Oklahoma State Rail Plan

September 15, 2021

OKLAHOMA Transportation

U.S. Department
of Transportation
Federal Railroad Administration

1200 New Jersey Avenue, SE
Washington, DC 20590

June 23, 2022

Mr. Jared Schwennesen
Multi-Modal Division Manager
Oklahoma Department of Transportation
200 N.E. 21st Street
Oklahoma City, OK 73105

Dear Mr. Schwennesen,

The Federal Railroad Administration (FRA) has completed its review of the Oklahoma SRP 2021 (also referred to as the State Rail Plan or SRP).

FRA's review of the SRP found that it contained the required elements in accordance with 49 U.S.C. 22705 and FRA's 2013 State Rail Plan Guidance. This letter serves as notice that FRA formally accepts the SRP.

While FRA finds that the SRP meets the minimum requirements, FRA recommends addressing the following points in future updates of the SRP:

- The State should provide a statement that the State is in compliance with the requirements of Section 22102 (which stipulates eligibility requirements for a long-established FRA rail freight grant assistance program pertaining to State planning and administration).
- The State should provide an updated statement of public financing issues for rail projects and service in the State, including a list of current and prospective public capital and operating funding resources, public subsidies, State taxation, and other financial policies relating to rail infrastructures development (49 USC 22705(a)(6)). Other financial policies that should be considered include new Federal laws, regulations, or Executive Orders that may impact the development of rail infrastructure in the state.

Section 11315(a)(1) of the Fixing America's Surface Transportation Act (P.L. 114-94, December 4, 2015) revised the requirement for State-approved plans to be resubmitted to FRA no less frequently than once every 4 years (previously 5 years). As such, FRA looks forward to working with you on the next iteration of the Oklahoma State Rail Plan due in June 2026.

FRA looks forward to a continued partnership with the Nevada to build and maintain a safe, reliable, and efficient U.S. rail network.

Sincerely,

Peter Schwartz
Chief, Project Engineering and Transportation Planning Division

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Chapter 1: The Role of Rail in Statewide Transportation

1.1 Introduction

This document was developed by the Oklahoma Department of Transportation (ODOT) to serve as Oklahoma's State Rail Plan. The Oklahoma State Rail Plan meets the requirements of the Passenger Rail Investment and Improvement Act of 2008 (PRIIA), as amended by the Fixing America's Surface Transportation Act of 2015 (FAST Act). In addition to meeting federal requirements, the State Rail Plan is intended to provide a state vision for railroad transportation in the long-range horizon, to the year 2045, and identify strategies to achieve that vision. With this purpose in mind, the State Rail Plan was developed with extensive public participation and involvement by the state's railroads and rail users.

In 2008, the U.S. Congress passed PRIIA with the expressed intent of improving passenger rail service in the United States. Any state seeking federal assistance for either passenger or freight improvements must have an updated state rail plan. The legislation further stipulated the minimum content of the rail plans, which was codified in Public Law 110-432.

This State Rail Plan meets the requirements set forth in that legislation and public law, as well as the final *State Rail Plan Guidance* provided by the Federal Railroad Administration (FRA) in September 2013.[1]

This chapter serves to illustrate the current and proposed future role of rail in Oklahoma's multimodal transportation system and describe how the state is organized to provide governmental, legal, and financial support to Oklahoma's rail transportation system to further economic development and safety improvements.

1.2 Oklahoma's Goals for its Multimodal Transportation System

Oklahoma's vision and goals for its multimodal transportation system are outlined in several recently published documents, which are updated periodically.

[1] Federal Railroad Administration, *Final State Rail Plan Guidance*, September 2013. Retrieved from: https://www.fra.dot.gov/eLib/Details/L04760

1.2.1 Oklahoma Freight Transportation Plan

The Oklahoma Freight Transportation Plan (OFTP) was completed in 2018 concurrently with the Oklahoma State Rail Plan. The primary purpose of the OFTP is to serve as a statewide long-range freight planning document, fully integrated with other state planning initiatives. The OFTP aligns with the National Freight Goals through the following goals[2]:

- Safe and Secure Travel
  - Improve the safety and efficiency of freight movement and its interaction with other vehicles.
  - Assure the ability of urban and rural highways to safely accommodate growth in freight traffic.
- Infrastructure Preservation
  - Meet freight transportation needs by maintaining the Oklahoma State Highway System in a state of good repair.
  - Support the preservation of Oklahoma multimodal freight networks through appropriate policies and initiatives.
- Mobility: Choice, Connectivity and Accessibility
  - Ensure the competitive performance of the Oklahoma freight system.
  - Foster a diverse portfolio of modal choices for Oklahoma's freight shippers and receivers in urban and rural areas.
  - Support end-to-end operations of industry supply chains in Oklahoma.
- Economic Vitality
  - Promote competitive access to domestic and international markets for Oklahoma industries.
  - Direct freight-related transportation investments to support the state's economy.
- Environmental Responsibility
  - Support the growth of Oklahoma clean energy by promoting clean fuel use by freight providers.
  - Avoid, minimize, or mitigate adverse environmental impacts of freight transportation.
- Efficient Intermodal System Management and Operation
  - Capitalize on federal funding and finance programs to aid investment in the freight transportation system.
  - Coordinate freight corridor development programs with neighboring states.
  - Safeguard industry supply chains by improving resiliency of the system.

[2] Oklahoma Freight Transportation Plan; Oklahoma Freight Advisory Committee Meeting; Oklahoma City, Oklahoma; January 25, 2017

1.2.2 Oklahoma Long Range Transportation Plan

Oklahoma's *2020-2045 Long Range Transportation Plan* (LRTP)[3] builds on Oklahoma's success with previous long-range transportation planning efforts and provides direction for all transportation modes in the state, including rail and public transit. The LRTP projects the demand for transportation infrastructure and services to the year 2045 and considers the social and economic changes that are expected to occur in the state between 2020 and 2045. The LRTP underscores the idea that Oklahoma's economy, quality of life, and competitiveness will require a transportation system that is developed with these anticipated changes in mind.

ODOT, in collaboration with statewide modal stakeholders, developed the 2020-2045 LRTP. The 2020-2045 LRTP is a policy document that guides ODOT in the development, management, and operation of a safe and efficient transportation system for the next 25 years. A vibrant multimodal transportation system is vital to Oklahoma's future economic viability and competitiveness. To meet this challenge, it is imperative to have a vision for Oklahoma's 21st century transportation system that will support user needs for improved safety, infrastructure conditions, and system reliability to drive statewide economic investments. ODOT's mission is to provide a safe, economical, and effective transportation network for the people, commerce, and communities of Oklahoma. Such a system is required to deliver on the 2020-2045 LRTP vision, which is to: provide a connected, multimodal transportation system that supports a thriving economy and improved quality of life for Oklahomans by providing for safe and efficient movement of people and goods. The primary purpose of the 2020-2045 LRTP is to provide strategic direction for the development of the Oklahoma multimodal transportation system.

