE STATION</b>	<b>2301 SOUTHWEST BLVD</b>	<b>25-3</b>
NOEL ADAMS	3038 SOUTHWEST BLVD	27-3
<b>GRISEZ OIL CO</b>	<b>3050 SOUTHWEST BLVD</b>	<b>27-3</b>
<b>MARVIN STONE</b>	<b>3050 SOUTHWEST BLVD</b>	<b>27-3</b>
<b>WHEELING TRANSPORTATION</b>	<b>3050-A SOUTHWEST BLVD</b>	<b>27-3</b>
<b>OKLAHOMA KENWORTH INC TULSA</b>	<b>3225 SOUTHWEST BLVD</b>	<b>28-3</b>
<b>RUSH RIGGING</b>	<b>3230 SOUTHWEST BLVD</b>	<b>28-3</b>
<b>FRED JONES</b>	<b>3312 SW BLVD</b>	<b>28-3</b>
<b>DARLINE HOBOCK</b>	<b>3314 SW BLVD</b>	<b>28-3</b>
<b>BUILDERS TRANSPORT INC</b>	<b>1420 W 35TH ST</b>	<b>29-3</b>
OASAS BODY SHOP	3722 SOUTHWEST BLVD	33-3
<b>VICTOR'S QUIK STOP</b>	<b>3872 SOUTHWEST BLVD</b>	<b>34-3</b>
<b>HILL ENTERPRISES</b>	<b>4129 SOUTHWEST BLVD</b>	<b>38-3,6</b>
<b>CORNER STOP</b>	<b>4122 S 25TH W AVE</b>	<b>39-3,6</b>
SWBT - R66121 TULSA HICKORY CO	2512 W 41ST PLACE	39-3,6
<b>MARK HILL'S SINCLAIR</b>	<b>4207 SW BLVD</b>	<b>40-6</b>
<b>QUIKTRIP STORE # 18</b>	<b>3304 W 42ND PLACE</b>	<b>41-6</b>
<b>WHEEL'S TIRES &amp; AUTO SERV. INC</b>	<b>4345 SW BLVD</b>	<b>43-6</b>
<b>FOUR STAR TIRE</b>	<b>4408 S 33RD WEST AVE</b>	<b>43-6</b>
<b>CSC 96</b>	<b>3204 W 45TH ST S</b>	<b>43-6</b>
C&H TRANSPORTATION CO	4545 SOUTHWEST BLVD	44-6
PRECISION PIPING	4142 W. 49TH STR	46-6
<b>MILLER TRUCK LINES</b>	<b>4550 W 49TH</b>	<b>47-6</b>
<b>E.I. DU PONT DE NEMOURS &amp; CO I</b>	<b>4501 W 49TH ST</b>	<b>47-6</b>
<b>DEGEN PIPE &amp; SUPPLY COMPANY</b>	<b>5000 SOUTHWEST BLVD</b>	<b>48-6</b>
<b>FELL OIL &amp; GAS</b>	<b>4451 W. 51ST STR</b>	<b>49-6</b>
M & M ENTERPRISES	5300 W SKELLY DR	51-6
WILLIAM E. MANLEY	5401 W SKELLY DR	52-6
<b>HAW PETROLEUM CO</b>	<b>5507 W SKELLY DR</b>	<b>54-6</b>
ARNOLD D BURLESON	5522 NEW SAPULPA RD	54-6
<b>B &amp; M OIL CO INC WAREHOUSE</b>	<b>5731 S 49TH W AVE</b>	<b>56-6</b>
<b>SAV-A-TRIP #116</b>	<b>5835 S 65TH W</b>	<b>57-5,6</b>
<b>ALLEN BOWDEN GROCERY</b>	<b>7010 OLD FRANKHOMA RD</b>	<b>60-5</b>
<b>LIBERTY GLASS COMPANY</b>	<b>1000 N MISSION</b>	<b>65-8</b>
<b>LIBERTY GLASS CO</b>	<b>1000 N MISSION</b>	<b>65-8</b>
<b>RED BALL, INC.</b>	<b>801 N MISSION</b>	<b>65-8</b>

## EXECUTIVE SUMMARY

Site	Address	Map ID
CARMEN LATHAM APCO	722 N MISSION	66-8
POP SHOPPE	701 N MISSION	66-8
HICKORY HOUSE BBQ	626 N MISSION	66-8
MAJORS OIL CO	602 N MISSION	66-8
SIMPSON'S CARRY-OUT #1	603 N MISSION	66-8
MIDCONTINENT PETROLEUM COMPANY	410 N MISSION	68-8
PLANT 10 - SAPULPA	201 N WALNUT	71-8
FOOD STORE	224 N MISSION	72-8
SAPULPA DISTRICT SVC CENTER	401 E HOBSON	74-8,12
TULSA SAPULPA UNION RAILROAD	HOBSON STR	75-8,12
SIMPLE SIMON'S PIZZA	1004 E DEWEY	75-8,12
SECURITY MANAGEMENT CORP.	900 E DEWEY STR	75-8,12
CHARLES B DUGGER	821 E DEWEY	75-8,12
KERR-MCGEE #6710	717 E DEWEY	75-8,12
INTERSTATE DISTRIBUTORS	601 E DEWEY	77-8,12
US #1	420 W DEWEY	78-8,12
BERRYHILL BUILDING	16 E DEWEY AVENUE	80-8,12
EASTERLING CHEVROLET	100 S MAIN	80-8,12
PINKSTON FIRESTONE	101 S MAIN	80-8,12
R & T EXPRESS GROCERY	100 W DEWEY	81-8,12
JOHNSON'S MINI MART	701 W DEWEY	83-8,12
BEATH'S TEXACO	918 W DEWEY	84-8,12
FORMER PRETTY QUICK #2	1000 W DEWEY	84-8,12
CREEK COUNTY HWY DEPT DIST #1	1001 W DEWEY	84-8,12
CLARK OIL DISTRIBUTORS, INC.	801 W DEWEY	86-8,12
SAPULPA BRICK COMPANY	801 W DEWEY	86-8,12
RENWOOD CLEANERS	123 S PARK	87-8,12
CITY OF SAPULPA CENTRAL GARAGE	410 S HAWTHORN HAWTHORN	89-12
EZ GO #57	TURNER TURNPIKE EAST BO	92-17
PRESENT OWNER UNKNOWN	I-44 & US 66	93-17
STROUD TEAM STOP	1220 HWY 99 N	94-26
SCHWAN'S SALES OF CENTRAL OK.	OLD STROUD RD	95-26
EZ GO #53	TURNER TURNPIKE BOX 480	96-26
SS #6880 (S. STROUD)	TURNER TURNPIKE	102-29,39
OLIVE LEE	16700 N HOGBACK ROAD	104-37
BELL GAS (769)	HOGBACK ROAD	104-37
OKLA DEPT OF TRANSPORTATION	I-35 & MEMORIAL ROAD	106-42
PETRO PLUS #5	12100 NE EXPRESSWAY	107-42
POCO MART	12111 NE EXPRESSWAY	107-42
DRIVERS TRAVEL MART	8402 NE EXPRESSWAY	108-45
ARROW PIPE SERVICE, INC.	7115 N. BRYANT, P.O. BO	109-45
PHILLIPS 66 CO #026659	SW/C44 & BRYAN	109-45
JIM ADAIR	3101 NE. 63RD STR	110-45
EXPRESS FOODS #1	2928 NE 63RD	111-45
BRAUMS ICE CREAM STORES	6200 N BRYANT	112-45
AMF TUBOSCOPE, INC. - OKLAHOMA	3216 ALUMA VALLEY DRIVE	113-45
EXPRESSWAY CON. STORE	5934 N BRYANT AVENUE	114-45
HERTZ EQUIPMENT RENTAL CORP	5222 N BRYANT	116-45
TEXACO REFINING & MARKETING IN	5101 N I-35	117-45
LINCOLN PARK GOLF CLUB	4001 NE GRAND BLVD	119-48
TMP	3501 MILITARY CIRCLE, N	121-48
HQ, STARC OKARNG	3501 MILITARY CIRCLE, N	121-48
STATE AGENCY FOR SURPLUS PROP-	3100 CRESTON	122-48
SERVICE CENTER	2500 NE 30TH	123-48
OKLA AUTOMATIC DOOR CO, INC	2518 NE 30TH BOX 53554	123-48
KC'S TEXACO	2401 SHULL AVENUE	124-48

## EXECUTIVE SUMMARY

<u>Site</u>	<u>Address</u>	<u>Map ID</u>
<b>M MART</b>	<b>2700 NE 23RD STREET</b>	<b>125-48</b>
WILLIE L. MCFARTHING	1300 N MARTIN LUTHER KI	128-48
<b>CIRCLE J MINI MART # 2</b>	<b>1101 N MARTIN LUTHER KI</b>	<b>129-48</b>
CATO OIL & GREASE CO.	915 MARTIN LUTHER KING	132-48
<b>CONOCO CARDLOCK</b>	<b>21 NE 4TH ST</b>	<b>136-47</b>
RUEDY'S AUTO SHOP, INC.	12 NE 3RD	136-47
<b>TARTAN SALES COMPANY</b>	<b>1400 N E 4TH STREET</b>	<b>137-48</b>
<b>LOOMIS ARMORED INC.</b>	<b>1610 NE 4TH</b>	<b>138-48</b>
<b>OKLAHOMA CITY HOUSING AUTHORIT</b>	<b>1700 NE 4TH</b>	<b>138-48</b>
NEIL PENLEY OIL CO INC	429 N WALNUT	139-47
DEEP DEUCE AREA	SE CORNER OF NE 3RD /	139-47
YELLOW CAB GAS CO	320 N WALNUT	139-47
SOUTHWESTERN BELL TELEPHONE CO	111 DEAN A MCGEE	140-47
<b>NEW VALLEY CORPORATION</b>	<b>300 N BROADWAY</b>	<b>140-47</b>
<b>WEST SHORT JUNT. UNIT STAGE 2</b>	<b>MERIDIAN AVE, PO BOX 19</b>	<b>140-47</b>
<b>TRIGEN OKLA CITY DIST ENERGY C</b>	<b>1 NORTH E K GAYLORD BLV</b>	<b>140-47</b>
<b>MYRIAD GARDENS</b>	<b>5 N. ROBINSON</b>	<b>143-47</b>
<b>BRUCE RYAN NOMINEE</b>	<b>100 SOUTH LOTTIE</b>	<b>145-48</b>
<b>RICKUM SLICKUM BRICKTOWN</b>	<b>201 E SHERIDAN</b>	<b>146-47</b>
<b>W H STEWART CO</b>	<b>500 E. SHERIDAN</b>	<b>148-47</b>
<b>METRO TRANSIT</b>	<b>300 E CALIFORNIA STR</b>	<b>148-47,49</b>
SOUTHWESTERN BELL TELEPHONE CO	707 N ROBINSON	149-47,48,49,50
<b>SANTA FE BRIEFING</b>	<b>89 / S SANTA FE</b>	<b>150-47,49</b>
<b>MYRIAD CONVENTION CENTER</b>	<b>W RENO &amp; EK GAYLORD</b>	<b>150-47,49</b>
UNREGISTERED ABANDONED GAS STA	SW CORNER OF W RENO /	150-47,49
<b>JONES TRUCK LINES INC</b>	<b>927 E RENO</b>	<b>151-48,50</b>
SOUTHWESTERN BELL TELEPHONE	600 E RENO	152-47,49
UNION PACIFIC RAILROAD	200 FEET SW OF RENO / S	153-47,49
<b>ROOFER'S SUPPLY, INC</b>	<b>216 COMPRESS</b>	<b>154-47,49</b>
<b>U-HAUL 738-57</b>	<b>100 SE 2ND</b>	<b>154-47,49</b>
<b>L.D. RHODES OIL COMPANY</b>	<b>310 SE 2ND</b>	<b>154-47,49</b>
<b>S BROADWAY SERVICE CENTER</b>	<b>10 SW 3RD STR</b>	<b>155-47,49</b>

LAST: The Leaking Aboveground Storage Tank database.

A review of the LAST list, as provided by EDR, and dated 08/03/2009 has revealed that there is 1 LAST site within the searched area.

<u>Site</u>	<u>Address</u>	<u>Map ID</u>
MIDWEST WRECKING COMPANY STATUS: Closed	4900 N BRYANT	118-45

AST: The Aboveground Storage Tank database contains registered ASTs. The data come from the Oklahoma Corporation Commission's State AST List, List II Version.

A review of the AST list, as provided by EDR, and dated 08/21/2009 has revealed that there are 18 AST sites within the searched area.

<u>Site</u>	<u>Address</u>	<u>Map ID</u>
<b>TRIGEN-OKLAHOMA</b>	<b>202 S FRISCO</b>	<b>7-4</b>
<b>BUILDERS TRANSPORT INC</b>	<b>1420 W 35TH ST</b>	<b>29-3</b>

## EXECUTIVE SUMMARY

<u>Site</u>	<u>Address</u>	<u>Map ID</u>
<b>SWBT - R66121 TULSA HICKORY CO</b>	<b>2512 W 41ST PLACE</b>	<b>39-3,6</b>
<b>MIDCO PLANT 10 - SAPULPA</b>	<b>201 N WALNUT</b>	<b>71-8</b>
<b>SAPULPA DISTRICT SVC CENTER</b>	<b>401 E HOBSON</b>	<b>74-8,12</b>
<b>CLARK OIL DISTRIBUTORS, INC.</b>	<b>801 W DEWEY</b>	<b>86-8,12</b>
<b>HILAND DAIRY</b>	<b>1100-1/2 THUNDERBIRD RD</b>	<b>98-32</b>
MIDCO PLANT 22 - CHANDLER	3025 E FIRST	100-31
RUDY CONSTRUCTION	3101 NE 63RD	110-45
<b>HERTZ EQUIPMENT RENTAL CORP</b>	<b>5222 N BRYANT</b>	<b>116-45</b>
MIDWEST WRECKING COMPANY	4900 N BRYANT	118-45
<b>HQ, STARC OKARNG</b>	<b>3501 MILITARY CIRCLE, N</b>	<b>121-48</b>
<b>SERVICE CENTER</b>	<b>2500 NE 30TH</b>	<b>123-48</b>
CITGO/OKLAHOMA CITY LUBE PLANT	1808 NE 9TH	131-48
OU HEALTH SCIENCE CENTER BUS F	1400 NE 4TH	137-48
SWBT-R61030 OKC CENTRAL	111 DEAN A MCGEE	140-47
<b>TRIGEN OKLA CITY DIST ENERGY C</b>	<b>1 NORTH E K GAYLORD BLV</b>	<b>140-47</b>
UNION PACIFIC RAILROAD	1001 NE FIRST	142-48

VCP: Voluntary Cleanup Site Inventory.

A review of the VCP list, as provided by EDR, and dated 06/08/2009 has revealed that there are 6 VCP sites within the searched area.

<u>Site</u>	<u>Address</u>	<u>Map ID</u>
<b>BAKER-PETROLITE</b>	<b>1818 WEST 21ST ST.</b>	<b>23-3</b>
FABSCO, INC./HARCOS	200 NORTH MAIN	73-8
FLATIRON INVESTORS	NE 3RD / WALNUT	139-47
FIRST NATIONAL/BRINKS DRIVE	120 N. ROBINSON	143-47
COTPA MASS TRANSIT STATION	100 W. RENO	150-47,49
MIDAMERICA CHEMICAL	207 COMPRESS AVE.	154-47,49

DRYCLEANERS: A listing of drycleaner facility locations.

A review of the DRYCLEANERS list, as provided by EDR, and dated 07/06/2009 has revealed that there are 4 DRYCLEANERS sites within the searched area.

<u>Site</u>	<u>Address</u>	<u>Map ID</u>
2609 W 40TH PL	2609 W 40TH PL	35-3,6
<b>4148 S 25TH W AVE (RED FORK CL</b>	<b>4148 S 25TH W AVE</b>	<b>39-3,6</b>
<b>120 S PARK (RENWOOD CLNRS)</b>	<b>120 S PARK</b>	<b>87-8,12</b>
220 N BROADWAY (US CLNRS)	220 N BROADWAY	140-47

## EXECUTIVE SUMMARY

### BROWNFIELDS:

A review of the BROWNFIELDS list, as provided by EDR, and dated 06/01/2009 has revealed that there are 3 BROWNFIELDS sites within the searched area.

<u>Site</u>	<u>Address</u>	<u>Map ID</u>
BAKER PETROLITE	1818 W. 21ST STREET	23-3
<b>BAKER-PETROLITE</b>	<b>1818 WEST 21ST ST.</b>	<b>23-3</b>
FLINT STEEL BUILDING/WAREHOUSE	1802 WEST 21ST STREET	23-3

### AIRS: A listing of permitted AIRS facility locations.

A review of the AIRS list, as provided by EDR, and dated 07/20/2009 has revealed that there are 11 AIRS sites within the searched area.

<u>Site</u>	<u>Address</u>	<u>Map ID</u>
TULSA WORLD NEWSPAPER PRINTING	315 S BOULDER AVE	7-4
<b>TRIGEN-OKLAHOMA</b>	<b>202 S FRISCO</b>	<b>7-4</b>
<b>SUN REFINING AND MARKETING CO</b>	<b>1700 S UNION TULSA REFI</b>	<b>16-3</b>
<b>4148 S 25TH W AVE (RED FORK CL</b>	<b>4148 S 25TH W AVE</b>	<b>39-3,6</b>
4518 W 56TH ST SOUTH TULSA FAC	4518 W 56TH ST S	54-6
BENNETT STEEL FABRICATION	2210 N INDUSTRIAL RD	62-8
<b>J&amp;G STEEL CORPORATION</b>	<b>2429 INDUSTRIAL ROAD</b>	<b>62-8</b>
<b>LIBERTY GLASS CO</b>	<b>1000 N MISSION</b>	<b>65-8</b>
<b>120 S PARK (RENWOOD CLNRS)</b>	<b>120 S PARK</b>	<b>87-8,12</b>
OKLAHOMA CITY LUBRICANTS MFG P	1808 NE 9TH ST	131-48
EAST PLT	1400 NE 2ND ST	141-48

### TIER 2: A listing of facilities which store or manufacture hazardous materials and submit a chemical inventory report.

A review of the TIER 2 list, as provided by EDR, and dated 09/23/2008 has revealed that there are 34 TIER 2 sites within the searched area.

<u>Site</u>	<u>Address</u>	<u>Map ID</u>
SOUTHERN FOODS GROUP, L.P. DBA	215 NORTH DENVER	5-2,4
PSO--DENVER SUBSTATION	1ST / DENVER	7-4
AMERICAN COLD STORAGE	505 WEST 2ND	7-4
TRIGEN-TULSA ENERGY CORPORATIO	202 SOUTH FRISCO	7-4
OKLAHOMA STATE UNIVERSITY MEDI	744 W. 9TH	13-4
SUNOCO TULSA REFINERY	1700 SOUTH UNION	16-3
BEST WELDERS SUPPLY INC.	1824 SOUTHWEST BLVD.	19-3
MIDWESTERN MANUFACTURING COMPA	2119 S. UNION AVE.	22-3
BAKERPETROLITE - TULSA,OK	1818 WEST 21ST STREET	23-3
FISHER PRODUCTS, LLC.	1320 W. 22ND PLACE	25-3
AT&T TELEPHONE FACILITY - R661	2512 W 41ST PLACE	39-3,6
JM EAGLE	4501 W. 49TH ST.	47-6
D-A LUBRICANT COMPANY	4553 W. 51ST STREET	49-6
FRONTIER PLASTIC FABRICATORS	4518 W. 56TH STREET SOU	54-6
B&M OIL COMPANY--TULSA	5731 S. 49TH WEST AVENU	56-6
BENNETT STEEL, INC.	2210 NORTH INDUSTRIAL R	62-8
FABSCO SHELL & TUBE--INDUSTRIA	2410 INDUSTRIAL ROAD	62-8

## EXECUTIVE SUMMARY

<u>Site</u>	<u>Address</u>	<u>Map ID</u>
<b>J&amp;G STEEL CORPORATION</b>	<b>2429 INDUSTRIAL ROAD</b>	<b>62-8</b>
SAINT-GOBAIN CONTAINERS	1000 N. MISSION STREET	65-8
BORCO, INC.	205 EAST LINE AVE	70-8
MID-CONTINENT CONCRETE COMPANY	201 NORTH WALNUT	71-8
FABSCO SHELL & TUBE--N. MAIN	200 N. MAIN	73-8
OG&E--SAPULPA SERVICE CENTER	401 EAST HOBSON	74-8,12
SCHWAN'S HOME SERVICE, INC.-10	OLD STROUD RD. / W. 7	95-26
HILAND DAIRY--CHANDLER	1100 THUNDERBIRD ROAD	98-32
MID-CONTINENT CONCRETE COMPANY	3025 E. 1ST ST.	100-31
HERTZ EQUIPMENT RENTAL	5222 N BRYANT	116-45
VANCE BROTHERS, INC.	4908 BRYANT	118-45
CITGO PETROLEUM CORPORATION	1808 N.E. 9TH STREET	131-48
OILS RECOVERY	308 NORTH FONSHILL	137-48
AT&T TELEPHONE FACILITY - R613	405 N. BROADWAY	140-47
ALLTEL-OKLAHOMA CITY SWITCH	111 DEAN A MCGEE	140-47
HASKELL LEMON CONSTRUCTION CO.	1400 NE 2ND	141-48
UNION PACIFIC RR OKLAHOMA CITY	1011 N.E. 1ST. STREET	142-48

OK COMPLAINT: Environmental complaints report to the Oklahoma corporation commission.

A review of the OK COMPLAINT list, as provided by EDR, and dated 12/31/2008 has revealed that there are 17 OK COMPLAINT sites within the searched area.

<u>Site</u>	<u>Address</u>	<u>Map ID</u>
SAMSON RESOURCES COMPANY	2 W 2ND ST STE 1800	7-4
SAMSON RESOURCES CO.	2 WEST 2ND ST. STE. 180	7-4
SAMSON RESOURCES COMPANY	2 W. 2ND ST. - STE 1800	7-4
SAMSON RESOURCES COMPANY	2 W 2ND ST STE 1800	7-4
SAMSON RESOURCES COMPANY	2 W. 2ND ST. STE. 1800	7-4
SAMSON RESOURCES COMPANY	2 W 2ND ST STE 1800	7-4
SAMSON RESOURCES COMPANY	2 W 2ND ST STE 1800	7-4
SAMSON RESOURCES COMPANY	2 W 2ND ST STE 1800	7-4
SAMSON RESOURCES COMPANY	2 W 2ND ST STE 1800	7-4
SAMSON RESOURCES COMPANY	2 W. 2ND ST. SW	7-4
PENN VIRGINIA MC OPERATING CO.	320 S BOSTON AVE	7-4
PENN VIRGINIA MC OPERATING LLC	320 S BOSTON	7-4
FARMERS ENERGY CORPORATION	1 W 3RD ST STE 918	7-4
FARMERS FEED - SAPULPA	121 N MAIN	73-8,12
LU-RAY PETROLEUM LLC	5300 N BRYANT AVE	115-45
JOLEN OPERATING COMPANY	100 NORTH BROADWAY AVE	140-47
DEVON LOUISIANA CORPORATION	20 N BROADWAY AVE	140-47

## **EXECUTIVE SUMMARY**

Please refer to the end of the findings report for unmapped orphan sites due to poor or inadequate address information.



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APPENDIX F

Solicitation Letter and Responses

September 3, 2009

NAME  
TITLE  
AGENCY  
ADDRESS  
CITY, STATE ZIPCODE

RE: Solicitation for input for Oklahoma's High Speed Rail Corridor:  
New Rail Line from Tulsa to Oklahoma City; improvements from Oklahoma City south  
to the State Line

Dear NAME:

The Oklahoma Department of Transportation is soliciting comments on possible improvements to Oklahoma's portion of the South Central High Speed Rail Corridor, located from Tulsa, south thru Oklahoma City, then south to the Texas State Line, in the following counties: Tulsa, Creek, Lincoln, Oklahoma, Cleveland, Garvin, Murray, Carter, and Love Counties. The proposed improvements to the Tulsa/Oklahoma City Section are anticipated to be on new rights-of-way to the north of the alignment of the Turner Turnpike( I-44) and at or near existing rail alignments in the Tulsa and Oklahoma City urban areas. Improvements to the Oklahoma City to the Texas State Line Section are anticipated to be within existing rights-of-way. Please see the enclosed figure which depict the areas associated with the improvements to Oklahoma's High Speed Rail Corridor.

The purpose of this project is to improve mobility and service as part of the High-Speed Intercity Passenger Rail Program. This South Central Corridor was one of ten national corridors identified by Congress in 2001. For the Tulsa to Oklahoma City portion, a new alignment along the existing Turner Turnpike is identified as meeting the mobility goals of high speed passenger rail. The feasibility study done in 2002 support's the Department's 2030 Statewide Intermodal Transportation Plan.

This project is in the early developmental stages and any comments relative to the social, economic, or environmental effects of this proposal will be appreciated. To allow adequate time for evaluation of your comments, we would appreciate receiving a response within fifteen days from the date of this letter. Your written comments should be directed to the Environmental Programs Division Engineer, Oklahoma Department of Transportation, 200 N. E. 21st Street, Oklahoma City, Oklahoma 73105.

We sincerely appreciate your cooperation in this matter. For further information or if you have any questions, please contact Mr. David Streb, Director of Engineering at 405-521-6916.

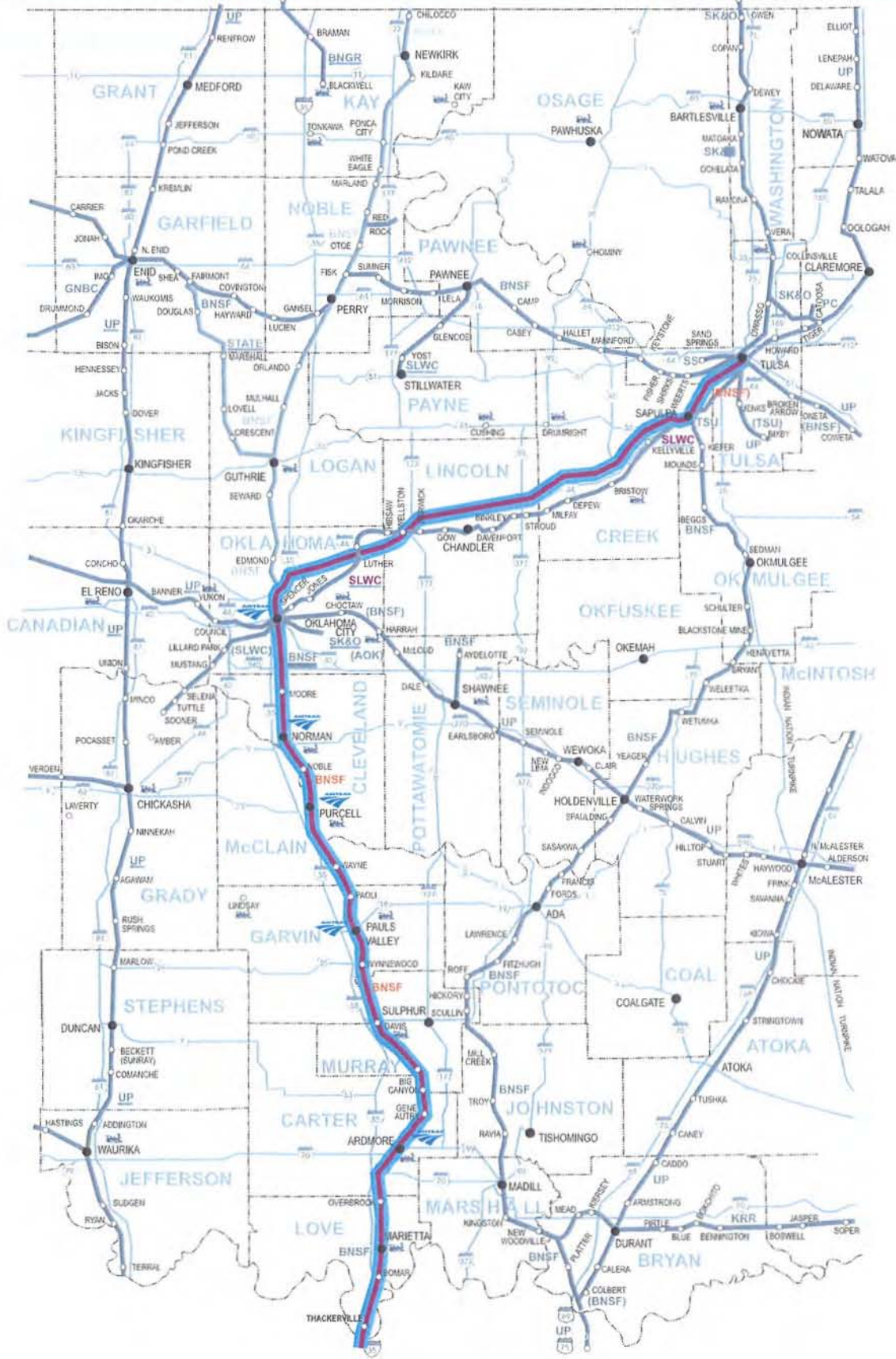
Sincerely,

Dawn R. Sullivan, P.E.  
Environmental Programs Division Engineer

DRS

Enclosure: LOCATION MAP

# OKLAHOMA HIGH SPEED RAIL LINE



Solicitation Letters sent to:

Chad Smith, Principal Chief  
Cherokee Nation  
P.O. Box 948  
Tahlequah, Oklahoma 74465

Bill Anoatubby, Governor  
Chickasaw Nation  
P.O. Box 1548  
Ada, Oklahoma 74821

Janice Rowe-Kurak, Chairman  
Iowa Tribe of Oklahoma  
R.R. 1, Box 721  
Perkins, Oklahoma 74059

Marilyn Winsea, Chairman  
Kickapoo Tribe of Oklahoma  
P.O. Box 70  
McLoud, Oklahoma 74851

A.D. Ellis, Principal Chief  
Muscogee (Creek) Nation  
P.O. Box 580  
Okmulgee, Oklahoma 74447

Chief Jim Gray  
Osage Nation  
627 Grandview  
Pawhuska, Oklahoma 74056

George Thurman, Principal Chief  
Sac and Fox Nation  
Route 2, Box 246  
Stroud, Oklahoma 74079

Mr. James Allard, Field Office Manager  
Bureau of Reclamation  
5924 NW 2<sup>nd</sup> Street, Suite 200  
Oklahoma City, Oklahoma 73127

Ms. Rae Swift  
Bureau of Land Management  
Oklahoma Field Office  
7906 E. 33<sup>rd</sup> Street, Suite 101

Tulsa, Oklahoma 74145-1352

Mr. Gary D. Corino, Division Administrator  
Federal Highway Administration  
5801 N. Broadway Extension, Suite 300  
Oklahoma City, Oklahoma 73118

Office of the Secretary  
Health & Human Services  
1301 Young Street, Ste.124  
Dallas, Texas 75202

Mr. David Manning, Regulatory Branch Chief  
Tulsa District Corps of Engineers  
1645 S. 101 E. Avenue  
Tulsa, Oklahoma 74128-4629

Attn: *Environmental Analysis Section*

Colonel Anthony Funkhouser, District Engineer  
Tulsa District Corps of Engineers  
1645 S. 101 E. Avenue  
Tulsa, Oklahoma 74128-4629

Mr. Steve Nolen  
Planning & Environmental (PER) Division  
Tulsa District Corps of Engineers  
1645 S. 101 E. Avenue  
Tulsa, Oklahoma 74128-4629

Ms. Jeanette Hanna, Regional Director  
Bureau of Indian Affairs  
P.O. Box 8002  
Muskogee, Oklahoma 74402-8002

Mr. Ken Frazier, Acting Field Supervisor (ES)  
U.S. Fish & Wildlife Service  
9014 East 21<sup>st</sup> Street  
Tulsa, Oklahoma 74129-1428

Mr. Ron L. Hillrard  
State Conservationist  
Natural Resources Conservation Service  
100 USDA, Suite 206  
Stillwater, Oklahoma 74074-2655

Federal Railroad Administration, Region 5  
4100 International Plaza, Ste. 450

Fort Worth, Texas 76109-4820

Mr. Kevin L. McNeely  
Field Office Director  
U.S. Housing & Urban Development  
301 W. 6th Street, Suite 200  
Oklahoma City, OK 73102

Mr. Ronald Miles  
Field Office Director  
U.S. Housing & Urban Development  
Williams Center Tower II  
2 West Second Street, Ste. 400  
Tulsa, Oklahoma 74103

Mr. Mike Snyder, Regional Director  
Intermountain Region Office  
Planning & Environmental Quality  
National Park Service  
12795 W. Alameda Parkway  
Denver, CO 80225

Mr. Steve Spencer  
Regional Director  
U.S. Department of the Interior  
P.O. Box 26567  
Albuquerque, New Mexico 87125-6567

Mr. Victor N. Bird, Director  
Oklahoma Aeronautics Commission  
3700 North Classen Blvd., Suite 240  
Oklahoma City, Oklahoma 73118

Ms. Lori Wrotenbery  
Oil & Gas Conservation Division  
Oklahoma Corporation Commission  
Jim Thorpe Building  
2101 North Lincoln Blvd.  
Oklahoma City, Oklahoma 73105

Ms. Margaret M. Graham  
Environmental Review Coordinator  
DEQ Customer Assistance Program  
P.O. Box 1677  
Oklahoma City, Oklahoma 73101-1677

Dr. Bob Blackburn  
State Historic Preservation Officer

2401 N. Laird Avenue  
Oklahoma City, Oklahoma 73105-4915  
Ms. Carolyn Sullivan  
Energy Program Manager  
Oklahoma Department of Commerce  
P.O. Box 26980  
900 North Stiles  
Oklahoma City, Oklahoma 73104

Mr. Greg Duffy, Director  
Department of Wildlife Conservation  
1801 North Lincoln Blvd.  
P.O. Box 53465  
Oklahoma City, Oklahoma 73152-8804

Mr. Mike Thralls, Executive Director  
Oklahoma Conservation Commission  
2800 North Lincoln Blvd., Ste. 160  
Oklahoma City, Oklahoma 73105

Commissioner Terry L. Peach  
Department of Agriculture  
Secretary of Agriculture  
2800 N. Lincoln Blvd.  
P.O. Box 54298  
Oklahoma City, Oklahoma 73105-4298

Mr. Gavin Brady  
Oklahoma Water Resources Board  
3800 North Classen  
Oklahoma City, Oklahoma 73118

Dr. G. Randy Keller, Director  
Oklahoma Geological Survey  
100 East Boyd, Room N-131  
Norman, Oklahoma 73019-0628

Dr. Robert L. Brooks  
Oklahoma Archaeological Survey  
111 East Chesapeake, Building 134  
Norman, Oklahoma 73019-5111

Ms. Sandy Garrett, State Superintendent  
State Department of Education  
2500 North Lincoln Blvd., Rm. 121  
Oklahoma City, Oklahoma 73105-4599

Ms. Kristina S. Marek, Director  
Research & Development Division  
Oklahoma Tourism & Recreation Department  
First National Center

120 North Robinson Avenue, Ste. 600  
Oklahoma City, Oklahoma 73102

Mr. John Johnson, Executive Director  
Association of Central Oklahoma Governments  
21 E. Main Street, Suite 100  
Oklahoma City, Oklahoma 73104-2405

Mr. Wayne Manley, Executive Director  
Central Oklahoma Economic Development District  
400 N. Bell Street  
Shawnee, Oklahoma 74802

Mr. Rich Brierre, Executive Director  
Indian National Council of Governments  
2 West 2<sup>nd</sup> Street, Suite 800  
Tulsa, OK 74103

Mr. Wes Bowman, Executive Director  
SODA  
PO Box 709  
Durant, Oklahoma 74702

The Honorable James M. Inhofe  
United States Senator  
453 Russell Senate Office Bldg.  
Washington, DC 20510-3603

The Honorable James M. Inhofe  
United States Senator  
1924 S. Utica Avenue, Suite 530  
Tulsa, Oklahoma 74104-6511

The Honorable James M. Inhofe  
United States Senator  
1900 NW Expressway St., Suite 1210  
Oklahoma City, OK 73118

The Honorable Tom Coburn  
United States Senator  
172 Russell Senate Office Bldg.  
Washington, DC 20510



The Honorable Tom Coburn  
United States Senator  
1800 South Baltimore  
Suite 800  
Tulsa, Oklahoma 74119

The Honorable Tom Coburn  
United States Senator  
100 North Broadway  
Suite 1820  
Oklahoma City, Oklahoma 73102

The Honorable John Sullivan  
U.S. House of Representatives  
5727 S. Lewis Ave, Suite 520  
Tulsa, OK 74105

The Honorable John Sullivan  
U.S. House of Representatives  
114 Cannon House Office Building  
Washington, D.C. 20515

The Honorable Dan Boren  
U.S. House of Representatives  
216 Cannon House Office Building  
Washington, D.C. 20515

The Honorable Dan Boren  
U.S. House of Representatives  
309 W. 1st Street  
Claremore, OK 74017

The Honorable Frank Lucas  
U.S. House of Representatives  
10952 NW Expressway, Suite B  
Oklahoma City, OK 73099

The Honorable Frank Lucas  
U.S. House of Representatives  
2342 Rayburn House Office Bldg  
Washington, D.C. 20515

The Honorable Tom Cole  
U.S. House of Representatives  
236 Cannon Office Building  
Washington, D.C. 20515

The Honorable Tom Cole  
U.S. House of Representatives  
2420 Springer Drive, Suite 120  
Norman, OK 73069

The Honorable Mary Fallin  
U.S. House of Representatives  
1432 Longworth House Office Bldg  
Washington, D.C. 20515-3605

The Honorable Mary Fallin  
U.S. House of Representatives  
120 N. Robinson, Suite 100  
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DEPARTMENT OF THE ARMY  
CORPS OF ENGINEERS, TULSA DISTRICT  
1645 SOUTH 101ST EAST AVENUE  
TULSA, OKLAHOMA 74128-4609

September 9, 2009

Regulatory Office

JATK:MMCH:MMW  
VIC 3M/S:02/09

Ms. Dawn Sullivan  
Environmental Programs Division Engineer  
Oklahoma Department of Transportation  
200 N.E. 21<sup>st</sup> Street  
Oklahoma City, OK 73105-3204

Dear Ms. Sullivan:

This is to acknowledge receipt of your request for comments on the proposed High Speed Rail Corridor. A new rail would be constructed from Tulsa to Oklahoma City and improvements would be made on the existing rail from Oklahoma City south to the State Line. This proposal has been assigned No. SWT-2009-725. Please reference this number in all future correspondence concerning the permit application.