The 2020-2045 LRTP was adopted by the Oklahoma Transportation Commission in 2020, and accomplished the following tasks:

- Updated vision, goals and objectives;
- Aligned federal performance measures to the updated goals;
- Described the existing multimodal transportation system;
- Examined demographic, socioeconomic, and emerging technology trends;
- Identified 25-year multimodal transportation system needs;
- Projected 25-year federal, state, and local revenues; and
- Updated multimodal policies and strategies.

1.2.3 Oklahoma Statewide Transportation Improvement Program

The Statewide Transportation Improvement Program (STIP) is a financially constrained program that identifies priority and regionally significant transportation projects based on extensive planning. These are projects in which full funding is reasonably anticipated to be available in order to implement during the next four (4) years. ODOT develops a new STIP

[3] https://oklahoma.gov/odot/programs-and-projects/transportation-programs/lrtp.html

biennially in direct relationship to the currently approved *8 Year Construction Work Plan*. The STIP serves as a short-range planning tool which educates the public on future transportation needs and assures that federal funds are spent on projects consistent with approved long-range plans. Oklahoma's rail network is a key asset in attaining Oklahoma's transportation objectives. The current STIP identifies projects funded by the Federal Highway Administration (FHWA), including highway-rail grade crossing safety projects, and by Federal Transit Administration (FTA) programs. These projects may have a potential intersection with the Oklahoma state railroad network. Rail projects in the state have also been added to the STIP in the past for illustrative purposes to support applications for federal grant funding.

1.3 Rail's Role Within the Oklahoma Transportation System

Today, the rail system in Oklahoma plays an essential freight transportation role both within the state and the nation. Oklahoma's location and position facilitate its hosting of principal rail corridors that provide rail access to every region of the U.S., as well as to Canada and Mexico.

Oklahoma is currently home to 22 freight railroads, which together own approximately 95 percent of the state's 2,871 rail route miles. Other non-operating railroad owners (including the State of Oklahoma) own the remaining approximately 5 percent of the state's rail route miles.

For commodities originating by state, Oklahoma ranks third (3rd) in crushed stone, sand, and gravel products. For commodities terminating in the state, Oklahoma ranks eighth (8th) in crushed stone, sand, and gravel products, tenth (10th) in primary metal products, and ninth (9th) in lumber and wood products.[4]

Presently the only intercity passenger rail service in Oklahoma is Amtrak's *Heartland Flyer* service between Fort Worth, Texas, and Oklahoma City, which operates on the BNSF Railway. The *Heartland Flyer* makes station stops in Oklahoma City, Norman, Purcell, Pauls Valley, and Ardmore, Oklahoma, and Gainesville and Fort Worth, Texas. Connections can be made in Fort Worth to Amtrak's *Texas Eagle*, which operates between Chicago, Illinois; St. Louis, Missouri; and Los Angeles, California, via San Antonio, Texas.

As several of the metropolitan areas in Oklahoma continue to grow, the need to invest in a diverse network of passenger transportation options that accommodate future population growth has been recognized. This growth could be accommodated via improved rail corridors providing new or expanded intercity passenger rail services.

In terms of potential future passenger rail service implementation, Oklahoma is located on the federally designated high-speed rail corridor known as the South Central Corridor from Fort Worth, Texas, to Oklahoma City to Tulsa, Oklahoma.

[4] 2019 Update ODOT Freight and Goods Movement

1.4 Institutional Structure of Oklahoma's State Rail Program

1.4.1 Oklahoma Department of Transportation

ODOT is responsible for coordinating the overall state transportation improvement strategy. The department is primarily responsible for rail planning and project development activities, including development of this State Rail Plan. ODOT's headquarters is in Oklahoma City, Oklahoma.

ODOT is Oklahoma's State Rail Transportation Authority (SRTAA) and State Rail Plan Approval Authority (SRPAA). Furthermore, Oklahoma is in compliance with the requirements of 49 U.S.C. §22102, which stipulates eligibility requirements for FRA rail freight grant assistance programs pertaining to state planning and administration.

Other areas of ODOT rail involvement include long-range rail planning, including development of this State Rail Plan, and financing. Financing involves loans and grants for construction and maintenance of track, maintenance and safety improvements at grade highway-rail crossings and developing new spur tracks to support economic development.

The following are those divisions under the jurisdiction of ODOT which have existing or potential rail-related responsibilities.

1.4.1.1 Rail Programs Division

The Rail Programs Division of ODOT was established in 1989 to oversee the state's rail network, 150 miles of which are owned by the state. The division is responsible for acquiring and administering federal and state funds used to support operation of the *Heartland Flyer* passenger service, highway construction projects affecting railroad property, railroad crossing safety improvements, and maintaining the state-owned rail lines. The division comprises five sections: State-owned Rail Line Management, Safety, Rail Passenger, Construction, and Federal Programs.

1.4.1.2 State-Owned Rail Line Management Section

In 1978, the Oklahoma State Legislature passed the "Railroad Revitalization Act." This Act specified powers and duties of ODOT to address state rail issues. ODOT was authorized and empowered to acquire, construct, repair, operate, and maintain railroad rights-of-way and trackage on feasible and economically sound railroad routes.

This section of the Rail Programs Division oversees the state-owned rail properties and their selected operators, which includes direct responsibility for the rights-of-way, operator contract compliance, and all easement/license/lease reviews. This section also maintains the lease agreements between the state and the operators. It also completes yearly inspections for proper maintenance and administers state funds for the upkeep of these properties. ODOT currently leases 143 miles of state-owned rail lines to Class III (short line) railroad operators.

1.4.1.3 Safety Section

Oklahoma has more than 3,000 public highway-rail grade crossings. Each year, Oklahoma receives federal Section 130 funding for safety upgrades at public highway-rail grade crossings, including the installation of active warning devices. The FRA has developed a system known as the Web-Based Accident Prediction System (WBAPS) to identify crossings at high-risk for accidents/incidents. ODOT's Rail Programs Division Safety Section manages the identification and prioritization of highway-rail grade crossing improvements in Oklahoma. It also manages the FRA Crossing Corridor program, which provides funding for upgrades to remaining crossings in corridors where selected grade crossings are closed.

The most recent highway-rail crossing inventory data collected by the State of Oklahoma indicates that Oklahoma has 3,430 public at-grade crossings: 1,635, or 48 percent, with active warning devices (including automatic gates, with or without flashing light signals); and 1,795, or 52 percent, with passive warning devices (including crossbucks, stop signs, and yield signs).

1.4.1.4 Rail Passenger Section

The Rail Programs Division Rail Passenger Section oversees passenger rail operations in the state, namely the *Heartland Flyer*. It works with Amtrak to ensure quality and reliable service. It also administers the state funding provided to Amtrak for provision of the service.