The construction of new rail line crossings, as-well-as improvements to existing rail line crossings, in waters of the United States would most likely require a Department of the Army permit pursuant to Section 404 of the Clean Water. The development of possible routes should consider the avoidance and minimization of impacts to streams and special aquatic sites (wetlands).

We look forward to future discussions on this project. If you have any questions concerning permit processing procedures, please contact Mr. Shane Charlson at 918-669-7395.

Sincerely,

A handwritten signature in cursive script that reads "David A. Manning".

David A. Manning  
Chief, Regulatory Office



**Phil Richardson**

289 C.S. 2760  
Minco, OK 73059

State Capitol Room 438  
2300 N. Lincoln Blvd.  
Office 405-557-7401  
Fax 405-962-7612  
philrichardson@okhouse.gov

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

**Chairman**  
Wildlife

**Committees**  
Agriculture and Rural  
General Government

**Subcommittee**  
Natural Resources

September 16, 2009

Oklahoma Department of Transportation  
Attention: Dawn R. Sullivan  
200 NE 21<sup>st</sup> Street  
Oklahoma City, OK 73105-3204

Dear Ms. Sullivan:

I received your letter dated September 3, 2009; thank you for including me on your list of correspondents.

The history of passenger rail service projects such as these indicates the requirement for subsidizing once the federal stimulus money has run out. I think we should be pursuing ideas like the expansion of shipping freight by rail, which could actually turn a profit, rather than building something that would cost Oklahoma money without a rate of return. I do not see a practical, efficient, revenue-producing aspect of a High-Speed Intercity Passenger Rail Program as proposed.

Thank you for giving me the opportunity to express my reservations regarding this project. If I can be of further assistance to you, please feel free to contact me by phone at the State Capitol at 557-7401 or by e-mail at [philrichardson@okhouse.gov](mailto:philrichardson@okhouse.gov).

Sincerely,

Phil Richardson  
OK State Representative  
District 56

PR:gfm

**Ana Stagg**

---

**Subject:** FW: ODOT Oklahoma's High Speed Rail Corridor

**From:** "James Munkres" [jmunkres@osagetribe.org]  
**Sent:** 09/22/2009 03:05 PM EST  
**To:** <jbridgwater@odot.org>  
**Subject:** ODOT Oklahoma's High Speed Rail Corridor

Dear Mr. Bridgwater,

The Osage Nation Historic Preservation Office received the letter dated September 3, 2009, notifying the Osage Nation of the project referenced as Oklahoma's High Speed Rail Corridor.

In accordance with the National Historic Preservation Act, (NHPA) [16 U.S.C. 470 §§ 470-470w-6] 1966, undertakings subject to the review process are referred to in S101 (d) (6) (A), which clarifies that historic properties may have religious and cultural significance to Indian tribes. Additionally, Section 106 of NHPA requires Federal agencies to consider the effects of their actions on historic properties (36 CFR Part 800) as does the National Environmental Policy Act (43 U.S.C. 4321 and 4331-35 and 40 CFR 1501.7(a) of 1969).

The Osage Nation has a vital interest in protecting its historic and ancestral cultural resources. **The Osage Nation requests to be a consulting party on the project listed as** Oklahoma's High Speed Rail Corridor. Please contact the Osage Nation Historic Preservation Office with your response to this request. The Osage Nation looks forward to consulting on this project and providing comments on any cultural resource survey reports.

Our office contacted Mr. David Streb, Director of Engineering this afternoon and was advised to contact you as well. Should you have any questions or need any additional information please feel free to contact me at the number and/or email address listed below. Thank you for consulting with the Osage Nation on this matter.

Sincerely,  
James Munkres

James Munkres  
Osage Nation Historic Preservation Office  
627 Grandview  
Pawhuska, OK 74056  
[jmunkres@osagetribe.org](mailto:jmunkres@osagetribe.org)  
(918) 287-5226

This electronic message contains information from The Osage Nation that is confidential, privileged or proprietary in nature. The information is intended for the specific use of the individual or entity named above. If you are not the intended recipient of this message, you are hereby notified that any use, distribution, copying, or disclosure of this communication is strictly prohibited. If you received this electronic message in error, please notify the sender immediately.



## Oklahoma Historical Society

Founded May 27, 1893

### State Historic Preservation Office

Oklahoma History Center • 2401 North Laird Ave. • Oklahoma City, OK 73105-7914  
(405) 521-6249 • Fax (405) 522-0816 • [www.okhistory.org/shpo/shpom.htm](http://www.okhistory.org/shpo/shpom.htm)

September 29, 2009

Mr. Dawn Sullivan  
Oklahoma Department of Transportation  
200 N.E. 21<sup>st</sup> Street  
Oklahoma City, OK 73105

RE: File #2511-09; Oklahoma High Speed Rail Corridor New Rail Line Project

Dear Mr. Sullivan:

We have reviewed the documentation relating to the referenced project. We have no objection to your continued program planning. However, when specific impacted properties are identified, we request that documentation and photographs, for any structures 45 years of age or older, be submitted on Historic Preservation Resource Identification Forms. Structures less than 45 years of age do not require forms; however, documentation submitted must provide the addresses of the properties and their date of construction. If there are no impacted structures, a letter to that effect should be forwarded to this office.

When this documentation is received and reviewed, we will issue an opinion on the effect of the program on Oklahoma's cultural and historical resources. We appreciate your cooperation in the effort to identify and preserve the cultural heritage of Oklahoma.

If you have any questions, please contact Charles Wallis, RPA, Historical Archaeologist, at 405/521-6381.

Please reference the above underlined file number when responding. Thank you.

Sincerely,

Melvena Heisch  
Deputy State Historic  
Preservation Officer

MH:pm

CC: Robert Bartlett

OKLAHOMA

# Corporation Commission

P.O. BOX 52000  
OKLAHOMA CITY OKLAHOMA 73152-2000

255 Jim Thorpe Building  
Telephone: (405)521-2302  
FAX: (405)521-3099

OIL & GAS CONSERVATION DIVISION



Lori Wrotenbery, Director

September 22, 2009

Oklahoma Department of Transportation  
Atten: Dawn R. Sullivan, P.E.  
Environmental Programs Division Engineer  
200 NE 21<sup>st</sup>. Street  
Oklahoma City, OK 73105

RECEIVED  
SEP 25 2009  
ENVIRONMENTAL  
PROGRAMS DIV.

RE: Solicitation for input for Oklahoma's High Speed Rail Corridor

Dear Ms. Sullivan:

In response to your letter of solicitation for comments concerning the South Central High Speed Rail Corridor. The Oklahoma Corporation Commission, Oil and Gas Conservation Division will address any abandoned well sites within the corridor that are found to be out of compliance with your requirements for construction of the rail line. The Oil and Gas Division will address any well sites on a well by well basis and any action required would be handled by the particular District Office in the immediate area. The contacts will be supplied when requested by ODOT.

The Oklahoma Corporation Commission, Oil and Gas Conservation Division will make every effort to assist your organization with the project.

Thank You

A handwritten signature in black ink, appearing to read "William W. Wright".

William W. Wright, Manager  
Field Operations

WWW:cf

APPENDIX G

---

Public Meeting Attendees and Written Comments Received

# ATTENDANCE ROSTER

## High Speed Intercity Passenger Rail PUBLIC MEETING

**PLEASE PRINT**

DATE 9/14/09

	NAME	ADDRESS	BUSINESS OR ORGANIZATION	GENDER/RACE (OPTIONAL)
1	<input checked="" type="checkbox"/> Mr. <input type="checkbox"/> Mrs. <input type="checkbox"/> Ms. PAUL W. MATTHEWS	7321 WAVERLY AVE NICHOLS HILLS, OK	OK. HIGHWAY USERS FEDERATION	<input checked="" type="checkbox"/> Male <input checked="" type="checkbox"/> White <input type="checkbox"/> Hispanic <input type="checkbox"/> Female <input type="checkbox"/> Asian <input type="checkbox"/> Black <input type="checkbox"/> Native American <input type="checkbox"/> Other
2	<input checked="" type="checkbox"/> Mr. <input type="checkbox"/> Mrs. <input type="checkbox"/> Ms. Albert N. JANC	PO Box 18797 OKC, OK 73154-0797	Prof Engineer	<input type="checkbox"/> Male <input type="checkbox"/> White <input type="checkbox"/> Hispanic <input type="checkbox"/> Female <input type="checkbox"/> Asian <input type="checkbox"/> Black <input type="checkbox"/> Native American <input type="checkbox"/> Other
3	<input checked="" type="checkbox"/> Mr. <input type="checkbox"/> Mrs. <input type="checkbox"/> Ms. Steve Hawks	1120 BARKSIDE CIR Edmond OK 73012	HAWKS LOGISTICS, inc	<input type="checkbox"/> Male <input type="checkbox"/> White <input type="checkbox"/> Hispanic <input type="checkbox"/> Female <input type="checkbox"/> Asian <input type="checkbox"/> Black <input type="checkbox"/> Native American <input type="checkbox"/> Other
4	<input checked="" type="checkbox"/> Mr. <input type="checkbox"/> Mrs. <input type="checkbox"/> Ms. John Kyle	709 Fox Hill Dr.	Okla Railroad Assn	<input checked="" type="checkbox"/> Male <input checked="" type="checkbox"/> White <input type="checkbox"/> Hispanic <input type="checkbox"/> Female <input type="checkbox"/> Asian <input type="checkbox"/> Black <input type="checkbox"/> Native American <input type="checkbox"/> Other
5	<input checked="" type="checkbox"/> Mr. <input type="checkbox"/> Mrs. <input type="checkbox"/> Ms. Walter Kelley	2608 Butler Dr.	None	<input type="checkbox"/> Male <input type="checkbox"/> White <input type="checkbox"/> Hispanic <input type="checkbox"/> Female <input type="checkbox"/> Asian <input type="checkbox"/> Black <input type="checkbox"/> Native American <input type="checkbox"/> Other
6	<input type="checkbox"/> Mr. <input checked="" type="checkbox"/> Mrs. <input type="checkbox"/> Ms. Kerex Adams	OKC 73159 2624 SW 44th	Northland Flyer Coalition	<input checked="" type="checkbox"/> Male <input checked="" type="checkbox"/> White <input type="checkbox"/> Hispanic <input type="checkbox"/> Female <input type="checkbox"/> Asian <input type="checkbox"/> Black <input type="checkbox"/> Native American <input type="checkbox"/> Other
7	<input checked="" type="checkbox"/> Mr. <input type="checkbox"/> Mrs. <input type="checkbox"/> Ms. Jerry Sparks	<del>2001 Overholser</del> PO Box 846 Nicoma Park, OK 73066	none	<input type="checkbox"/> Male <input type="checkbox"/> White <input type="checkbox"/> Hispanic <input type="checkbox"/> Female <input type="checkbox"/> Asian <input type="checkbox"/> Black <input type="checkbox"/> Native American <input type="checkbox"/> Other
8	<input type="checkbox"/> Mr. <input checked="" type="checkbox"/> Mrs. <input type="checkbox"/> Ms. Susan Quensel	480 SE Lasso Loop Lawton OK 73501	Okla Rail Assn	<input type="checkbox"/> Male <input checked="" type="checkbox"/> White <input type="checkbox"/> Hispanic <input checked="" type="checkbox"/> Female <input type="checkbox"/> Asian <input type="checkbox"/> Black <input type="checkbox"/> Native American <input type="checkbox"/> Other
9	<input checked="" type="checkbox"/> Mr. <input type="checkbox"/> Mrs. <input type="checkbox"/> Ms. DEAN SCHIRF	123 PARK AVE OKC, OK 73102	OKC Chamber	<input checked="" type="checkbox"/> Male <input type="checkbox"/> White <input type="checkbox"/> Hispanic <input type="checkbox"/> Female <input type="checkbox"/> Asian <input type="checkbox"/> Black <input type="checkbox"/> Native American <input type="checkbox"/> Other
10	<input type="checkbox"/> Mr. <input type="checkbox"/> Mrs. <input type="checkbox"/> Ms. TOM ELMORE	NATI - PO BOX 6617 OKC 73153	North American Trans. Inst.	<input type="checkbox"/> Male <input type="checkbox"/> White <input type="checkbox"/> Hispanic <input type="checkbox"/> Female <input type="checkbox"/> Asian <input type="checkbox"/> Black <input type="checkbox"/> Native American <input type="checkbox"/> Other

# ATTENDANCE ROSTER

## High Speed Intercity Passenger Rail

### PUBLIC MEETING

**PLEASE PRINT**

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NAME		ADDRESS	BUSINESS OR ORGANIZATION	GENDER/RACE (OPTIONAL)
1	<input checked="" type="checkbox"/> Mr. <input type="checkbox"/> Mrs. <input type="checkbox"/> Ms. LEE McKINNEY	POB 7662, MOORE, OK 73153		<input checked="" type="checkbox"/> Male <input type="checkbox"/> White <input type="checkbox"/> Hispanic <input type="checkbox"/> Female <input type="checkbox"/> Asian <input type="checkbox"/> Black <input type="checkbox"/> Native American <input type="checkbox"/> Other
2	<input type="checkbox"/> Mr. <input checked="" type="checkbox"/> Mrs. Frances Campbell <input type="checkbox"/> Ms.	200 NE 21st. OK	ODOT	<input type="checkbox"/> Male <input type="checkbox"/> White <input type="checkbox"/> Hispanic <input type="checkbox"/> Female <input type="checkbox"/> Asian <input type="checkbox"/> Black <input type="checkbox"/> Native American <input type="checkbox"/> Other
3	<input checked="" type="checkbox"/> Mr. <input type="checkbox"/> Mrs. Micheal Shannon <input type="checkbox"/> Ms.	1924 Hurlock North GUYMON, OK 73942		<input type="checkbox"/> Male <input type="checkbox"/> White <input type="checkbox"/> Hispanic <input type="checkbox"/> Female <input type="checkbox"/> Asian <input type="checkbox"/> Black <input type="checkbox"/> Native American <input type="checkbox"/> Other
4	<input checked="" type="checkbox"/> Mr. <input type="checkbox"/> Mrs. Bob Ruch <input type="checkbox"/> Ms.	2006 21st St OKMORNING CITY, OK 73105	ODOT	<input checked="" type="checkbox"/> Male <input checked="" type="checkbox"/> White <input type="checkbox"/> Hispanic <input type="checkbox"/> Female <input type="checkbox"/> Asian <input type="checkbox"/> Black <input type="checkbox"/> Native American <input type="checkbox"/> Other
5	<input checked="" type="checkbox"/> Mr. <input type="checkbox"/> Mrs. Robbie Hoy <input type="checkbox"/> Ms.		KTOK	<input type="checkbox"/> Male <input type="checkbox"/> White <input type="checkbox"/> Hispanic <input type="checkbox"/> Female <input type="checkbox"/> Asian <input type="checkbox"/> Black <input type="checkbox"/> Native American <input type="checkbox"/> Other
6	<input checked="" type="checkbox"/> Mr. HIAWATHA <input type="checkbox"/> Mrs. BOULDIN <input type="checkbox"/> Ms.	9104 OAKHOLLOW MWC OK 73130	EAGLE RIDGE INST. OKC - APRC	<input checked="" type="checkbox"/> Male <input type="checkbox"/> White <input type="checkbox"/> Hispanic <input checked="" type="checkbox"/> Female <input type="checkbox"/> Asian <input type="checkbox"/> Black <input type="checkbox"/> Native American <input type="checkbox"/> Other
7	<input checked="" type="checkbox"/> Mr. RICK <input type="checkbox"/> Mrs. FLANIGAN <input type="checkbox"/> Ms.	3109 N. BRIARCLIFF AVE BETHANY, OK 73008		<input checked="" type="checkbox"/> Male <input type="checkbox"/> White <input type="checkbox"/> Hispanic <input type="checkbox"/> Female <input type="checkbox"/> Asian <input type="checkbox"/> Black <input type="checkbox"/> Native American <input type="checkbox"/> Other
8	<input checked="" type="checkbox"/> Mr. Rob <input type="checkbox"/> Mrs. Kalkman <input type="checkbox"/> Ms.	101 E 1st, DCC-213C Edmond, OK 73034		<input type="checkbox"/> Male <input type="checkbox"/> White <input type="checkbox"/> Hispanic <input type="checkbox"/> Female <input type="checkbox"/> Asian <input type="checkbox"/> Black <input type="checkbox"/> Native American <input type="checkbox"/> Other
9	<input checked="" type="checkbox"/> Mr. Johnson <input type="checkbox"/> Mrs. Bridgewater <input type="checkbox"/> Ms.	2420 NW 49th OKC OK 73112	ODOT	<input checked="" type="checkbox"/> Male <input checked="" type="checkbox"/> White <input type="checkbox"/> Hispanic <input type="checkbox"/> Female <input type="checkbox"/> Asian <input type="checkbox"/> Black <input type="checkbox"/> Native American <input type="checkbox"/> Other
10	<input type="checkbox"/> Mr. Mark McBriar <input type="checkbox"/> Mrs. <input type="checkbox"/> Ms.	KWTV	KWTV	<input type="checkbox"/> Male <input type="checkbox"/> White <input type="checkbox"/> Hispanic <input type="checkbox"/> Female <input type="checkbox"/> Asian <input type="checkbox"/> Black <input type="checkbox"/> Native American <input type="checkbox"/> Other



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NAME		ADDRESS	BUSINESS OR ORGANIZATION	GENDER/RACE (OPTIONAL)
1	<input checked="" type="checkbox"/> Mr. <input type="checkbox"/> Mrs. <input type="checkbox"/> Ms.	RICK CAIN 300 SW 7TH OLC 73109	COTPA	<input checked="" type="checkbox"/> Male <input checked="" type="checkbox"/> White <input type="checkbox"/> Hispanic <input type="checkbox"/> Female <input type="checkbox"/> Asian <input type="checkbox"/> Black <input type="checkbox"/> Native American <input type="checkbox"/> Other
2	<input checked="" type="checkbox"/> Mr. <input type="checkbox"/> Mrs. <input type="checkbox"/> Ms.	Ron Leppke 950500 <del>South</del> South 3310 Rd Wellston, OK 74881		<input checked="" type="checkbox"/> Male <input checked="" type="checkbox"/> White <input type="checkbox"/> Hispanic <input type="checkbox"/> Female <input type="checkbox"/> Asian <input type="checkbox"/> Black <input type="checkbox"/> Native American <input type="checkbox"/> Other
3	<input type="checkbox"/> Mr. <input type="checkbox"/> Mrs. <input type="checkbox"/> Ms.			<input type="checkbox"/> Male <input type="checkbox"/> White <input type="checkbox"/> Hispanic <input type="checkbox"/> Female <input type="checkbox"/> Asian <input type="checkbox"/> Black <input type="checkbox"/> Native American <input type="checkbox"/> Other
4	<input type="checkbox"/> Mr. <input type="checkbox"/> Mrs. <input type="checkbox"/> Ms.			<input type="checkbox"/> Male <input type="checkbox"/> White <input type="checkbox"/> Hispanic <input type="checkbox"/> Female <input type="checkbox"/> Asian <input type="checkbox"/> Black <input type="checkbox"/> Native American <input type="checkbox"/> Other
5	<input type="checkbox"/> Mr. <input type="checkbox"/> Mrs. <input type="checkbox"/> Ms.			<input type="checkbox"/> Male <input type="checkbox"/> White <input type="checkbox"/> Hispanic <input type="checkbox"/> Female <input type="checkbox"/> Asian <input type="checkbox"/> Black <input type="checkbox"/> Native American <input type="checkbox"/> Other
6	<input type="checkbox"/> Mr. <input type="checkbox"/> Mrs. <input type="checkbox"/> Ms.			<input type="checkbox"/> Male <input type="checkbox"/> White <input type="checkbox"/> Hispanic <input type="checkbox"/> Female <input type="checkbox"/> Asian <input type="checkbox"/> Black <input type="checkbox"/> Native American <input type="checkbox"/> Other
7	<input type="checkbox"/> Mr. <input type="checkbox"/> Mrs. <input type="checkbox"/> Ms.			<input type="checkbox"/> Male <input type="checkbox"/> White <input type="checkbox"/> Hispanic <input type="checkbox"/> Female <input type="checkbox"/> Asian <input type="checkbox"/> Black <input type="checkbox"/> Native American <input type="checkbox"/> Other
8	<input type="checkbox"/> Mr. <input type="checkbox"/> Mrs. <input type="checkbox"/> Ms.			<input type="checkbox"/> Male <input type="checkbox"/> White <input type="checkbox"/> Hispanic <input type="checkbox"/> Female <input type="checkbox"/> Asian <input type="checkbox"/> Black <input type="checkbox"/> Native American <input type="checkbox"/> Other
9	<input type="checkbox"/> Mr. <input type="checkbox"/> Mrs. <input type="checkbox"/> Ms.			<input type="checkbox"/> Male <input type="checkbox"/> White <input type="checkbox"/> Hispanic <input type="checkbox"/> Female <input type="checkbox"/> Asian <input type="checkbox"/> Black <input type="checkbox"/> Native American <input type="checkbox"/> Other
10	<input type="checkbox"/> Mr. <input type="checkbox"/> Mrs. <input type="checkbox"/> Ms.			<input type="checkbox"/> Male <input type="checkbox"/> White <input type="checkbox"/> Hispanic <input type="checkbox"/> Female <input type="checkbox"/> Asian <input type="checkbox"/> Black <input type="checkbox"/> Native American <input type="checkbox"/> Other

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NAME		ADDRESS	BUSINESS OR ORGANIZATION	GENDER/RACE (OPTIONAL)
1	<input checked="" type="checkbox"/> Mr. CHARLES REYNOLDS <input type="checkbox"/> Mrs. <input type="checkbox"/> Ms.	423 NW 20 <sup>th</sup> ST. OKLAHOMA CITY, OK 73103	MEYERS-REYNOLDS	<input checked="" type="checkbox"/> Male <input checked="" type="checkbox"/> White <input type="checkbox"/> Hispanic <input type="checkbox"/> Female <input type="checkbox"/> Asian <input type="checkbox"/> Black <input type="checkbox"/> Native American <input type="checkbox"/> Other
2	<input checked="" type="checkbox"/> Mr. JOHN G. JOHNSON <input type="checkbox"/> Mrs. <input type="checkbox"/> Ms.	21 E. Main OKC 73104	ACOG	<input type="checkbox"/> Male <input type="checkbox"/> White <input type="checkbox"/> Hispanic <input type="checkbox"/> Female <input type="checkbox"/> Asian <input type="checkbox"/> Black <input type="checkbox"/> Native American <input type="checkbox"/> Other
3	<input type="checkbox"/> Mr. <input type="checkbox"/> Mrs. <input type="checkbox"/> Ms.			<input type="checkbox"/> Male <input type="checkbox"/> White <input type="checkbox"/> Hispanic <input type="checkbox"/> Female <input type="checkbox"/> Asian <input type="checkbox"/> Black <input type="checkbox"/> Native American <input type="checkbox"/> Other
4	<input type="checkbox"/> Mr. <input type="checkbox"/> Mrs. <input type="checkbox"/> Ms.			<input type="checkbox"/> Male <input type="checkbox"/> White <input type="checkbox"/> Hispanic <input type="checkbox"/> Female <input type="checkbox"/> Asian <input type="checkbox"/> Black <input type="checkbox"/> Native American <input type="checkbox"/> Other
5	<input type="checkbox"/> Mr. <input type="checkbox"/> Mrs. <input type="checkbox"/> Ms.			<input type="checkbox"/> Male <input type="checkbox"/> White <input type="checkbox"/> Hispanic <input type="checkbox"/> Female <input type="checkbox"/> Asian <input type="checkbox"/> Black <input type="checkbox"/> Native American <input type="checkbox"/> Other
6	<input type="checkbox"/> Mr. <input type="checkbox"/> Mrs. <input type="checkbox"/> Ms.			<input type="checkbox"/> Male <input type="checkbox"/> White <input type="checkbox"/> Hispanic <input type="checkbox"/> Female <input type="checkbox"/> Asian <input type="checkbox"/> Black <input type="checkbox"/> Native American <input type="checkbox"/> Other
7	<input type="checkbox"/> Mr. <input type="checkbox"/> Mrs. <input type="checkbox"/> Ms.			<input type="checkbox"/> Male <input type="checkbox"/> White <input type="checkbox"/> Hispanic <input type="checkbox"/> Female <input type="checkbox"/> Asian <input type="checkbox"/> Black <input type="checkbox"/> Native American <input type="checkbox"/> Other
8	<input type="checkbox"/> Mr. <input type="checkbox"/> Mrs. <input type="checkbox"/> Ms.			<input type="checkbox"/> Male <input type="checkbox"/> White <input type="checkbox"/> Hispanic <input type="checkbox"/> Female <input type="checkbox"/> Asian <input type="checkbox"/> Black <input type="checkbox"/> Native American <input type="checkbox"/> Other
9	<input type="checkbox"/> Mr. <input type="checkbox"/> Mrs. <input type="checkbox"/> Ms.			<input type="checkbox"/> Male <input type="checkbox"/> White <input type="checkbox"/> Hispanic <input type="checkbox"/> Female <input type="checkbox"/> Asian <input type="checkbox"/> Black <input type="checkbox"/> Native American <input type="checkbox"/> Other
10	<input type="checkbox"/> Mr. <input type="checkbox"/> Mrs. <input type="checkbox"/> Ms.			<input type="checkbox"/> Male <input type="checkbox"/> White <input type="checkbox"/> Hispanic <input type="checkbox"/> Female <input type="checkbox"/> Asian <input type="checkbox"/> Black <input type="checkbox"/> Native American <input type="checkbox"/> Other

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NAME		ADDRESS	BUSINESS OR ORGANIZATION	GENDER/RACE (OPTIONAL)
1	<input type="checkbox"/> Mr. <input type="checkbox"/> Mrs. <input type="checkbox"/> Ms.	Drake Rice 3121 Talon Road Edmond, OK 73013		<input type="checkbox"/> Male <input type="checkbox"/> White <input type="checkbox"/> Hispanic <input type="checkbox"/> Female <input type="checkbox"/> Asian <input type="checkbox"/> Black <input type="checkbox"/> Native American <input type="checkbox"/> Other
2	<input checked="" type="checkbox"/> Mr. <input type="checkbox"/> Mrs. <input type="checkbox"/> Ms.	JACK W. WEBB 1300 N.W. 188TH TR EDMOND, OK 73012	JWEBB + ASSOC'S	<input checked="" type="checkbox"/> Male <input checked="" type="checkbox"/> White <input type="checkbox"/> Hispanic <input type="checkbox"/> Female <input type="checkbox"/> Asian <input type="checkbox"/> Black <input type="checkbox"/> Native American <input type="checkbox"/> Other
3	<input type="checkbox"/> Mr. <input type="checkbox"/> Mrs. <input type="checkbox"/> Ms.			<input type="checkbox"/> Male <input type="checkbox"/> White <input type="checkbox"/> Hispanic <input type="checkbox"/> Female <input type="checkbox"/> Asian <input type="checkbox"/> Black <input type="checkbox"/> Native American <input type="checkbox"/> Other
4	<input type="checkbox"/> Mr. <input type="checkbox"/> Mrs. <input type="checkbox"/> Ms.			<input type="checkbox"/> Male <input type="checkbox"/> White <input type="checkbox"/> Hispanic <input type="checkbox"/> Female <input type="checkbox"/> Asian <input type="checkbox"/> Black <input type="checkbox"/> Native American <input type="checkbox"/> Other
5	<input type="checkbox"/> Mr. <input type="checkbox"/> Mrs. <input type="checkbox"/> Ms.			<input type="checkbox"/> Male <input type="checkbox"/> White <input type="checkbox"/> Hispanic <input type="checkbox"/> Female <input type="checkbox"/> Asian <input type="checkbox"/> Black <input type="checkbox"/> Native American <input type="checkbox"/> Other
6	<input type="checkbox"/> Mr. <input type="checkbox"/> Mrs. <input type="checkbox"/> Ms.			<input type="checkbox"/> Male <input type="checkbox"/> White <input type="checkbox"/> Hispanic <input type="checkbox"/> Female <input type="checkbox"/> Asian <input type="checkbox"/> Black <input type="checkbox"/> Native American <input type="checkbox"/> Other
7	<input type="checkbox"/> Mr. <input type="checkbox"/> Mrs. <input type="checkbox"/> Ms.			<input type="checkbox"/> Male <input type="checkbox"/> White <input type="checkbox"/> Hispanic <input type="checkbox"/> Female <input type="checkbox"/> Asian <input type="checkbox"/> Black <input type="checkbox"/> Native American <input type="checkbox"/> Other
8	<input type="checkbox"/> Mr. <input type="checkbox"/> Mrs. <input type="checkbox"/> Ms.			<input type="checkbox"/> Male <input type="checkbox"/> White <input type="checkbox"/> Hispanic <input type="checkbox"/> Female <input type="checkbox"/> Asian <input type="checkbox"/> Black <input type="checkbox"/> Native American <input type="checkbox"/> Other
9	<input type="checkbox"/> Mr. <input type="checkbox"/> Mrs. <input type="checkbox"/> Ms.			<input type="checkbox"/> Male <input type="checkbox"/> White <input type="checkbox"/> Hispanic <input type="checkbox"/> Female <input type="checkbox"/> Asian <input type="checkbox"/> Black <input type="checkbox"/> Native American <input type="checkbox"/> Other
10	<input type="checkbox"/> Mr. <input type="checkbox"/> Mrs. <input type="checkbox"/> Ms.			<input type="checkbox"/> Male <input type="checkbox"/> White <input type="checkbox"/> Hispanic <input type="checkbox"/> Female <input type="checkbox"/> Asian <input type="checkbox"/> Black <input type="checkbox"/> Native American <input type="checkbox"/> Other

# ATTENDANCE ROSTER

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NAME		ADDRESS	BUSINESS OR ORGANIZATION	GENDER/RACE (OPTIONAL)
1	<input checked="" type="checkbox"/> Mr. <i>walter Jacques</i> <input type="checkbox"/> Mrs. <input type="checkbox"/> Ms.	<i>4832 Koelsch Drive</i>		<input checked="" type="checkbox"/> Male <input checked="" type="checkbox"/> White <input type="checkbox"/> Hispanic <input type="checkbox"/> Female <input type="checkbox"/> Asian <input type="checkbox"/> Black <input type="checkbox"/> Native American <input type="checkbox"/> Other
2	<input checked="" type="checkbox"/> Mr. <i>Steve Nash</i> <input type="checkbox"/> Mrs. <input type="checkbox"/> Ms.	<i>1621 N. CLASSEN 01C 73106</i>	<i>Kempfer Consulting</i>	<input type="checkbox"/> Male <input type="checkbox"/> White <input type="checkbox"/> Hispanic <input type="checkbox"/> Female <input type="checkbox"/> Asian <input type="checkbox"/> Black <input type="checkbox"/> Native American <input type="checkbox"/> Other
3	<input type="checkbox"/> Mr. <input type="checkbox"/> Mrs. <input type="checkbox"/> Ms.			<input type="checkbox"/> Male <input type="checkbox"/> White <input type="checkbox"/> Hispanic <input type="checkbox"/> Female <input type="checkbox"/> Asian <input type="checkbox"/> Black <input type="checkbox"/> Native American <input type="checkbox"/> Other
4	<input type="checkbox"/> Mr. <input type="checkbox"/> Mrs. <input type="checkbox"/> Ms.			<input type="checkbox"/> Male <input type="checkbox"/> White <input type="checkbox"/> Hispanic <input type="checkbox"/> Female <input type="checkbox"/> Asian <input type="checkbox"/> Black <input type="checkbox"/> Native American <input type="checkbox"/> Other
5	<input type="checkbox"/> Mr. <input type="checkbox"/> Mrs. <input type="checkbox"/> Ms.			<input type="checkbox"/> Male <input type="checkbox"/> White <input type="checkbox"/> Hispanic <input type="checkbox"/> Female <input type="checkbox"/> Asian <input type="checkbox"/> Black <input type="checkbox"/> Native American <input type="checkbox"/> Other
6	<input type="checkbox"/> Mr. <input type="checkbox"/> Mrs. <input type="checkbox"/> Ms.			<input type="checkbox"/> Male <input type="checkbox"/> White <input type="checkbox"/> Hispanic <input type="checkbox"/> Female <input type="checkbox"/> Asian <input type="checkbox"/> Black <input type="checkbox"/> Native American <input type="checkbox"/> Other
7	<input type="checkbox"/> Mr. <input type="checkbox"/> Mrs. <input type="checkbox"/> Ms.			<input type="checkbox"/> Male <input type="checkbox"/> White <input type="checkbox"/> Hispanic <input type="checkbox"/> Female <input type="checkbox"/> Asian <input type="checkbox"/> Black <input type="checkbox"/> Native American <input type="checkbox"/> Other
8	<input type="checkbox"/> Mr. <input type="checkbox"/> Mrs. <input type="checkbox"/> Ms.			<input type="checkbox"/> Male <input type="checkbox"/> White <input type="checkbox"/> Hispanic <input type="checkbox"/> Female <input type="checkbox"/> Asian <input type="checkbox"/> Black <input type="checkbox"/> Native American <input type="checkbox"/> Other
9	<input type="checkbox"/> Mr. <input type="checkbox"/> Mrs. <input type="checkbox"/> Ms.			<input type="checkbox"/> Male <input type="checkbox"/> White <input type="checkbox"/> Hispanic <input type="checkbox"/> Female <input type="checkbox"/> Asian <input type="checkbox"/> Black <input type="checkbox"/> Native American <input type="checkbox"/> Other
10	<input type="checkbox"/> Mr. <input type="checkbox"/> Mrs. <input type="checkbox"/> Ms.			<input type="checkbox"/> Male <input type="checkbox"/> White <input type="checkbox"/> Hispanic <input type="checkbox"/> Female <input type="checkbox"/> Asian <input type="checkbox"/> Black <input type="checkbox"/> Native American <input type="checkbox"/> Other