1.4.1.5 Construction Section

The Rail Programs Division Construction Section coordinates state rail construction activity. It is responsible for reviewing the scope of a railroad's involvement, developing required agreements with the railroads to permit contractor access to railroad property, and ensuring that insurance requirements are met. It oversees projects through to completion and final inspection.

1.4.1.6 Federal Programs Section

The purpose of the Rail Programs Division Federal Programs Section is to identify and secure funding available for rail improvements. It assures that ODOT is fully compliant and integrated with all federal rail funding initiatives. It prepares all funding applications and develops the business cases supporting the applications. The section also keeps ODOT staff informed of national rail policy and priorities to position Oklahoma to benefit from the policies.

1.4.2 Oklahoma Corporation Commission

The Oklahoma Corporation Commission is a regulatory agency for the State of Oklahoma with an emphasis on the fuel, oil and gas, utilities, and transportation industries.[5] The Oklahoma Corporation Commission's rail functions include the following:

- Monitors the operations of 19 Oklahoma railroads for compliance with state railroad crossing safety regulations for more than 3,400 public, at-grade crossings in the state.

[5] https://oklahoma.gov/occ.html

This includes ensuring that the railroads maintain their crossings and clear the sight triangle of rank weeds, noxious plants, thickets, trees, debris, trash or other obstructions.

- Conducts routine reviews of public at-grade crossings for safety compliance and investigates public complaints.
- Investigates and makes recommendations concerning railroad crossing openings, closings, and crossing signal upgrades.
- Mediates between the public and the railroad industry in areas encompassing the state regulation of rail safety and enforcement of the Railroad Rules through the Corporation Commission's administrative process.

1.4.3 Other State Agencies or Initiatives Related to Rail

1.4.3.1 Oklahoma State Transportation Commission

The State Transportation Commission (STC) leads the Oklahoma Department of Transportation. The STC was created for the purpose of developing comprehensive transportation policy and planning within the State of Oklahoma. The STC has final approval authority on funding allocations, including the Railroad Revolving Loan and Grant Program (RRLG), federally funded highway-rail grade crossing safety projects, and highway-rail grade crossing surface repair projects in Oklahoma.

STC membership is comprised of nine transportation commissioners, which are appointed by the Oklahoma Governor and confirmed by the Oklahoma Senate. The Commission appoints a Director, who serves as the executive head of the ODOT. The current ODOT Executive Director is Mr. Tim Gatz. The Governor also appoints a Secretary of Transportation. The current Secretary of Transportation is also Mr. Tim Gatz.

1.4.3.2 Oklahoma Department of Commerce

The Oklahoma Department of Commerce serves as the primary economic development entity in Oklahoma with the mission to create and deliver high-impact solutions that lead to prosperous lives and communities for all Oklahomans.

Through its two main focuses – business development and community development – the Department of Commerce administers several state and federal programs to meet its goals of assisting individuals, communities, and businesses.

These agencies also provide financial assistance programs that have been utilized to assist in the attraction of new industries to be served by the state's rail lines through a number of initiatives including tax credits, and in some instances, have provided financial assistance for projects such as track rehabilitation and the construction of spur tracks to industries.

1.4.4 Regional and Local Organizations

Oklahoma's transportation agencies, besides ODOT, include Metropolitan Planning Organizations (MPOs) and Regional Planning Associations (RPAs). Oklahoma's MPOs and RPAs are identified and described in this section.

1.4.4.1 Metropolitan Planning Organizations

Metropolitan Planning Organizations (MPOs) are federally mandated and funded transportation policy-making organizations comprised of local government and transportation officials. The formation of an MPO is required for any urbanized area with a population greater than 50,000.

MPOs are required to maintain and continually update a Long-Range Transportation Plan (LRTP) as well as a Transportation Improvement Program (TIP), which is a multi-year program of transportation projects to be funded with federal and other transportation funding sources. As MPO planning activities have evolved to address the movement of freight as well as passengers, they have included consideration of multimodal solutions, improved intermodal connections, and more specific rail and rail-related project solutions. MPOs must work cooperatively with area transportation stakeholders to understand and anticipate the area's travel needs and to develop the aforementioned documents.

There are three MPOs within Oklahoma. These MPOs are described below.[6]

- Association of Central Oklahoma Governments (ACOG) – Oklahoma City, Oklahoma
    - Serves the transportation planning boundary, known as the Oklahoma City Area Regional Transportation Study (OCARTS), includes all of Oklahoma and Cleveland counties and portions of Canadian, Grady, Logan, and McClain counties in Oklahoma.
- Indian Nations Council of Government (INCOG) – Tulsa, Oklahoma
    - Serves the transportation planning boundary including Tulsa County and portions of Creek, Osage, Rogers, and Wagoner counties in Oklahoma.
- Lawton Metropolitan Planning Organization (LMPO) – Lawton, Oklahoma
    - Serves the transportation planning boundary including within the Lawton city limits, with minor adjustments, excluding Fort Sill in Oklahoma.

1.4.4.2 Regional Planning Associations

Regional Planning Associations (RPAs) are responsible for transportation planning in regions of Oklahoma outside the metropolitan areas represented by MPOs. Oklahoma has 11 RPAs,[7] which are identified below:

- Association of Central Oklahoma Governments - ACOG
    - Serves Oklahoma, Canadian, Logan, McClain, Cleveland, and parts of Grady counties.
- Association of South Central Oklahoma Governments - ASCOG
    - Serves Caddo, Comanche, Cotton, Tillman, Stephens, Jefferson, and parts of Grady counties.

[6] https://www.odot.org/metro-planning/index.htm
[7] https://www.odot.org/metro-planning/index.htm

- Central Oklahoma Economic Development District - COEDD
  - Serves Pawnee, Payne, Lincoln, Pottawatomie, Seminole, Okfuskee, and Hughes counties.
- Eastern Oklahoma Development District - EODD
  - Serves Okmulgee, Muskogee, McIntosh, Sequoyah, Cherokee, Adair, and parts of Wagoner counties.
- Grand Gateway Economic Development Association - GGEDA
  - Serves Washington, Nowata, Craig, Ottawa, Delaware, Mayes, and parts of Rogers counties.
- Indian Nations Council of Governments - INCOG
  - Serves Osage, Tulsa, Creek, and parts of Wagoner counties.
- Kiamichi Economic Development District of Oklahoma - KEDDO
  - Serves Pittsburg, Haskell, Le Flore, Latimer, Pushmataha, McCurtain, and Choctaw counties.
- Northern Oklahoma Development Authority - NODA
  - Serves Alfalfa, Grant, Kay, Major, Garfield, Noble, Blaine, and Kingfisher counties.
- Oklahoma Economic Development Authority - OEDA
  - Serves Cimarron, Texas, Beaver, Harper, Woods, Woodward, Ellis, and Dewey counties.
- Southern Oklahoma Development Association - SODA
  - Serves Garvin, Pontotoc, Coal, Atoka, Murray, Johnston, Carter, Love, Marshall, and Bryan counties.
- South Western Oklahoma Development Authority - SWODA
  - Serves Roger Mills, Custer, Beckham, Washita, Harmon, Greer, Kiowa, and Jackson counties.

1.4.4.3 Local Economic Development Agencies

Oklahoma has several local public and private economic development agencies which recruit industries and businesses on the basis of their location, available labor force, capacity for growth, and access to rail and other transportation assets.

The *Oklahoma Directory of Economic Development Organizations* lists 23 entities around the state, including economic development agencies and authorities, chambers of commerce, alliances, development councils, corporations, associations, and marketing coalitions at the regional, county or local level of government.[8] Many of these agencies offer incentives such as tax exemptions and credits and other means of assistance to attract business interests. Under 68 O.S. 1370.7, local governments may form a transportation authority to provide transportation to facilitate the movement of commerce.

[8] https://eda.gov/resources/economic-development-directory/states/ok.htm

Although these agencies do not generally work directly with freight railroad operators, they do have a vested interest in the level of rail services and rail assistance programs available to supplement their incentives.

These agencies include:

- Oklahoma Department of Commerce
- The State Chamber
- Edmond Economic Development Authority
- Norman Economic Development Coalition
- Greater Oklahoma City Chamber of Commerce
- South Oklahoma City Chamber of Commerce
- Midwest City Chamber of Commerce
- Eastern Oklahoma County – MRO and Aerospace Partnership
- Lawton/Fort Sill Chamber of Commerce and Economic Development Team
- Garfield County Industrial Authority Enid
- Bartlesville Chamber of Commerce and Development Corporation
- Stillwater Chamber of Commerce
- Oklahoma Department of Career and Technology Education, Tulsa
- Port of Catoosa
- Claremore Area Chamber of Commerce
- Claremore Industrial and Economic Development Authority
- Tulsa Area Partnership
- Ada Jobs Foundation
- Vinita Area Chamber of Commerce
- Miami Area Economic Development Service
- City of Miami Oklahoma Community and Economic Development Department
- MidAmerica Industrial Park
- Ponca City Development Authority

1.5 Oklahoma's Authority to Conduct Rail Planning and Investment

1.5.1 State Authority for Rail Planning

The Oklahoma Statutes, Title 66 (Railroads) pertains to the establishment of railroad companies in the state of Oklahoma. Oklahoma DOT's rail-related responsibilities per the Oklahoma Statutes are also detailed in Title 66. These include the following:

- Initiation of railroad safety program. Requires ODOT to coordinate construction and maintenance of safety devices at highway-rail crossings (OS-66-125a).
- Empowerments and provisions for the "Railroad Revitalization Act." Authorizes ODOT to acquire, operate, and maintain railroad right of way (OS-66-304).

1.5.2 State Authority for Grants and Other Rail Financing

Oklahoma has utilized both federal and state transportation funding programs when rail infrastructure improvements were eligible and appropriate. State-sponsored rail investment in Oklahoma has been provided through ODOT and other state economic development agencies. These actions have included the following:

- Established Railroad Maintenance Revolving Fund (RMRF) (OS-66-309).
- Amended the General Revenue Fund (GRF) to include appropriations for the purchase of railroad right-of-way. The initial funds went toward the purchase of the former Chicago, Rock Island & Pacific Railroad right-of-way. Included amendment of GRF appropriations to include "new" designated appropriations for rail passenger service. This fund currently appropriates $2 million per year for Oklahoma's portion of *Heartland Flyer* operating costs (OS-68-2352, OS 1521.)
- Established the Oklahoma Tourism and Passenger Rail Revolving Fund (OTPRR) for the purpose of funding passenger rail service. OS 68-500.6 provides an additional $850,000 for this fund annually. (OS-66-325,OS 68-500.6).
- Established provisions and terms for Railroad Rehabilitation Act railroad rehabilitation loan program (RMRF) (OS-66-309.3).

Other state-sponsored rail investment programs include:

- Highway-Railroad Grade Crossing Safety Program: This federally funded program provides financial assistance to states for improvements at highway-rail crossings.
- Grade Crossing Safety Program: This state-funded program assists railroads with funding to defray a portion of the signal maintenance costs at signals installed under the Highway-Railroad Grade Crossing Safety Program since 1973.
- Highway-Railroad Grade Crossing Surface Repair Program: This state-funded program is designed to assist city and county highway authorities and railroads with surface improvements at highway-rail crossings.
- Primary Road Highway-Railroad Grade Crossing Repair Program: This state-funded program is designed to assist with surface improvements at highway-rail crossings on the Primary Road System.

Additional details on these rail and rail safety related funding programs are provided in Chapter 2.

1.5.3 State Funding for Rail Projects in the Last Five Years

Recent funding under the aforementioned state rail improvement programs has been primarily focused on highway-rail grade crossing improvements. In 2014, ODOT announced a new Rail Crossings Safety Initiative and has spent nearly $100 million over three years to improve signage and install active warning devices such as flashing lights, gates, and audible alert devices. This program is presently nearing completion.

1.5.3.1 Railroad Modernization Tax Credit Program

OS 68-2357.103 established railroad tax credits in 2005. SB 1322, passed in 2020, amended this statute. The tax credit limit is 50% of expenditures per mile up to $5,000 per mile. The state cap annually is $5,000,000. Qualified expenditures include: track maintenance, repairs for damage caused by natural disasters, reconstruction or replacement of infrastructure such as track, roadbed, crossings, bridges, industrial leads, and track-related structures, new construction of industrial leads, switches, spurs and sidings, and extensions of existing sidings. Applicants must have projects reviewed and certified by ODOT to certify that the work is both eligible and complete. The railroads then file the state certification to the Tax Commission to review and approve in order for the railroad to receive the tax credit. This tax credit is currently authorized through 2024.

1.6 Summary of Freight and Passenger Rail Services in Oklahoma

1.6.1 Existing Rail System

The rail system in Oklahoma is comprised of approximately 2,871 route miles owned by freight railroads and non-operating railroad owners. There are 22 freight railroads in the state. Three of these railroads – BNSF Railway (BNSF), Kansas City Southern Railway (KCS), and Union Pacific Railroad (UP) – are categorized as Class I or major railroads. These carriers own a total of approximately 1,597 route miles, or about 56 percent of the total rail mileage in the state. The remaining 19 freight railroads are categorized as Class III railroads (known also as a short line railroads). Short line railroads own a total of 1,104 route miles, or about 39 percent of the total rail mileage in the state. The State of Oklahoma currently owns 150 route miles, or about 5 percent of the total rail mileage in the state. In 2018, the state's freight railroads carried 338 million tons of freight, or 6.85 million rail carloads of various commodities, to, from, within and through Oklahoma.[9] The state's freight railroads and non-operating railroad owners and their respective networks in Oklahoma will be identified and described in detail in Chapter 2.