# ATTENDANCE ROSTER

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NAME		ADDRESS	BUSINESS OR ORGANIZATION	GENDER/RACE (OPTIONAL)
1	<input checked="" type="checkbox"/> Mr. <i>Robert Hugel</i> <input type="checkbox"/> Mrs. <i>Hevilean</i> <input type="checkbox"/> Ms.	<i>313 E Ridgecrest Ave Midwest City, OK 73110</i>		<input type="checkbox"/> Male <input type="checkbox"/> White <input type="checkbox"/> Hispanic <input type="checkbox"/> Female <input type="checkbox"/> Asian <input type="checkbox"/> Black <input type="checkbox"/> Native American <input type="checkbox"/> Other
2	<input checked="" type="checkbox"/> Mr. <i>John Dougherty</i> <input type="checkbox"/> Mrs. <input type="checkbox"/> Ms.	<i>200 NE 21st St OKC OK 73105</i>	<i>ODOT</i>	<input type="checkbox"/> Male <input type="checkbox"/> White <input type="checkbox"/> Hispanic <input type="checkbox"/> Female <input type="checkbox"/> Asian <input type="checkbox"/> Black <input type="checkbox"/> Native American <input type="checkbox"/> Other
3	<input checked="" type="checkbox"/> Mr. <i>John Holbird</i> <input type="checkbox"/> Mrs. <input type="checkbox"/> Ms.	<i>10709 Highway Dr. OKC OK 73151</i>	<i>tax payer, ORIM</i>	<input checked="" type="checkbox"/> Male <input checked="" type="checkbox"/> White <input type="checkbox"/> Hispanic <input type="checkbox"/> Female <input type="checkbox"/> Asian <input type="checkbox"/> Black <input type="checkbox"/> Native American <input type="checkbox"/> Other
4	<input type="checkbox"/> Mr. <i>Rep Charlie</i> <input type="checkbox"/> Mrs. <i>Gogner</i> <input type="checkbox"/> Ms.	<i>3500 BELLA VISTA m we</i>	<i>STATS</i>	<input type="checkbox"/> Male <input type="checkbox"/> White <input type="checkbox"/> Hispanic <input type="checkbox"/> Female <input type="checkbox"/> Asian <input type="checkbox"/> Black <input type="checkbox"/> Native American <input type="checkbox"/> Other
5	<input type="checkbox"/> Mr. <i>Wanda Stapleton</i> <input type="checkbox"/> Mrs. <input type="checkbox"/> Ms.	<i>OKC 425 SW 51 73109</i>	<i>—</i>	<input type="checkbox"/> Male <input checked="" type="checkbox"/> White <input type="checkbox"/> Hispanic <input checked="" type="checkbox"/> Female <input type="checkbox"/> Asian <input type="checkbox"/> Black <input type="checkbox"/> Native American <input type="checkbox"/> Other
6	<input checked="" type="checkbox"/> Mr. <i>Michael Burdick</i> <input type="checkbox"/> Mrs. <input type="checkbox"/> Ms.	<i>327 NE 2nd Apt 303 OKC, OK 73104</i>		<input checked="" type="checkbox"/> Male <input type="checkbox"/> White <input type="checkbox"/> Hispanic <input type="checkbox"/> Female <input type="checkbox"/> Asian <input type="checkbox"/> Black <input type="checkbox"/> Native American <input type="checkbox"/> Other
7	<input checked="" type="checkbox"/> Mr. <i>BARRY QUENSEL</i> <input type="checkbox"/> Mrs. <input type="checkbox"/> Ms.	<i>4805 E LASSO LOOP LANTON, OK 73501</i>	<i>OKLAHOMA RAIL</i>	<input type="checkbox"/> Male <input type="checkbox"/> White <input type="checkbox"/> Hispanic <input checked="" type="checkbox"/> Female <input type="checkbox"/> Asian <input type="checkbox"/> Black <input type="checkbox"/> Native American <input type="checkbox"/> Other
8	<input type="checkbox"/> Mr. <i>Nancy Cain</i> <input type="checkbox"/> Mrs. <input checked="" type="checkbox"/> Ms.	<i>208 NW 33 OKC 73118</i>		<input type="checkbox"/> Male <input type="checkbox"/> White <input type="checkbox"/> Hispanic <input type="checkbox"/> Female <input type="checkbox"/> Asian <input type="checkbox"/> Black <input type="checkbox"/> Native American <input type="checkbox"/> Other
9	<input checked="" type="checkbox"/> Mr. <i>KVAN STARR</i> <input type="checkbox"/> Mrs. <input type="checkbox"/> Ms.	<i>517 CLAREMONT NORMAN OK 73069</i>	<i>NORTHERN FLYER ALLIANCE</i>	<input checked="" type="checkbox"/> Male <input type="checkbox"/> White <input type="checkbox"/> Hispanic <input type="checkbox"/> Female <input type="checkbox"/> Asian <input type="checkbox"/> Black <input type="checkbox"/> Native American <input type="checkbox"/> Other
10	<input checked="" type="checkbox"/> Mr. <i>DAVID BROOKE</i> <input type="checkbox"/> Mrs. <input type="checkbox"/> Ms.	<i>7301 N. Sooner Rd OKC., OK. 73141</i>	<i>—</i>	<input type="checkbox"/> Male <input type="checkbox"/> White <input type="checkbox"/> Hispanic <input type="checkbox"/> Female <input type="checkbox"/> Asian <input type="checkbox"/> Black <input type="checkbox"/> Native American <input type="checkbox"/> Other

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	NAME	ADDRESS	BUSINESS OR ORGANIZATION	GENDER/RACE (OPTIONAL)
1	<input checked="" type="checkbox"/> Mr. <input type="checkbox"/> Mrs. <input type="checkbox"/> Ms. <i>MARK 418VSS</i>	<i>601 N BRAUNWAY, #302 OKC 73102</i>	<i>MODERN TRANSIT PROJECT</i>	<input checked="" type="checkbox"/> Male <input type="checkbox"/> White <input type="checkbox"/> Hispanic <input type="checkbox"/> Female <input type="checkbox"/> Asian <input type="checkbox"/> Black <input type="checkbox"/> Native American <input type="checkbox"/> Other
2	<input type="checkbox"/> Mr. <input type="checkbox"/> Mrs. <input type="checkbox"/> Ms. <i>Jeff Bezdek</i>	<i>212 N.E. 2nd (Suite 302) OKC, OK 73104</i>	<i>MTP</i>	<input type="checkbox"/> Male <input type="checkbox"/> White <input type="checkbox"/> Hispanic <input type="checkbox"/> Female <input type="checkbox"/> Asian <input type="checkbox"/> Black <input type="checkbox"/> Native American <input type="checkbox"/> Other
3	<input type="checkbox"/> Mr. <input type="checkbox"/> Mrs. <input checked="" type="checkbox"/> Ms. <i>Linda Koenig</i>		<i>ODOT</i>	<input type="checkbox"/> Male <input checked="" type="checkbox"/> White <input type="checkbox"/> Hispanic <input checked="" type="checkbox"/> Female <input type="checkbox"/> Asian <input type="checkbox"/> Black <input type="checkbox"/> Native American <input type="checkbox"/> Other
4	<input type="checkbox"/> Mr. <input type="checkbox"/> Mrs. <input type="checkbox"/> Ms.			<input type="checkbox"/> Male <input type="checkbox"/> White <input type="checkbox"/> Hispanic <input type="checkbox"/> Female <input type="checkbox"/> Asian <input type="checkbox"/> Black <input type="checkbox"/> Native American <input type="checkbox"/> Other
5	<input type="checkbox"/> Mr. <input type="checkbox"/> Mrs. <input type="checkbox"/> Ms.			<input type="checkbox"/> Male <input type="checkbox"/> White <input type="checkbox"/> Hispanic <input type="checkbox"/> Female <input type="checkbox"/> Asian <input type="checkbox"/> Black <input type="checkbox"/> Native American <input type="checkbox"/> Other
6	<input type="checkbox"/> Mr. <input type="checkbox"/> Mrs. <input type="checkbox"/> Ms.			<input type="checkbox"/> Male <input type="checkbox"/> White <input type="checkbox"/> Hispanic <input type="checkbox"/> Female <input type="checkbox"/> Asian <input type="checkbox"/> Black <input type="checkbox"/> Native American <input type="checkbox"/> Other
7	<input type="checkbox"/> Mr. <input type="checkbox"/> Mrs. <input type="checkbox"/> Ms.			<input type="checkbox"/> Male <input type="checkbox"/> White <input type="checkbox"/> Hispanic <input type="checkbox"/> Female <input type="checkbox"/> Asian <input type="checkbox"/> Black <input type="checkbox"/> Native American <input type="checkbox"/> Other
8	<input type="checkbox"/> Mr. <input type="checkbox"/> Mrs. <input type="checkbox"/> Ms.			<input type="checkbox"/> Male <input type="checkbox"/> White <input type="checkbox"/> Hispanic <input type="checkbox"/> Female <input type="checkbox"/> Asian <input type="checkbox"/> Black <input type="checkbox"/> Native American <input type="checkbox"/> Other
9	<input type="checkbox"/> Mr. <input type="checkbox"/> Mrs. <input type="checkbox"/> Ms.			<input type="checkbox"/> Male <input type="checkbox"/> White <input type="checkbox"/> Hispanic <input type="checkbox"/> Female <input type="checkbox"/> Asian <input type="checkbox"/> Black <input type="checkbox"/> Native American <input type="checkbox"/> Other
10	<input type="checkbox"/> Mr. <input type="checkbox"/> Mrs. <input type="checkbox"/> Ms.			<input type="checkbox"/> Male <input type="checkbox"/> White <input type="checkbox"/> Hispanic <input type="checkbox"/> Female <input type="checkbox"/> Asian <input type="checkbox"/> Black <input type="checkbox"/> Native American <input type="checkbox"/> Other

# ATTENDANCE ROSTER

## High Speed Intercity Passenger Rail

### PUBLIC MEETING

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NAME		ADDRESS	BUSINESS OR ORGANIZATION	GENDER/RACE (OPTIONAL)
1	<input checked="" type="checkbox"/> Mr. <i>MIKE MCKEY</i> <input type="checkbox"/> Mrs. <input type="checkbox"/> Ms.	<i>3100 DUKE DR NORMAN 73026</i>	<i>ODOT - CRP</i>	<input type="checkbox"/> Male <input type="checkbox"/> White <input type="checkbox"/> Hispanic <input type="checkbox"/> Female <input type="checkbox"/> Asian <input type="checkbox"/> Black <input type="checkbox"/> Native American <input type="checkbox"/> Other
2	<input checked="" type="checkbox"/> Mr. <i>Chuck Mikkelsen</i> <input type="checkbox"/> Mrs. <input type="checkbox"/> Ms.	<i>4401 N.W 4th #100 OKC. 73107</i>		<input type="checkbox"/> Male <input type="checkbox"/> White <input type="checkbox"/> Hispanic <input type="checkbox"/> Female <input type="checkbox"/> Asian <input type="checkbox"/> Black <input type="checkbox"/> Native American <input type="checkbox"/> Other
3	<input type="checkbox"/> Mr. <i>Loma Sullivan</i> <input type="checkbox"/> Mrs. <input checked="" type="checkbox"/> Ms.	<i>4020 NW30 OKC 73112</i>		<input type="checkbox"/> Male <input type="checkbox"/> White <input type="checkbox"/> Hispanic <input checked="" type="checkbox"/> Female <input type="checkbox"/> Asian <input type="checkbox"/> Black <input type="checkbox"/> Native American <input type="checkbox"/> Other
4	<input type="checkbox"/> Mr. <i>Terri Herschel</i> <input type="checkbox"/> Mrs. <input checked="" type="checkbox"/> Ms.	<i>2320 Cashion OKC</i>	<i>citizen</i>	<input type="checkbox"/> Male <input checked="" type="checkbox"/> White <input type="checkbox"/> Hispanic <input checked="" type="checkbox"/> Female <input type="checkbox"/> Asian <input type="checkbox"/> Black <input type="checkbox"/> Native American <input type="checkbox"/> Other
5	<input type="checkbox"/> Mr. <i>Mary West</i> <input type="checkbox"/> Mrs. <input type="checkbox"/> Ms.	<i>4223 N Towns 146 OKC 73112</i>		<input type="checkbox"/> Male <input type="checkbox"/> White <input type="checkbox"/> Hispanic <input type="checkbox"/> Female <input type="checkbox"/> Asian <input type="checkbox"/> Black <input type="checkbox"/> Native American <input type="checkbox"/> Other
6	<input type="checkbox"/> Mr. <i>Amanda Starck</i> <input type="checkbox"/> Mrs. <input type="checkbox"/> Ms.		<i>Sec. of Environment office</i>	<input type="checkbox"/> Male <input checked="" type="checkbox"/> White <input type="checkbox"/> Hispanic <input checked="" type="checkbox"/> Female <input type="checkbox"/> Asian <input type="checkbox"/> Black <input type="checkbox"/> Native American <input type="checkbox"/> Other
7	<input type="checkbox"/> Mr. <i>Joan Lindley</i> <input type="checkbox"/> Mrs. <input type="checkbox"/> Ms.	<i>736 NE 19th OKC, OK</i>		<input type="checkbox"/> Male <input type="checkbox"/> White <input type="checkbox"/> Hispanic <input checked="" type="checkbox"/> Female <input checked="" type="checkbox"/> Asian <input type="checkbox"/> Black <input type="checkbox"/> Native American <input type="checkbox"/> Other
8	<input type="checkbox"/> Mr. <input type="checkbox"/> Mrs. <input type="checkbox"/> Ms.			<input type="checkbox"/> Male <input type="checkbox"/> White <input type="checkbox"/> Hispanic <input type="checkbox"/> Female <input type="checkbox"/> Asian <input type="checkbox"/> Black <input type="checkbox"/> Native American <input type="checkbox"/> Other
9	<input type="checkbox"/> Mr. <input type="checkbox"/> Mrs. <input type="checkbox"/> Ms.			<input type="checkbox"/> Male <input type="checkbox"/> White <input type="checkbox"/> Hispanic <input type="checkbox"/> Female <input type="checkbox"/> Asian <input type="checkbox"/> Black <input type="checkbox"/> Native American <input type="checkbox"/> Other
10	<input type="checkbox"/> Mr. <input type="checkbox"/> Mrs. <input type="checkbox"/> Ms.			<input type="checkbox"/> Male <input type="checkbox"/> White <input type="checkbox"/> Hispanic <input type="checkbox"/> Female <input type="checkbox"/> Asian <input type="checkbox"/> Black <input type="checkbox"/> Native American <input type="checkbox"/> Other

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	NAME	ADDRESS	BUSINESS OR ORGANIZATION	GENDER/RACE (OPTIONAL)
1	<input checked="" type="checkbox"/> Mr. WILLIAM BUSTON <input type="checkbox"/> Mrs. <input type="checkbox"/> Ms.	4808 NW 26TH 73127	PRIVATE CITIZEN	<input checked="" type="checkbox"/> Male <input type="checkbox"/> White <input type="checkbox"/> Hispanic <input type="checkbox"/> Female <input type="checkbox"/> Asian <input type="checkbox"/> Black <input type="checkbox"/> Native American <input type="checkbox"/> Other
2	<input checked="" type="checkbox"/> Mr. SCOTT SWOONER <input type="checkbox"/> Mrs. <input type="checkbox"/> Ms.	1800 Schooner Dr. Norman OK	ODOT	<input checked="" type="checkbox"/> Male <input type="checkbox"/> White <input type="checkbox"/> Hispanic <input type="checkbox"/> Female <input type="checkbox"/> Asian <input type="checkbox"/> Black <input type="checkbox"/> Native American <input type="checkbox"/> Other
3	<input checked="" type="checkbox"/> Mr. Doug Rex <input type="checkbox"/> Mrs. <input type="checkbox"/> Ms.	3301 W. Hunterman Ct Edmond, OK 73003	AROU	<input checked="" type="checkbox"/> Male <input checked="" type="checkbox"/> White <input type="checkbox"/> Hispanic <input type="checkbox"/> Female <input type="checkbox"/> Asian <input type="checkbox"/> Black <input type="checkbox"/> Native American <input type="checkbox"/> Other
4	<input type="checkbox"/> Mr. <input type="checkbox"/> Mrs. <del>James Black</del> <input type="checkbox"/> Ms.	5305 Drexel Circle OK		<input checked="" type="checkbox"/> Male <input checked="" type="checkbox"/> White <input type="checkbox"/> Hispanic <input type="checkbox"/> Female <input type="checkbox"/> Asian <input type="checkbox"/> Black <input type="checkbox"/> Native American <input type="checkbox"/> Other
5	<input type="checkbox"/> Mr. <input checked="" type="checkbox"/> Mrs. Ester N. Blaine <input type="checkbox"/> Ms.	7924 NE 129th Jones	ODOT	<input type="checkbox"/> Male <input type="checkbox"/> White <input type="checkbox"/> Hispanic <input checked="" type="checkbox"/> Female <input type="checkbox"/> Asian <input checked="" type="checkbox"/> Black <input type="checkbox"/> Native American <input type="checkbox"/> Other
6	<input checked="" type="checkbox"/> Mr. Dennis Howard, <input type="checkbox"/> Mrs. <input type="checkbox"/> Ms.	Langston University		<input type="checkbox"/> Male <input type="checkbox"/> White <input type="checkbox"/> Hispanic <input type="checkbox"/> Female <input type="checkbox"/> Asian <input type="checkbox"/> Black <input checked="" type="checkbox"/> Native American <input type="checkbox"/> Other
7	<input type="checkbox"/> Mr. Edwin Miller <input type="checkbox"/> Mrs. <input type="checkbox"/> Ms.	3300 N Vermont Av OKC 73112	Citizen	<input checked="" type="checkbox"/> Male <input checked="" type="checkbox"/> White <input type="checkbox"/> Hispanic <input type="checkbox"/> Female <input type="checkbox"/> Asian <input type="checkbox"/> Black <input type="checkbox"/> Native American <input type="checkbox"/> Other
8	<input type="checkbox"/> Mr. <input type="checkbox"/> Mrs. <input type="checkbox"/> Ms.			<input type="checkbox"/> Male <input type="checkbox"/> White <input type="checkbox"/> Hispanic <input type="checkbox"/> Female <input type="checkbox"/> Asian <input type="checkbox"/> Black <input type="checkbox"/> Native American <input type="checkbox"/> Other
9	<input type="checkbox"/> Mr. <input type="checkbox"/> Mrs. <input type="checkbox"/> Ms.			<input type="checkbox"/> Male <input type="checkbox"/> White <input type="checkbox"/> Hispanic <input type="checkbox"/> Female <input type="checkbox"/> Asian <input type="checkbox"/> Black <input type="checkbox"/> Native American <input type="checkbox"/> Other
10	<input type="checkbox"/> Mr. <input type="checkbox"/> Mrs. <input type="checkbox"/> Ms.			<input type="checkbox"/> Male <input type="checkbox"/> White <input type="checkbox"/> Hispanic <input type="checkbox"/> Female <input type="checkbox"/> Asian <input type="checkbox"/> Black <input type="checkbox"/> Native American <input type="checkbox"/> Other



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NAME		ADDRESS	BUSINESS OR ORGANIZATION	GENDER/RACE (OPTIONAL)
1	<input checked="" type="checkbox"/> Mr. <input type="checkbox"/> Mrs. <input type="checkbox"/> Ms. Mike Krienke	1826 Centennial Court Enid, OKIA. 73703		<input checked="" type="checkbox"/> Male <input checked="" type="checkbox"/> White <input type="checkbox"/> Hispanic <input type="checkbox"/> Female <input type="checkbox"/> Asian <input type="checkbox"/> Black <input type="checkbox"/> Native American <input type="checkbox"/> Other
2	<input checked="" type="checkbox"/> Mr. Roger Elliott Carter <input type="checkbox"/> Mrs. <input type="checkbox"/> Ms.	1120 South 21 <sup>st</sup> Street Chickasha, Oklahoma 73018	OKLAHOMA RAIL	<input checked="" type="checkbox"/> Male <input checked="" type="checkbox"/> White <input type="checkbox"/> Hispanic <input type="checkbox"/> Female <input type="checkbox"/> Asian <input type="checkbox"/> Black <input type="checkbox"/> Native American <input type="checkbox"/> Other
3	<input checked="" type="checkbox"/> Mr. FRANK V. <input type="checkbox"/> Mrs. <input type="checkbox"/> Ms. ROESLER III		ODOT	<input checked="" type="checkbox"/> Male <input checked="" type="checkbox"/> White <input type="checkbox"/> Hispanic <input type="checkbox"/> Female <input type="checkbox"/> Asian <input type="checkbox"/> Black <input type="checkbox"/> Native American <input type="checkbox"/> Other
4	<input type="checkbox"/> Mr. <input type="checkbox"/> Mrs. Kenna Mitchell <input checked="" type="checkbox"/> Ms.	P.O. BOX 660, TULSA, OK 74105	ODOT	<input type="checkbox"/> Male <input checked="" type="checkbox"/> White <input type="checkbox"/> Hispanic <input checked="" type="checkbox"/> Female <input type="checkbox"/> Asian <input type="checkbox"/> Black <input type="checkbox"/> Native American <input type="checkbox"/> Other
5	<input checked="" type="checkbox"/> Mr. PETER LAWS <input type="checkbox"/> Mrs. <input type="checkbox"/> Ms.	PO BOX 565 NORMAN OK 73070	OKLAHOMA RAIL	<input checked="" type="checkbox"/> Male <input checked="" type="checkbox"/> White <input type="checkbox"/> Hispanic <input type="checkbox"/> Female <input type="checkbox"/> Asian <input type="checkbox"/> Black <input type="checkbox"/> Native American <input type="checkbox"/> Other
6	<input type="checkbox"/> Mr. <input type="checkbox"/> Mrs. Dawn Sullivan <input checked="" type="checkbox"/> Ms.	200 NE 21st St Oklahoma City, 73105	ODOT Env. Progs	<input type="checkbox"/> Male <input type="checkbox"/> White <input type="checkbox"/> Hispanic <input checked="" type="checkbox"/> Female <input type="checkbox"/> Asian <input type="checkbox"/> Black <input type="checkbox"/> Native American <input type="checkbox"/> Other
7	<input type="checkbox"/> Mr. <input type="checkbox"/> Mrs. Bob Kemper <input checked="" type="checkbox"/> Ms.	PO BOX 75575 OKC, OK 73147	Kemper Consulting	<input type="checkbox"/> Male <input type="checkbox"/> White <input type="checkbox"/> Hispanic <input type="checkbox"/> Female <input type="checkbox"/> Asian <input type="checkbox"/> Black <input type="checkbox"/> Native American <input type="checkbox"/> Other
8	<input checked="" type="checkbox"/> Mr. CRAIG <input type="checkbox"/> Mrs. MOODY <input type="checkbox"/> Ms.	ODOT		<input checked="" type="checkbox"/> Male <input checked="" type="checkbox"/> White <input type="checkbox"/> Hispanic <input type="checkbox"/> Female <input type="checkbox"/> Asian <input type="checkbox"/> Black <input type="checkbox"/> Native American <input type="checkbox"/> Other
9	<input type="checkbox"/> Mr. Jeei Angier <input type="checkbox"/> Mrs. <input checked="" type="checkbox"/> Ms.	ODOT	ODOT	<input type="checkbox"/> Male <input checked="" type="checkbox"/> White <input type="checkbox"/> Hispanic <input checked="" type="checkbox"/> Female <input type="checkbox"/> Asian <input type="checkbox"/> Black <input type="checkbox"/> Native American <input type="checkbox"/> Other
10	<input type="checkbox"/> Mr. <input type="checkbox"/> Mrs. Rena Guay <input checked="" type="checkbox"/> Ms.	2608 South lawn Pl El Reno	OK PRO RAIL	<input type="checkbox"/> Male <input type="checkbox"/> White <input type="checkbox"/> Hispanic <input type="checkbox"/> Female <input type="checkbox"/> Asian <input type="checkbox"/> Black <input type="checkbox"/> Native American <input type="checkbox"/> Other

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NAME		ADDRESS	BUSINESS OR ORGANIZATION	GENDER/RACE (OPTIONAL)
1	<input type="checkbox"/> Mr. PAUL DAVIDSON <input type="checkbox"/> Mrs. <input type="checkbox"/> Ms.	3209 ST CLAIR DR NORMAN OK 73072	SELF	<input checked="" type="checkbox"/> Male <input type="checkbox"/> White <input type="checkbox"/> Hispanic <input type="checkbox"/> Female <input type="checkbox"/> Asian <input type="checkbox"/> Black <input type="checkbox"/> Native American <input type="checkbox"/> Other
2	<input checked="" type="checkbox"/> Mr. Matt Dowty <input type="checkbox"/> Mrs. <input type="checkbox"/> Ms.	PO BOX 885 ENID, OK 73702	OKLAHOMA RAIL	<input checked="" type="checkbox"/> Male <input type="checkbox"/> White <input type="checkbox"/> Hispanic <input type="checkbox"/> Female <input type="checkbox"/> Asian <input type="checkbox"/> Black <input type="checkbox"/> Native American <input type="checkbox"/> Other
3	<input checked="" type="checkbox"/> Mr. Austin Green <input type="checkbox"/> Mrs. <input type="checkbox"/> Ms.	865 W 14th MORSE OK	Electronic Technician	<input type="checkbox"/> Male <input type="checkbox"/> White <input type="checkbox"/> Hispanic <input type="checkbox"/> Female <input type="checkbox"/> Asian <input type="checkbox"/> Black <input type="checkbox"/> Native American <input type="checkbox"/> Other
4	<input type="checkbox"/> Mr. <input type="checkbox"/> Mrs. Pseudonym <input checked="" type="checkbox"/> Ms.		ODOT	<input type="checkbox"/> Male <input type="checkbox"/> White <input type="checkbox"/> Hispanic <input type="checkbox"/> Female <input type="checkbox"/> Asian <input type="checkbox"/> Black <input type="checkbox"/> Native American <input type="checkbox"/> Other
5	<input type="checkbox"/> Mr. Jen <input checked="" type="checkbox"/> Mrs. Koscelny <input type="checkbox"/> Ms.	9225 N. 133rd E. Ave OWASSO, OK 74055	Able Consulting	<input type="checkbox"/> Male <input checked="" type="checkbox"/> White <input type="checkbox"/> Hispanic <input checked="" type="checkbox"/> Female <input type="checkbox"/> Asian <input type="checkbox"/> Black <input type="checkbox"/> Native American <input type="checkbox"/> Other
6	<input checked="" type="checkbox"/> Mr. Kenneth <input type="checkbox"/> Mrs. <input type="checkbox"/> Ms. Harper	200 NE 21st Street OKC, OK 73112	ODOT	<input type="checkbox"/> Male <input type="checkbox"/> White <input type="checkbox"/> Hispanic <input type="checkbox"/> Female <input type="checkbox"/> Asian <input type="checkbox"/> Black <input type="checkbox"/> Native American <input type="checkbox"/> Other
7	<input checked="" type="checkbox"/> Mr. Seth Rott <input type="checkbox"/> Mrs. <input type="checkbox"/> Ms.	2300 N. Lincoln Blvd Rm. 416	Senator Randy Brogden Chair Gen. Government & Transportation	<input checked="" type="checkbox"/> Male <input checked="" type="checkbox"/> White <input type="checkbox"/> Hispanic <input type="checkbox"/> Female <input type="checkbox"/> Asian <input type="checkbox"/> Black <input type="checkbox"/> Native American <input type="checkbox"/> Other
8	<input checked="" type="checkbox"/> Mr. JOHN ANSELL <input type="checkbox"/> Mrs. <input type="checkbox"/> Ms.	120 E. Northrup Dr MIDWEST CITY, OK 73110	RETIRED	<input checked="" type="checkbox"/> Male <input checked="" type="checkbox"/> White <input type="checkbox"/> Hispanic <input type="checkbox"/> Female <input type="checkbox"/> Asian <input type="checkbox"/> Black <input type="checkbox"/> Native American <input type="checkbox"/> Other
9	<input checked="" type="checkbox"/> Mr. DAVID <input type="checkbox"/> Mrs. <input type="checkbox"/> Ms. STREB	200 NE 21st OKC OK 73105	ODOT	<input checked="" type="checkbox"/> Male <input checked="" type="checkbox"/> White <input type="checkbox"/> Hispanic <input type="checkbox"/> Female <input type="checkbox"/> Asian <input type="checkbox"/> Black <input type="checkbox"/> Native American <input type="checkbox"/> Other
10	<input checked="" type="checkbox"/> Mr. <input type="checkbox"/> Mrs. Tom Parsons <input type="checkbox"/> Ms.	500 Streeter Ln Mustang, OK 73064	Life long OKC Resident	<input checked="" type="checkbox"/> Male <input checked="" type="checkbox"/> White <input type="checkbox"/> Hispanic <input type="checkbox"/> Female <input type="checkbox"/> Asian <input type="checkbox"/> Black <input type="checkbox"/> Native American <input type="checkbox"/> Other

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NAME		ADDRESS	BUSINESS OR ORGANIZATION	GENDER/RACE (OPTIONAL)
1	<input checked="" type="checkbox"/> Mr. <input type="checkbox"/> Mrs. <b>BILL DIMELLAZ</b> <input type="checkbox"/> Ms.	<b>4121 E 86th St 74137</b>		<input checked="" type="checkbox"/> Male <input type="checkbox"/> White <input type="checkbox"/> Hispanic <input type="checkbox"/> Female <input type="checkbox"/> Asian <input type="checkbox"/> Black <input type="checkbox"/> Native American <input type="checkbox"/> Other
2	<input type="checkbox"/> Mr. <input checked="" type="checkbox"/> Mrs. <b>Jennifer Loren</b> <input type="checkbox"/> Ms.	<b>302 S. Frankfort Tulsa 74120</b>	<b>KOTV/KWTU</b>	<input type="checkbox"/> Male <input type="checkbox"/> White <input type="checkbox"/> Hispanic <input checked="" type="checkbox"/> Female <input type="checkbox"/> Asian <input type="checkbox"/> Black <input checked="" type="checkbox"/> Native American <input type="checkbox"/> Other
3	<input type="checkbox"/> Mr. <input checked="" type="checkbox"/> Mrs. <b>Brent Isaacs</b> <input type="checkbox"/> Ms.	<b>3422 E 75th Pl Tulsa 74136</b>		<input type="checkbox"/> Male <input type="checkbox"/> White <input type="checkbox"/> Hispanic <input type="checkbox"/> Female <input type="checkbox"/> Asian <input type="checkbox"/> Black <input type="checkbox"/> Native American <input type="checkbox"/> Other
4	<input type="checkbox"/> Mr. <b>SHANNON</b> <input type="checkbox"/> Mrs. <input checked="" type="checkbox"/> Ms. <b>MUCHMORE</b>	<b>410 W. 7th St Unit 724</b>	<b>Tulsa World</b>	<input type="checkbox"/> Male <input checked="" type="checkbox"/> White <input type="checkbox"/> Hispanic <input checked="" type="checkbox"/> Female <input type="checkbox"/> Asian <input type="checkbox"/> Black <input type="checkbox"/> Native American <input type="checkbox"/> Other
5	<input type="checkbox"/> Mr. <input type="checkbox"/> Mrs. <b>Maria Barnes</b> <input type="checkbox"/> Ms.	<b>74104 1319 S Terrace Dr</b>	<b>§</b>	<input type="checkbox"/> Male <input type="checkbox"/> White <input type="checkbox"/> Hispanic <input type="checkbox"/> Female <input type="checkbox"/> Asian <input type="checkbox"/> Black <input type="checkbox"/> Native American <input type="checkbox"/> Other
6	<input type="checkbox"/> Mr. <input type="checkbox"/> Mrs. <b>SARAH KOBOS</b> <input checked="" type="checkbox"/> Ms.	<b>3709 E 43 St</b>	<b>TULSA Now</b>	<input type="checkbox"/> Male <input checked="" type="checkbox"/> White <input type="checkbox"/> Hispanic <input checked="" type="checkbox"/> Female <input type="checkbox"/> Asian <input type="checkbox"/> Black <input type="checkbox"/> Native American <input type="checkbox"/> Other
7	<input type="checkbox"/> Mr. <input type="checkbox"/> Mrs. <input checked="" type="checkbox"/> Ms. <b>Ceres Hern</b>	<b>7806 S. 70<sup>th</sup> E. Av</b>	<b>Tulsa Ok</b>	<input type="checkbox"/> Male <input checked="" type="checkbox"/> White <input type="checkbox"/> Hispanic <input checked="" type="checkbox"/> Female <input type="checkbox"/> Asian <input type="checkbox"/> Black <input type="checkbox"/> Native American <input type="checkbox"/> Other
8	<input type="checkbox"/> Mr. <input type="checkbox"/> Mrs. <b>JONATHAN BAZUE</b> <input type="checkbox"/> Ms.	<b>2124 S. St Louis</b>	<b>KMO DEVELOPMENT</b>	<input checked="" type="checkbox"/> Male <input type="checkbox"/> White <input type="checkbox"/> Hispanic <input type="checkbox"/> Female <input type="checkbox"/> Asian <input type="checkbox"/> Black <input type="checkbox"/> Native American <input type="checkbox"/> Other
9	<input type="checkbox"/> Mr. <input type="checkbox"/> Mrs. <b>Cynthia Hartman</b> <input checked="" type="checkbox"/> Ms.	<b>3135 E. Admiral Blvd. 74110</b>	<b>interested party!</b>	<input type="checkbox"/> Male <input type="checkbox"/> White <input type="checkbox"/> Hispanic <input checked="" type="checkbox"/> Female <input type="checkbox"/> Asian <input type="checkbox"/> Black <input type="checkbox"/> Native American <input type="checkbox"/> Other
10	<input type="checkbox"/> Mr. <input type="checkbox"/> Mrs. <b>Nona Charleston</b> <input type="checkbox"/> Ms.	<b>5312 S. Zuni Ave 74105</b>	<b>UNIV. OF TULSA</b>	<input type="checkbox"/> Male <input type="checkbox"/> White <input type="checkbox"/> Hispanic <input checked="" type="checkbox"/> Female <input type="checkbox"/> Asian <input type="checkbox"/> Black <input type="checkbox"/> Native American <input type="checkbox"/> Other

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1	<input checked="" type="checkbox"/> Mr. <input type="checkbox"/> Mrs. <input type="checkbox"/> Ms. <b>Gavin Off</b>	315 S. Boulder Ave	Tulsa Walden	<input type="checkbox"/> Male <input checked="" type="checkbox"/> White <input type="checkbox"/> Hispanic <input type="checkbox"/> Female <input type="checkbox"/> Asian <input type="checkbox"/> Black <input type="checkbox"/> Native American <input type="checkbox"/> Other
2	<input type="checkbox"/> Mr. <input checked="" type="checkbox"/> Mrs. <b>Rita Scott</b> <input type="checkbox"/> Ms.	16523 E. 171st. S.	Sustainable Green County	<input type="checkbox"/> Male <input type="checkbox"/> White <input type="checkbox"/> Hispanic <input type="checkbox"/> Female <input type="checkbox"/> Asian <input type="checkbox"/> Black <input type="checkbox"/> Native American <input type="checkbox"/> Other
3	<input checked="" type="checkbox"/> Mr. <b>Mike Boney</b> <input type="checkbox"/> Mrs. <input type="checkbox"/> Ms.	1000 S. Denver	City of Tulsa	<input type="checkbox"/> Male <input type="checkbox"/> White <input type="checkbox"/> Hispanic <input type="checkbox"/> Female <input type="checkbox"/> Asian <input type="checkbox"/> Black <input type="checkbox"/> Native American <input type="checkbox"/> Other
4	<input type="checkbox"/> Mr. <input checked="" type="checkbox"/> Mrs. <b>Stacey Bayles</b> <input type="checkbox"/> Ms.	1532 S. Troost 74120		<input type="checkbox"/> Male <input checked="" type="checkbox"/> White <input type="checkbox"/> Hispanic <input checked="" type="checkbox"/> Female <input type="checkbox"/> Asian <input type="checkbox"/> Black <input type="checkbox"/> Native American <input type="checkbox"/> Other
5	<input checked="" type="checkbox"/> Mr. <input type="checkbox"/> Mrs. <b>John E. Dillon</b> <input type="checkbox"/> Ms.	3015 <sup>Managers Rd</sup> <del>Sunset Rd</del> <sup>OK</sup> 74044		<input type="checkbox"/> Male <input type="checkbox"/> White <input type="checkbox"/> Hispanic <input type="checkbox"/> Female <input type="checkbox"/> Asian <input type="checkbox"/> Black <input type="checkbox"/> Native American <input type="checkbox"/> Other
6	<input checked="" type="checkbox"/> Mr. <b>MARK JAMISON</b> <input type="checkbox"/> Mrs. <input type="checkbox"/> Ms.	8406 S. FAWNWOOD CT. BROKEN ARROW, OK 74011	—	<input checked="" type="checkbox"/> Male <input type="checkbox"/> White <input type="checkbox"/> Hispanic <input type="checkbox"/> Female <input type="checkbox"/> Asian <input type="checkbox"/> Black <input type="checkbox"/> Native American <input type="checkbox"/> Other
7	<input type="checkbox"/> Mr. <b>Ray Ostensen</b> <input type="checkbox"/> Mrs. <b>Shirley</b> <input type="checkbox"/> Ms.	4615 E 85 TULSA, OK 74137		<input type="checkbox"/> Male <input type="checkbox"/> White <input type="checkbox"/> Hispanic <input type="checkbox"/> Female <input type="checkbox"/> Asian <input type="checkbox"/> Black <input type="checkbox"/> Native American <input type="checkbox"/> Other
8	<input checked="" type="checkbox"/> Mr. <b>DAVID HAVERKAMP</b> <input type="checkbox"/> Mrs. <input type="checkbox"/> Ms.	19101 E Knightsbridge Rd OWASSO, OK 74055	City of OWASSO	<input checked="" type="checkbox"/> Male <input checked="" type="checkbox"/> White <input type="checkbox"/> Hispanic <input type="checkbox"/> Female <input type="checkbox"/> Asian <input type="checkbox"/> Black <input type="checkbox"/> Native American <input type="checkbox"/> Other
9	<input type="checkbox"/> Mr. <input type="checkbox"/> Mrs. <b>Jennifer Edwards</b> <input checked="" type="checkbox"/> Ms.	12502 E 39th Pl TULSA OK	—	<input type="checkbox"/> Male <input checked="" type="checkbox"/> White <input type="checkbox"/> Hispanic <input checked="" type="checkbox"/> Female <input type="checkbox"/> Asian <input type="checkbox"/> Black <input type="checkbox"/> Native American <input type="checkbox"/> Other
10	<input checked="" type="checkbox"/> Mr. <b>Tom Arner</b> <input type="checkbox"/> Mrs. <input type="checkbox"/> Ms.	2 W 2nd St. 800. 74103	INCOB	<input checked="" type="checkbox"/> Male <input checked="" type="checkbox"/> White <input type="checkbox"/> Hispanic <input type="checkbox"/> Female <input type="checkbox"/> Asian <input type="checkbox"/> Black <input type="checkbox"/> Native American <input type="checkbox"/> Other