One Amtrak intercity passenger rail route operates within the state. Amtrak's *Heartland Flyer* runs between its southern terminus in Fort Worth, Texas, and its northern terminus is in Oklahoma City. This service operates over BNSF in Oklahoma. During Amtrak's 2019 Fiscal Year, a total of 69,189 passengers boarded or alighted at the five Amtrak stations in Oklahoma. Boardings and alightings at individual stations ranged from 1,893 to 45,133 in 2019,

[9] 2019 Update ODOT Freight and Goods Movement

and the busiest station was Oklahoma City.[10] Beginning in March of 2020, Amtrak service was greatly affected by the COVID-19 pandemic. The effects on service provision and ridership will described in greater detail in Chapter 2.

Oklahoma's rail network, as well as its contributions and impacts on the state, are described in greater detail in Chapter 2.

1.6.2 Rail Initiatives and Plans

1.6.2.1 Freight Rail Initiatives

There are various freight rail initiatives ODOT has considered. ODOT has studied the potential for optimizing the state's freight rail network and to identify investments in the state's rail infrastructure that improve the capacity, efficiency, and safety of the state's rail network, promote railroad access and economic development, and bolster connectivity with other transportation modes. Some of these initiatives include:

- Enhancing coordination between ODOT and the state's freight railroads
- Increasing maximum allowable gross weights to 286,000 lbs. per car
- Advancing at-grade highway/rail crossing surface and signal improvements
- Expanding rail access and development of industrial spur tracks
- Promoting rail safety
- Sponsoring and managing Farmrail's TIGER IX project
- Co-sponsoring with Kansas DOT SKOL's CRISI FY19 grant
- Sponsoring Kiamichi's CRISI FY20 grant
- Participating in the Tulsa Ports Inola Rail Expansion BUILD grant
- Participating in the Port of Muskogee Rail Expansion BUILD grant

These and other freight rail initiatives are discussed in greater detail in Chapter 4.

1.6.2.2 Passenger Rail Initiatives

There are various passenger rail initiatives under consideration by ODOT. These include:

- Increase the frequency of the *Heartland Flyer* service between Oklahoma City and Fort Worth
- Extend the *Heartland Flyer* service north from Oklahoma City to Newton, Kansas
- Intercity passenger rail service between Oklahoma City and Tulsa

These and other intercity and commuter rail service concepts are discussed in greater detail in Chapter 3.

[10] Amtrak Fact Sheet, Fiscal Year 2019, State of Oklahoma

Chapter 2: Oklahoma's Existing Rail System

2.1 Oklahoma's Existing Rail System: Description and Inventory

This chapter provides an overview and inventory of Oklahoma's existing rail system as a baseline for planning and decision making for rail programs, policies and projects in the state. Discussed below are three major aspects of the state's freight rail and passenger rail systems: a description of the services and physical characteristics of the state's railroad network as they are today, rail service trends and forecasts, and needs and opportunities for the network.

2.1.1 Oklahoma's Existing Rail Network

2.1.1.1 The Development of Oklahoma's Rail Network

Until the period following the Civil War, railroads were not allowed to cross Indian Territory.[11] While the first railroad construction in what is now the state of Oklahoma was the Missouri-Kansas-Texas (MKT) line passing through the eastern part of the Territory in the early 1870s, the first railroad allowed through the Unassigned Lands of Central Oklahoma was the Atchison, Topeka and Santa Fe Railway (AT&SF). The AT&SF was chartered in Kansas in 1859, but construction on the line did not actually begin until 1868. Construction of the AT&SF in Oklahoma started in 1885 and the first line was completed as far as Purcell in 1887, passing through the future site of Oklahoma City. That line was initially part of the Southern Kansas Railroad, wholly owned by the AT&SF. The Southern Kansas Railroad also built the rail line from Kiowa, Kansas, through Woodward, Oklahoma to Amarillo, Texas, in 1887 (now part of the BNSF Southern Transcon route between Chicago, Illinois, and Los Angeles, California, via Oklahoma).

The MKT laid its first rails in Oklahoma in 1870, reaching Vinita in 1872. In the early 1900s, the MKT connected Shreveport, Louisiana; San Antonio, Texas; and Tulsa, Oklahoma, and Oklahoma City. Through aggressive expansion, the MKT developed a 3,865-mile system extending from St. Louis and Kansas City, Missouri to Galveston and San Antonio, Texas on its north-south axis and east-west from Shreveport, Louisiana to the Oklahoma panhandle. The MKT main line passed through Vinita, Muskogee, and McAlester, Oklahoma en route from Kansas City and St. Louis, Missouri to Dallas and Fort Worth, Texas.

At the time of the Land Run of 1889, the new Choctaw Line was approaching Oklahoma City from the east. Originating in Memphis, Tennessee and passing through Little Rock, Arkansas, this would later become part of the Chicago, Rock Island, and Pacific Railroad (CRI&P). Since Oklahoma City was also located on the north-south AT&SF line, it became the trade center for nearby towns to its east and west. Around the same time, the Chicago, Kansas and Nebraska Railroad line (owned by CRI&P after 1891) was being constructed between Kansas and Texas, reaching El Reno, Oklahoma in 1890. The Choctaw Coal and Railway Company

[11] Before achieving statehood in 1907, Oklahoma was designated as Indian Territory and Oklahoma Territory.

(also later acquired by CRI&P) completed a line from El Reno to Oklahoma City in 1892. This was followed by various company expansions and acquisitions, and El Reno became the crossroads of two important north-south and east-west lines of the CRI&P system, including a line west to Amarillo, Texas that eventually connected with the Southern Pacific Railroad (SP) at Santa Rosa, New Mexico. Another key CRI&P line between Chicago and Kansas City and the SP at Santa Rosa, known as the Golden State Route, passed through the Oklahoma panhandle at Guymon.

The Atlantic & Pacific Railroad, which subsequently became part of the St. Louis-San Francisco Railway (SLSF), reached Vinita, Oklahoma, in 1871. It was extended to Tulsa, Oklahoma, in 1881–1882 and reached Sapulpa, Oklahoma, in 1886. It was not until the St. Louis & Oklahoma City Railroad Company built from Sapulpa to Oklahoma City in 1898 that the Atlantic & Pacific enjoyed adequate revenue.

During the same period, the St. Louis-San Francisco Railway (SLSF) was building a line from Joplin, Missouri, to Tulsa, Oklahoma. Local Oklahoma City developers formed the St. Louis and Oklahoma City Railroad to extend a line to Sapulpa, Oklahoma, and connect with the SLSF, bringing a third line to Oklahoma City in 1898. At that time, Oklahoma City became the only community in the state with three railroad lines, making it the state's principal distribution center. Two more rail lines were to follow—the MKT in 1902 and the Oklahoma City and Western in 1903.