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1 <input type="checkbox"/> Mr. <input type="checkbox"/> Mrs. <input checked="" type="checkbox"/> Ms. Dawn Sullivan	200 NE 21 <sup>st</sup> St. Oklahoma City, OK 73105	ODOT Env. Programs	<input type="checkbox"/> Male <input checked="" type="checkbox"/> White <input type="checkbox"/> Hispanic <input checked="" type="checkbox"/> Female <input type="checkbox"/> Asian <input type="checkbox"/> Black <input type="checkbox"/> Native American <input type="checkbox"/> Other
2 <input checked="" type="checkbox"/> Mr. FRANK V. <input type="checkbox"/> Mrs. <input type="checkbox"/> Ms. ROESLER III	" "	ODOT PROGRAM COOR.	<input checked="" type="checkbox"/> Male <input checked="" type="checkbox"/> White <input type="checkbox"/> Hispanic <input type="checkbox"/> Female <input checked="" type="checkbox"/> Asian <input type="checkbox"/> Black <input type="checkbox"/> Native American <input type="checkbox"/> Other
3 <input type="checkbox"/> Mr. <input checked="" type="checkbox"/> Mrs. Jennifer <input type="checkbox"/> Ms. Koscelny	9225 N. 133 <sup>rd</sup> E. Ave. Owasso, OK 74055	Able Consulting	<input type="checkbox"/> Male <input checked="" type="checkbox"/> White <input type="checkbox"/> Hispanic <input checked="" type="checkbox"/> Female <input type="checkbox"/> Asian <input type="checkbox"/> Black <input type="checkbox"/> Native American <input type="checkbox"/> Other
4 <input type="checkbox"/> Mr. <input checked="" type="checkbox"/> Mrs. Frances Campbell <input type="checkbox"/> Ms.	200 NE 21 <sup>st</sup> St. OCC OK 73105	ODOT	<input type="checkbox"/> Male <input checked="" type="checkbox"/> White <input type="checkbox"/> Hispanic <input checked="" type="checkbox"/> Female <input type="checkbox"/> Asian <input type="checkbox"/> Black <input type="checkbox"/> Native American <input type="checkbox"/> Other
5 <input type="checkbox"/> Mr. <input type="checkbox"/> Mrs. <input checked="" type="checkbox"/> Ms. Brenda Perry	" "	ODOT	<input type="checkbox"/> Male <input type="checkbox"/> White <input type="checkbox"/> Hispanic <input type="checkbox"/> Female <input type="checkbox"/> Asian <input type="checkbox"/> Black <input type="checkbox"/> Native American <input type="checkbox"/> Other
6 <input checked="" type="checkbox"/> Mr. <input type="checkbox"/> Mrs. Mike Krienke <input type="checkbox"/> Ms.	1826 Centennial Court Enid, OK. 73703		<input checked="" type="checkbox"/> Male <input checked="" type="checkbox"/> White <input type="checkbox"/> Hispanic <input type="checkbox"/> Female <input type="checkbox"/> Asian <input type="checkbox"/> Black <input type="checkbox"/> Native American <input type="checkbox"/> Other
7 <input checked="" type="checkbox"/> Mr. CRAIG MOODY <input type="checkbox"/> Mrs. <input type="checkbox"/> Ms.		ODOT	<input checked="" type="checkbox"/> Male <input checked="" type="checkbox"/> White <input type="checkbox"/> Hispanic <input type="checkbox"/> Female <input type="checkbox"/> Asian <input type="checkbox"/> Black <input type="checkbox"/> Native American <input type="checkbox"/> Other
8 <input checked="" type="checkbox"/> Mr. David Polson <input type="checkbox"/> Mrs. <input type="checkbox"/> Ms.	11933 E. 510 RD Claremore, OK 74019	Self	<input checked="" type="checkbox"/> Male <input type="checkbox"/> White <input type="checkbox"/> Hispanic <input type="checkbox"/> Female <input type="checkbox"/> Asian <input type="checkbox"/> Black <input type="checkbox"/> Native American <input type="checkbox"/> Other
9 <input checked="" type="checkbox"/> Mr. <input type="checkbox"/> Mrs. <input type="checkbox"/> Ms. James Hollams	JAMESAHOLLAMS@COX.NET		<input type="checkbox"/> Male <input type="checkbox"/> White <input type="checkbox"/> Hispanic <input type="checkbox"/> Female <input type="checkbox"/> Asian <input type="checkbox"/> Black <input type="checkbox"/> Native American <input type="checkbox"/> Other
10 <input checked="" type="checkbox"/> Mr. <input type="checkbox"/> Mrs. Steven Beneman <input type="checkbox"/> Ms.	7406 S 10 <sup>th</sup> East Ave Tulsa OK 74133	Self	<input checked="" type="checkbox"/> Male <input type="checkbox"/> White <input type="checkbox"/> Hispanic <input type="checkbox"/> Female <input type="checkbox"/> Asian <input type="checkbox"/> Black <input type="checkbox"/> Native American <input type="checkbox"/> Other

# ATTENDANCE ROSTER

## High Speed Intercity Passenger Rail

### PUBLIC MEETING

**PLEASE PRINT**

DATE 9/15/09

NAME		ADDRESS	BUSINESS OR ORGANIZATION	GENDER/RACE (OPTIONAL)
1	<input checked="" type="checkbox"/> Mr. <i>Ken Sellers</i> <input type="checkbox"/> Mrs. <input type="checkbox"/> Ms.	2460 S. CHESTNUT AVE PA	GUNNERS JOHNSON	<input checked="" type="checkbox"/> Male <input type="checkbox"/> White <input type="checkbox"/> Hispanic <input type="checkbox"/> Female <input type="checkbox"/> Asian <input type="checkbox"/> Black <input type="checkbox"/> Native American <input type="checkbox"/> Other
2	<input checked="" type="checkbox"/> Mr. <i>J Lyon Morehead</i> <input type="checkbox"/> Mrs. <input type="checkbox"/> Ms.	2123 E 60 <sup>th</sup> Pl Tulsa 74105		<input checked="" type="checkbox"/> Male <input type="checkbox"/> White <input type="checkbox"/> Hispanic <input type="checkbox"/> Female <input type="checkbox"/> Asian <input type="checkbox"/> Black <input type="checkbox"/> Native American <input type="checkbox"/> Other
3	<input type="checkbox"/> Mr. <input type="checkbox"/> Mrs. <input type="checkbox"/> Ms. <i>Richard H. Brasher</i>	5636 S Vancouver Pl Tulsa, OK 74107		<input type="checkbox"/> Male <input type="checkbox"/> White <input type="checkbox"/> Hispanic <input type="checkbox"/> Female <input type="checkbox"/> Asian <input type="checkbox"/> Black <input type="checkbox"/> Native American <input type="checkbox"/> Other
4	<input type="checkbox"/> Mr. <i>Levette</i> <input checked="" type="checkbox"/> Mrs. <i>Brophy</i> <input type="checkbox"/> Ms.	Tulsa 74104 1741 S College Ave		<input type="checkbox"/> Male <input type="checkbox"/> White <input type="checkbox"/> Hispanic <input type="checkbox"/> Female <input type="checkbox"/> Asian <input type="checkbox"/> Black <input type="checkbox"/> Native American <input type="checkbox"/> Other
5	<input checked="" type="checkbox"/> Mr. <i>Peter Butz</i> <input type="checkbox"/> Mrs. <input type="checkbox"/> Ms.	22174 W. HICKORY DR. SAPULPA, OK. 74066		<input checked="" type="checkbox"/> Male <input type="checkbox"/> White <input type="checkbox"/> Hispanic <input type="checkbox"/> Female <input type="checkbox"/> Asian <input type="checkbox"/> Black <input type="checkbox"/> Native American <input type="checkbox"/> Other
6	<input checked="" type="checkbox"/> Mr. <i>Schuyler Sharp</i> <input type="checkbox"/> Mrs. <input type="checkbox"/> Ms.	4217 S Rockford Ave Tulsa OK 74105		<input checked="" type="checkbox"/> Male <input type="checkbox"/> White <input type="checkbox"/> Hispanic <input type="checkbox"/> Female <input type="checkbox"/> Asian <input type="checkbox"/> Black <input type="checkbox"/> Native American <input type="checkbox"/> Other
7	<input checked="" type="checkbox"/> Mr. <i>GARY LANMAN</i> <input type="checkbox"/> Mrs. <input type="checkbox"/> Ms.	7 FOREST RD. PONCA CITY 74604		<input checked="" type="checkbox"/> Male <input type="checkbox"/> White <input type="checkbox"/> Hispanic <input type="checkbox"/> Female <input type="checkbox"/> Asian <input type="checkbox"/> Black <input type="checkbox"/> Native American <input type="checkbox"/> Other
8	<input type="checkbox"/> Mr. <input type="checkbox"/> Mrs. <input type="checkbox"/> Ms. <i>Bob Rounsavell</i>	Coloquah P.O. Box 652 74053	Carnie Dickson Found.	<input checked="" type="checkbox"/> Male <input checked="" type="checkbox"/> White <input type="checkbox"/> Hispanic <input checked="" type="checkbox"/> Female <input checked="" type="checkbox"/> Asian <input type="checkbox"/> Black <input type="checkbox"/> Native American <input type="checkbox"/> Other
9	<input type="checkbox"/> Mr. <input type="checkbox"/> Mrs. <input checked="" type="checkbox"/> Ms. <i>Wendy Taylor</i>	Two West 2nd St. Suite 150 Tulsa OK 74103	Tulsa Metro Chamber	<input type="checkbox"/> Male <input checked="" type="checkbox"/> White <input type="checkbox"/> Hispanic <input checked="" type="checkbox"/> Female <input type="checkbox"/> Asian <input type="checkbox"/> Black <input type="checkbox"/> Native American <input type="checkbox"/> Other
10	<input checked="" type="checkbox"/> Mr. <i>Dwayne Beavers</i> <input type="checkbox"/> Mrs. <input type="checkbox"/> Ms.	2809 E 28 <sup>th</sup> St Tulsa 74114	CCRC	<input checked="" type="checkbox"/> Male <input type="checkbox"/> White <input type="checkbox"/> Hispanic <input type="checkbox"/> Female <input type="checkbox"/> Asian <input type="checkbox"/> Black <input type="checkbox"/> Native American <input type="checkbox"/> Other

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1	<input checked="" type="checkbox"/> Mr. <i>Jon White</i> <input type="checkbox"/> Mrs. <input type="checkbox"/> Ms.	536 S 46 W		<input type="checkbox"/> Male <input type="checkbox"/> White <input type="checkbox"/> Hispanic <input type="checkbox"/> Female <input type="checkbox"/> Asian <input type="checkbox"/> Black <input type="checkbox"/> Native American <input type="checkbox"/> Other
2	<input type="checkbox"/> Mr. <input checked="" type="checkbox"/> Mrs. <i>Matt Dowdy</i> <input type="checkbox"/> Ms.	731 E Elm ENID, OK 73702	OKLAHOMA RAIL	<input type="checkbox"/> Male <input checked="" type="checkbox"/> White <input type="checkbox"/> Hispanic <input type="checkbox"/> Female <input type="checkbox"/> Asian <input type="checkbox"/> Black <input type="checkbox"/> Native American <input type="checkbox"/> Other
3	<input type="checkbox"/> Mr. <input checked="" type="checkbox"/> Mrs. <i>Linda Sparks</i> <input type="checkbox"/> Ms.	119 Park Place Ponca City, OK	NFA Director	<input type="checkbox"/> Male <input type="checkbox"/> White <input type="checkbox"/> Hispanic <input type="checkbox"/> Female <input type="checkbox"/> Asian <input type="checkbox"/> Black <input type="checkbox"/> Native American <input type="checkbox"/> Other
4	<input type="checkbox"/> Mr. <input type="checkbox"/> Mrs. <input checked="" type="checkbox"/> Ms. <i>Donna Horton</i>	1764 S. St. Louis Tulsa 74120		<input type="checkbox"/> Male <input checked="" type="checkbox"/> White <input type="checkbox"/> Hispanic <input checked="" type="checkbox"/> Female <input type="checkbox"/> Asian <input type="checkbox"/> Black <input type="checkbox"/> Native American <input type="checkbox"/> Other
5	<input type="checkbox"/> Mr. <i>Bill &amp; Jennifer</i> <input type="checkbox"/> Mrs. <input type="checkbox"/> Ms.	1211 E 30th St Tulsa 74114	Citizen	<input type="checkbox"/> Male <input type="checkbox"/> White <input type="checkbox"/> Hispanic <input type="checkbox"/> Female <input type="checkbox"/> Asian <input type="checkbox"/> Black <input type="checkbox"/> Native American <input type="checkbox"/> Other
6	<input checked="" type="checkbox"/> Mr. <i>MICHAEL L. PHILIPS</i> <input type="checkbox"/> Mrs. <input type="checkbox"/> Ms.	1624 E HULLY AVE JAND SPRINGS OK 74063	CITY OF JAND SPRINGS, OK	<input checked="" type="checkbox"/> Male <input checked="" type="checkbox"/> White <input type="checkbox"/> Hispanic <input type="checkbox"/> Female <input type="checkbox"/> Asian <input type="checkbox"/> Black <input type="checkbox"/> Native American <input type="checkbox"/> Other
7	<input checked="" type="checkbox"/> Mr. <i>Felix Hutchins</i> <input type="checkbox"/> Mrs. <input type="checkbox"/> Ms.	3075 N 41st W Ave Tulsa, OK 74122	Harlow Creek Neighborhood Association	<input type="checkbox"/> Male <input type="checkbox"/> White <input type="checkbox"/> Hispanic <input type="checkbox"/> Female <input type="checkbox"/> Asian <input type="checkbox"/> Black <input type="checkbox"/> Native American <input type="checkbox"/> Other
8	<input type="checkbox"/> Mr. <input checked="" type="checkbox"/> Mrs. <i>Annica Thomas</i> <input type="checkbox"/> Ms.	Journal Broadcast Group/KFAZ		<input type="checkbox"/> Male <input type="checkbox"/> White <input type="checkbox"/> Hispanic <input type="checkbox"/> Female <input type="checkbox"/> Asian <input type="checkbox"/> Black <input type="checkbox"/> Native American <input type="checkbox"/> Other
9	<input checked="" type="checkbox"/> Mr. <i>BOB ROLENEC</i> <input type="checkbox"/> Mrs. <input type="checkbox"/> Ms.	3825 E. 82 <sup>nd</sup> PL. TULSA OK 74137		<input checked="" type="checkbox"/> Male <input checked="" type="checkbox"/> White <input type="checkbox"/> Hispanic <input type="checkbox"/> Female <input type="checkbox"/> Asian <input type="checkbox"/> Black <input type="checkbox"/> Native American <input type="checkbox"/> Other
10	<input checked="" type="checkbox"/> Mr. <i>Newell &amp; Peggy</i> <input checked="" type="checkbox"/> Mrs. <i>Zenell</i> <input type="checkbox"/> Ms.	6504 S. Waco Ave Tulsa, OK 74132	Retired	<input type="checkbox"/> Male <input type="checkbox"/> White <input type="checkbox"/> Hispanic <input type="checkbox"/> Female <input type="checkbox"/> Asian <input type="checkbox"/> Black <input type="checkbox"/> Native American <input type="checkbox"/> Other

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	NAME	ADDRESS	BUSINESS OR ORGANIZATION	GENDER/RACE (OPTIONAL)
1	<input type="checkbox"/> Mr. <input type="checkbox"/> Mrs. <input type="checkbox"/> Ms. <u>Craig Smith</u>	<u>410 W. 7th #1625</u>		<input type="checkbox"/> Male <input type="checkbox"/> White <input type="checkbox"/> Hispanic <input type="checkbox"/> Female <input type="checkbox"/> Asian <input type="checkbox"/> Black <input type="checkbox"/> Native American <input type="checkbox"/> Other
2	<input type="checkbox"/> Mr. <input type="checkbox"/> Mrs. <input type="checkbox"/> Ms. <u>Cindy + Roy Wallace</u>	<u>2708 E. 14th St</u>		<input checked="" type="checkbox"/> Male <input checked="" type="checkbox"/> White <input type="checkbox"/> Hispanic <input checked="" type="checkbox"/> Female <input type="checkbox"/> Asian <input checked="" type="checkbox"/> Black <input type="checkbox"/> Native American <input type="checkbox"/> Other
3	<input checked="" type="checkbox"/> Mr. <input type="checkbox"/> Mrs. <input type="checkbox"/> Ms. <u>Bryan Gemmer</u>	<u>KTOL News Ch. 8</u>		<input checked="" type="checkbox"/> Male <input checked="" type="checkbox"/> White <input type="checkbox"/> Hispanic <input type="checkbox"/> Female <input type="checkbox"/> Asian <input type="checkbox"/> Black <input type="checkbox"/> Native American <input type="checkbox"/> Other
4	<input checked="" type="checkbox"/> Mr. <input type="checkbox"/> Mrs. <input type="checkbox"/> Ms. <u>Tony Nuspl</u>	<u>4712 E 4th St.</u>		<input checked="" type="checkbox"/> Male <input type="checkbox"/> White <input type="checkbox"/> Hispanic <input type="checkbox"/> Female <input type="checkbox"/> Asian <input type="checkbox"/> Black <input type="checkbox"/> Native American <input type="checkbox"/> Other
5	<input checked="" type="checkbox"/> Mr. <input type="checkbox"/> Mrs. <input type="checkbox"/> Ms. <u>Steve Jacoby</u>	<u>5514 E 62 St.</u>		<input type="checkbox"/> Male <input checked="" type="checkbox"/> White <input type="checkbox"/> Hispanic <input type="checkbox"/> Female <input type="checkbox"/> Asian <input type="checkbox"/> Black <input type="checkbox"/> Native American <input type="checkbox"/> Other
6	<input checked="" type="checkbox"/> Mr. <input type="checkbox"/> Mrs. <input type="checkbox"/> Ms. <u>STAN MORRIS</u>	<u>B.A. 10K 6203 SO. 296TH E. AVE.</u>	<u>MORRIS ELEC. CO., LLC</u>	<input checked="" type="checkbox"/> Male <input type="checkbox"/> White <input type="checkbox"/> Hispanic <input type="checkbox"/> Female <input type="checkbox"/> Asian <input type="checkbox"/> Black <input checked="" type="checkbox"/> Native American <input type="checkbox"/> Other
7	<input type="checkbox"/> Mr. <input type="checkbox"/> Mrs. <input checked="" type="checkbox"/> Ms. <u>Gwen Goff</u>	<u>TULSA 74148 P.O. Box 48583</u>		<input type="checkbox"/> Male <input type="checkbox"/> White <input type="checkbox"/> Hispanic <input checked="" type="checkbox"/> Female <input type="checkbox"/> Asian <input checked="" type="checkbox"/> Black <input type="checkbox"/> Native American <input type="checkbox"/> Other
8	<input type="checkbox"/> Mr. <input type="checkbox"/> Mrs. <input checked="" type="checkbox"/> Ms. <u>Resha Davis</u>	<u>708 N 24th W. AVE TULSA 74127</u>		<input type="checkbox"/> Male <input type="checkbox"/> White <input type="checkbox"/> Hispanic <input checked="" type="checkbox"/> Female <input type="checkbox"/> Asian <input type="checkbox"/> Black <input type="checkbox"/> Native American <input type="checkbox"/> Other
9	<input checked="" type="checkbox"/> Mr. <input type="checkbox"/> Mrs. <input type="checkbox"/> Ms. <u>PATRICK FOX</u>	<u>3148 WOODWARD BLVD TULSA, OK</u>		<input type="checkbox"/> Male <input type="checkbox"/> White <input type="checkbox"/> Hispanic <input type="checkbox"/> Female <input type="checkbox"/> Asian <input type="checkbox"/> Black <input type="checkbox"/> Native American <input type="checkbox"/> Other
10	<input checked="" type="checkbox"/> Mr. <input type="checkbox"/> Mrs. <input type="checkbox"/> Ms. <u>Charlie Bunn</u>	<u>2655 E 33rd pl Tulsa, OK 74105</u>	<u>student - TU</u>	<input checked="" type="checkbox"/> Male <input type="checkbox"/> White <input type="checkbox"/> Hispanic <input type="checkbox"/> Female <input type="checkbox"/> Asian <input type="checkbox"/> Black <input type="checkbox"/> Native American <input type="checkbox"/> Other



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1	<input checked="" type="checkbox"/> Mr. Jimmie <input type="checkbox"/> Mrs. SIFE <input type="checkbox"/> Ms.	14303 E. 104th St. N. OWASSO, OK 74055	Guy Engineering Services, Inc	<input checked="" type="checkbox"/> Male <input type="checkbox"/> White <input type="checkbox"/> Hispanic <input type="checkbox"/> Female <input type="checkbox"/> Asian <input type="checkbox"/> Black <input type="checkbox"/> Native American <input type="checkbox"/> Other
2	<input checked="" type="checkbox"/> Mr. JOHN <input type="checkbox"/> Mrs. McCONNEL <input type="checkbox"/> Ms.	PO BOX 40 OKMULGEE, OK 74447		<input checked="" type="checkbox"/> Male <input checked="" type="checkbox"/> White <input type="checkbox"/> Hispanic <input type="checkbox"/> Female <input type="checkbox"/> Asian <input type="checkbox"/> Black <input type="checkbox"/> Native American <input type="checkbox"/> Other
3	<input checked="" type="checkbox"/> Mr. Mark <input type="checkbox"/> Mrs. KENNEDY <input type="checkbox"/> Ms.	P.O. Box 3301 Broken Arrow, OK 74013	T.W.I	<input type="checkbox"/> Male <input type="checkbox"/> White <input type="checkbox"/> Hispanic <input type="checkbox"/> Female <input type="checkbox"/> Asian <input type="checkbox"/> Black <input type="checkbox"/> Native American <input type="checkbox"/> Other
4	<input checked="" type="checkbox"/> Mr. Tom <input type="checkbox"/> Mrs. Adelson <input type="checkbox"/> Ms.	2448 E 26th Pl TULSA OK 74114	SELF	<input checked="" type="checkbox"/> Male <input type="checkbox"/> White <input type="checkbox"/> Hispanic <input type="checkbox"/> Female <input type="checkbox"/> Asian <input type="checkbox"/> Black <input type="checkbox"/> Native American <input type="checkbox"/> Other
5	<input checked="" type="checkbox"/> Mr. LARRY <input type="checkbox"/> Mrs. VORBA <input type="checkbox"/> Ms.	1915 S. GARY AVE TULSA, OK 74104	CYNERGY	<input checked="" type="checkbox"/> Male <input checked="" type="checkbox"/> White <input type="checkbox"/> Hispanic <input type="checkbox"/> Female <input type="checkbox"/> Asian <input type="checkbox"/> Black <input type="checkbox"/> Native American <input type="checkbox"/> Other
6	<input type="checkbox"/> Mr. B. H. Gibbons <input type="checkbox"/> Mrs. <input type="checkbox"/> Ms.	9043 E 30th St TULSA OK 74129	Sales	<input type="checkbox"/> Male <input type="checkbox"/> White <input type="checkbox"/> Hispanic <input type="checkbox"/> Female <input type="checkbox"/> Asian <input type="checkbox"/> Black <input type="checkbox"/> Native American <input type="checkbox"/> Other
7	<input type="checkbox"/> Mr. Terry <input type="checkbox"/> Mrs. Hazen <input type="checkbox"/> Ms.	7209 So. Richmond Tulsa OK 74136	Landscaper	<input checked="" type="checkbox"/> Male <input checked="" type="checkbox"/> White <input type="checkbox"/> Hispanic <input type="checkbox"/> Female <input type="checkbox"/> Asian <input type="checkbox"/> Black <input type="checkbox"/> Native American <input type="checkbox"/> Other
8	<input type="checkbox"/> Mr. Jonathan <input type="checkbox"/> Mrs. <input checked="" type="checkbox"/> Ms.	2611 E. 26th St Tulsa OK		<input type="checkbox"/> Male <input checked="" type="checkbox"/> White <input type="checkbox"/> Hispanic <input checked="" type="checkbox"/> Female <input type="checkbox"/> Asian <input type="checkbox"/> Black <input type="checkbox"/> Native American <input type="checkbox"/> Other
9	<input checked="" type="checkbox"/> Mr. Jack <input type="checkbox"/> Mrs. W. W. W. <input type="checkbox"/> Ms.	1135 S. MONT AERONAUT LN DALLAS TX 75218	J.W. W. & ASSOC	<input checked="" type="checkbox"/> Male <input checked="" type="checkbox"/> White <input type="checkbox"/> Hispanic <input type="checkbox"/> Female <input type="checkbox"/> Asian <input type="checkbox"/> Black <input type="checkbox"/> Native American <input type="checkbox"/> Other
10	<input checked="" type="checkbox"/> Mr. Brent <input type="checkbox"/> Mrs. Stout <input type="checkbox"/> Ms.	2317 S. Jackson Tulsa, OK 74107	COT	<input checked="" type="checkbox"/> Male <input type="checkbox"/> White <input type="checkbox"/> Hispanic <input type="checkbox"/> Female <input type="checkbox"/> Asian <input type="checkbox"/> Black <input type="checkbox"/> Native American <input type="checkbox"/> Other

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1	<input checked="" type="checkbox"/> Mr. <input type="checkbox"/> Mrs. <input type="checkbox"/> Ms. STEVE BOETTCHER	1000 S. DENVER #3302 TULSA OK 74119	INCOG & also personal interest	<input checked="" type="checkbox"/> Male <input checked="" type="checkbox"/> White <input type="checkbox"/> Hispanic <input type="checkbox"/> Female <input type="checkbox"/> Asian <input type="checkbox"/> Black <input type="checkbox"/> Native American <input type="checkbox"/> Other
2	<input type="checkbox"/> Mr. <input type="checkbox"/> Mrs. <input type="checkbox"/> Ms. Stephen Carr	OTC, City Hall	City of Tulsa	<input checked="" type="checkbox"/> Male <input type="checkbox"/> White <input type="checkbox"/> Hispanic <input type="checkbox"/> Female <input type="checkbox"/> Asian <input type="checkbox"/> Black <input type="checkbox"/> Native American <input type="checkbox"/> Other
3	<input type="checkbox"/> Mr. <input type="checkbox"/> Mrs. <input type="checkbox"/> Ms. Rick Westcott	TULSA CITY COUNCIL		<input checked="" type="checkbox"/> Male <input type="checkbox"/> White <input type="checkbox"/> Hispanic <input type="checkbox"/> Female <input type="checkbox"/> Asian <input type="checkbox"/> Black <input type="checkbox"/> Native American <input type="checkbox"/> Other
4	<input type="checkbox"/> Mr. <input type="checkbox"/> Mrs. <input checked="" type="checkbox"/> Ms. Faith Garlington	3325 E. 4th St. #	LWN Metro Tulsa	<input type="checkbox"/> Male <input type="checkbox"/> White <input type="checkbox"/> Hispanic <input checked="" type="checkbox"/> Female <input type="checkbox"/> Asian <input type="checkbox"/> Black <input type="checkbox"/> Native American <input type="checkbox"/> Other
5	<input type="checkbox"/> Mr. <input type="checkbox"/> Mrs. <input type="checkbox"/> Ms. B GEARY	2545 S. BIRMINGHAM Ph		<input type="checkbox"/> Male <input type="checkbox"/> White <input type="checkbox"/> Hispanic <input type="checkbox"/> Female <input type="checkbox"/> Asian <input type="checkbox"/> Black <input type="checkbox"/> Native American <input type="checkbox"/> Other
6	<input type="checkbox"/> Mr. <input type="checkbox"/> Mrs. <input type="checkbox"/> Ms. James Harney	10606 E 26th St		<input checked="" type="checkbox"/> Male <input checked="" type="checkbox"/> White <input type="checkbox"/> Hispanic <input type="checkbox"/> Female <input type="checkbox"/> Asian <input type="checkbox"/> Black <input type="checkbox"/> Native American <input type="checkbox"/> Other
7	<input type="checkbox"/> Mr. <input type="checkbox"/> Mrs. <input type="checkbox"/> Ms. Sovereign Scott	2661 E. 54th St. North	OK House Reps	<input type="checkbox"/> Male <input type="checkbox"/> White <input type="checkbox"/> Hispanic <input type="checkbox"/> Female <input type="checkbox"/> Asian <input type="checkbox"/> Black <input type="checkbox"/> Native American <input checked="" type="checkbox"/> Other
8	<input type="checkbox"/> Mr. <input type="checkbox"/> Mrs. <input type="checkbox"/> Ms. Justin Picard	1139 N. Dawson Ave	TPPDS	<input checked="" type="checkbox"/> Male <input type="checkbox"/> White <input type="checkbox"/> Hispanic <input type="checkbox"/> Female <input type="checkbox"/> Asian <input type="checkbox"/> Black <input type="checkbox"/> Native American <input type="checkbox"/> Other
9	<input type="checkbox"/> Mr. <input checked="" type="checkbox"/> Mrs. <input type="checkbox"/> Ms. Jeanette Maxfield	230 Waverly Dr.		<input type="checkbox"/> Male <input type="checkbox"/> White <input type="checkbox"/> Hispanic <input checked="" type="checkbox"/> Female <input type="checkbox"/> Asian <input type="checkbox"/> Black <input type="checkbox"/> Native American <input type="checkbox"/> Other
10	<input type="checkbox"/> Mr. <input type="checkbox"/> Mrs. <input checked="" type="checkbox"/> Ms. Michelle Cantrell	226 E. 20th St.	TMAPC	<input type="checkbox"/> Male <input checked="" type="checkbox"/> White <input type="checkbox"/> Hispanic <input type="checkbox"/> Female <input type="checkbox"/> Asian <input type="checkbox"/> Black <input type="checkbox"/> Native American <input type="checkbox"/> Other

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1	<input type="checkbox"/> Mr. <input checked="" type="checkbox"/> Mrs. <i>Leisa McNulty</i> <input type="checkbox"/> Ms.	<i>3607 S. Trenton</i>	<i>KSQ Architects</i>	<input type="checkbox"/> Male <input checked="" type="checkbox"/> White <input type="checkbox"/> Hispanic <input checked="" type="checkbox"/> Female <input type="checkbox"/> Asian <input type="checkbox"/> Black <input type="checkbox"/> Native American <input type="checkbox"/> Other
2	<input checked="" type="checkbox"/> Mr. <input type="checkbox"/> Mrs. <input type="checkbox"/> Ms. <i>RICHARD Phillipps</i>	<i>6792 S. Atlanta Ave</i>	<i>Retired</i>	<input checked="" type="checkbox"/> Male <input checked="" type="checkbox"/> White <input type="checkbox"/> Hispanic <input type="checkbox"/> Female <input type="checkbox"/> Asian <input type="checkbox"/> Black <input type="checkbox"/> Native American <input type="checkbox"/> Other
3	<input type="checkbox"/> Mr. <input type="checkbox"/> Mrs. <input checked="" type="checkbox"/> Ms. <i>A. J. TEEGARDEN</i>	<i>P.O. BOX 33148 TULSA</i>	<i>SELF</i>	<input type="checkbox"/> Male <input type="checkbox"/> White <input type="checkbox"/> Hispanic <input type="checkbox"/> Female <input type="checkbox"/> Asian <input type="checkbox"/> Black <input type="checkbox"/> Native American <input type="checkbox"/> Other
4	<input checked="" type="checkbox"/> Mr. <input type="checkbox"/> Mrs. <input type="checkbox"/> Ms. <i>FARHAD DAROGA</i>	<i>3929 W. TOLEDO CIR. BROKEN ARROW, OK. 74012</i>		<input checked="" type="checkbox"/> Male <input type="checkbox"/> White <input type="checkbox"/> Hispanic <input type="checkbox"/> Female <input type="checkbox"/> Asian <input type="checkbox"/> Black <input type="checkbox"/> Native American <input type="checkbox"/> Other
5	<input checked="" type="checkbox"/> Mr. <input type="checkbox"/> Mrs. <input type="checkbox"/> Ms. <i>Michael Simms</i>	<i>315 N. Santa Fe Tulsa, OK 74124</i>	<i>OPHPE</i>	<input checked="" type="checkbox"/> Male <input type="checkbox"/> White <input type="checkbox"/> Hispanic <input type="checkbox"/> Female <input type="checkbox"/> Asian <input type="checkbox"/> Black <input type="checkbox"/> Native American <input type="checkbox"/> Other
6	<input type="checkbox"/> Mr. <input checked="" type="checkbox"/> Mrs. <i>Debbie Kennedy</i> <input type="checkbox"/> Ms.		<i>none</i>	<input type="checkbox"/> Male <input type="checkbox"/> White <input type="checkbox"/> Hispanic <input checked="" type="checkbox"/> Female <input type="checkbox"/> Asian <input type="checkbox"/> Black <input type="checkbox"/> Native American <input type="checkbox"/> Other
7	<input checked="" type="checkbox"/> Mr. <input type="checkbox"/> Mrs. <input type="checkbox"/> Ms. <i>David Sloan</i>	<i>704 Lakewood Dr Grove Ok</i>	<i>—</i>	<input checked="" type="checkbox"/> Male <input type="checkbox"/> White <input type="checkbox"/> Hispanic <input type="checkbox"/> Female <input type="checkbox"/> Asian <input type="checkbox"/> Black <input type="checkbox"/> Native American <input type="checkbox"/> Other
8	<input type="checkbox"/> Mr. <input type="checkbox"/> Mrs. <input type="checkbox"/> Ms. <i>Pruce Niemi</i>	<i>1436 S. Quebec Trks</i>		<input type="checkbox"/> Male <input type="checkbox"/> White <input type="checkbox"/> Hispanic <input type="checkbox"/> Female <input type="checkbox"/> Asian <input type="checkbox"/> Black <input type="checkbox"/> Native American <input type="checkbox"/> Other
9	<input type="checkbox"/> Mr. <input type="checkbox"/> Mrs. <input type="checkbox"/> Ms. <i>Barbara Henderson</i>	<i>222 E. 35th</i>	<i>Maria Barnes</i>	<input type="checkbox"/> Male <input checked="" type="checkbox"/> White <input type="checkbox"/> Hispanic <input checked="" type="checkbox"/> Female <input type="checkbox"/> Asian <input type="checkbox"/> Black <input type="checkbox"/> Native American <input type="checkbox"/> Other
10	<input checked="" type="checkbox"/> Mr. <input type="checkbox"/> Mrs. <input type="checkbox"/> Ms. <i>ED WALKER</i>	<i>4708 S. 70th E. Ave</i>		<input checked="" type="checkbox"/> Male <input type="checkbox"/> White <input type="checkbox"/> Hispanic <input type="checkbox"/> Female <input type="checkbox"/> Asian <input type="checkbox"/> Black <input type="checkbox"/> Native American <input type="checkbox"/> Other

# ATTENDANCE ROSTER

## High Speed Intercity Passenger Rail PUBLIC MEETING

**PLEASE PRINT**

**DATE** 9/15/09

NAME		ADDRESS	BUSINESS OR ORGANIZATION	GENDER/RACE (OPTIONAL)
1	<input checked="" type="checkbox"/> Mr. CHARLIE KRIENKE <input type="checkbox"/> Mrs. <input type="checkbox"/> Ms.	4894 E 68th St TULSA, OK 74136		<input checked="" type="checkbox"/> Male <input checked="" type="checkbox"/> White <input type="checkbox"/> Hispanic <input type="checkbox"/> Female <input type="checkbox"/> Asian <input type="checkbox"/> Black <input type="checkbox"/> Native American <input type="checkbox"/> Other
2	<input type="checkbox"/> Mr. KATHRYN <input type="checkbox"/> Mrs. LAUGHAN <input checked="" type="checkbox"/> Ms.	PO BOX 50414 TULSA OK 74150		<input type="checkbox"/> Male <input type="checkbox"/> White <input type="checkbox"/> Hispanic <input checked="" type="checkbox"/> Female <input type="checkbox"/> Asian <input type="checkbox"/> Black <input type="checkbox"/> Native American <input type="checkbox"/> Other
3	<input type="checkbox"/> Mr. Kenna Mitchell <input type="checkbox"/> Mrs. <input type="checkbox"/> Ms.	ODOT	ODOT	<input type="checkbox"/> Male <input type="checkbox"/> White <input type="checkbox"/> Hispanic <input type="checkbox"/> Female <input type="checkbox"/> Asian <input type="checkbox"/> Black <input type="checkbox"/> Native American <input type="checkbox"/> Other
4	<input type="checkbox"/> Mr. <input type="checkbox"/> Mrs. <input type="checkbox"/> Ms.			<input type="checkbox"/> Male <input type="checkbox"/> White <input type="checkbox"/> Hispanic <input type="checkbox"/> Female <input type="checkbox"/> Asian <input type="checkbox"/> Black <input type="checkbox"/> Native American <input type="checkbox"/> Other
5	<input type="checkbox"/> Mr. <input type="checkbox"/> Mrs. <input type="checkbox"/> Ms.			<input type="checkbox"/> Male <input type="checkbox"/> White <input type="checkbox"/> Hispanic <input type="checkbox"/> Female <input type="checkbox"/> Asian <input type="checkbox"/> Black <input type="checkbox"/> Native American <input type="checkbox"/> Other
6	<input type="checkbox"/> Mr. <input type="checkbox"/> Mrs. <input type="checkbox"/> Ms.			<input type="checkbox"/> Male <input type="checkbox"/> White <input type="checkbox"/> Hispanic <input type="checkbox"/> Female <input type="checkbox"/> Asian <input type="checkbox"/> Black <input type="checkbox"/> Native American <input type="checkbox"/> Other
7	<input type="checkbox"/> Mr. <input type="checkbox"/> Mrs. <input type="checkbox"/> Ms.			<input type="checkbox"/> Male <input type="checkbox"/> White <input type="checkbox"/> Hispanic <input type="checkbox"/> Female <input type="checkbox"/> Asian <input type="checkbox"/> Black <input type="checkbox"/> Native American <input type="checkbox"/> Other
8	<input type="checkbox"/> Mr. <input type="checkbox"/> Mrs. <input type="checkbox"/> Ms.			<input type="checkbox"/> Male <input type="checkbox"/> White <input type="checkbox"/> Hispanic <input type="checkbox"/> Female <input type="checkbox"/> Asian <input type="checkbox"/> Black <input type="checkbox"/> Native American <input type="checkbox"/> Other
9	<input type="checkbox"/> Mr. <input type="checkbox"/> Mrs. <input type="checkbox"/> Ms.			<input type="checkbox"/> Male <input type="checkbox"/> White <input type="checkbox"/> Hispanic <input type="checkbox"/> Female <input type="checkbox"/> Asian <input type="checkbox"/> Black <input type="checkbox"/> Native American <input type="checkbox"/> Other
10	<input type="checkbox"/> Mr. <input type="checkbox"/> Mrs. <input type="checkbox"/> Ms.			<input type="checkbox"/> Male <input type="checkbox"/> White <input type="checkbox"/> Hispanic <input type="checkbox"/> Female <input type="checkbox"/> Asian <input type="checkbox"/> Black <input type="checkbox"/> Native American <input type="checkbox"/> Other




mande33594@aol.com  
09/18/2009 09:54 PM

To jbridgwater@odot.org  
cc  
bcc

Subject ODOT's Rail Program Division

History:

 This message has been replied to.