AT&SF's north-south main line entered the state just south of Arkansas City, Kansas, and passed through Ponca City, Perry, and Guthrie, Oklahoma into Oklahoma City, then south to Fort Worth, Texas. This line is still in use today as a main line of BNSF, successor to the AT&SF, and is the route traversed daily by Amtrak's *Heartland Flyer* intercity passenger train between Oklahoma City and Fort Worth, Texas. An alternative main line was constructed between 1900 and 1904 from Newkirk, Oklahoma, located on the original main line, through Cushing and Shawnee to Pauls Valley, Oklahoma, where it rejoined the original main line. The alternative route through Cushing, Oklahoma is no longer in operation except for 8 miles between Shawnee and Aydelotte, Oklahoma.

The Kansas City, Mexico and Orient, with its line from Waldron, Kansas, through Fairview, Clinton, and Altus, Oklahoma into Texas became part of the AT&SF in 1928. It was later sold and is presently operated by Farmrail Corporation.

Eventually, an extensive network of AT&SF main lines and branch lines covered Oklahoma. Altogether, some 1,500 miles connected most of the oil fields with markets throughout the country and provided transportation for agriculture and industry. Most of the AT&SF main lines are still in use today with only the old Eastern Oklahoma line, Newkirk–Shawnee–Pauls Valley, Oklahoma, and the Oklahoma Central lines having been abandoned, along with some other branches. In 1996, the AT&SF merged with the Burlington Northern Railroad to form the Burlington Northern Santa Fe Railway (later rebranded as simply BNSF Railway), which includes the former St. Louis-San Francisco Railway (SLSF) that was merged into BN in 1980.

The SLSF also contributed to Oklahoma's development. It operated an extensive network that was permitted throughout the entire state and constructed when Oklahoma was still Indian Territory. Oil was discovered adjacent to the SLSF in 1907 and its network reached many important oil fields. Another independent rail line was constructed from Sapulpa,

Oklahoma to Denison, Texas in the late 1890s. This line was almost 200 miles long, with a little more than 190 miles located in Oklahoma. The line, equipment, and other property became part of the SLSF in 1901.

The Kansas City, Pittsburg and Gulf, predecessor to today's Kansas City Southern Railway (KCS), constructed a line through the eastern part of the Indian Territory along the Missouri and Arkansas borders in 1895.

Oklahoma's operating freight railroads are divided into two categories, including Class I railroads which are large, primarily long-haul national rail systems and Class III railroads which are commonly referred to as short line railroads, which operate at the local and regional level. Oklahoma also has non-operating railroad owners, which own segments of the Oklahoma rail network and have agreements with Class III railroads to facilitate the provision of rail freight service.

The passenger rail system is comprised of Amtrak intercity services and privately owned tourist railroads.

Rail lines which have been abandoned or rail banked since 2017 are discussed later in this chapter.

Oklahoma's rail system consists of 2,871 railroad route miles owned by Class I and Class III railroads, the State of Oklahoma, two ports, and one power authority.

Table 2-1 identifies by railroad entity – railroad class (if applicable), standard alpha carrier code (an industry standard two- to four-letter abbreviation), total miles of railroad owned and operated in Oklahoma (including lines leased, operated under contract, trackage rights, and haulage rights, as applicable), and the percentage of the total Oklahoma rail network that each railroad ownership represents. Note that miles leased and/or operated under contract, miles operated under trackage rights, and miles operated under haulage rights are included in the total miles operated figures, allowing total miles operated to exceed total miles owned.

Industrial railroads and private track ownership provide transportation service at industrial installations in Oklahoma, but, due to their classification, the mileage of privately owned industrial track is not included in calculations of the state's rail network. Similarly, the industrial track (including designated industrial leads and spurs) of Class I and III rail carriers is also not included in the route-mile calculations.

Table 2-1: Oklahoma Route Mileage by Railroad and Non-Operating Railroad Owner

Railroad	Standard Carrier Alpha Code	Railroad Classification	Total Miles Owned	Total Miles Operated
BNSF Railway	BNSF	Class I	957	957
Kansas City Southern Railway	KCS	Class I	127	128
Union Pacific Railroad	UP	Class I	513	820
Subtotal (Class I)	**-**	**-**	**1,597**	**1,905**
Arkansas-Oklahoma Railroad	AOK	Class III	70	122
Arkansas Southern Railroad	ARS	Class III	0	9
Austin, Todd & Ladd Railroad	ATLT	Class III	39	44
Blackwell Northern Gateway Railroad	BNGR	Class III	0	17
Cimarron Valley Railroad	CVR	Class III	35	35
Farmrail Corporation	FMRC	Class III	97	184
Grainbelt Corporation	GNBC	Class III	179	179
Gateway Eastern Railway	GWER	Class III	14	14
Hollis and Eastern Railroad	HE	Class III	14	0
Kiamichi Railroad	KRR	Class III	156	143
Northwestern Oklahoma Railroad	NOKL	Class III	5	4
Port of Catoosa Railroad	POC	Class III	28	28
Sand Springs Railway	SS	Class III	8	8
South Kansas & Oklahoma Railroad	SKOL	Class III	68	68
Stillwater Central Railroad	SLWC	Class III	257	281
Texas, Oklahoma & Eastern Railroad	TOE	Class III	40	40
Tulsa Sapulpa Union Railway	TSU	Class III	10	23
Western Farmers Electric Corp.	WFEC	Class III	14	0
Wichita, Tillman & Jackson Railway	WTJR	Class III	61	61
Subtotal (Class III)	**-**	**-**	**1,104**	**1,260**
State of Oklahoma	N/A	N/A	150	0
Port of Muskogee	N/A	N/A	9	9
Public Service of Oklahoma	N/A	N/A	11	11
Subtotal (Other Railroads)	**-**	**-**	**170**	**20**
Oklahoma Rail Network Total			**2,871**	**3,185**

Source: ODOT; Class I Railroad Annual Reports R-1 (2019 and 2020)
Notes:
a) Miles operated does not include trackage and haulage rights.
b) Additional details about Oklahoma's rail network are located in Appendix A.

2.1.1.2 Freight Rail Network

2.1.1.2.1 Class I Railroads

Class I railroads are defined as those national railroads that typically operate over thousands of route miles, employ thousands of people, and have revenues and capital budgets in the billions of dollars collectively. There are presently seven Class I railroads in the United States and Canada. Oklahoma is served directly by three Class I railroads: BNSF Railway (BNSF), Kansas City Southern (KCS), and Union Pacific Railroad (UP).