I live in Bartlesville and have always felt that we in Oklahoma have been shortchanged when it comes to rail transportation. Our last passenger train was sometime in the 1960's. Of course we do have the Heartland Flyer which runs from Oklahoma City to Ft. Worth Texas which is a start. We need to build on that start. The plan to have high speed train service from Tulsa to Oklahoma City is another step forward. I would love to have passenger train from Tulsa to Bartlesville and on to Kansas City Kansas.

Keep up the good work and get us some TRAINS.

Thank you.


Mary Anderson  
2624 Regency Rd.  
Bartlesville OK 74006



"John .J Charron"  
<jcharron@swbell.net>  
09/18/2009 10:27 PM

To <jbridgwater@odot.org>  
cc  
bcc

Subject I would like the line to conntest on to springfiel and St.  
Louis.

History:  This message has been replied to.

I would liket you to come tru st. louis.

Years ago Webster Groves was the Webster collegetown where Oil Rich families sent their young women for refinement.

We have a good bunch of Okies who married into Webster.

I would love to have a good regulary and frequent connection to Kc . OKC Tulsa chaicago.

Jjs

## John Joseph Charron

*Attorney at Law*

313 North Rock Hill Road  
Webster Groves, (Saint Louis) Missouri 63119  
314-963-8939 – Fax 314-641-2376  
Email [John.Charron@Charronlaw.com](mailto:John.Charron@Charronlaw.com)  
[charronlaw.com](http://charronlaw.com)




Brian Loos  
<bhloos@gmail.com>  
09/19/2009 09:40 PM

To jbridgwater@odot.org  
cc  
bcc

Subject high-speed rail line

History:

 This message has been replied to.

To whom it may concern,

I believe a high-speed rail line connecting OKC to Tulsa and beyond to Chicago and San Antonio would be a huge benefit to the citizens of Oklahoma. Please continue to strive for this transportation option.

Brian Loos  
Edmond, OK



"Kim Baker"  
<kimarts@cox.net>  
09/20/2009 08:40 AM

To <jbridgwater@odot.org>  
cc  
bcc  
Subject Rail system

I am supportive of the proposed rail system. I would like to recommend that it includes accommodations for bicycle transportation.

Sincerely,  
Kim Baker  
Edmond Oklahoma






Randyparrish8@aol.com  
09/20/2009 02:10 PM

To jbridgwater@odot.org  
cc  
bcc

Subject OKC-Tulsa Train

History:  This message has been replied to.

An absolutely crazy idea and total waste of money. I'm just shaking my head.

If it will take 60 minutes to go from the Turner Turnpike gate area, that is about a 20 minute savings in a person's time. Then, the person has to have the availability of vehicle transportation at the end of the line (be it OKC or Tulsa), involving the necessity to have rental car availability or prevailing upon an individual to spend their time picking up the person, then returning the person to the train at the conclusion of business. Where is the advantage to the rider? Maybe they could safely use a Blackberry during the 60 mile trip but that hardly justifies spending \$2 BILLION, plus the annual expenses.

The novelty of it might create some interest/use but, more realistically, for the rest of us in Oklahoma - the hundreds of thousands who will never use the system, it would seem that our state could benefit more by improving services to many, not just a select few who travel between Tulsa and OKC!!!

I understand this would initially be stimulus money, but that \$21 -22 MILLION in annual costs would rest on all Oklahoma taxpayers forever and we just have more important things to do for our citizens.

I know Oklahoma needs to do whatever possible to continue its growth but I just don't think this is it, especially right now.

Randy Parrish



"Cody Owens"  
<cody@codyowens.com>  
09/20/2009 09:52 PM

To <jbridgwater@odot.org>  
cc  
bcc

Subject Support for High-Speed Rail

History:

✉ This message has been replied to.

Johnson Bridgwater:

I just wanted to drop a line stating my support for the state's plan to expand high speed rail service from Oklahoma City to Tulsa. I also support extending Amtrak service into Kansas so that Oklahoma riders and through riders can go north rather than going to Ft. Worth in order to travel north. I think both plans are a great investment for the state.

I am currently a member of the Amtrak Customer Advisory Committee. I will be the new representative for Amtrak customers in Oklahoma and Texas. Passenger rail will eventually become a important method of transportation and I am glad that Oklahoma recognizes this. It will take a investment, but it will be worth it in the end.

Please forward this letter of thanks to all of those responsible for the hard work and commitment on the project (and thank yourself of course).

Sincerely Yours,

Cody Owens  
[cody@codyowens.com](mailto:cody@codyowens.com)



"Gregg Tunison"  
<Gregg@LifeStylesStores.com>

09/21/2009 10:45 AM

Please respond to  
"Gregg Tunison"  
<Gregg@LifeStylesStores.com>


To <jbridgwater@odot.org>

cc

bcc

Subject High Speed Rail

History:

 This message has been replied to.

ODOT Rail Division

**RE: High Speed Rail Service between Tulsa and Oklahoma City**

It continues to amaze me how intelligent people can continue to do make the wrong decisions.

In 2008 Amtrak LOST \$456 million, and again needed a taxpayer bailout. Locally, each year, Oklahoma throws \$2.3 million of taxpayer money at the Heartland Flyer because it cannot sell enough tickets to make ends meet. And now, there are serious discussions about adding to the taxpayers' burden another money loosing train route, this time from Oklahoma City to Tulsa.

To get this new route off the ground, we are asking the federal government to kick in 2 billion dollars. (By the way that means those of us who pay taxes are kicking in the money.) For this 2 billion, we are going to build a high speed rail service from Oklahoma City to Tulsa which will, according to David Streb at the Oklahoma Department of Transportation, then likely need additional funding from city and state governments (taxpayers) to operate.

Why do we allow a very small number of people and bureaucrats with special interests continue to spend our money. When will we just learn to say "no"?

GREGG TUNISON  
1801 W. 33rd Street  
Edmond, OK 73013



rprotus1@cox.net

09/15/2009 07:27 PM

Please respond to  
rprotus1@cox.net

To "Johnson Bridgwater" <jbridgwater@odot.org>

cc

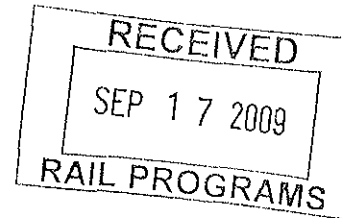
Subject High-speed Rail

I'm all for the start of high speed rail. Oklahoma needs it and it's about time. OKC would benefit greatly. It would attract more tourism and help build a business bridge between the 2 cities. I myself was raised in NYC and loved to travel by train to Boston and DC. But I used the subway to get to school, shop, and go to work when I lived there. I miss it very much.  
Sent via BlackBerry from T-Mobile



**OKLAHOMA DEPARTMENT OF TRANSPORTATION**

200 N.E. 21st Street  
Oklahoma City, OK 73105-3204  
<http://www.okladot.state.ok.us/meetings/other.php>



09/14/2009 - Oklahoma City, OK

09/15/2009 - Tulsa, OK

## Public Comment Form Oklahoma High Speed Intercity Passenger Rail

We would like to thank you for taking the time to attend this meeting and providing us with written comments. Putting your comments in writing is one of the most effective ways to have your concerns addressed.

*"I have the following comments or questions about the Oklahoma's proposed plan for High Speed Rail Service."*

**COMMENTS:**

My comments concerning the presentqtion in Tulsa consists of several  
of several thoughts. I felt that the ODOT did a superb effort in  
presenting the case that will request two billion dollars of stimulus  
funds. Second, I am pleased to learn that Tulsa will be a start and a  
termination of the high speed trains. I was also interested in learning  
that Tulsa may have a connection directly to Kansas City and possibly  
to St. Louis. The explation on why the land area north of the Turner  
Turnpike will be the lation the location for the high speed rail.  
I do like riding trains for the same reasons that senior citizens  
like to ride today's Amtrac inter-city trains. I have riden the South-  
West Chief, Kansas City to Los Angeles. This train is reasonably fast,

negotiates through some beautiful scenery.  
(Information below is optional)

Name: John E. Dillon

Address: 3015 Sunset Road  
Mannford, OK 74044-6322

Email: jdil12@peoplepc.com

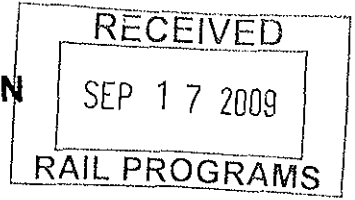
Phone No.: (918) 865-8628

**PLEASE SUBMIT TO:**  
*Johnson Bridgwater*  
**Rail Programs Division**  
*Oklahoma Department of Transportation*  
200 N.E. 21st. Street  
Oklahoma City, OK 73105-3204  
FAX: (405) 521-6917

Please submit comments by: Sept. 25th, 2009



**OKLAHOMA DEPARTMENT OF TRANSPORTATION**  
 200 N.E. 21st Street  
 Oklahoma City, OK 73105-3204  
<http://www.okladot.state.ok.us/meetings/other.php>



09/14/2009 - Oklahoma City, OK

09/15/2009 - Tulsa, OK

## Public Comment Form

### Oklahoma High Speed Intercity Passenger Rail

We would like to thank you for taking the time to attend this meeting and providing us with written comments. Putting your comments in writing is one of the most effective ways to have your concerns addressed.

*"I have the following comments or questions about the Oklahoma's proposed plan for High Speed Rail Service."*

COMMENTS:

*High Speed or Low Speed... Should prove to be a much needed asset to both Cities.... (And some in between Cities too)*

*As much business and Commercial transactions are a Commonality.*

*Also Economically, Environmentally & Financially Wise!*

*Just remember to keep the "fare" affordable for all users.*

(Information below is optional)

Name: \_\_\_\_\_

Address: \_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

Email: \_\_\_\_\_

Phone No.: \_\_\_\_\_

PLEASE SUBMIT TO:  
 Johnson Bridgwater  
**Rail Programs Division**  
 Oklahoma Department of Transportation  
 200 N.E. 21st. Street  
 Oklahoma City, OK 73105-3204  
 FAX: (405) 521-6917

Please submit comments by: Sept. 25th, 2009

154 W. 49th Pl. N.  
Tulsa, OK 74126-3121

TULSA, OK 741  
15 SEP 2009 PM 53 T

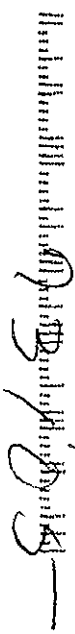


ODOT - Rail Division

200 NE 21st Street

Oklahoma City, Okla.

73105+3204



OKLAHOMA CITY OK 731

15 SEP 2009 PM 11



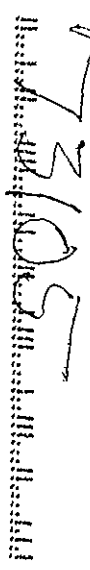
Ms. Loraine Frank  
2514 Boxwood Ave  
Norman, OK 73072

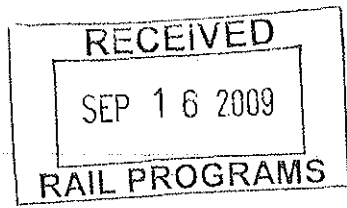


RECEIVED  
SEP 16 2009  
RAIL PROGRAMS

Johnson Bridgwater  
ODOT Rail Division  
200 NE 21st St Room 3-06  
Oklahoma City OK

73105+3204





154 W 49th St  
Tulsa Okla.  
9-15-09

To Whom it May Concern:

I am so glad that Tulsa is looking into getting a Rail Service.

It's about time!!

Every City I've been in

has some kind of Rail Service,

a Rapid Transit would be ideal for Broken Arrow in Muskogee + all surrounding towns.

I wrote about this some time ago. The answer was the election officer in Tulsa didn't want a Rail Service. How dumb is that!!  
Thank You, Mrs. E.A. Banks



Gentlemen -

9-15-09

YES - I am for ANY improvement in Oklahoma's rail system. I remember the days of the Texas Chief line which now skips some states, including Oklahoma. Why?? It ran between Chicago + Houston + served the states well.

Oklahoma needs to get in the ball game. Right now we've been sitting on the bench for over 20 years. We need to hook up with the rest of the country instead of being bypassed.

I think your proposal is a SMALL start in the right direction. Now, let's get moving into the 21<sup>st</sup> Century. You have the talent - use it.

Sincerely,

Jeraine Frank  
2514 Boxwood  
Norman OK 73072  
(405) 329-0888

PS. OKC can evolve into a major hub for passenger traffic with the right foresight + planning !!! (w/ BACKING). VSF



"C. Michael Zacharias"  
<cmz@toddalexanderlaw.com  
>

09/13/2009 02:42 PM


To <jbridgwater@odot.org>

cc

bcc

Subject high speed rail survey

History:

 This message has been replied to.

I support the proposed railroad link to Oklahoma City and elsewhere. I make that trip frequently for business and professional meetings. If there is a formal survey document please email one to me. C. Michael Zacharias



"Bob Rolene"  
<prodraft@cox.net>  
09/13/2009 02:45 PM

To <jbridgwater@odot.org>  
cc  
bcc

Subject Rail Link in OK

History:

✉ This message has been replied to.

Dear Mr. Bridgwater,

I read the article in Sunday's Tulsa World about the meeting Tuesday night. Unfortunately due to previous commitment I will not be able to attend. I do however have a comment/concern. Years ago (1999) when the people in Oklahoma voted for rail service to begin in Oklahoma we were led to believe that we would all benefit. In reality all it benefited was Oklahoma City and a few towns south of OKC on the way to Dallas. Up here in northeastern Oklahoma there was no benefit for us in rail transit. Yes we can board a bus in the middle of the night and go to Kansas City early in the morning to catch a train. But I do not count that as a benefit.

Now the proposal is for possibly having high speed rail transit to OKC and Dallas. I know that the Heartland Express from OKC to Dallas cannot approach a high rate of speed due to the conditions of the track. I am very afraid that if this proposal is approved that the OKC to Dallas run will be improved for faster speed first as mentioned in your proposal and then just so happens that there would be no more money left to continue the service up to Tulsa. More studies and funding would probably have to be done and Tulsa and NE Oklahoma would have to wait indefinitely and basically lose out again. It's a deja vu of what happened years ago in 1999. I don't want to see that repeated.

I would like to see provisions made to connect the two Oklahoma cities (Tulsa and OKC) first before any other funding is directed toward other projects. I do not know if a vote of the people will be needed in the future but until provisions are made for service first to Tulsa I would not be in favor of any the 2 billion dollars of Oklahoma money being used to just to increase speed for a handful of passengers from OKC to Dallas and back. The rest of the state needs to see a benefit first.

Sincerely,  
Bob Rolene



<njbussett@cox.net>  
09/13/2009 05:43 PM

To jbridgwater@odot.org  
cc  
bcc

Subject Rail proposal from Tulsa to OKC

History:

✉ This message has been replied to.

Thank you for the opportunity to comment and give input on this proposal. As a Senior Citizen living in Claremore with family in South Texas I want to say what a great idea it is to have rail service from Tulsa. Several different members of my family, myself included, have driven to OKC to catch the train south. It is a major inconvenience to get a ride there for an apx. 8 a.m. departure and then have someone pick you up at 9:30 p.m. (if there are no delays) to drive you back to Tulsa or wherever you may live.

I have only been able to make one trip but was very pleased with the fare, service and the accommodations. I only wish there were more connections to the east and west from Tulsa, but maybe that could come in time if we were able to have rail service here in our area. It was a very pleasant way to travel and I printed a map of the U.S. with the routes to see if there was service to other places that I have friends that I would love to visit.

Please make this a top priority and give residents in our area the chance to experience rail travel for business or pleasure.

Thank you.  
Nita Bussett  
Claremore, OK



<wjanssens@cox.net>  
09/13/2009 05:48 PM

To ODOT Trains <jbridgwater@odot.org>

cc

bcc

Subject ODOT trains

History:

✉ This message has been replied to.

Mr Bridgewater,

I fully support the development and construction of a rail system between OK City and Tulsa. I attend meetings in the City to maintain my professional credentials. A train ride is a lot easier and less costly than driving my car.

I also believe it to necessary to connect Oklahoma to the rest of the US by connecting us to the AMTRAK system. I drive no less than 2 times a year to Chicago. I would much rather take the train. I use trains whenever I can. I moved to Tulsa about 7 years ago and was amazed at the lack of transportation in Oklahoma. We need to bring Oklahoma into the 21st century and this is the time to do it.

Yours truly,

Bill Janssens




Carla Goble  
<c\_goble@sbcglobal.net>  
09/13/2009 07:28 PM

To jbridgwater@odot.org  
cc  
bcc

Subject Tulsa-OKC Rail

History:

 This message has been replied to.

Mr. Bridgwater,

I support the ODOT's Rail Program for a high speed rail between Tulsa and Oklahoma City. I live in Sapulpa and it would be helpful if the proposed rail made stops in several small towns between Tulsa and Oklahoma City. I make trips to Oklahoma City for meetings several times a year. I also recommend that you consider how people will be able to travel from the rail stations to their destinations once they arrive in Oklahoma City or Tulsa.

Hopefully the high speed rail will become a reality. I would travel by rail to Oklahoma City, Dallas, to the southwest and to the east coast if I had the option.

Sincerely,

Carla Goble  
206 South Water  
Sapulpa, OK 74066



Kristin Miskovsky  
<kmiskovsky@yahoo.com>

09/13/2009 07:59 PM


To jbridgwater@odot.org

cc

bcc

Subject High Speed Rail Service

History:

 This message has been replied to.

Hi Johnson,

As requested in the paper, I am sending you a note in total support of the high speed rail service. As an Oklahoma who works for a company in Austin, this would be provide a viable alternative to flying. I would also love to get to Chicago by train.

Best, Kristin

Kristin Miskovsky  
kmiskovsky@yahoo.com  
phone: 405.706.5642



James Gibson  
<[gibson.james.a@gmail.com](mailto:gibson.james.a@gmail.com)>

09/13/2009 08:19 PM

To [jbridgwater@odot.org](mailto:jbridgwater@odot.org)

cc

bcc

Subject Okla. asking public about high-speed rail plans

History:

↩ This message has been replied to.

Here are my comments about the article published in [newsok.com](http://newsok.com) since I can't make the public conference on this issue. I would just like to say that I hope to see a high speed rail to Tulsa and Chicago. I make monthly visits to Tulsa and yearly to St. Louis and Chicago. We need high speed rail as soon as possible!

--

James Gibson  
Store Manager Lego Brand Retail  
Oklahoma City, OK  
Mobile (405)229-2369  
E-mail [gibson.james.a@gmail.com](mailto:gibson.james.a@gmail.com)






Mike Mayberry  
<mikemayberry@cox.net>  
09/13/2009 10:15 PM

To jbridgwater@odot.org  
cc  
bcc

Subject High Speed Rail to Tulsa and Beyond!

History:

 This message has been replied to.

To Whom It May Concern:

Seems the time has come for Oklahoma to have this option. Many who regularly drive the (100 mile one way) route should be able to take advantage of this faster/safer/cheaper transportation which would allow them to conduct their business and return home.

Families could also use this form of transportation too if it were reasonably priced. Going to the northeastern part of the state and beyond via passenger rail seems a reasonable proposition in this shrinking world.


Oklahoma has to start somewhere! AmTrack to Fort Worth is great if you are going south but it is now time to go northeast and get our infrastructure in place. Oklahomans will never reduce their dependency on automobiles until a viable option exists. And let's not forget that airlines serving Oklahoma continue to "adjust" their service levels, forcing us to fly on "puddlejumper" if that suits their business plans.

Mike Mayberry  
16805 Shorerun Drive  
Edmond, OK 73012  
405-285-2850



Dorothy Evans  
<whitanddot@sbcglobal.net>  
09/13/2009 10:20 PM

To Johnson Bridgwater ODOT Rail Program Division  
<jbridgwater@odot.org>  
cc  
bcc  
Subject High speed rail linking Tulsa, OK with OK. City, OK and St.  
Louis, MO

History:  This message has been replied to.

I read with much interest about the plan which proposes high speed rail linking Tulsa to Oklahoma City and perhaps at some time St. Louis and Chicago. I WOULD BE ELATED!!! I am one of those people who absolutely love train travel and absolutely hate traveling by plane. I don't mind that it takes more time -- at least the train generally gets there about the time it's supposed to.

Let me tell you about my last trip by air. I was to be in Boston for an elaborate dinner party at a famous restaurant at 8:00 p.m. one day. My plane was to arrive in Boston at 5:30 p.m. Plenty of time for the 10 minute cab ride to the hotel and plenty of time to get to the restaurant. Unfortunately, my plane was delayed and I spent **nine hours** in the Dallas airport, getting into Boston to my hotel at 2:30 a.m. Coming back to Tulsa a week later, I was dropped off at the Manchester-Boston airport at 10:30 a.m. to board my plane at 12:00. The plane I was on would arrive 2 hours late, which would mean I would miss my connection in Chicago. I had two choices: (1) Come back the next day and fly back then or (2) fly to Phoenix(!) and then fly back to Tulsa. This was 8 solid hours of flying -- but I felt there was really no choice, as no one could guarantee the flight wouldn't be delayed again the next day.

The trip before that, we were "iced in" at O'Hare Airport for 2 1/2 days! I have many friends who tell similar horror stories and would be elated to have rail service available.

People are getting more and more fed up with airline travel and WANT rail service here.

If high speed rail comes to Tulsa, I will be the first person to buy a ticket! Whee! No more airline "excuses", i.e. "mechanical problems", "iced in", "have to get a new crew", etc.

Believe me, rail service can't come to Tulsa too soon to suit me!

Dorothy A. Evans  
1635 East 32nd Street  
Tulsa, OK 74105  
Tel: 918-760-1971



"rocketmama@gmail.com"  
<rocketmama@gmail.com>  
09/13/2009 11:42 PM

To jbridgwater@odot.org  
cc  
bcc

Subject High-Speed Rail

History:

↩ This message has been replied to.

Mr. Bridgewater,

I am a resident of Oklahoma City, and I heard that the ODOT was inviting comments on a proposed high-speed rail between Oklahoma City and Tulsa, which may eventually link to St. Louis and points beyond. I am positively jubilant that such a project is being discussed. I'm 31 years old and have dreams of retiring young here in Oklahoma City and traveling the country by rail. And like many other Oklahoma City residents, I have quite a few friends and family living in Tulsa who I'd like to visit on a more regular basis. Folks who commute and college students with parents who live elsewhere along the line would also benefit greatly from an extended, high-speed rail system.

I lived in Boston, Massachusetts for four years after I graduated from college, and the rail system there made life so much easier. I love rail travel, and everyone I know enthusiastically supports a high-speed rail line between Oklahoma City and Tulsa. It would most definitely make Oklahoma City a more attractive destination and place of residence.

--

-Damaris Brisco  
209 NW 22nd St  
Oklahoma City, OK 73103  
405-401-0084




<Brian\_Lester@Dell.com>  
09/14/2009 12:07 AM

To <jbridgwater@odot.org>  
cc  
bcc

Subject High Speed Rail...

History:

 This message has been replied to.

Johnson

I travel to Tulsa or Dallas twice a week. I would use a rail system exclusively if it was introduced. It would allow many of my colleagues to maintain their residence in Oklahoma that are having to re-locate to Texas as well.

I would be concerned about the transportation once arriving in Tulsa. How do I get around from there? I am interested in speaking to someone if needed.

Thanks

**Brian Lester** | Storage Executive - Global Commercial Channels

Mobile: (405) 923-2162 |



"Young, Pat S"  
<Pat.S.Young@conocophillips.com>

09/14/2009 06:21 AM

To "Bridgwater Johnson (jbridgwater@odot.org)"  
<jbridgwater@odot.org>

cc

bcc

Subject: Tulsa- OKC rail line - Tulsa World

History:

↩ This message has been replied to.

I moved to OK about 3 years ago from Texas and live in the Skiatook area. In September 2008 I picked up 5 members of my family from the Ft. Worth area took at the Amtrak station in OKC . They enjoyed the train ride and said they would rather take the train than fly. We toured the OKC memorial and several shops and restaurants in OKC area. I drove them to Skiatook and several days later returned them to OKC. I am very interested in bringing the rail to Tulsa. I believe many people would benefit the convenience of train service and would bring economic possibilities to Tulsa area. Am looking forward to having train service in Tulsa.

*Pat Young*

[Pat.S.Young@conocophillips.com](mailto:Pat.S.Young@conocophillips.com)

[youngone5159@yahoo.com](mailto:youngone5159@yahoo.com)



"Parsons, Thomas W Civ  
USAF AFMC 547  
ACSS/GFLB"  
<Thomas.Parsons@tinker.af.  
mil>

To <jbridgwater@odot.org>

cc

bcc

Subject High speed rail issue

09/14/2009 07:29 AM

History:

✉ This message has been replied to.

Is there a daytime phone number where I may contact you BEFORE the Springlake meeting tonight?

Tom Parsons GS12  
547 ACSS/GFLC  
SCOPE Command Prg Mgr  
DSN: 884-8679 - Comm: 405-734-8679



"McDaniel, Mary"  
<Mary.McDaniel@okdhs.org>

To <jbridgwater@odot.org>

cc

09/15/2009 02:50 PM

Subject High-speed rail plans for OKC-TUL-STL-CHI

In reference to the article in the Edmond Sun:  
[http://www.edmondsun.com/local/local\\_story\\_257182633.html](http://www.edmondsun.com/local/local_story_257182633.html)

I would like to put my 2 cents in to request bikes racks for the new high-speed rail service that the article mentions. I am a member of the Oklahoma Bicycle Society (OBS) & used to really enjoy riding the Amtrak to Pauls Valley & Ardmore before they took the bike racks out of those trains.

Thanks!

## Mary McDaniel, PMP

Senior Project Manager, Project Management Office | OKDHS - Data Services Division | office: 405.522.1945 | fax: 405.522.5734



Heather Riaz  
<heather.riaz@gmail.com>

To jbridgwater@odot.org

cc

09/15/2009 02:59 PM

Subject High-Speed Rail in Oklahoma

Good afternoon Mr. Bridgwater:

I'm writing to give my full support to the proposal of high-speed rail between Oklahoma City and Tulsa. I believe this is a wonderful opportunity for Oklahoma to grow and offer its residents more economic and social choices. It could really open our state up to different types of growth. Please communicate my fervent support for this proposal during the hearing process!

--

Heather Riaz  
Communications Director  
ESRD Network 13  
Oklahoma City, OK  
(405) 338-8100



"Phipps, Craig"  
<Craig.Phipps@oesc.state.ok.us>

09/14/2009 12:43 PM


To <jbridgwater@odot.org>

cc

bcc

Subject High Speed Rail

History:

 This message has been replied to.

I noticed the article in the Oklahoma Gazette relating to your efforts at getting public opinion on high speed rail in this state. I have been a resident for 11 and half years and had lived in the Northwest for a period prior. They had already started the route up-grades and had high-er speed trains on part of the West Coast route which terminates in Vancouver, Canada. I am highly supportive of high speed rail. If Oklahoma can actually get beyond the oil & gas industry lock on peoples minds and most of the media in the state, I think they would agree that it is a project which will aid us in the future. I would ride trains now, if not for the fact that they are not as efficient, or safe in many cases, as they were in the 1930's and 1940's. I know that if we put resources into rail that we put into air travel, we can bring the two mut closer together in terms of efficiency and cost. It costs less in fuel and over-all manpower to travel the same distances compared to air travel. I also believe it would be an important link to the northern rail system and the southern one. Of course, we need faster rail in the across country sections as well to sell this to riders, It can be done if we have the political will to do it. Please add my voice to the affirmative in support of your efforts to bring high-speed rail to Oklahoma.

Very respectfully,  
Craig D. Phipps






Norm Park  
<normpark@ymail.com>  
09/14/2009 01:17 PM

To jbridgwater@odot.org  
cc  
bcc

Subject High speed rail

History:

 This message has been replied to.

Greetings,

I was born and raised in New Jersey where interurban transportation was the norm. We had opportunities to ride the bus or train on a very regular basis. It's no wonder in OK that we are slaves to our autos. What is our recourse?

I am in favor of high speed rail service that would allow patrons to move about more rapidly and easier. As a senior citizen, this could allow me to reach various locations with greater ease. As gas prices fluctuate, usually up, a rail service can enhance travel at a reasonable price.

Many years ago, I read a piece about rapid rail in a Tulsa newspaper written by Jenkin Lloyd Jones. He foresaw the use of highway medians to complement the traffic flow. It was fascinating, but I never heard anything further.

Let's develop a transportation system that will be systematic, reasonably priced and connect us to our friends, places and organizations.

Dr. Norm Park, Norman Senior Citizen



Del McClung  
<del.mcclung@netech.edu>  
09/14/2009 02:48 PM

To jbridgwater@odot.org  
cc  
bcc

Subject Tulsa-OKC Rail Link

History:

✉ This message has been replied to.

Full speed ahead!!

We have needed this rail link for years and years.

The connection needs to be pushed out to St. Louis and improvements made to the Heartland Flyer Line.

This would allow those of us who do not like to fly the ability to travel nationwide without having to drive the car.

Del W. McClung

PO Box 887

Pryor, OK 74362



"William Ginn"  
<William.Ginn@odc.ok.gov>  
09/14/2009 03:02 PM

To <jbridgwater@odot.org>  
cc "AppAcc" <AppAcc@odc-ok.local>  
bcc

Subject high-speed rail in Oklahoma

History:

✉ This message has been replied to.

My name is William Ginn, and I am a Disability Program Specialist at the Office of Disability Concerns in Oklahoma City. I am interested in public transportation both professionally and privately. I have ridden high-speed trains in Spain and France and found them very comfortable and convenient. People with disabilities benefit greatly from public transportation when that transportation is accessible. Trains without steps to boarding and accessible bathrooms make travel accessible to people with mobility impairments. Information in forms accessible to them make travel simpler for people with visual and hearing impairments.

I understand there will be a public meeting in both Oklahoma City and Tulsa for public comment. When and where in Oklahoma City will that meeting take place? Thank you for your information.



Timberly Eckelmann  
<timberlysusan@gmail.com>

09/14/2009 06:15 PM

To jbridgwater@odot.org

cc

bcc

Subject support for rail

History:

✉ This message has been replied to.

Dear Mr. Bridgwater,

I would like to express my support for the proposed high speed rail between Tulsa and Oklahoma City. I am a resident of OKC and I believe this will be great for our of economy and quality of life. Thank you.

--

Timberly Eckelmann

405-601-5355



Troy Simmonds  
<troysimmonds@hotmail.com>  
>  
09/14/2009 06:25 PM

To <jbridgwater@odot.org>  
cc  
bcc  
Subject More Train Service for OK

History:

✉ This message has been replied to.

Dear Mr. Bridgwater,

As someone who has recently happily utilized regional train lines between Portland and Seattle in the Northwest, and between New York City and Boston in the Northeast, I want to commend your department for going after those stimulus dollars which will support an expansion of rail service in our state; whether it be an extension of the *Heartland Flyer* or simply a dedicated line between the Sooner state's two largest metropolitan areas. Planning for future transportation growth in this state must include rail, if we are to support a better natural environment and a better residential quality of life. Building a rail line will help the national perception of Oklahoma and is sure to attract residents and businesses. If we do not do it now, when and if this state begins to grow, we will be glad that we have it. Thank you for having the foresight in planning for this project.


Your E-mail and More On-the-Go. Get Windows Live Hotmail Free. [Sign up now.](#)



Bill Holleman  
<wholleman@hotmail.com>  
09/14/2009 08:17 PM

To <jbridgwater@odot.org>  
cc  
bcc  
Subject high speed rail

History:

 This message has been replied to.

Mr Bridgwater,

I'm an Edmond resident and very excited about the prospects of high speed rail in our state. Do I understand correctly that there will be a public meeting in OKC on this issue next Monday? Is there a website or other source I can access as I'd like to know more about the plans and how I can keep up to date on developments and support needed. I would appreciate any insight you can offer. Thanks.

Regards,  
Bill Holleman

Your E-mail and More On-the-Go. Get Windows Live Hotmail Free. [Sign up now.](#)



W Irene Brinker  
<guzzilvr@att.net>  
09/14/2009 10:30 PM

To jbridgwater@odot.org  
cc  
bcc  
Subject High speed rail

History:

✉ This message has been replied to.

Mr. Bridgewater:

I am writing to request that the proposal for a high speed rail link between Tulsa and OKC be approved. I have taken the Heartland Flyer from OKC to Ft. Worth and LOVED it. I have tried to get friends to take the trip but the lack of parking at the station makes it very unappealing and inconvenient for Tulsans.

In addition, the use of the railway would cut down on the expensive wear and tear on our highways, save on fuel and pollution. Please make it so!

W. Irene Brinker  
1009 North Winston Avenue  
Tulsa OK 74115-6332



"Mohd A Hussain"  
<ahussain@airhygiene.com>  
09/15/2009 01:59 PM

To <jbridgwater@odot.org>  
cc  
bcc

Subject RE: high-speed rail line between Oklahoma City and Tulsa  
that could eventually link to Chicago and San Antonio.

History: This message has been replied to.

To Whom it may concern,

Dear Sir, Ma'am,

I would like to support to this proposal of a high speed rail line between Oklahoma City and Tulsa which could eventually link to Chicago and SanAntonio.

**Regards,**  
Ahti

**Mohd A. Hussain**  
**Test Technician**  
**ahussain@airhygiene.com**

**Air Hygiene International, Inc.**  
5634 S. 122nd East Ave., Suite F  
Tulsa, OK 74146  
Toll Free - (888) 461-8778  
Office - (918) 307-8865  
Fax - (918) 307-9131





"Johnson, Anita M"  
<JohnAM@integris-health.co  
m>

09/15/2009 02:49 PM

To "jbridgwater@odot.org" <jbridgwater@odot.org>

cc

bcc


Subject High Speed Rail

History:

✉ This message has been replied to.

Mr. Bridgwater I am definitely for the high speed rail system. I feel like this is an important link to improving our economic growth. I would like to ask if we could have bike racks or accommodations on this train for bicycles. The current Amtrak does not accommodate them.