BNSF Railway

BNSF Railway (BNSF), a wholly owned subsidiary of Berkshire Hathaway, is a Fort Worth, Texas-based Class I railroad that operates over a network of 32,619 route miles in the U.S. and Canada. BNSF owns approximately 957 miles in Oklahoma and is the largest single ownership of rail lines in the state.[12] BNSF serves the U.S. Midwest, West, and South; Gulf Coast and West Coast ports; and Canada. Complete details of BNSF's rail lines within Oklahoma, physical characteristics of each operating division and subdivision, trackage rights, interchanges with other railroads, major rail yards and other facilities, and a detailed map of its network and operating subdivisions within Oklahoma are provided in Appendix A.

Kansas City Southern Railway

Kansas City Southern Railway (KCS), a wholly owned subsidiary of Kansas City Southern Industries, is a Kansas City, Missouri-based Class I railroad with a network of 3,397 route miles in 10 U.S. states. KCS owns approximately 127 route miles in Oklahoma.[13] KCS serves the U.S. Midwest and South; Gulf Coast ports; and connections to Mexico. Complete details of KCS's haulage rights within Oklahoma, interchanges with other railroads, major rail yards and other facilities, and a detailed map of the lines over which KCS has haulage rights in Oklahoma are provided in Appendix A.

On March 21st, 2021 it was announced that Canadian Pacific Railway Ltd. (CP) intends to acquire KCS.[14] CP is a Calgary, Alberta based Class I railway with an extensive network in Canada and the north-central United States. CP's 2008 acquisition of the Dakota, Minnesota and Eastern Railroad system granted CP access to Kansas City from Minneapolis/St. Paul, Minnesota and Chicago, Illinois, providing for contiguous access between the CP and KCS networks.

On April 20, 2021 Canadian National Railway (CN) made a counter-offer to acquire KCS.[15] On May 13, 2021 KCS accepted CN's offer.[16] However, on August 31, 2021, the United States Surface Transportation Board (STB) rejected the CN-KCS voting trust and effectively ended the CN-

[12] BNSF 2019 R-1 Report
[13] KCS 2019 R-1 Report
[14] Railway Age, *Canadian Pacific, Kansas City Southern Will Merge into "The First USMCA Railroad," CPKC*, March 21, 2021. Retrieved from: https://www.railwayage.com/freight/class-i/canadian-pacific-kansas-city-southern-will-merge-into-the-first-usmca-railroad-cpkc/
[15] Railway Age, *CN Counters CPKC with a 'Superior Proposal'*, April 20, 2021. Retrieved from: https://www.railwayage.com/freight/cn-counters-cpkc-with-a-superior-proposal/
[16] The Kansas City Star, *In a turnaround, Kansas City Southern board accepts Canadian National's buyout offer*, May 13, 2021. Retrieved from: https://www.kansascity.com/news/business/article251401328.html

KCS merger proceedings.[17] Any potential merger between KCS and another railroad remains subject to further review and approval by the STB.

Union Pacific Railroad

Union Pacific Railroad (UP), a wholly owned subsidiary of the Union Pacific Corporation, is a publicly traded Omaha, Nebraska-based Class I railroad with a network of 32,340 route miles in 23 U.S. states. UP owns approximately 513[18] miles in Oklahoma. UP serves the U.S. Midwest, West, and South; Gulf and West Coast ports; and maintains direct connections within the rail network of Mexico. Complete details of UP's rail lines within Oklahoma, physical characteristics of each operating division and subdivision, trackage and haulage rights, interchanges with other railroads, major rail yards and other facilities, and a detailed map of its network and operating subdivisions within Oklahoma are provided in Appendix A.

2.1.1.2.2 Class II and Class III Railroads

Freight railroads are generally divided into three categories. In addition to the Class I railroads discussed above, smaller railroads include Class II or regional railroads, and Class III or short line railroads.[19]

Oklahoma does not currently have any operating Class II railroads.

There are 18 Class III or short line railroads in Oklahoma. Short line railroads are local railroads that primarily engage in providing short haul connecting freight service from interchange with one or more Class I railroads to individual on-line shippers. Short lines may also engage in freight transloading and turnkey logistics services, railcar repair, and railcar storage.

In recent years there has been a trend toward consolidation of railroads within the short line and regional railroad industry with many lines coming under the control of railroad holding companies. In Oklahoma, nine of the state's short line railroads are operated by railroad holding companies, including Watco, Farmrail, Genesee & Wyoming, OmniTRAX, Patriot Rail, and Rio Grande Pacific Corp. Oklahoma's other Class III railroads are generally independently owned. The state of Oklahoma owns 150 miles of trackage, of which all but 8.2 miles are operated by Class III railroads under contract.

Each Class III railroad in Oklahoma is listed in **Table 2-2**.

[17] Railway Age, STB UNANIMOUSLY REJECTS CN-KCS VOTING TRUST. CPKC BACK IN PLAY, August 31, 2021. Retrieved from: https://www.railwayage.com/regulatory/stb-unanimously-rejects-cn-kcs-voting-trust/
[18] UP 2019 R-1 Report
[19] Surface Transportation Board Adopts Final Rule Amending Thresholds for Classifying Rail Carriers, April 5, 2021. Retrieved from: https://prod.stb.gov/news-communications/latest-news/pr-21-16/

Table 2-2: Class III Railroads in Oklahoma

Railroad	Standard Carrier Alpha Code	Railroad Holding Company	Railroad Type
Arkansas-Oklahoma Railroad	AOK	Independent	Class III
Arkansas Southern Railroad	ARS	Watco	Class III
Austin, Todd & Ladd Railroad	ATL	Independent	Class III
Blackwell Northern Gateway Railroad	BNGR	US Rail Partners, Ltd	Class III
Cimarron Valley Railroad	CVRR	Jaguar Transport Holdings, LLC.	Class III
Farmrail Corporation	FMRC	FarmRail System, Inc	Class III
Grainbelt Corporation	GNBC	FarmRail System, Inc	Class III
Gateway Eastern Railway	GWER	Kansas City Southern	Class III
Hollis and Eastern Railroad	HE	American Gypsum	Class III
Kiamichi Railroad	KRR	Genesee & Wyoming	Class III
Northwestern Oklahoma Railroad	NOKL	Independent	Class III
Port of Catoosa Railroad	POC	Tulsa Ports	Class III
Sand Springs Railway	SS	OmniTRAX	Class III
South Kansas & Oklahoma Railroad	SKOL	Watco	Class III
Stillwater Central Railroad	SLWC	Watco	Class III
Texas, Oklahoma & Eastern Railroad	TOE	Patriot Rail	Class III
Tulsa Sapulpa Union Railway	TSU	Independent	Class III
Western Farmers Electric Cooperative	WFEC	Independent	Class III
Wichita, Tillman & Jackson Railway	WTJR	Rio Grande Pacific	Class III

Source: ODOT

A brief description of each operating Class III railroad in Oklahoma is included in Appendix A of the Oklahoma State Rail Plan. The descriptions include such details as ownership, miles owned and operated, physical characteristics of rail lines, commodities handled, improvement needs identified by each railroad, and more.