*Anita Johnson R.M.A.  
Business Office Manager  
Integris Employee Health  
Phone: 405-949-6672  
Fax: 405-951-8873  
email: anita.johnson@integrisok.com*

*"Ride On"  Please observe the 3 foot rule "It's the Law"*

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"troll" <troll@otelco.net>  
09/15/2009 04:14 PM

To <jbridgwater@odot.org>  
cc  
bcc  
Subject Roll on service

Howdy Johnson

When are you fellows gonna wake up. Cycle travelers are out there, just waiting to give trains some business. Go to [www.adventurecycling.com](http://www.adventurecycling.com) Get an idea of what's going on with bike travel-----What a great combo----bikes and trains. Roll-on----is what should be happening-----coy

Rainbows are easily found when riding a bike




"Dolores Heer"  
<Dolh6@cox.net>  
09/15/2009 07:46 PM

To <jbridgwater@odot.org>  
cc  
bcc

Subject Proposed High-Speed Rail - OKC, Tulsa, Texas state line

History:

 This message has been replied to.

Sir,

I am 100% in favor of the proposed High-Speed Rail between OKC, Tulsa, and the Texas state line.

Thank you.

Dolores Heer  
4400 Hemingway Dr, Apt 127  
Oklahoma City, OK 73118-2242

Email: [dolh6@cox.net](mailto:dolh6@cox.net)



"Pat Reaves"  
<preaves1@cox.net>  
09/16/2009 06:30 AM

To <jbridgwater@odot.org>  
cc  
bcc

Subject Proposal for OKC-Tulsa High Speed Rail

History:

✉ This message has been replied to.

I am looking forward to train service between Oklahoma City and Tulsa being a reality.

Plans for the train should include outfitting all trains with bicycle racks allowing riders to bring bicycles onboard as unboxed, carry-on baggage. Providing bicycle racks will encourage riders to use bicycles as transportation to and from the trains. Bicycle lockers should also be provided in the stations for those who use bicycles to reach the station but don't want to take the bicycle along on the train.

Thank you,  
Pat Reaves  
4701 Thompson  
Oklahoma City, OK 73105



"Thompson, Brandi B. (HSC)"  
<Brandi-Thompson@ouhsc.edu>

09/16/2009 07:01 AM

To "jbridgwater@odot.org" <jbridgwater@odot.org>

cc

bcc

Subject: Highspeed Rail

History:

✉ This message has been replied to.

I am in full support of the highspeed rail and think that it would offer several benefits for the public. It is a wonderful idea that could spur upward economic trends that could only be beneficial!

Thank you,  
Brandi Thompson



"Jean Kelsey"  
<njkelsey@cox.net>  
09/16/2009 07:23 AM

To <jbridgwater@odot.org>  
cc  
bcc

Subject Proposal for OKC-Tulsa High Speed Rail

History:

✉ This message has been replied to.

Train service between Oklahoma City and Tulsa moves Oklahoma in the right direction and I hope it does come about. Making the train bicycle-friendly would also be helpful.

Bicycle racks would allow riders to bring bicycles onboard as unboxed, carry-on baggage so that riders could use bicycles as transportation to and from the trains. Bicycle lockers in the stations would also be important for those who bike there but don't want to take the bicycle along on the train.

Thank you,

Jean Kelsey


4701 Thompson

Oklahoma City, OK 73105



"Kari Morris"  
<kmorris@first-fidelity.com>  
09/16/2009 08:51 AM

To <jbridgwater@odot.org>  
cc  
bcc  
Subject Tulsa High Speed Rail Proposal

History:  This message has been replied to.

I think building a high speed railway from Tulsa to Oklahoma City is a great idea. I travel back and forth between the two cities around three times a week. I know several people like me who travel would feel a lot safer on the rail way instead of in their own car. Just because we are safe in our cars doesn't mean other people are being safe in their car. It would also save people money in gas and keep the mileage down on their car. I know there have been several times that I have been too sleepy to drive, but I have driven anyway, so the railway would be a good way to keep people off the road and possibly falling asleep at the wheel. I give the railway proposal and two thumbs up!!! Please consider doing it!!!

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"Terry Garner"  
<tgarner4@cox.net>  
09/16/2009 09:01 AM

To <jbridgwater@odot.org>  
cc  
bcc

Subject High- speed train

History:

 This message has been replied to.

I think public transportation between OKC and Tulsa would be wonderful. I have an elderly mother that lives in Tulsa and this would enable me to transport her back and forth more frequently and conveniently. I could be more proactive (dr visits) with my mom if the travel time was an hour. Folks could enjoy the benefits of both large cities (shopping, entertainment) if train transportation were available. Sherry Garner





ethan jones  
<ethanj@alumni.ou.edu>  
Sent by:  
johncharlesinc@gmail.com

To jbridgwater@odot.org  
cc  
bcc

09/17/2009 07:26 PM

Subject High Speed Rail Comment

History:

↩ This message has been replied to.

I currently pay 45 dollars round trip to ride Greyhound/Jefferson lines, which I consider extremely overpriced. I first started riding the bus to Tulsa as a student at OU w/out reliable transportation. At that time (a few years ago) it was 30 bucks from Norman to Tulsa and back. I will not describe the numerous strange, unsafe and mind numbing experiences on the bus to Tulsa.

Now as a young professional working in dtown okc I once again find myself frequenting the bus to Tulsa. I will admit once I make my car purchase this fall I would never ride that bus again by choice.

However, I would pay 40 bucks to get to Tulsa in a safe, reliable and comfortable manner in under an hour!

P.S. Why only 150 mph? This is Oklahoma! The Frontier! What a perfect opportunity to develop a new, yet ingrained perspective of the Midwest. No more backwards, redneck discussions!



"Gregg Tunison"  
<Gregg@LifeStylesStores.com>

09/21/2009 10:45 AM

Please respond to  
"Gregg Tunison"  
<Gregg@LifeStylesStores.com>

To <jbridgwater@odot.org>

cc

bcc

Subject High Speed Rail

History:

↩ This message has been replied to.

ODOT Rail Division

**RE: High Speed Rail Service between Tulsa and Oklahoma City**

It continues to amaze me how intelligent people can continue to do make the wrong decisions.

In 2008 Amtrak LOST \$456 million, and again needed a taxpayer bailout. Locally, each year, Oklahoma throws \$2.3 million of taxpayer money at the Heartland Flyer because it cannot sell enough tickets to make ends meet. And now, there are serious discussions about adding to the taxpayers' burden another money loosing train route, this time from Oklahoma City to Tulsa.

To get this new route off the ground, we are asking the federal government to kick in 2 billion dollars. (By the way that means those of us who pay taxes are kicking in the money.) For this 2 billion, we are going to build a high speed rail service from Oklahoma City to Tulsa which will, according to David Streb at the Oklahoma Department of Transportation, then likely need additional funding from city and state governments (taxpayers) to operate.

Why do we allow a very small number of people and bureaucrats with special interests continue to spend our money. When will we just learn to say "no"?

GREGG TUNISON  
1801 W. 33rd Street  
Edmond, OK 73013



Karl Rysted  
<marathonmanmatt@yahoo.com>

09/17/2009 08:38 PM

To jbridgwater@odot.org

cc

bcc

Subject High-speed rail

History:

✉ This message has been replied to.

Mr. Bridgwater:

I support the application for funding a high-speed rail line between Oklahoma City and Tulsa. I also think that such a proposal would only be practical if both cities have light rail with stations at the intercity rail terminal. I would rather take the train to Tulsa than drive the turnpike, but you have to be able to get around there. We have ridden the Heartland Flyer to Ft. Worth and it was only practical because of the TRE and DART systems. And even then, we ran into a problem because we couldn't get from Dallas to Ft. Worth on Sunday because there was no TRE service on Sunday. Finally, if the train to Tulsa would link to St. Louis (you would have to provide service to near Joplin and have Missouri DOT take it from there, I would think), that would be wonderful. We have ridden the St. Louis light rail and loved it, so I'm sure we would take the train to St. Louis. After all, my wife's a Cardinals fan, and she's not the only one around here.

I hope we get the funding but I really don't think there's enough interest in this area. Gas is cheap and people around here want the convenience of their cars. Good luck.

Sincerely,  
Karl Rysted  
609 N. Bouziden Pl., Moore, OK



"Tom Russell"  
<tomrussell1@cox.net>  
09/18/2009 10:35 AM

To <jbridgwater@odot.org>  
cc  
bcc

Subject bicycle racks

History:

↩ This message has been replied to.

Please include bicycle racks in your plans



"Patsy Dodson"  
<pdodson@rbaarch.com>  
09/14/2009 12:30 PM

To <jbridgwater@odot.org>  
cc  
bcc

Subject High speed rail

History:

📧 This message has been replied to.

I'm unable to attend the meeting, but definitely wanted to be a positive voice for high speed rail. Go for it!

**Patsy J. Dodson**  
**6500 N. Grand**  
**Oklahoma City 73116**



"Janie Ducotey"  
 <JDucotey@catoosapubliclib  
 ary.com>

09/14/2009 08:33 AM

To <JBridgwater@ODOT.ORG>

cc

bcc

Subject Re: Question's about high speed rail

History:

☞ This message has been replied to.

I would like to go to the meeting they are having in Tulsa, however I don't get off work until 6:00 p.m. I would like to know where in the DFW area the rail station is located. I am assuming it is already established from what I read. I am very interested in this concept because I travel to the DFW area often. What are the speeds of the trains and how low are they predicting that the route from Tulsa to DFW would take? When do they think that this service would be in place? I wish it were avialibable now.

Janie Ducotey



Kristin Miskovsky  
 <kmiskovsky@yahoo.com>

09/14/2009 09:19 AM

To "JBridgwater@ODOT.ORG" <JBridgwater@ODOT.ORG>

cc

bcc

Subject Re: High Speed Rail Service

History:

☞ This message has been replied to and forwarded.

I work in public relations, particularly with the national media. I would be more than happy to volunteer my time to help with this effort.

Kristin Miskovsky  
 Biophysical Corporation  
 512.623.4923  
 Kmiskovsky@biophysicalcorp.co



gailparker2006@aol.com

09/14/2009 10:28 AM

Please respond to  
 gailparker2006@aol.com

To jbridgwater@odot.org

cc

bcc

Subject high speed rail

History:

☞ This message has been replied to.

Mr Bridgwater,  
 Please include connectin OKC with the east coast. I would like to visit my grand children in OKC or ask them to visit me without riskin their very lives! 40,000 folks are killed on our roadway nationwide every year!  
 Gail. For Rail Parker  
 Virginia  
 Sent via BlackBerry from T-Mobile



"Dwayne Beavers"  
<dbeavers@cherokee-crc.com>

09/15/2009 05:02 PM

To <jbridgwater@odot.org>

cc

Subject: Tulsa-OKC Rail Link Plan

Mr. Bridgwater,

I am interested in seeing the Tulsa-OKC Rail Link Plan being implemented. As a frequent business traveler to Oklahoma City and Dallas, a high speed rail could easily compete with flying. Let's see, traveling to Dallas by air;

- 15 minutes to the Tulsa Airport,
- one-hour for check-in, security and boarding,
- 45 minute flight,
- 15 minutes for deboarding and waiting for luggage,
- equals two hours and 15 minutes

High speed rail from Tulsa to Dallas;

- 15 minutes to Tulsa train depot,
- 45 minute check-in, security & boarding,
- 102 minute travel time,
- equals two hours 42 minutes

I think more leg room and amenities would warrant the additional 32 minutes of travel time..... In addition, future connections to San Antonio, St. Louis and Chicago would be the same.....

Sincerely,

Dwayne Beavers, Vice President  
Cherokee-CRC, LLC  
916 W. 23rd St., Tulsa, OK 74107  
W (918) 582-9110  
M (918) 431-2912  
F (918) 583-7948



Gary Pershall  
<gpershall@yahoo.com>  
09/15/2009 03:14 PM

To jbridgwater@odot.org  
cc  
Subject Comment on High Speed rail plan

Great idea. Please give serious consideration to having "roll on" bicycle racks for people that wish to ride the train and take their bike. Being an avid cyclist this would be great. This would allow one to take the train to a stop, take your bike off, and then ride to your destination or back home.

Gary Pershall



"Colin J. Zink"  
<cjzink@hotmail.com>  
09/15/2009 04:17 PM

To <jbridgwater@odot.org>  
cc  
Subject high speed rail line

The new line sounds like a good idea in theory. Please make sure that bicycles are welcome on board the train - the same people that are environmentally conscious enough to ride the train instead of driving are also more likely to be cyclists.

Thanks, and good luck!

Colin



Chelsea Eland  
<chels.eland@gmail.com>  
09/15/2009 05:28 PM

To jbridgwater@odot.org  
cc  
Subject yes in support of a rail between OKC and Tulsa!

Hi,

My name is Chelsea Eland, I just wanted to send a quick email to say YES in support of a high-speed railway between Tulsa and OKC! This is possibly the best idea I've heard yet, and I can see it being tremendously beneficial for Oklahomans.

Thanks!

Sincerely,

Chelsea Eland






"James A. Hellams"  
<jamesahellams@cox.net>  
09/16/2009 04:05 PM

To jbridgewater@odot.org  
cc  
bcc

Subject My Comments At The Tulsa High-Speed Rail Presentation

History:  This message has been replied to.

Dear Mr. Bridgewater:

Enclosed, is the message I sent to Craig Moody.

Dear Mr. Moody:

It is extremely important, that we must get away from our dependence on aviation and highways for our transportation; and make rail transportation the prime mover of goods and people.

The worldwide production of oil has peaked, and commenced an irreversible decline.

The BNSF Railroad is so good at energy efficiency, that it can achieve an energy efficiency of 750 gross ton miles per gallon. This is weight in tons times miles per gallon. This shows that the railroads are the most energy efficient means of transportation we will ever have.

A two ton car would have to get 375 miles per gallon to equal the energy efficiency of a train.

Additionally, because every mile of track can be electrified; the railroads can completely free themselves from all dependency on oil for energy. Electric power can be generated (directly and indirectly) from every source of energy known to mankind. Thus, a train can run from coast to coast (non-stop) WITHOUT burning one drop of oil for energy.

**JAMES A. HELLAMS**

**JAMESAHELLAMS@COX.NET**

**ELECTRIFIED RAIL SERVICE IS THE FUTURE OF TRANSPORTATION!**

**JAMES A. HELLAMS**

**JAMESAHELLAMS@COX.NET**

**ELECTRIFIED RAIL SERVICE IS THE FUTURE OF TRANSPORTATION!**



bill and marilyn arnold  
<roadmasterarn@aol.com>  
09/16/2009 07:45 PM

To jbridgwater@odot.org  
cc  
bcc

Subject High Speed Train

History:

✉ This message has been replied to.

Greetings,  
Please add us to the list of those who wish to spend less time on the  
turnpike to Tulsa.  
And we would certainly take advantage of lines that connect to Kansas  
City or Chicago.  
Best of luck in making such plans a reality.  
Bill & Marilyn Arnold  
Nichols Hills



Erik Enyart  
<erik\_enyart@hotmail.com>  
09/16/2009 08:41 PM

To <jbridgwater@odot.org>  
cc Rachel Enyart <rachelenyart@hotmail.com>  
bcc  
Subject Support for high-speed passenger rail

History:

✉ This message has been replied to.

ODOT Rail Program Division  
Attn: Johnson Bridgwater  
200 NE 21<sup>st</sup> St., Room 3-D6  
Oklahoma City, OK 73105  
Mr. Bridgwater:

I have read about the plans for building a high-speed passenger rail system in Oklahoma, and wanted to express my favor for this concept. I believe that this sort of investment is the greatest sort, as this transportation form is especially efficient and sustainable (economically and ecologically), and gives Oklahomans one more transportation option.

Keep up the good work and keep pushing forward!

Regards,


Erik & Rachel Enyart  
160 West N Street  
Jenks, OK 74037

Ready for Fall shows? Use Bing to find helpful ratings and reviews on digital tv's. [Click here.](#)



"Mike Bradford"  
<mikebradford@cox.net>  
09/16/2009 09:48 PM

To <jbridgwater@odot.org>  
cc  
bcc  
Subject High Speed Train - OKC to Tulsa

History:  This message has been replied to.

In order for the logistics of the high speed link to work, there would have to be an improvement in the two city's metro transit systems. Getting to either city in 72 minutes would be a negligible (not to mention very costly) improvement in getting to a final destination with the current transit schedules and route coverage. Will some of the stimulus money be directed to the metro transit systems?

Making the current state rail line available for the Heartland to extend coverage to Tulsa, St. Louis, and other points North does seem like a better use of funds to me. Perhaps a second set of tracks could be laid beside the current set to allow two way coverage. Both cities could have access at the same time intervals allowing people to meet work schedules both ways!


My family has enjoyed the Heartland Fort Worth trip and would choose a train over a plane or car to go East or North.

**Michael L. Bradford, CBCP**  
**Home Phone (405) 792-2823**  
**Mobile Phone (405) 550-3044**  
**Email: mikebradford@cox.net**



Penne Ridlinghafer  
<harmonyalways@att.net>  
09/16/2009 09:57 PM

To jbridgwater@odot.org  
cc  
bcc  
Subject high speed rail line to Tulsa and further

History:  This message has been replied to.

I am very much in favor of a rail line to Tulsa and also on to St Louis and Chicago.  
I grew up in Chicago and frequently rode trains. I think trains are the best way to travel.  
I love trains. In year 2000 Amtrack had a special offer that: First person pays full price, the second person pays half price and a third person goes free. My husband, my mother and I drove to Kansas city and spent the night with a relative. Then we left on the train at 8am and arrived in Chicago at 5 pm . Because of the special rate it cost each of us \$100 for a round trip ticket. It was a wonderful ride. The food in the dinning car was wonderful. The seats were very comfortable. We also have taken a round trip ride to Ft.Worth on the Heartland Flyer. The train was not nearly as comfortable as the other, but it was a shorter and pleasant trip, much better than a plane or car. Trains are wonderful !!  
I hope that the plan works out. Sincerely, Penne Ridlinghafer Bethany, OK



"William Holder"  
<whholder@prodigy.net>  
09/16/2009 10:05 PM

To <jbridgwater@odot.org>  
cc "Brandon Wayne Davis" <brandon@pokeagoatstudio.com>, "Brandon W Davis" <bdavis@ou.edu>, <daviisaprill@gmail.com>  
bcc

Subject High speed rail

History:

↩ This message has been replied to.

Hello Mr Bridgwater,

Just wanted to let you know that my family and I all strongly support this project and would even support some sort of taxes to pay for it. Perhaps higher taxes on Trucks and cars and planes to instigate a move to this more efficient form of transportation.

Thanks for your time.

William Holder

3324 Oakbrook dr

DEI City, OK 73115 405 672 2158



"Darla Sparks"  
<drsparks@cox.net>  
09/17/2009 09:21 AM

To <jbridgwater@odot.org>  
cc  
bcc  
Subject High Speed Rail - OKC to Tulsa

History:

📧 This message has been replied to and forwarded.

Sir,

I'm astonished at the mismanagement of our citizens' taxes by your agency! Why in this world would anyone think that a high-speed rail installation would be rode? The costs are insurmountable for a poor right-to-work state with a shrinking work-force. ODOT cannot maintain the transportation systems (a misnomer if ever there was one) they have. How in this world would they maintain a high-speed rail system that runs a half empty train? They know absolutely nothing about passenger rail although they would certainly like for a gullible public to believe they did! Sir, this is a red herring thrown out quickly to the public in hopes of grabbing some "free" federal cash. Also, to obscure the destruction of the premier Union rail yard by building a highway through it!! You know it and we intend to see that the entire public hears of the misdirected information ODOT has been giving us. Shame!

D. R. Sparks  
Yukon, Oklahoma  
[drsok1937@yahoo.com](mailto:drsok1937@yahoo.com)



Allen White  
<allen-white@sbcglobal.net>  
09/16/2009 11:59 AM

To jbridgwater@odot.org  
cc  
bcc  
Subject Tulsa-OKC Rail

History:

✉ This message has been replied to.

Johnson Bridgwater  
ODOT Rail Program Division

I believe Oklahoma would be best served by improving the existing rail line to allow faster train speeds for passenger service, rather than by building an entirely new line for high-speed service. The trip between Tulsa and Oklahoma City would still take less time than driving the turnpike and would be less stressful than driving. Obviously, the initial construction costs and expense of acquiring passenger cars would be lower and, I assume, annual operating costs would also be less. These lower costs should result in rail tickets costing less, leading more people to make the trip. I think people who frequently travel from Tulsa to Oklahoma City for business at the state capitol would likely use the rail service. And if the ticket prices are kept reasonably low, individuals and families could enjoy occasional visits to their "sister" city for concerts, sporting events, museum visits, etc. In any case, it's high time Tulsa receive passenger rail service!

Ruth Ann White  
Tulsa, Oklahoma





Thomas Iadvaia  
<iadevaia@swbell.net>  
09/16/2009 01:04 PM

To jbridgwater@odot.org  
cc  
bcc  
Subject High-speed rail proposal

History:

✉ This message has been replied to.

YES!! Here is an excellent way for Oklahoma to make progress.




Kris Kanaly  
<KKanaly@opubco.com>  
09/16/2009 02:11 PM

To <jbridgwater@odot.org>  
cc  
bcc

Subject Rail Line Connecting OKC and Tulsa

History:

 This message has been replied to.

PLEASE! What a needed project. This would be a fantastic feature and hopefully widely used.

Just wanted to add my two cents.

Kristopher Kanaly  
Creative Director / Wingo  
OPUBCO / Audience Development  
w (405) 475-4157  
c (503) 729-8065



Lloyd Hobbs  
 <teck45hobbs@att.net>  
 09/16/2009 02:27 PM

To tulsa@coburn.senate.gov, jbridgwater@odot.org  
 cc  
 bcc

Subject Fw: stimulus money.....

History: This message has been replied to.

----- Forwarded Message -----

**From:** Lloyd Hobbs <teck45hobbs@att.net>  
**Cc:** teck45hobbs@att.net; carl8161@swbell.net  
**Sent:** Friday, August 28, 2009 4:18:24 PM  
**Subject:** stimulus money.....

The TULSA WORLD reported that some of you voted against a bill that would have helped the railroad industry(ie) President Obamas railroad SW Corridor the corridor would extend from FtWorth Dallas area to OkCity then to Tulsa with a spur to Little Rock,,instead of voting NO ,lets look at a possibility.....Why stop at Tulsa ,lets continue on to Catoosa ,Claremore,Vinita, Afton...then turn north from Afton thru Ft Scott to Kansa CityThis routev would follow the old FRISCO line and might add that all the tracks and bridges are still in place.....now lets go back to OkCity and proceed north to Newton Ks and jct with the Santa Fe,turn east and a direct shot to Kansas City....What we would have is a double main line to Kansas City....Insteady of saying NO to dollars lets say Yes but expanding the thinking.....

GREENTECH is one of the buzz words of the year..It,GREENTECH is the answer to almost every thing that ails our country ?????????? &a mp;n bsp; What about a technology that can save millions of gallions of fuel annually,reduce grid lock on our roads and highways,provide good paying jobs and reduce green house gases? YES Im talking about the railroads.. Railroads do more to help the environment than most other forms of transportation.. Lets all pull for Oklahoma and work together to get this proposal moving.....

respectfully

L.E.Hobbs Chairman Pct 125 Tulsa OK



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Oklahoma City, OK 73105-3204  
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09/14/2009 - Oklahoma City, OK

09/15/2009 - Tulsa, OK

**Public Comment Form**

**Oklahoma High Speed Intercity Passenger Rail**

We would like to thank you for taking the time to attend this meeting and providing us with written comments. Putting your comments in writing is one of the most effective ways to have your concerns addressed.

*"I have the following comments or questions about the Oklahoma's proposed plan for High Speed Rail Service."*

**COMMENTS:**

1. All signals modernized and automatic

2. NO GRADE CROSSING AT ALL ON LINE

3. ROAD BED & TRACK CONSTANTLY MAINTAINED AT HIGHER STANDARD

4. OPERATING EQUIPMENT (TRAINS) MUST BE BETTER QUALITY & CONSTANTLY MAINTAINED.

5. THE BIG PROBLEM WITH GOVERNMENT OPERATIONS OF ACTUAL SERVICE IS ON-AGAIN OFF-AGAIN FINANCING AND INTEREST

(Information below is optional)

Name: BARRY QUENSEL

Address: 480 SE LASSO LOOP  
LAWTON, OK 73501

Email: QuBer+1@aol.com

Phone No.: 580 351-2037

PLEASE SUBMIT TO:  
Johnson Bridgwater  
**Rail Programs Division**  
Oklahoma Department of Transportation  
200 N.E. 21st. Street  
Oklahoma City, OK 73105-3204  
FAX: (405) 521-6917

Please submit comments by: Sept. 25th, 2009



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*"I have the following comments or questions about the Oklahoma's proposed plan for High Speed Rail Service."*

COMMENTS:

As the metropolitan planning organization for central Oklahoma, ACOG, the association of central Oklahoma governments, strongly supports ODOT's application for federal funding of high speed rail service in Oklahoma as an important step in providing passenger rail for Oklahoma citizens.

(Information below is optional)

Name: John G. Johnson  
 Address: 21 E. Main  
OKC, OK 73104  
 Email: jgjohnson@acogok.org  
 Phone No.: 405.234.2264

PLEASE SUBMIT TO:  
Johnson Bridgwater  
**Rail Programs Division**  
Oklahoma Department of Transportation  
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*"I have the following comments or questions about the Oklahoma's proposed plan for High Speed Rail Service."*

**COMMENTS:**

I strongly support this initiative. Environmentally and economically we need to reduce pollution and dependence on fossil fuels. Rail supports both. Ridership can only be developed by providing effective alternative to private vehicles.

(Information below is optional)

Name: Edwin L. Miller  
Address: 3300 N Vermont Av  
OKC 73112  
Email: speople@sbcglobal.net  
Phone No.: 405 825-5608

PLEASE SUBMIT TO:  
Johnson Bridgwater  
**Rail Programs Division**  
Oklahoma Department of Transportation  
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COMMENTS:

⊕ HIGH-SPEED INTERCITY PASSENGER RAIL  
(HSIPR)

⊕ 10/9/2009<sup>??</sup>  
↑

(Information below is optional)

Name: JACK WEBB

Address: 1135 SHORMEADOW DR  
DALLAS, TX 75012

Email: PRJWEBB@SBCGLOBAL.NET

Phone No.: 214-904-2511

PLEASE SUBMIT TO:  
Johnson Bridgwater  
**Rail Programs Division**  
Oklahoma Department of Transportation  
200 N.E. 21st. Street  
Oklahoma City, OK 73105-3204  
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Please submit comments by: **Sept. 25th, 2009**



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09/15/2009 - Tulsa, OK

## Public Comment Form

### Oklahoma High Speed Intercity Passenger Rail

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*"I have the following comments or questions about the Oklahoma's proposed plan for High Speed Rail Service."*

#### COMMENTS:

All public transportation in Oklahoma is a waste of time and money. These grants are not free money. Do you want your children to pay for it? Who will absorb cost overruns? You don't even know the price of a ticket and this is a good thing, Not! How much eminent domain will have to exercised? This is a bad deal for the citizens of Oklahoma.

(Information below is optional)

Name: \_\_\_\_\_

Address: \_\_\_\_\_

Email: \_\_\_\_\_

Phone No.: \_\_\_\_\_

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**Rail Programs Division**  
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Please submit comments by: Sept. 25th, 2009



918 744 4332 Harriet Jensen  
1211 East 30th Street  
Tulsa, OK 74114-5208 [HarrietJensen@cox.net](mailto:HarrietJensen@cox.net)

ODOT Rail Division  
200 N E 21<sup>st</sup> Street Rm 3-06  
Oklahoma City, OK 73105

Attn Kenna Mitchell

### Trains, A Great Way to Travel

A high speed rail link would increase capacity and efficiency, jobs,  
Less gas and oil in cars.

Roads of rails are being used in Europe and other countries; why  
not here? Commutes could be enhanced for business, shopping,  
family, recreation and travel safety improved.

Jobs would follow: blacksmiths, machinists, steel workers,  
carpenters, painters, laborers, station personnel.

Please use this opportunity to offer this service to Tulsa.

Sincerely

A handwritten signature in cursive script that reads "Harriet Jensen". The signature is written in dark ink and is positioned above the printed name.

Harriet Jensen



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09/15/2009 - Tulsa, OK

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*"I have the following comments or questions about the Oklahoma's proposed plan for High Speed Rail Service."*

#### COMMENTS:

Sante Fe and Albuquerque, NM communities have been enhanced by the recent addition of the Railrunner high speed line. Environmental benefits and reduction in auto traffic increased use of bicycles and pedestrian traffic bring added value by keeping citizens moving and fit as well as building community interaction. OKC ↔ Tulsa rail has an opportunity to achieve all the above same benefits in OK.

(Information below is optional)

Name: Jay Whitman  
Address: 2611 E. 26th St  
Tulsa, OK 74114  
Email: jay.whitman@cox.net  
Phone No.: 918-747-8223

PLEASE SUBMIT TO:  
Johnson Bridgwater  
Rail Programs Division  
Oklahoma Department of Transportation  
200 N.E. 21st. Street  
Oklahoma City, OK 73105-3204  
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*"I have the following comments or questions about the Oklahoma's proposed plan for High Speed Rail Service."*

**COMMENTS:**

IF THIS INTERCITY TRANSPORTATION  
 COMES TO FRUITION, HOW CAN WE BE  
 SURE INTRACITY TRANSPORTATION  
 IN TULSA AND OKC WILL FOLLOW?

(Information below is optional)

Name: \_\_\_\_\_

Address: \_\_\_\_\_

Email: \_\_\_\_\_

Phone No.: \_\_\_\_\_

PLEASE SUBMIT TO:  
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*"I have the following comments or questions about the Oklahoma's proposed plan for High Speed Rail Service."*

**COMMENTS:**

Reducing our carbon footprint to reduce global warming is very important.  
 I wholly support passenger rail.  
 It is our future for our children's children.  
 I hope we get all the funding requested!

(Information below is optional)

Name: Rita Scott  
 Address: 16523 E. 171st S.  
Bixby, OK  
 Email: rejwrita@olp.net  
 Phone No.: 918.640.5408

PLEASE SUBMIT TO:  
Johnson Bridgwater  
**Rail Programs Division**  
Oklahoma Department of Transportation  
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*"I have the following comments or questions about the Oklahoma's proposed plan for High Speed Rail Service."*

**COMMENTS:**

I am excited about this project and I look forward to using this transportation. This will allow families to travel together for less. The benefit will be saving gas & wear & tear on your vehicles. Also during this travel time families can bond, look at the great cities between Tulsa & OKC, play games and just have a great time. Individuals traveling can read plan for meeting and study for college or prepare for presentation. That way for elderly family members who don't drive to travel between the cities.

(Information below is optional) \* cut travel time to OKC in half.

Name: Resha Davis  
Address: 708 N. 24th W. Ave  
Tulsa, OK 74127  
Email: Reshadavis@gmail.com  
Phone No.: 810-8226

PLEASE SUBMIT TO:  
Johnson Bridgwater  
**Rail Programs Division**  
Oklahoma Department of Transportation  
200 N.E. 21st. Street  
Oklahoma City, OK 73105-3204  
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*"I have the following comments or questions about the Oklahoma's proposed plan for High Speed Rail Service."*

**COMMENTS:**

CONCERN ABOUT RAIL BEING FOR TULSA FIRST.  
 1998/1999 STATE VOTED FOR RAIL W/AMTRACK. MONEY  
 USED FOR OKC-DALLAS ONLY, REST OF STATE  
 LEFT OUT EXCEPT FOR MEASLY BUS SERVICE  
 TO KANSAS CITY. I EXPECT TULSA/OKC RUN  
 DONE FIRST BEFORE IMPROVEMENTS TO  
 OKC/DALLAS RUN. IF NOT CANNOT SUPPORT  
 RAIL SERVICE IF VOTED ON.

(Information below is optional)

Name: \_\_\_\_\_

Address: \_\_\_\_\_

Email: \_\_\_\_\_

Phone No.: \_\_\_\_\_

PLEASE SUBMIT TO:  
Johnson Bridgwater  
Rail Programs Division  
Oklahoma Department of Transportation  
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*"I have the following comments or questions about the Oklahoma's proposed plan for High Speed Rail Service."*

**COMMENTS:**

I support high speed rail 100%. Thank you for the meeting. I lived in the Czech Republic for a period, and their over public transportation system embarrassingly exceeds the U.S. system. What can I do to help?

(Information below is optional)

Name: Faith Garlington  
Address: 3325 E. 4th St.  
Tulsa, OK 74112  
Email: bfgarlington@gmail.com  
Phone No.: 918-859-3806

PLEASE SUBMIT TO:  
Johnson Bridgwater  
**Rail Programs Division**  
Oklahoma Department of Transportation  
200 N.E. 21st. Street  
Oklahoma City, OK 73105-3204  
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*"I have the following comments or questions about the Oklahoma's proposed plan for High Speed Rail Service."*

*Creg Moody*

COMMENTS:

*I would like to have glass cabben on-top of cars for views*

*I would like to have employment to check for a few possible Environmental Impacts. I am unemployed.*

(Information below is optional)

Name: Tom Whiten aka Blue

Address: 536 S. 46 W.

Email: www.tulsabluediver@yahoo.com

Phone No.: 418 853 7087

PLEASE SUBMIT TO:  
Johnson Bridgwater  
**Rail Programs Division**  
Oklahoma Department of Transportation  
200 N.E. 21st. Street  
Oklahoma City, OK 73105-3204  
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*"I have the following comments or questions about the Oklahoma's proposed plan for High Speed Rail Service."*

**COMMENTS:**

Please resist the oil lobby  
Do not let them ruin this  
opportunity for all of us  
It has to happen.  
Is there anything to be gained from  
consulting Japan France or Spain  
directly?

(Information below is optional)

Name: Richard Phillips  
 Address: 6792 S. Atlanta Ave  
Tulsa 74136  
 Email: realphillips@cox.net  
 Phone No.: 918-619-6897

PLEASE SUBMIT TO:  
 Johnson Bridgwater  
**Rail Programs Division**  
 Oklahoma Department of Transportation  
 200 N.E. 21st. Street  
 Oklahoma City, OK 73105-3204  
 FAX: (405) 521-6917

Please submit comments by: Sept. 25th, 2009



# OKLAHOMA DEPARTMENT OF TRANSPORTATION

200 N.E. 21st Street  
Oklahoma City, OK 73105-3204  
<http://www.okladot.state.ok.us/meetings/other.php>

09/14/2009 - Oklahoma City, OK

09/15/2009 - Tulsa, OK

## Public Comment Form

### Oklahoma High Speed Intercity Passenger Rail

We would like to thank you for taking the time to attend this meeting and providing us with written comments. Putting your comments in writing is one of the most effective ways to have your concerns addressed.

"I have the following comments or questions about the Oklahoma's proposed plan for High Speed Rail Service."

#### COMMENTS:

BECAUSE PRESIDENT OBAMA IS KEEN ON FORWARD THINKING AND REDUCING OUR DEPENDENCY ON OIL & GAS • WILL YOU CONSIDER WRITING INTO YOUR PROPOSAL REQUESTS FOR SHUTTLE BUSES RUNNING ON COMPRESSED NATURAL GAS • TRANSPORTATION IN OKLA IS POOR AND WE SHOULD CONSIDER GETTING MORE PEOPLE OUT OF CARS PEOPLE NEED TO GET TO AND FROM THESE STATIONS, I THINK THIS GIVES YOUR PROPOSAL MORE IMPACTS AND FORWARD THINKING

(Information below is optional)

Intermodal connections

Name: Gwen Goff

Address: P.O. Box 48583  
TULSA OK 74148

Email: GwenGoff@SBCGLOBAL.NET

Phone No.: 918 313 8256

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GLAD TO HELP ANY WAY I CAN!



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**COMMENTS:**

the two metropolitan areas of Tulsa + Oklahoma City represent over two million people. the <sup>two</sup> cities were half their present size when rail service was cut 40 years ago the ridership between the two cities would be way beyond projections if rail service would become an actuality. Plus hooking Tulsa up to Texas and potentially Missouri + on into Chicago would be a model for the entire nation. The need is tremendous for this service.

(Information below is optional)

Name: Terry Hazen  
Address: 7209 So Richmond  
Tulsa Ok 74136  
Email: T.Hazen@cox.net  
Phone No.: 918 6716268

PLEASE SUBMIT TO:  
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**COMMENTS:**

PLEASE INCLUDE IN THE APPLICATION A TRAIN-CAR-FERRY PROPOSAL.  
THIS IS ALLOWING AUTOMOBILES ON THE TRAIN BETWEEN OKC AND TULSA

(Information below is optional)

Name: FARHAD K. DAROGA

Address: P.O. BOX 610  
BROKEN ARROW, OK. 74012

Email: fdaroga@brokenarrowok.gov

Phone No.: (918) 259-8412

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**COMMENTS:**

1,400 RIDERS A DAY DOES NOT SEEM TO JUSTIFY THE EXPENDITURE CONTEMPLATED. THAT IS ONLY 100 RIDERS PER HOUR ±. I KNOW THERE IS MORE TRAFFIC BETWEEN OKC & TULSA - WHAT IS LIMITING THE RIDERSHIP. IS IT GETTING PEOPLE TO & FROM THE RESPECTIVE AIRS IN TULSA & OKC? IF SO, SHOULD PLANS FOR GATHERING & DISTRIBUTING RIDERS IN BOTH OKC & TULSA BE PART OF THE PLAN.

(Information below is optional)

Name: LARRY VORBA  
 Address: 1915 S. GARY AVE  
TULSA, OK 74104  
 Email: lvorba@cyntergyaoc.com  
 Phone No.: 918-605-0553

PLEASE SUBMIT TO:  
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#### COMMENTS:

First, I am all for an up-dated mass transit system for Oklahoma. As a children, I could fly between Tulsa and Oklahoma City on several airlines, including American many times a day. It is most unfortunate that to reach my grandchildren in Edmond, I am tied to the Turner Turnpike, either by car or by unreliable (and unpleasant) bus service.

We need to get ahead of the game. Two major cities, one being Tulsa sharing the same state need to be tied together by rail.

(Information below is optional)

Name: Lura Dewdy  
 Address: 8905 E. Latimer St  
Tulsa, Ok 74115-7120  
 Email: luradewdy@sbcglobal.net  
 Phone No.: 918-200-4456

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I am in favor of and want to see built the high speed rail link between Tulsa and Oklahoma City and upgrade of the current Amtrack rail route between Oklahoma City and Fort Worth, San Antonio. At this time we have to drive private automobiles to travel to OKC. The high speed rail service proposed by the ODOT is preferable to this for several reasons:

- a) I-44 and I-40 are truck intensive and for that reason dangerous for passenger cars. I would much prefer to travel to and from OKC without having to use the highway. Now that is impossible. Most of my travel to OKC is to it's downtown. Rail travel downtown to downtown would work very well for me, now and in the future. I wish the long promised rail service between the two cities was in existence.
- b) Rail is a more cost efficient and fuel efficient mode of travel than is travel by private car. I am convinced that fuel efficiency will become an ever more important concern of this state and nation in the future.
- c) The proposed rail improvements can relieve the existing and future traffic congestion the Turner Turnpike and I-35. This form of congestion relief is less costly than paving additional traffic lanes on these two highways.
- d) Tulsa and Oklahoma City need to have far more frequent interaction by more of its respective citizens. A high speed rail link would not only allow this but encourage it and be an attraction in itself to make this happen. If to do things in the other city, people did not have to fool with the drive and then find a parking place, then do their activity, then drive back down the turnpike (at night) more people would participate more often in both communities.
- e) Completing the high speed rail service between Tulsa and OKC will serve as a tangible example to the rest of the country that such service is not pie in the sky, does work and test the various claims of fuel and service efficiencies. It can be completed soon and at a favorable cost relative to other segments of and of the existing high speed rail corridors designated by the federal government.




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**COMMENTS:**

At the meeting, one of the attendees mentioned the possibility of looking at having "ferry" service from Tulsa to OKC. Using this as a point of emphasis in trying to obtain federal funding for this rail line would be most beneficial in my opinion. There are a lot of potential rail customers that travel between the two cities, that would then be able to use their vehicles to travel to other destinations in the area, not served by bus or trolley.

The connection to Kansas City to provide a rail transit corridor to Dallas/FW, San Antonio, and Houston from Chicago and the Northeast, should be emphasized.

Avoiding the Cherokee Rail Yard would be desirable (over)

(Information below is optional)

Name:

Brent Stout

Address:

2317 S. Jackson Ave.

Tulsa, OK 74107

Email:

brentstout@cityoftulsa.org

Phone No.:

(918) 596-9520

PLEASE SUBMIT TO:

Johnson Bridgwater

Rail Programs Division

Oklahoma Department of Transportation

200 N.E. 21st. Street

Oklahoma City, OK 73105-3204

FAX: (405) 521-6917

Please submit comments by:

Sept. 25th, 2009



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COMMENTS (Continued):

as there is heavy rail traffic there, with hazardous materials moving through it on a regular basis.



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**COMMENTS:**

High-speed (or indeed ANY) passenger rail service connecting Tulsa to the Heartland Flyer is long overdue! I only wish there were another proposal connecting Tulsa to Kansas City. I travel to and from OKC/Tulsa many times because of both family & business. ~~and~~ I would use the rail service often, especially if an auto car allowed me to bring my car, or if an hourly car rental service were available.

My husband & I use trains whenever we can in other parts of the world. It's frustrating to realize that some 3<sup>rd</sup> world countries have <sup>better passenger</sup> train service ~~than~~ <sup>than</sup> Oklahoma. →

(Information below is optional)

Name: Donna Horton

Address: 1764 S. St. Louis Ave.  
Tulsa OK 74120

Email: dbd-okla@yahoo.com

Phone No.: 918-587-0522

PLEASE SUBMIT TO:  
Johnson Bridgwater  
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Oklahoma Department of Transportation  
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### COMMENTS (Continued):

Oklahoma's economy has not exploited the tourism dollar as much or as well as it could have. A modern public transportation service including passenger rail is vital to bringing out-of-state and foreign moneys into our state.

I hope OKC does not demolish its vintage Santa Fe train station. It would be a criminal loss, and irreplaceable.



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COMMENTS:

Will Tulsans be asked to pay an increased sales of property taxes?

---

Will the line between Tulsa and Oke be non-stop.

---

Where is money for Planning, design, and surveying coming from

---

What will tickets cost?

---

(Information below is optional)

Name: Steven Rocnerman

Address: 7406 7104th East Ave  
Tulsa OK 74133

Email: rocnerman@gmail.com

Phone No.: 918 607 0671

PLEASE SUBMIT TO:  
 Johnson Bridgwater  
**Rail Programs Division**  
 Oklahoma Department of Transportation  
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COMMENTS (Continued):

How fast will ~~the~~ tracks go on day one

~~the~~ How fast in 10 years - 20 years?

I DO NOT WANT MY  
TAXES TO GO UP!!



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**COMMENTS:**

① For this to be a success we must incorporate bus + metro rail connectivity. We should also acquire adequate real estate for car parking.

② Should be good to run metro to the airport.

③ I do ride AMTRAK and service would be better if more coaches were available. I have actually had to sit in the club car due to lack of seats on board. This clearly demonstrates that useage is increasing.

④ We need to preserve the OKC Union Station + its yards for ~~a~~ a multimodal Hub like Fort Worth, (over)

(Information below is optional)

Name: Susan Quense

Address: 480 SE Lasso Loop  
Lawton, OK 73501

Email: squensel@tecmasters.com

Phone No.: \_\_\_\_\_

PLEASE SUBMIT TO:  
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Rail Programs Division  
Oklahoma Department of Transportation  
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### COMMENTS (Continued):

⑤ I know of no environmental information about the Oklahoma City to Tulsa corridor.

⑥ If you don't maintain track better than you do the highways you will never run 90 mph.





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"I have the following comments or questions about the Oklahoma's proposed plan for High Speed Rail Service."

#### COMMENTS:

Thank you very much for this opportunity to provide my comments on this very important issue. I don't have any logistical suggestions or concerns, but I would like to voice my unequivocal support for a high speed rail line between Tulsa & Oklahoma City. My wife, 10-month son, and I have just moved from Broken Arrow to OKC, and we have lamented the lack of a viable transit option, both locally in our new city, and regionally in our new state. Thank you for pursuing this important project. Hopefully this line will become an economic spur ~~line~~ for both OK cities, and hopefully

(Information below is optional)

Name: CHAD REYNOLDS

Address: 423 NW 20<sup>th</sup> ST.

OKLAHOMA CITY, OK 73103

Email: CHARLESREYNOLDS@GMAIL.COM

Phone No.: (405) 626-7175

#### PLEASE SUBMIT TO:

Johnson Bridgwater  
Rail Programs Division  
Oklahoma Department of Transportation  
200 N.E. 21st. Street  
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### COMMENTS (Continued):

the estimated 1400 daily riders will grow as citizens discover the convenience & benefits of having options for transportation. Thank you.



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**COMMENTS:**

HAVE WE LOOKED AT OTHER CITIES WITH "MASS" TRANSIT PROGRAMS.  
 HIGH SPEED RAIL WILL NOT SUPPORT THE MASS CITIZENRY  
 IN THE NEED TO COMMUTE (GET AROUND THEIR COMMUNITIES).  
 A TRUE SYSTEM WOULD INCLUDE LIGHT RAIL & BUS USAGE.  
 (WE SHOULD BE CONSIDERING BUILDING PRODUCTS (TRAINS  
 & BUSES) FOR THE COUNTRY.

IF YOU BUILD THIS SYSTEM W/O CONVENIENCES &  
 CAPABILITIES TO USE WITH COMFORT & TIME SAVINGS  
 YOU WON'T GET IT! IT WILL BE A NEED FOR  
 CONNECTIONS & WAYS TO GET TO THE TRAIN!

(Information below is optional)

Name: HAWATHA BOULDIN  
 Address: 9104 OAK HOLLOW  
MWC 73130  
 Email: hawaathabouldin@yahoo.com  
 Phone No.: 405 840-1359 - BUS  
405 737-0914 - HM

PLEASE SUBMIT TO:  
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### COMMENTS (Continued):

I would work toward getting Missouri, Texas & Louisiana to collaborate the connection of the corridor thru Houston to LA & to St Louis (up 144) - That collaboration & partnership will improve our funding chances -

Who will be building the trains?

Will we attempt to do that here



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*"I have the following comments or questions about the Oklahoma's proposed plan for High Speed Rail Service."*

COMMENTS:

see back

(Information below is optional)

Name: Terris Hoersch  
Address: 2320 Cashion Pl  
OKC 73112  
Email: thoersch@cox.net  
Phone No.: 405 942-1535

PLEASE SUBMIT TO:  
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Oklahoma Department of Transportation  
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### COMMENTS (Continued):

Mass transit is greatly needed  
starting in the OKC/Tulsa area.

Hopefully mass trans can expand after that,

it is the responsible thing to do,

P.S. Let's focus on intermodal  
train stations + stops,



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**COMMENTS:**

ODOT should proceed stepwise toward effective passenger rail today, using existing railroads owned by the state, and existing railroads, including Union Station in OKC. ~~Yes~~ ODOT could have Amtrak trains running at 80-90 mph on existing track today. Next step would be to get up to speed of 150 mph. Termination points, transfers, feeder lines, and multi-modal transport links in OKC & Tulsa need to be considered now. Priority #1 should be to build up the OKC railroad at Union Station, connecting about 900 miles of track to Oklahoma at one point

(Information below is optional)

Name: Tony NUSPL, Ph.D.  
Address: 4712 E. 4th St.  
TULSA OK 74112  
Email: nuspl@cox.net  
Phone No.: 918-398-6506

PLEASE SUBMIT TO:  
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## COMMENTS (Continued):

A dedicated high-speed passenger intercity link between OKC & Tulsa, plus Tulsa corridor, to allow highest speed possible, say 250 mph, would make more sense if part of a link to KANSAS CITY and beyond, to CHICAGO. Improve strategic attention of DOT proposal by including Tulsa to Kansas City/St. Louis. Why don't you include at least a feasibility study, preliminary construction plans, for 80-90 mph link between Tulsa & Kansas City or Tulsa & Springfield/St. Louis. Create the passenger link to these cities now, then later upgrade them to HSL. Link Tulsa to the national system ASAP by creating St. Louis or Kansas City passenger link.

I don't find Stroh's argument convincing about too many curves on early OKC-Tulsa link. Acela includes tilting-cars that can manage turns at speeds of 80-90 mph. So build it!! At least give us a cost for secor





OKLAHOMANS FOR NEW TRANSPORTATION ALTERNATIVES COALITION

*Ensuring Oklahoma's Rail Transit Future*

September 23, 2009

Attn: Johnson Bridgwater  
Rail Division  
Oklahoma Department of Transportation (ODOT)  
200 NE 21<sup>st</sup> Street, Room 3-D6  
Oklahoma City, OK 73105

Re: High-Speed Rail Initiative

Dear Mr. Bridgwater:

I am writing on behalf of Oklahomans for New Transportation Alternatives Coalition (OnTrac) in support of ODOT's High-Speed Rail Initiative. That initiative seeks federal funding through the American Recovery and Investment Act to develop Oklahoma's portion of the South Central High-Speed Rail Corridor, which was designated in 2000 by the Secretary of Transportation as one of ten primary high-speed rail corridors in the United States.

OnTrac is a not-for-profit public interest organization whose mission is to ensure Oklahoma's rail transit future. Our organization represents more than 1000 members throughout the state, most of who live within the South Central High-Speed Rail Corridor. OnTrac supports the development of rail transit opportunities throughout the state, including intercity high-speed rail transit.

ODOT's High-Speed Rail Initiative is extremely important to the Oklahoma City and Tulsa metropolitan areas, as it would provide an invaluable rail transit connection between the state's two largest cities, which have a combined population of more than two million people. Further, the Oklahoma City and Tulsa metropolitan areas may soon reach non-attainment status under the Clean Air Act due to high ozone concentrations and alternative modes of transportation, especially rail transit, are essential to ensuring the region's compliance with federal clean air standards.

The project is also vitally important to the state and the region as it would provide a direct high-speed rail connection between the Oklahoma City/Tulsa and Dallas/Fort Worth metropolitan areas, as well as potential future connection to Kansas City, St. Louis and Chicago.

In a time of serious concern over future energy costs and availability and our environment, OnTrac believes ODOT's High-Speed Rail Initiative is critical to ensuring the transportation and economic future of Oklahoma and the South Central region of the country.

Thank you for the opportunity to provide you with our comments and to offer our support for your efforts.

Sincerely,

A handwritten signature in black ink, appearing to read "Marion F. Hutchison II".

Marion F. Hutchison II  
Board Member



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*"I have the following comments or questions about the Oklahoma's proposed plan for High Speed Rail Service."*

**COMMENTS:**

I would love to see high speed rail service between Tulsa and Oklahoma City, as we travel quite a bit between the two cities for work and for personal reasons. In addition to the two cities, it also provides Tulsa with a link to Amtrak in Dallas, and perhaps someday to Kansas City.

Should the full amount not be available on the first pass, I'd like to propose developing a Tulsa main terminal and building commuter service for the area as a starting point. If done well, it would provide a good link from the Tulsa end of the high speed rail line, providing a way for travellers from Oklahoma City to have access to various parts of the city without having to rent a car once they got here.

I've used mass transit in several of the larger cities and would love to see the same here. Stations and local spurs to pick up several of the larger suburbs to Owasso/Collinsville, Jenks/Glenpool, Broken Arrow/Bixby, and Sand Springs/Sapulpa would help ease the congestion on our roads and reduce accidents. It would also provide a valuable service to our area for reducing commute time/costs and help keep us off of the dirty air list. Light rail service would be preferable to bus service over the long term.

(Information below is optional)

Name: Susan Tryon  
Address: 10914 N 173rd East Ave  
Owasso, OK 74055  
Email: tryons@cox.net  
Phone No.: 918-272-9126

PLEASE SUBMIT TO:  
Johnson Bridgwater  
**Rail Programs Division**  
Oklahoma Department of Transportation  
200 N.E. 21st. Street  
Oklahoma City, OK 73105-3204  
FAX: (405) 521-6917

Please submit comments by: Sept. 25th, 2009





Nathan Pickard  
<nathanpickard@gmail.com>

09/23/2009 04:21 PM

To jbridgwater@odot.org

cc

bcc

Subject High Speed Rail

I just wanted to let you know that I strongly support a high speed rail system. I know many people would say that this kind of thing will always have to be subsidized, but our roads for automobiles are even more subsidized. I like the idea of high speed because the time savings could convince many to stop driving their cars.

Thanks for your time,

Nathan Pickard

9-16-09

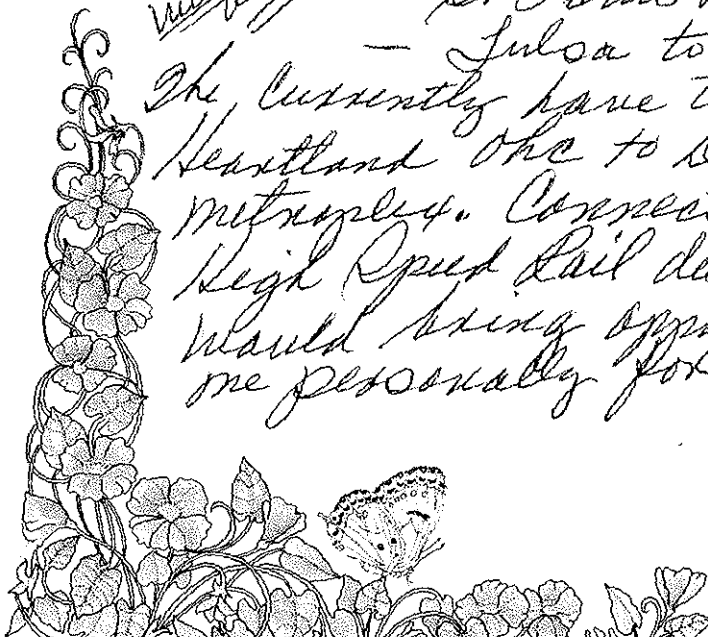
Mr. David Strub  
Director of Eng for Oklypdy Transportation

I read with much interest and agreement that Oklahoma Dept of Transportation should submit a plan requesting federal stimulus money to build a high-speed rail line: Oklahoma City to Tulsa  
~~with~~ - Tulsa to St Louis, Missouri  
- St Louis Mo to Chicago IL  
- Tulsa to Kansas City

They currently have traveled the Heartland one to Dallas/Houston metropolys. Connecting Fast High Speed Rail described above would bring opportunities for me personally for: visiting family  
- Tourism to St Louis/Chicago  
- sports events  
- business etc.

Sincerely,  
Ray Drouff

NOW IS THE TIME - yes yes



105th Congress  
March 23/62  
OKLAHOMA CITY OK 731





"James Munkres"  
<jmunkres@osagetribe.org>  
09/22/2009 03:05 PM

To <jbridgwater@odot.org>  
cc  
bcc

Subject ODOT Oklahoma's High Speed Rail Corridor

History: This message has been replied to and forwarded.

Dear Mr. Bridgwater,

The Osage Nation Historic Preservation Office received the letter dated September 3, 2009, notifying the Osage Nation of the project referenced as Oklahoma's High Speed Rail Corridor.

In accordance with the National Historic Preservation Act, (NHPA) [16 U.S.C. 470 §§ 470-470w-6] 1966, undertakings subject to the review process are referred to in S101 (d) (6) (A), which clarifies that historic properties may have religious and cultural significance to Indian tribes. Additionally, Section 106 of NHPA requires Federal agencies to consider the effects of their actions on historic properties (36 CFR Part 800) as does the National Environmental Policy Act (43 U.S.C. 4321 and 4331-35 and 40 CFR 1501.7(a) of 1969).

The Osage Nation has a vital interest in protecting its historic and ancestral cultural resources. **The Osage Nation requests to be a consulting party on the project listed as Oklahoma's High Speed Rail Corridor.** Please contact the Osage Nation Historic Preservation Office with your response to this request. The Osage Nation looks forward to consulting on this project and providing comments on any cultural resource survey reports.

Our office contacted Mr. David Streb, Director of Engineering this afternoon and was advised to contact you as well. Should you have any questions or need any additional information please feel free to contact me at the number and/or email address listed below. Thank you for consulting with the Osage Nation on this matter.

Sincerely,  
James Munkres

James Munkres  
Osage Nation Historic Preservation Office  
627 Grandview  
Pawhuska, OK 74056  
[jmunkres@osagetribe.org](mailto:jmunkres@osagetribe.org)  
(918) 287-5226

This electronic message contains information from The Osage Nation that is confidential, privileged or proprietary in nature. The information is intended for the specific use of the individual or entity named above. If you are not the intended recipient of this message, you are hereby notified that any use, distribution, copying, or disclosure of this communication is strictly prohibited. If you received this electronic message in error, please notify the sender immediately.



OUsounermomx2@aol.com  
09/22/2009 03:28 PM

To: jbridgewater@odot.org  
cc  
bcc  
Subject: Fwd: Rail Plan Tulsa-OKC

From: OUsounermomx2  
To: jbridgewater@odot.org  
Sent: 9/22/2009 3:26:59 P.M. Central Daylight Time  
Subj: Rail Plan Tulsa-OKC

**I have been a season ticket holder for OU Football Games for over 10 years now and have made my way back and forth to Norman (via OKC) through traffic, rain and road construction both day and night. I would jump at the chance to get on a high speed train and not have to worry about driving (or worse-other drivers who have been drinking and ranting most the day). I am surprised that I have not witnessed more accidents.**

**I also, for the first time, traveled by AMTRAK from Seattle to Chicago this summer and found it to be a wonderful experience. I would gladly support the building of this much needed and desired project. Please count my vote as yes!**

**Renee' Ryan**



<bradbyers@sbcglobal.net>

09/22/2009 09:59 PM

To <jbridgwater@odot.org>

cc

bcc

Subject High Seed Rail

It is imperative for the future of rail transportation in Oklahoma, and for the energy-saving future of the U.S., that you abandon any plans to destroy the existing rail yard in Oklahoma City. Please do not take this backward step.

It is also important that you not attempt to commit the state to any high speed rail development until you have in place a realistic means of supporting its operation into the future.

Bradley C. Byers  
6218 E. 75th St., Tulsa 74136  
[bradbyers@sbcglobal.net](mailto:bradbyers@sbcglobal.net)





<mrsosborne@windstream.net  
>  
09/23/2009 07:20 AM

To jbridgwater@odot.org  
cc  
bcc

Subject We Can Afford Not Take Advantage of This Opportunity!

Dear Sir(s)

Oklahoma is too far behind, because of the ignorance that has been leading this State. You may not be able to do anything about that right now, but God has placed a major opportunity in your laps, act on it. As the President said, "It's our time". It is Oklahoma's time to ignore the status quo and make an independent, right decision. We need the lite rail, like we needed the BOK Center, and The Waterfront Development. To bad we did not take the money from Kaiser and others, we would already have the beautiful scenery, likes Jenks. Stop messing around, turning down progress.

Now that ignorant Roscoe Turner is trying to run again for something, after the City Council's two black men and the former Mayor of Broken Arrow, pulled together some of Tulsa's most uninformed people to derail the Waterfront Project.

It is time to stop looking back at all the mistakes that we have allowed ignorance to make and stop them in their tracks. Do not make the same old mistakes that has caused us to have our Downtown Business District to have to pay people to come to Tulsa to see that we are not Stupid. Our Leadership is very stupid, or selfish and greedy.

Yours in Christ,

Mrs Edna Osborne



"Tryon, Susan O."  
<Sue.Tryon@benham.com>  
09/23/2009 01:00 PM

To <jbridgwater@odot.org>  
cc  
bcc  
Subject High Speed Rail - Comments

Johnson -

I would love to see high speed rail service between Tulsa and Oklahoma City, as we travel quite a bit between the two cities for work and for personal reasons. In addition to the two cities, it also provides Tulsa with a link to Amtrak in Dallas, and perhaps someday to Kansas City.

Should the full amount not be available on the first pass, I'd like to propose developing a Tulsa main terminal and building commuter service for the area as a starting point. I've used mass transit in several of the larger cities and would love to see the same here. Stations and local spurs to pick up several of the larger suburbs to Owasso/Collinsville, Jenks/Glenpool, Broken Arrow/Bixby, and Sand Springs/Sapulpa would help ease the congestion on our roads. It would also provide a valuable service to our area for reducing commute time/costs and help keep us off of the dirty air list.

Thank you,

***Sue Tryon***

**The Benham Companies, LLC**  
One West 3rd Street, Suite 100  
Tulsa, OK 74103

Direct: 918-599-4242  
Cell: 918-232-5786

E-mail: Sue.Tryon@Benham.com



"Charolette Naten"  
<trac-work32@trac-work.com  
>

09/23/2009 10:19 AM

To <jbridgwater@odot.org>

cc

bcc

Subject High Speed Rail

Mr. Bridgewater. I too am attracted to the bright and shiny glitter of the HSR from Tulsa to OKC. Would love to build it, work on it and hold Oklahoma up for the rest of the country to see. However, IT MAKES NO SENSE from a fiscal or common sense perspective. Please, let's look at the old line, and start train service almost overnight. Let us work smarter, if we build a multiple use passenger system on the existing line, one that is NOT geared to just satisfy the daily high speed commuter. I can assure you the people in Tulsa, Okc and surrounding communities will use it. We do indeed need to push passenger rail in this country, and push it hard. But we have to be responsible with our ideas and proposals.

Thank You

Mark A. Kennedy, Area Manager  
Trac-Work, Inc. Broken Arrow, OK Office  
918-251-9106  
918-251-8902 Fax



"Susan McKee"  
<smac96@cox.net>  
09/23/2009 08:47 AM

To <jbridgwater@odot.org>  
cc  
bcc  
Subject High speed rail

In general I support the addition of High speed rail to the Tulsa area. However, I feel it is extremely important to connect with the airport. If we are to attract conventions to our city especially Downtown it would be very advantageous to have rail connect from the airport to a centrally located Downtown location.

Many convention attendees cannot afford to rent a car. To have venues in the Downtown area with support transit to other areas of town would definitely be a plus for these visitors and increase the ability for them to spend money in our city.

My comments,

Susan McKee

John Bridgwater,

Let me first start off with saying that I am in favor of the development of the proposed rail system as outlined during the public meeting at the Okla City Springlake facility.

I've been a resident of Okla City all my life (66yrs) and I clearly remember rail passenger service on the Santa Fe, Rock Island and Frisco systems. And I can barely remember passenger service on the former Katy (Missouri, Kansas, Texas) system.

I am fully aware of some of the reasons for discontinuation of all passenger rail services through Okla, and I have always felt it was a mistake that nothing was done, or maybe at the time maybe nothing could be done to save at least some of the rail passenger service.

When the rail passenger service was taken over by Amtrak, and then eventually left Okla completely, I felt that Okla in general, and many residents specifically lost more than just an alternate mode of transportation.

When Amtrak service was extended 10yrs ago between Ft. Worth and Okla City, it was most refreshing to have SOME rail service return to our state. Even though I felt then, and still feel now, it was better than not having any passenger rail service at all. Also, then, as well as today, I feel a link to the major Amtrak system to our North is sorely needed. When the Frisco system was in service, we had service from Okla City to St. Louis. When the Santa Fe and previous Amtrak service came through Okla City, we had service via the Santa Fe Texas Chief (continued when Amtrak took over) between Chicago and Houston. That former passenger service has now moved over through Arkansas and only goes to San Antonio.

During the discussions at Springlake, it was mentioned several times that service between Okla City and Tulsa would still be a dead end since there was no further link to the North such as to St. Louis or Newton. If we, as a state with expanding vision about optional future modes of transportation, don't take advantage of the potential to put available Federal funds to use for the express purpose of a Tulsa-OKC rail system, I believe it will be a serious mistake.

Even though the proposed system will end at Tulsa, if we don't develop it to its potential, then certainly there will not be a later opportunity to extend the system to the North. We need to aggressively pursue this High Speed Rail option, and once it's in full operation, and successful, then we need to continue to pursue extending it to Amtrak connections to the North to provide complete passenger rail service to other parts of the nation.

Now for some additional comments that do not directly pertain to the High Speed Rail service, but that I feel are related to the point that they should be mentioned here.

In the past, as the passenger rail service in and through Okla dwindled and eventually ceased, other things were indirectly adversely affected. Much of OKC's heritage and historical structures are now gone-----permanently! Other structures are being threatened, and what has been an almost last minute effort to preserve what remains is wonderful, i.e. buildings in the Bricktown area. The former Katy train station, built with native sandstone, is long gone. This should have NEVER been destroyed! Once boarded up and abandoned, BOTH the Union Station, south of downtown OKC and the former Santa Fe station have been threatened. Fortunately, the Union Station was saved and restored through a private effort by a prominent OKC business man (Thurman Magbee-----NOT Okla City, as many people have been led to believe) and the Santa Fe station has been restored. After the restoration of the Union Station, its demise was once again threatened by the relocation of Interstate-40. Okla City, as well as other parts of our state, have lost too much of our heritage, seemingly in the name of progress. A

MAJOR MISTAKE on the part of our government and civic leaders to allow this to occur. And no, I AM NOT opposed to progress. Without progress, we will surely digress as the rest of the nation passes us by. But by the same token, as a state that so adamantly promotes its history and heritage, we should make a much more concentrated effort to preserve our heritage along with sensible vision of progress. In my business travels for the USAF around the country, I have visited MANY other parts of our nation where the old and the new stand side-by-side-----very successfully. And progress has not be impeded. We need to do the same in Okla. Let's NOT see what we can eliminate to allow the construction of new roads or modern buildings or improve progress, but let's do a better job of evaluating what can be preserved so that as people pass through out state, they can see our REAL heritage.

If additional rail passenger service becomes a reality, more people will be contributing to the economy. As people spend more money, there will be an increase in the demand for facilities to serve the public. WHY do new, modern structures have to be constructed? Well, it will be necessary, but it shouldn't be!!! I will give just ONE example. With the proposed route of the new High Speed Rail system, a study (as I understand it) is being done to follow a portion of the old Katy right of way. As a terminal for the new system, the old Katy train station (formerly located on East Reno just east of the BNSF railroad) could have been refurbished and put to EXCELLENT use as BOTH a terminal for the High Speed Rail system as well as a GREAT tourist attraction within the Bricktown area.

If the High Speed Rail system does become reality, it is my understanding that for the most part, it will parallel the Turner Turnpike. I agree that is probably a very sensible location for the route (unfortunately, it won't be practical for it to follow the existing railroad between OKC and Tulsa (former Frisco tracks or former Katy right of way). The Turner Turnpike is one of the MOST boring and mundane hiways in the state. It is very easy to dose off while driving that route. With that in mind, I think it would be wise NOT to have the new tracks immediately adjacent to the Turnpike and every attempt should be made to locate the tracks to make the journey as scenic as possible. When people ride the train, the experience is MUCH MORE enjoyable and relaxing when there is some scenery to break up the monotony of the ride.

I say bring on the High Speed Rail system! Do it right, but don't destroy things in the process!!!

Tom Parsons  
500 Streeter Lane  
Mustang, OK 73064  
405-745-8383  
[tparsons6@cox.net](mailto:tparsons6@cox.net)

John K. Gillette  
58901 E. 301 Lane  
Grove, OK 74344  
September 16<sup>th</sup>, 2009

Mr. Johnson Bridgewater  
ODOT Rail Division  
Oklahoma Department of Transportation Division  
200 NE 21<sup>st</sup> Street, Room 3-D6  
Oklahoma City, OK 73105

Dear Mr. Bridgewater:

The purpose of this letter is to express strong support for the high-speed rail line between Tulsa and Oklahoma City. Potentially this essential rail-link will eventually become part of the high-speed Dallas, Texas rail corridor.

Must certainly high-speed rail has to be established in the United States. The Tulsa-Oklahoma City high-speed rail project will significantly boost economic growth within Oklahoma. As vice-president of the *Grove Sun* newspaper, I authored a number of editorials supporting passenger service and high-speed rail and how important it is to Oklahoma.

I believe that most Oklahomans recognize how important high-speed rail is to this state and are willing to financially support high-speed rail service between Tulsa -Oklahoma City and eventually elsewhere.

I also support upgrading the rail lines between Oklahoma City and Ft. Worth, Texas, in order to achieve higher rail speeds. Passenger traffic is increasing and will continue to increase provided faster and improved service is offered.

Cordially,

  
John K. Gillette

September 16, 2009

ODOT Rail Division  
200 NE 21<sup>st</sup> St. Room 3-D6  
Oklahoma City, Okla. 73105

Attn. Mr. Johnson Bridgewater,  
Greetings and Cautions!

Have you never heard? "All that glitters is not gold!" Nor have you never heard "you must never let the camel get his head in the tent?" Solid warnings should be sounded Regarding the Federal Gov't. gift horse of a rail line! Look twice or more!

In 2005, then-Pres. Bush was influenced by a book, declaring the great advantages of a "North American Union of Countries", patterned after the European Union fiasco. He met with Canada's Martin, and Mexico's Emissary, and signed the "Peace and Prosperity" agreement, generally referred to as the "North American Union". The item of first major significance, was a 400-Yard-wide Strip from Laredo, TX, generally up I-35 to Oklahoma City, then angling NE toward Tulsa, though not so identified in any map, thence Northward to Kansas City. At Kansas City, would be the first and controlling hub of this parcel, and the K.C. land would be owned and/or controlled by Mexico. No one would be permitted to cross this 2-lanes of Rail, and the 6-lanes of Hwy. without special permission from the united powers, and toll would be extracted for any movement along the lanes of rail and or Highway. From KC, it would go N. to Canada, and there would be E-W branches in several places, in America and Canada.

For what purpose?? To transport goods from a SW Mexican port into Canada.

NO! NO! We will gain no work from all this development, it is consigned to a Spanish builder, and the land is to be confiscated from ranches, villages, farms, and dwelling spaces, taken by "**Eminent Domain**"! **How would you explain that to all the uprooted American citizens?** Government? America would have only 1 voice in 3, with heavy influence from China, and any other country profiting from the trade!

This effort was to have begun in 2005, and be finished by 2010. We can be thankful that the Texas leadership got wind of the details, and stopped the effort from crossing TX properties -"until further study"!! Result? A new map has been developed, showing a route through Arizona, (some rationale indicated fewer productive acres in much of the route. Be Forewarned! Our "Questionable" President, has stated that he will complete the NAFTA Plans during his presidency! {NAFTA being a short-form of referring to the "Peace and Prosperity" mess!!} At least 2 years ago, an acquaintance commented- "Interesting that you should mention that. We hear nothing of it in OK., but I just came from a meeting in KC, and it is 'all the talk' up there"!!!

ON GUARD!!! You can no longer "plead ignorance"! Money for the first leg, leads



to obligations to continue and complete this nightmare, which truly destroys American Sovereignty!! It much-farther opens all manner of drugs, smuggling, prostitution traffic, Terrorist movement from any and all of the now existing 35 terrorist camps, currently in the US! This broad band of intersecting "no-man's-land" Would not be an area where our State Legislature would have any voice, control, possibly not even suggestions would be allowed! We (the US)only really check about 2% of all international trade crates and boxes now!! What would you do when you could not even enter onto the property where these things would be moving in the near future??

I am not a "kook"! But I do not spend my time on TV with any but Fox News, and I subscribe to three newsletters, or more, which interest themselves in political moves.

Sorry, but I find your naivete surprising!! Yes even appalling!! You not only damage Okalahoma by this simple move, but contribute to the National disaster!!!!

Check with other references, I am not the expert! I just saw that you are considering "letting the camel get his nose in the tent"! Hold off- check further--

American Sentinel--American Lantern Press, INC. 377 Rubin Center Drive, Ste.203 Fort Mill, SC 29708, and others, independent of popular press.

*Charles Thompson*

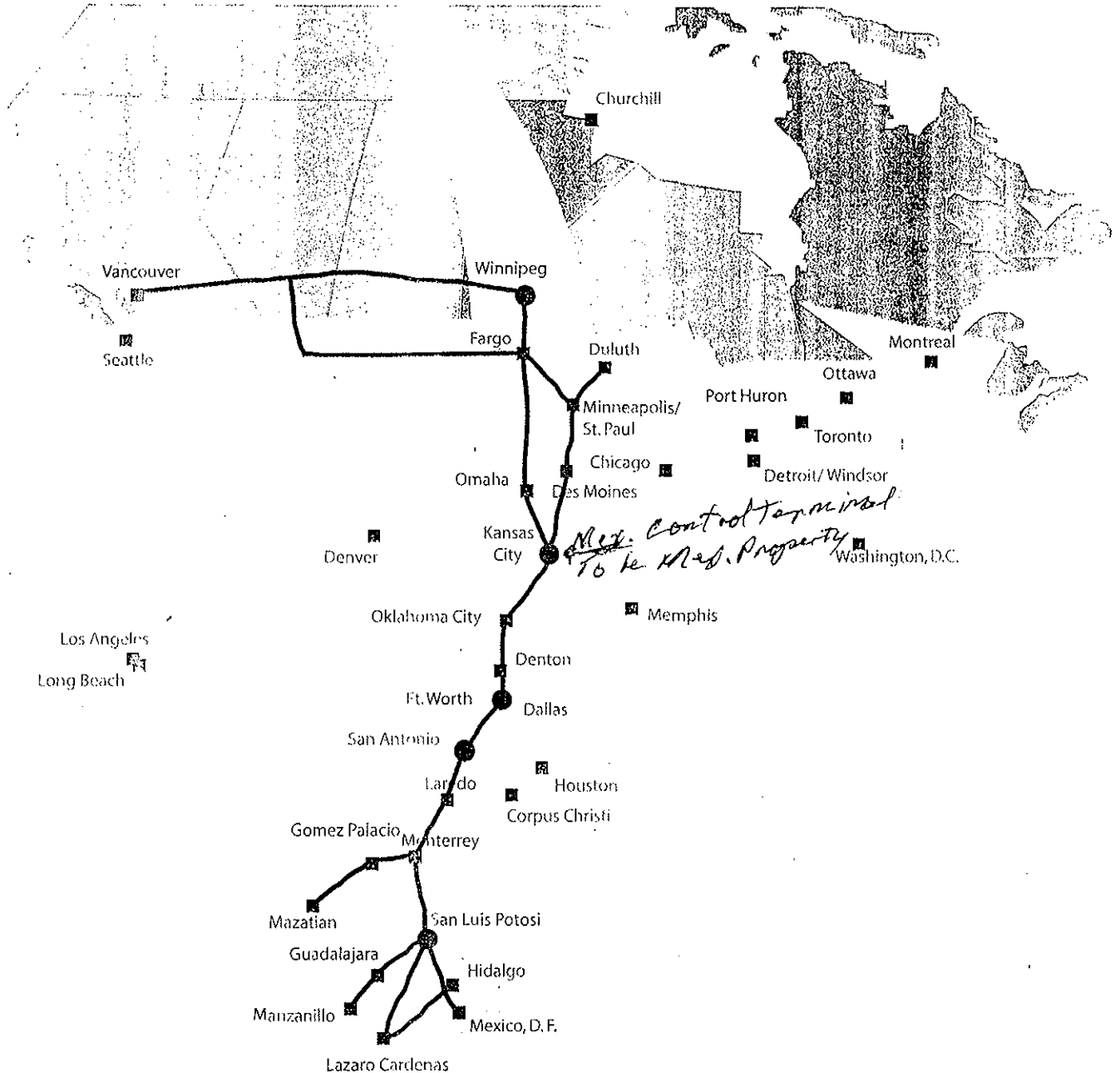
Charles Thompson 7404 N. 122<sup>nd</sup> East Ave. Owasso, OK 74055

*See Selous Found. map enclosed.*

Belous Foundation  
325 Pennsylvania Avenue, S.E.  
Post Office Box 97207  
Washington, D.C. 20090-7207



# THE NAFTA SUPERHIGHWAY



- ✓ It will cost \$183 billion in new taxes and tolls.
- ✓ It will destroy tens of thousands of homes, ranches, farms, businesses and whole communities through "eminent domain" abuse.
- ✓ And it will signal the end of our sovereignty and the beginning of a "North American Union" with Mexico and Canada.

**INSIDE: How it can -- and must -- be stopped in 2008.**

Dear Mr Bridgwater, OKla Today

9-19-09

12-15-06


ETTA ©2006 FORT WORTH STAR-TELEGRAM  
HULME



I hope ODOT is finally focused on the need & benefits of comprehensive and coordinated rail transportation for Oklahoma. Too long we've dealt with detours, speeding trucks, overeroded roads & hi-ways which haven't been solved by road expansions.

2514 Boxwood  
Norman, OK 73072

Sincerely,  
Loraine Frank

 Loraine Frank  
2514 Boxwood Ave.  
Norman, OK 73072-6842

OKLAHOMA CITY OK 731

19 SEP 2009 PM 2 L

Mr. Johnson Bridgwater



**OKLAHOMA DEPARTMENT OF TRANSPORTATION**

200 N.E. 21st Street  
Oklahoma City, OK 73105-3204  
<http://www.okladot.state.ok.us/meetings/other.php>

09/14/2009 - Oklahoma City, OK

09/15/2009 - Tulsa, OK

**Public Comment Form**  
**Oklahoma High Speed Intercity Passenger Rail**

We would like to thank you for taking the time to attend this meeting and providing us with written comments. Putting your comments in writing is one of the most effective ways to have your concerns addressed.

*"I have the following comments or questions about the Oklahoma's proposed plan for High Speed Rail Service."*

**COMMENTS:**

<p>After attending the ODOT's public meeting on Sept 14 here in OKC I was encouraged about the proposal to seek federal grant funds for high speed rail in Oklahoma. I found the meeting informative and several viewpoints by groups and individuals interesting.</p> <p>I have had the privilege of riding on many of Amtrak's long distance trains in America and about a dozen light rail systems in many of our major cities in our land. Public rail transportation is fuel efficient needed to keep our societies transportation modes balanced.</p> <p>If Oklahoma is to survive in the future concerning transportation modes, high speed rail and light rail systems for Oklahoma City and Tulsa we would be wise in pursuing, planning, purchasing and developing rail corridors and right-of-ways before costs become unattainable.</p> <p style="text-align: right;">-continued back side-</p>
---

(Information below is optional)

Name: John P. Holbird

Address: 10709 Highview Drive  
Oklahoma City, OK 73151-9378

Email: okrails@sbcglobal.net

Phone No.: 405/771-2022

**PLEASE SUBMIT TO:**  
*Johnson Bridgwater*  
**Rail Programs Division**  
*Oklahoma Department of Transportation*  
200 N.E. 21st. Street  
Oklahoma City, OK 73105-3204  
FAX: (405) 521-6917

Please submit comments by: Sept. 25th, 2009



# OKLAHOMA DEPARTMENT OF TRANSPORTATION

200 N.E. 21st Street  
Oklahoma City, OK 73105-3204  
<http://www.okladot.state.ok.us/meetings/other.php>

## COMMENTS (Continued):

~~Although ODOT's decision to scrap the Union Depot's location as a future high speed and light rail hub is discouraging we need to move forward. The alternative locations for a hub will likely be much higher in cost.~~

I support high speed and light rail. Let's keep moving in that direction.

  
John Holbird



# OKLAHOMA DEPARTMENT OF TRANSPORTATION

200 N.E. 21st Street  
Oklahoma City, OK 73105-3204  
<http://www.okladot.state.ok.us/meetings/other.php>

09/14/2009 - Oklahoma City, OK

09/15/2009 - Tulsa, OK

## Public Comment Form Oklahoma High Speed Intercity Passenger Rail

We would like to thank you for taking the time to attend this meeting and providing us with written comments. Putting your comments in writing is one of the most effective ways to have your concerns addressed.

"I have the following comments or questions about the Oklahoma's proposed plan for High Speed Rail Service."

### COMMENTS:

1) WHAT IS DRIVING THE NEED FOR PASSENGER RAIL SERVICE SINCE THE AUTOMOBILE CLEARLY GIVES INDIVIDUALS AND FAMILIES MAXIMUM SCHEDULE AND DESTINATION FLEXIBILITY AND REQUIRES A MASSIVE INVESTMENT AND SUBSTANTIAL ONGOING PUBLIC OPERATIONAL SUBSIDY?

2) IS THE PASSENGER RAIL SYSTEM DRIVEN BY THE GOAL TO IMPLEMENT THE GO 2052 "SUSTAINABLE AMERICA" POLICY?

3) IS THE HIGH SPEED RAIL SERVICE PART OF TULSA'S "TULSA WITHOUT CARS" INITIATIVE?

4) WHAT PERCENTAGE OF THE CURRENT AUTOMOBILE USE DO YOU PLAN TO ELIMINATE WITH PASSENGER RAIL SERVICES?

5) DO YOU INTEND PASSENGER RAIL SERVICE TO LEAD TO A SUBSTANTIAL REDUCTION OF AUTOMOBILE USE OR TO ITS EVENTUAL ELIMINATION?

(Information below is optional)

Name: Ken Sellers

Address: 2400 S. CHESTNUT AVE.  
BROKEN ARROW, OK

Email: KENSOKSAFE@WINDSTREAM.NET

Phone No.: 918-430-4364

PLEASE SUBMIT TO:  
Johnson Bridgwater  
Rail Programs Division  
Oklahoma Department of Transportation  
200 N.E. 21st. Street  
Oklahoma City, OK 73105-3204  
FAX: (405) 521-6917

Please submit comments by: Sept. 25th, 2009



## OKLAHOMA DEPARTMENT OF TRANSPORTATION

200 N.E. 21st Street

Oklahoma City, OK 73105-3204

<http://www.okladot.state.ok.us/meetings/other.php>

COMMENTS (Continued):

6) WHAT IS THE MAXIMUM ONE WAY CARRYING CAPACITY OF YOUR PROPOSAL?

7) WHAT IS THE FEASIBLE MAXIMUM ONE WAY CARRYING CAPACITY OF THE HIGH SPEED RAIL TECHNOLOGY YOU PROPOSE TO USE?

8) HOW DO YOU EXPECT TO AFFORD A PARALLEL MEANS OF TRANSPORTATION WHEN MAINTENANCE OF ROADWAYS AND BRIDGES HAS BEEN SO NEGLECTED OR WILL FUTURE MAINTENANCE OF ROADWAYS AND BRIDGES BE DEFERRED IN FAVOR OF HIGH SPEED RAIL?

from the desk of

**Bob Johnson**

7-17-09

ODOT  
Inland Program



Thank you for being  
willing to say we are interested in  
we would greatly appreciate  
the fact that we are interested in  
your kind. We can see that  
you are very helpful of course  
because of our physical  
disability.

We feel that we have the  
chance to take advantage of  
the good service and work  
ground to the acceptance  
of the state's program so  
that the state and rail  
service can be provided  
to the Inland.

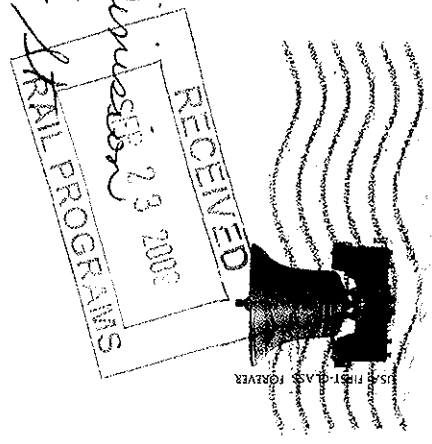
Please keep the public  
informed.

Yours truly,  
Robert Johnson

JOHNSON  
7471 E. 2nd St.  
Tulsa, OK 74112

TULSA OK 741  
19 SEP 2009 PM 6 T

ODOT Rail Division  
280 N.E. 21st





Gwen Ingram  
208 E Broadway  
Drummough, OK  
74030

Dear Sir,

Please let it be known  
that I represent other people  
who want passenger rail  
service and we want to  
use the old Union Station  
as part of the rail system.  
Don't let it be wasted.

Thank You  
Gwen Ingram  
Carrie Dickerson  
Foundation

ALBUQUERQUE NM 871

19 SEP 2009 PM 4 L



ODOT  
Rail Division

1  
C. L. Smith

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SEP 23 2009  
RAIL PROGRAM



**OKLAHOMA DEPARTMENT OF TRANSPORTATION**

200 N.E. 21st Street  
Oklahoma City, OK 73105-3204  
<http://www.okladot.state.ok.us/meetings/other.php>

09/14/2009 - Oklahoma City, OK

09/15/2009 - Tulsa, OK

**Public Comment Form**

**Oklahoma High Speed Intercity Passenger Rail**

We would like to thank you for taking the time to attend this meeting and providing us with written comments. Putting your comments in writing is one of the most effective ways to have your concerns addressed.

"I have the following comments or questions about the Oklahoma's proposed plan for High Speed Rail Service."

**COMMENTS:**

The program as presented hit the right tone. Oklahoma has a unique opportunity for passenger rail advancement that surely makes other states envious. With that said, I do have a suggestion.

1.) The question will always arise from the public, "will it pay for itself?" Of course it won't. It will require subsidies. It is infrastructure just as is the state and federal highway system, as is the ~~state~~ federal airway system; some of which pays directly for itself or makes a profit. The "profit" comes from the benefit to the users, i.e., the after-fare box benefit.

(over)

(Information below is optional)

Name: Bob Kemper

Address: Post Office Box 75575  
Oklahoma City, OK 73147

Email: smcavital@gmail.com

Phone No.: 405-816-7350

PLEASE SUBMIT TO:  
Johnson Bridgwater  
Rail Programs Division  
Oklahoma Department of Transportation  
200 N.E. 21st. Street  
Oklahoma City, OK 73105-3204  
FAX: (405) 521-6917

Please submit comments by: Sept. 25th, 2009



**OKLAHOMA DEPARTMENT OF TRANSPORTATION**

200 N.E. 21st Street

Oklahoma City, OK 73105-3204

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COMMENTS (Continued):

*Please place more emphasis on the past use benefit.*

*2.) Tying HSR into expanded transit systems in Oklahoma City and Tulsa. As an example: development of commuter rail, light rail and city transit.*

*B. Kempster  
PO# 75525  
OKC, OK 73147*

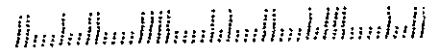
OKLAHOMA CITY OK 731

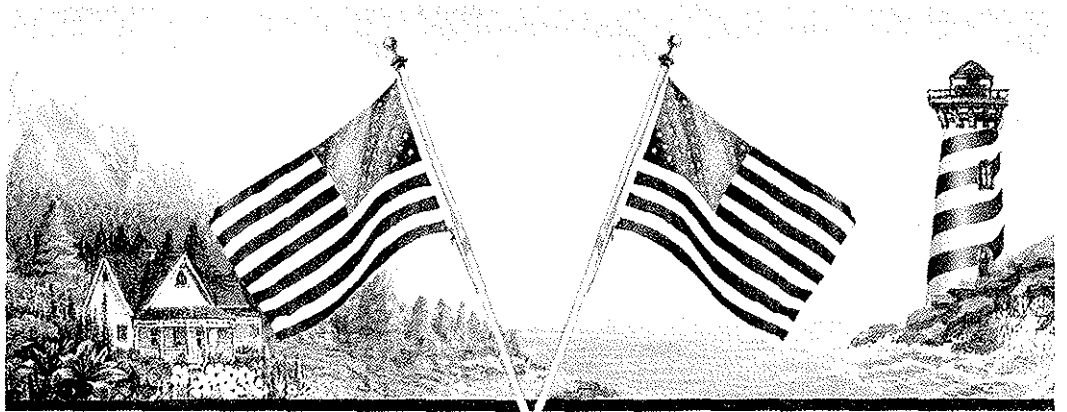
18 SEP 2009 PM 4 T

*Mr. Johnson Bridgwater  
Rail Programs Division  
Oklahoma Department of Transportation  
200 N.E. 21st Street  
Oklahoma City, OK 73105-3204*



73105+3204





MR DAVID STREB,

I read about the Tuesday meeting in the OKLAHOMAN.

This yes vote: for the High speed train to Tulsa — and especially the hope we could have the extension to ST LOUIS AND Chicago!!

I Am writing for our 38 yr old handicapped son in Plano-DALLAS TX. He presently relies on DART RAIL in the metroplex AND ALSO has traveled to OKC on the heartland.

Yes - yes - yes - to the extension of our RAIL system.

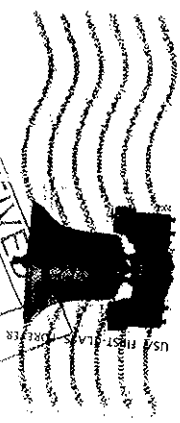
For: JASON BRADFORD



BRADFORD  
10506 E HILL  
OKC OK 73162  
OKLAHOMA CITY OK 731

ODOT RAIL

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SEP 23 2009  
RAIL SPECIALS





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COMMENTS:

① *All major European cities have trains that are fast, effecient, clean and on time at a reasonable cost. why are we so backward that we can not commit to a system that has proven itself?*

② *Who of us would not jump at riding, and not driving to St Louis, Chicago or San Antonio. Give us this opportunity, please. We women love to shop. Convenience is the key.*

(Information below is optional)

Name: Raymond And Shirlee Ostensen

Address: 4615 E. 85  
Tulsa, OK. 74137

Email: \_\_\_\_\_

Phone No.: (918) 496-3154

PLEASE SUBMIT TO:  
Johnson Bridgwater  
Rail Programs Division  
Oklahoma Department of Transportation  
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COMMENTS (Continued):

*One man in the audience suggested rail cars that can carry your car on a flat bed as ferries do. You get off with your car & drive off. No rental car to turn in, gas saved, pollution and carbon footprint not present. A winner!*

Raymond & Shirlee Ostensen  
4615 E. 85th  
Tulsa, OK 74137

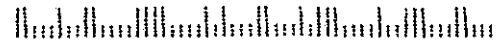
TULSA, OKLA 74137

23 SEP 2009 10:41

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SEP 23 2009  
RAIL PROGRAMS

*John Bridgwater  
Rail Programs Division  
200 N.E. 21st St.  
Oklahoma City, Ok. 73105*

73105+3204



Empty lined area for additional comments.



# OKLAHOMA DEPARTMENT OF TRANSPORTATION

9/28/09

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### COMMENTS:

I attended the meeting held in Tulsa on September 15, 2009 and I would like to say thank you to ODOT for applying for the FRA money to bring high speed passenger rail to Oklahoma. Even though I live in Ponca City, I believe that it is in the interest of all citizens of Oklahoma to support this proposal. I would ask that the plan, where possible, should include the possibility to use electric trains at some future date. We will not reach the higher speeds without using electric engines.

Please bring passenger rail to Ponca City.

(Information below is optional)

Name: Gary Lanman  
Address: 7 Forest Rd.  
Ponca City, OK 74604  
Email: glanman@mac.com  
Phone No.: 580-762-9486

**PLEASE SUBMIT TO:**  
*Johnson Bridgwater*  
**Rail Programs Division**  
*Oklahoma Department of Transportation*  
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### COMMENTS:

I want to voice my support for high speed rail in Oklahoma and the rest of the US. I think this is one very effective way to lessen traffic on the Turner Turnpike and I-35 as well as decrease energy consumption. I for one would take advantage of rail travel for business and pleasure if it is available. It's past time we begin investing in our public transportation systems. We are overly dependant on airplanes and automobiles.

(Information below is optional)

Name: Bob Lasley

Address: 100 West Charleston Place

Broken Arrow, OK 74011

Email: blasley@cpsok.com

Phone No.: 918-344-3562

**PLEASE SUBMIT TO:**

*Johnson Bridgwater*

**Rail Programs Division**

*Oklahoma Department of Transportation*

200 N.E. 21st. Street

Oklahoma City, OK 73105-3204

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### COMMENTS:

I am fully supporting the High Speed Rail project between Oklahoma City and Tulsa, with connections to Texas, and hopefully Chicago (through Kansas City, preferably).

While claiming the space for the High Speed Rail, please keep in mind that long term you likely will need a (double?) regional track, too, so the cities in between have access to high speed rail service. While you don't have to formalize the purchase of all grounds at this point, you would like to put down the new track in such a way that you can add the regional service - tracks and stations - later.

Also, I would recommend to consider having a transferium-like solution outside the downtown areas, on the highway. A downtown-only solution will be very unattractive, as it will create even more traffic, parking problems, and uncertainty. Since the trip to downtown by car or bus is often faced with traffic jams, people will be nervous that they will miss the train, and therefore just take the car, ignoring the train service. A logical place to put such a park+ride station would be the already existing commuter parking lot at the start of the Turnpike. People can easily switch to the train, and reaching the station will be much easier, and more reliable. Granted that there will be some loss of speed for the high speed train portion, but the total travel time for many commuters will be shorter than if they would have to travel to the downtown areas, and much less stressful. This will likely result in a considerable higher ridership.

Please contact me if you would like to receive more details.

(Information below is optional)

Name: Rob Kalkman  
Address: 908 Jupiter Rd  
Edmond, OK 73003  
Email: OKmail@RobKalkman.com  
Phone No.: 405-722-6478

**PLEASE SUBMIT TO:**  
*Johnson Bridgwater*  
**Rail Programs Division**  
*Oklahoma Department of Transportation*  
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Please see attached comments



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COMMENTS:

[Large empty rectangular box for writing comments]

(Information below is optional)

Name: Bob D. Rounsavell  
Address: P.O. Box 652  
Oologah, OK 74053  
Email: b.rounsavell@yahoo.com  
Phone No.: 918/443-2822

PLEASE SUBMIT TO:  
Johnson Bridgwater  
Rail Programs Division  
Oklahoma Department of Transportation  
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## COMMENTS ON HIGH SPEED INTERCITY PASSENGER RAIL

Establishing passenger rail service for Oklahoma in the 21<sup>st</sup> century should be of the highest priority. Public mass transit will take a giant leap forward in the very near future and the nucleus of inter modal public transit will be passenger rail service. For Oklahoma not to pursue its development would be tragically unforgivable.

I am glad ODOT is pursuing this initial grant money being made available by the federal government. However my main concern is that we do not stop our effort to develop passenger rail service even if we are not awarded the federal money. Our state needs to get hooked up as quickly as possible with passenger rail service if we intend to be a player in the green revolution happening all around us. Rail travel is far easier on our environment than is the passenger car. It is also cheaper to maintain.

As I stated at the Tulsa public meeting, upgrading the old Frisco line between Tulsa and Oklahoma City is a very viable proposition since the state owns that track right-of-way making its development far less expensive and quick to accomplish. In a sense it would even be better in that it could provide local train service to those communities between the two major metropolitan areas of our state. Existing estimates call for about \$110 to 112 million to upgrade that route between the two cities. When the Heartland Flyer route is extended to the Kansas state line for approximately \$5 to 6 million, it would provide our state a semi-regional passenger rail system linking us up to the rest of the country.

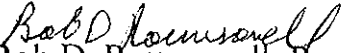
Additional money will be needed to build a rail hub in Oklahoma City since the city's Union Depot's state-wide track infrastructure is scheduled to be destroyed in order to build a very costly 4.5 mile ground level cross town expressway. That decision will no doubt cost Oklahoma citizens millions of additional dollars, but we cannot cry over milk spilled by greedy highway developers. The point is that the state is very much in need of passenger trains again and the cost estimates are quite affordable.

In summary what I am suggesting is that ODOT can establish some type of passenger rail service for the state that would include the state's two major metropolitan areas. Granted federal money to do this would be nice, but if we do not get that federal funding Oklahoma can still establish passenger rail service for a very affordable price. The cost figures provided by ODOT several years ago includes linking up Tulsa and Oklahoma City and extending the Heartland Flyer to the Kansas state line for approximately \$120 million. Certainly, it would be far too costly not to develop such a plan.

Both our major cities are in the process of developing light rail service within their respective SMSAs. Connecting those light rail services to a state-wide passenger rail system is far more affordable for Oklahoma than for any other state since we already own 900 miles of track right-of-way, more than any other state by far. This is too good a situation not to develop. Oklahoma citizens deserve a first-class passenger rail system.

Rail infrastructure is far less expensive to maintain than highways. Decreasing auto travel on our beat-up state highway system would be an economic plus. It is also an environmental plus for the air we must all breath.

Thank you for the opportunity to make comments. I look forward to Oklahoma's passenger rail future.

  
Bob D. Rounsavell, President  
Carrie Dickerson Foundation



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**COMMENTS:**

*Slow down @ Oklahoma!*

---

*Let's create a medium speed Passenger Rail system which all people can use - old, young, tourists and okies. Speed creates stress and causes decrease in peace of all involved.*

---

*Use existing rail infrastructure <sup>tracks and not airports</sup> ~~all over state~~ and use stimulus money to do upgrade + connections.*

---

*I think we need rail transportation to reduce automobile traffic and pollution, but ~~not~~ to speed life up!*

(Information below is optional)

Name: M. MORAN

Address: 1535 S. Lewis PLACE

Email: NA

Phone No.: \_\_\_\_\_

PLEASE SUBMIT TO:  
Johnson Bridgwater  
**Rail Programs Division**  
Oklahoma Department of Transportation  
200 N.E. 21st. Street  
Oklahoma City, OK 73105-3204  
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*Relax + let us relax!*

Please submit comments by: Sept. 25th, 2009



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### COMMENTS:

*I strongly favor your HSR plan!*

*Analogy: Barbell*  
*HSR @ 150+ mph between OKC + TLS is the Bar.*  
*Feeder Bus is the round weights at each end of the Bar.*  
*Template @ OKC now in place... Cart + COATA*

<i>IN Place</i>	<i>To put in Place</i>
<i>Dp Little Axe Community Ctr. @ 6:20AM</i>	<i>Dp Enid Varsity Square Parking Lot @ 5:40AM</i>
<i>Ar <del>Norman</del> Norman Transfer Location @ 6:50AM</i>	
<i>Dp Norman Transfer Location @ 6:55AM</i>	
<i>AR Santa Fe Station <sup>Downtown</sup> OKC @ 7:40AM</i>	<i>AR OKC Downtown @ 8:10AM</i>

(Information below is optional)

Name: Mike Krienke

Address: 1826 Centennial Court  
Enid, OKIA, 73703

Email: NONE

Phone No.: 580-237-7467  
ask for Mike

PLEASE SUBMIT TO:  
Johnson Bridgwater  
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## COMMENTS (Continued):

While the Little Axe to OKC 'template' was self  
funded by the cities of OKC and Norman, it was  
and is 'a great idea'. ODOT should repeat  
to bring bus/vans into OKC from every  
direction arriving between 7:30 AM and 8:15 AM.

Build these 2 (two) Feeder Bus systems  
(OKC and Tulsa) up slowly during the HSR six  
year construction period to a 'crescendo' the  
day of HSR grand opening.

A plan for Stillwater and Enid into OKC (com-  
bined into one bus) is wanted and needed. Suggested  
transfer point S.W. of Oklawaha at the junction  
of HWY 51 and HWY 77 (N.E. side of the North Junction).

It would be helpful for some of  
the Rural Transit Operators to  
offer the Public a Scheduled  
service to OKC in the Morning  
and a Return to Enid service after  
the Heartland Flyer arrives in OKC (#822  
train operated by Amtrak) in the late evening.  
Could catch some Thunder... NBA Basketball that  
way.



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*Use existing rail infrastructure <sup>tracks and right of way</sup> all over state and use stimulus money to upgrade + connections.*

*I think we need rail transportation to reduce automobile traffic and pollution but ~~not~~ to speed life up!*

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**COMMENTS:**

1	Comments	2 pages
	Attachments	
	Greyhound Schedule	1 page
	Greyhound news release	1 page
	Greyhound service	2 pages
	Derailed Florida	1 page Not a complete article
	Floridians For Better	1 page
	The Transport Politic	2 pages

(Information below is optional)

Name: Mary K. West  
 Address: 4223 N. Douglas Blvd  
Oklahoma City 73112  
 Email: sheepislife@yahoo.com  
 Phone No.: 1-405-525-0690

PLEASE SUBMIT TO:  
 Johnson Bridgwater  
**Rail Programs Division**  
 Oklahoma Department of Transportation  
 200 N.E. 21st. Street  
 Oklahoma City, OK 73105-3204  
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## Public Comment: High Speed Passenger Rail

ODOT has no plan for how to operate the proposed rail line.  
They didn't know how much a ticket would cost.  
They estimated that the line would carry 1400 passengers a day between Oklahoma City and Tulsa.  
They could not estimate operating costs beyond the fact that the line would always be tax money subsidized.  
They did not know if the train would carry mail, beyond acknowledging that the Heartland Flyer does not carry mail.  
They promised that the track would never carry freight, but the word "freight" was never defined.

What I know is that the Greyhound Bus runs nonstop between Oklahoma City and Tulsa seven times in 24 hours every day. They even run on Thanksgiving and Christmas.

It is some kind of wrong to use mega tax money to recreate services that already exist. It is wrong to injure and destroy private businesses.

And I do so wonder from where is ODOT obtaining the 1400 passengers a day. That is four times as many passengers as Greyhound is transporting in a 24 hour day.

One man said to ODOT (at MetroTech on September 14): "Why don't you just buy bus tickets for the three people who don't have cars so they can go to Tulsa!"

He was to very correct because that's how many are getting on Greyhound in Oklahoma City. Most of the east bound passengers are boarded in California and Arizona. They get off in Joplin or St. Louis, or they transfer to other buses. There just isn't any market for a train ride from Oklahoma City to Tulsa.

In fact, the Florida Department of Transportation subsidizes Greyhound.

But ODOT says that we have to compete with other states for this is our own money. They say that it is wrong for Oklahoma to be a donor state. They claim that other states make proposals that are even greedier than ODOT's.

And while the ODOT words do have a ring of truth to them, I would humbly ask to point out that the Oklahoma legislature passed a resolution that the state should reject stimulus money and the strings attached to it.

Greyhound buses have cargo bays under the passengers. In the cargo bays they carry not only the checked luggage but also packages, bathtubs, lawn furniture and automobile bumpers. They call their shipping service "Package Express."

After the ODOT person said that the high speed track would never be involved with "freight", there is no reason to believe that the high speed trains would ever be used for anything other than passengers. It is as though they were just designed to suck all the money away. They were envisioned to be expensive.

The Florida Department of Transportation has spent years and much money studying high speed rail. Florida voters voted to end "Florida Overland Express" in 2004. Florida spent tons of money on studying and proposals, but none of this train track was ever built. Now today, if I understand what I am reading on the internet, FDOT is trying to get their share of the stimulus money to build the same high speed rail that the voters have rejected.

ODOT should withdraw their proposal for high speed rail between Oklahoma City and Tulsa because there is NO NEED for this service at this time.

Thank you

Mary K. West  
4223 North Young Boulevard  
Oklahoma City, OK 73112

September 23, 2009



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"I have the following comments or questions about the Oklahoma's proposed plan for High Speed Rail Service."

#### COMMENTS:

1. GIVEN THE CURRENT ECONOMIC SITUATION IN THE UNITED STATES IN GENERAL, AND THE FINANCIAL SHORT FALLS IN OKLAHOMA IN SPECIFIC, THERE ARE SERIOUS CONCERNS PRESENT REGARDING DEVELOPMENT OF A HIGH-SPEED RAIL SYSTEM BETWEEN TULSA, OK AND OKLAHOMA CITY, OK

2. IT IS ANTICIPATED THAT THIS HIGH-SPEED RAIL WILL COST THE TAXPAYERS APPROXIMATELY \$22 MILLION A YEAR IN CONSTRUCTION AND MAINTENANCE: WHERE IS THE MONEY TO COME FROM?

3. WHAT ARE THE STATISTICS ON PER CAPITA INCOME OF TRAIN RIDERS (IN THE CENTRAL STATES) VS. CAR DRIVERS?

4. IS IT EXPECTED THAT CONSTRUCTION + MAINTENANCE OF THE HIGH SPEED RAIL WILL BE OUTSOURCED? IF SO, TO WHOM? WHERE ARE THEY LOCATED?

(Information below is optional)

Name: AMANDA TEEGARDEN

Address: \_\_\_\_\_

Email: amteeg3@yahoo.com

Phone No.: \_\_\_\_\_

PLEASE SUBMIT TO:  
Johnson Bridgwater  
Rail Programs Division  
Oklahoma Department of Transportation  
200 N.E. 21st. Street  
Oklahoma City, OK 73105-3204  
FAX: (405) 521-6917

Please submit comments by: Sept. 25th, 2009



Charlie Meadows  
<charliemeadows7@gmail.com>  
m>

09/25/2009 09:46 AM

To ODOT Rail Division <jbridgwater@odot.org>

cc

bcc

Subject High Speed Rail Comments

Oklahoma does not have the population density, nor do we have the demand, or finances to operate a high speed rail system between the city of Tulsa and OKC. The federal government, running huge deficits, certainly does not have the funds for this project. I believe Mr. Ridley, ODOT Director, should be replaced with someone who will concentrate on improving our roads and bridges, rather than wasting time, money and resources on such a bad idea. If a private sector entity wants to establish passenger transportation vial rail, then let them do so, but without government subsidies. Of course that won't happen, because there is not a market for passenger rail transportation in Oklahoma or any place else in the U.S. with perhaps the exception of a few areas of the Northeast.

Charlie Meadows  
(405) 401-1750



"Larry Don Johnson"  
<larrydonj@cox.net>  
09/25/2009 12:15 PM

To <jbridgwater@odot.org>

cc

bcc

Subject ODOT High-Speed Rail 0PP0SED

Dear Sir/Madam,

I wish to express my sincere opposition to the proposed High Speed Rail Track One, Two, Three, and Four Programs.

My opposition is based on: The excessive Federal Deficit we currently have, current proposals already being considered that will if passed, increase the deficit more, and the lack of obvious need or demand for this type of service on a daily basis and the obvious need for improvement and maintenance of current transportation systems, i.e., roads and bridges.

Sincerely,

Larry Don Johnson  
5216 S. Toledo Ave.  
Tulsa, OK. 74135





"Chris Harmon"  
<harmonc477@cox.net>  
09/25/2009 01:19 PM

To <jbridgwater@odot.org>  
cc  
bcc  
Subject High Speed Rail

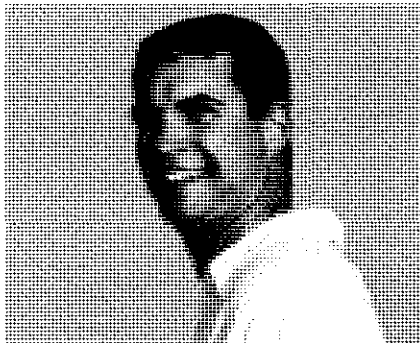
Just to put my two cents in, I would like to encourage you to strongly consider the benefits of having high speed rail system in our great state. The employment opportunities alone would make it a worthy cause. I know of a hand full of people individuals who are hoping to be able to open business in or near the future train stops. These individuals, whom I consider to be forward thinkers, speak of the possibilities, yet understand that a lot of hard work must be done in order to ensure that no opportunities are missed. Nothing would thrill me more than to be able to visit friends or conduct business in Oklahoma City and not have to worry about traffic or cost of gas and wear and tear on my vehicle from a two or three time per week commute.

I would also be an advocate for the rail connecting with surrounding states. Europe's success with a train system has made it one of the easiest to see areas in the world. Why shouldn't we do the same?

Thanks for your time,

Chris Harmon  
Keller Williams Realty  
(918) 633-7600  
chrisharmon@kw.com  
<http://chrisharmon.yourkwagent.com>

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## Oklahoma Rail

Oklahoma Passenger Rail Association  
Founded 1979  
P.O. Box 2421  
Chickasha, OK 73023-2421

405-779-0423  
580-237-3573 fax

[oklahomarail@oklahomarail.org](mailto:oklahomarail@oklahomarail.org)

[www.oklahomarail.org](http://www.oklahomarail.org)

Johnson Bridgewater  
Oklahoma Department of Transportation  
Rail Programs Division  
200 NE 21st St  
Oklahoma City, OK 73105

Re: Oklahoma Rail Comments to the Oklahoma Department of Transportation

Mr Bridgewater:

Oklahoma Rail wholeheartedly supports the Department's High Speed Intercity Passenger Rail project proposal.

We would like to offer the following concerns and suggestions for your consideration:

- o Be sensitive to nearby residents' concerns by mitigating impacts to communities along the existing and proposed rights of way particularly in urban areas. This may require flexibility in route choices particularly on the segment in Northeast Oklahoma City.

- o Flexibility in terminal location is necessary given Oklahoma City's MAPS 3 proposal.

- o Connectivity to other modes of transportation, including, but not limited to local transit and the air transport system, are necessary to ensure success.

o A "one-seat ride", enabling travel from, for example, Tulsa to Fort Worth, is highly desirable.

o Service between Tulsa and Oklahoma City should be designed to allow eventual expansion to include local service with intermediate stops.

o The choice of electricity as the method of propulsion is wise given the instability of oil prices and potential supply challenges, its ability to rapidly accelerate the train, and its environmental advantages.

o Proposed trip time improvements to the existing Heartland Flyer, addition of a second daily round trip, and capacity enhancements to the BNSF Railway line will further increase the popularity of the existing intercity passenger rail service.

Our statewide membership looks forward to further collaboration with ODOT as the project proposal moves through the process.

Thank you for your consideration.

The Board of Oklahoma Rail



tom beall  
<tabeall@yahoo.com>  
09/24/2009 09:53 PM

To jbridgwater@odot.org  
cc  
bcc  
Subject High speed rail comment

Comments on the proposed OKC-Tulsa high speed rail line

I think this is a poor project to spend \$2 billion on. At best, it diverts about 10% of the traffic from the Turner turnpike. This probably isn't enough to save any money on turnpike operating cost. Despite being a high speed rail line, it would probably take longer for most folks to take the train vs driving the turnpike, once you add in the time to get from one's home to the train station, wait for the train to leave, and obtaining a ride to your final destination once at the other end. I don't think the cost for a ride will compare well either. Based on the IRS mileage rate of 55 cents per mile and the about 100 mile length of the trip, driving a car is about \$55 one way. A train ticket will have to cost a minimum of \$43 dollars just to cover the operating costs. Actual ticket costs will likely be higher.

I think a better use for the money would be to repair the hundreds of substandard bridges that have plagued the state for decades. This would probably create more jobs than building the rail line and benefit a much larger number of Oklahomans.

If the money has to be used on alternative transportation, then consider funding commuter bike trails and sidewalks in many cities and towns across Oklahoma. Again, this would likely create far more jobs than the rail project and be used by a larger number of Oklahoma voters and taxpayers.


Tom Beall



phillip jennings  
<pjoel7@hotmail.com>  
09/24/2009 04:43 PM

To <jbridgwater@odot.org>  
cc  
bcc

Subject rail

History:  This message has been replied to.

I am extremely excited about the possibility of high speed rail coming to Oklahoma. Is there anything I can do to assist with this project and help ensure that this goal is achieved?

Please let me know.

Thanks,

Phillip Jennings

Insert movie times and more without leaving Hotmail®. [See how.](#)