2.1.1.2.3 Non-Operating Railroad Owners

A non-operating railroad owner is typically an entity that owns a railroad but has an agreement with an operating railroad to provide service. There is one non-operating railroad owner in Oklahoma – the state itself, which presently owns several rail lines. A brief description of these rail line segments in the Oklahoma rail network is included in Appendix A of the Oklahoma State Rail Plan. The descriptions include such details as ownership; miles owned; designated operator; physical characteristics of rail lines; improvement needs identified by each entity, if known; and more.

Oklahoma is home to two port terminal railroads at Tulsa's Port of Catoosa and the Port of Muskogee. However, the Port of Catoosa operates the Port of Catoosa Railroad as its own Class III short line carrier. Public Service of Oklahoma owns 11 miles of private trackage used to provide rail access to an electrical generating station in the northeast corner of the state.

2.1.1.3 Passenger Rail Network

This section summarizes the history of passenger rail service in Oklahoma and provides an overview of the current passenger rail service in Oklahoma provided by Amtrak, whose official name is the National Railroad Passenger Corporation.

2.1.1.3.1 Historical Rail Intercity Passenger Perspective

Though railroads were late to develop in Oklahoma, once built, Oklahoma's railroads provided extensive passenger service. By the end of the 19th century, railroads had established themselves as the predominant mode for efficiently moving people and freight. Passenger rail service in the state began to decline with the improvement of roadways and the affordability of automobiles, starting in the 1920s. Following the World War II, national transportation policy emphasized the development of government-funded air and highway systems that provided public access to transportation infrastructure, which could be used by both individuals and private transportation providers. With an even broader range of transportation options available, ridership on passenger trains declined even further.

This shift in U.S. policy toward a system of publicly owned transportation infrastructure represented a different approach than had been taken in in 19th century when private railroads managed their own passenger rail services. The roots of this shift could be traced to the lingering effects of the railroad industry's exploitive market behavior toward farmers in the late 1800s. Several western states, known as the "Granger" states, enacted laws regulating the business practices of the railroads.[20] These state laws were overturned by the U.S. Supreme Court, which ruled that the laws were unconstitutional and violated the commerce clause of the United States Constitution. However, these laws were replaced with a national policy of railroad regulation that was established with the passage of the Interstate Commerce Act in 1887. Regulation sought to maintain or broaden the public's access to, and benefits from, rail transportation by determining transportation rates and curbing the actions of railroad companies that were based on market forces or predatory behaviors. Regulation of the railroads by the Interstate Commerce Commission (ICC) lasted until 1980 when the Staggers Act deregulated the railroad industry.

Possibly of greater consequence were the improvements to the highway system. Based on observations of Germany's Autobahns by General Dwight Eisenhower, the U.S. interstate highway system was established to provide fast, nonstop roadway travel on a national scale. The interstate highways also aided the shift of freight from railroads to trucks, further eroding the railroad industry's revenues, and particularly the revenue of passenger trains that carried mail and parcels. This culminated in 1967, when the U.S. Postal Service discontinued most of its mail haulage contracts with the railroads that had previously cross-subsidized passenger services. This resulted in the discontinuance of numerous passenger services that year.

Despite the new competition facing the passenger train and loss of revenue, railroad companies often were required to maintain passenger rail services and routes, regardless of their unprofitability. Under ICC regulation, railroads that wanted to terminate a passenger service had to go through an onerous and costly petition process, with no guarantee of success. Faced with potential financial disaster in the railroad industry, caused in part by losses in passenger service, Congress acted and formed the National Railroad Passenger Corporation under the Rail Passenger Service Act of 1970. The act was signed into law by President Richard Nixon, and Amtrak came into existence on May 1, 1971. Railroad participation in Amtrak was voluntary but offered a relief to railroad companies of the obligation to provide intercity passenger rail service.

[20] The National Grange of the Order of Patrons of Husbandry, or simply, 'The Grange,' was formed in 1867. The Grange advocated for rural agricultural interests and was instrumental in the regulation of the railroads.

The business arrangement between Amtrak and participating railroads was based upon the following principles:

- In exchange for capital stock in Amtrak, a railroad transferred title to its passenger train equipment to Amtrak.
- The railroad granted to Amtrak the universal right to operate passenger trains on any tracks in its system.
- The railroad was granted relief from its passenger service obligation.
- Amtrak paid the railroad the incremental cost of maintaining its lines over which Amtrak operated. The costs covered were those required to maintain the fixed infrastructure in a state of good repair appropriate for passenger service.
- The railroad was indemnified for most liability arising out of passenger operations.

2.1.1.3.2 Current Amtrak Routes

Operations

Oklahoma is directly served by one daily round-trip intercity passenger train, Amtrak's *Heartland Flyer*, operating between the Santa Fe Depot in Oklahoma City and the Fort Worth Central Station in Fort Worth, Texas, on the tracks of the BNSF Railway. The *Heartland Flyer* makes intermediate station stops at Norman, Purcell, Pauls Valley, and Ardmore, Oklahoma, as well as Gainesville, Texas.

Oklahoma is also served by Amtrak Thruway Bus Service that provides a connecting transportation link between the *Heartland Flyer* at Oklahoma City and Newton, Kansas, which is a station stop on Amtrak's daily *Southwest Chief* operating between Chicago and Los Angeles. Amtrak inaugurated the connecting bus on April 18, 2016, and provides the service in partnership with Village Tours, LLC of Wichita, Kansas. (Wichita, the largest city in Kansas, is the only intermediate stop on the bus route between Oklahoma City and Newton.)

At Oklahoma City, travelers can connect to the Oklahoma City Streetcar as well as local buses. The streetcar, which began in 2018, provides service on two routes that have a combined length of 5.1 miles and 22 stops. The Downtown Loop operates daily, connecting the City Center, Bricktown, and Midtown districts. The shorter Bricktown Loop operates on Friday, Saturday, and Sunday, providing more frequent service on a shorter loop between the city center and the Bricktown entertainment district.

At Fort Worth, travelers can connect to Amtrak's long-distance *Texas Eagle*, which operates daily between Chicago, St. Louis, Dallas, and San Antonio, Texas. Three days per week the *Texas Eagle* operates with coach and sleeping cars headed to and from Los Angeles that are added or subtracted from the New Orleans-Los Angeles *Sunset Limited* at San Antonio. Connections at Fort Worth can also be made to Trinity Railway Express commuter trains operating between Fort Worth and Dallas, and to the TEXRail commuter trains operating between Fort Worth and the DFW Airport. **Figure 2-1** shows the current map of Amtrak routes serving the western United States, including the *Heartland Flyer*, *Southwest Chief*, *Texas Eagle*, and *Sunset Limited*.

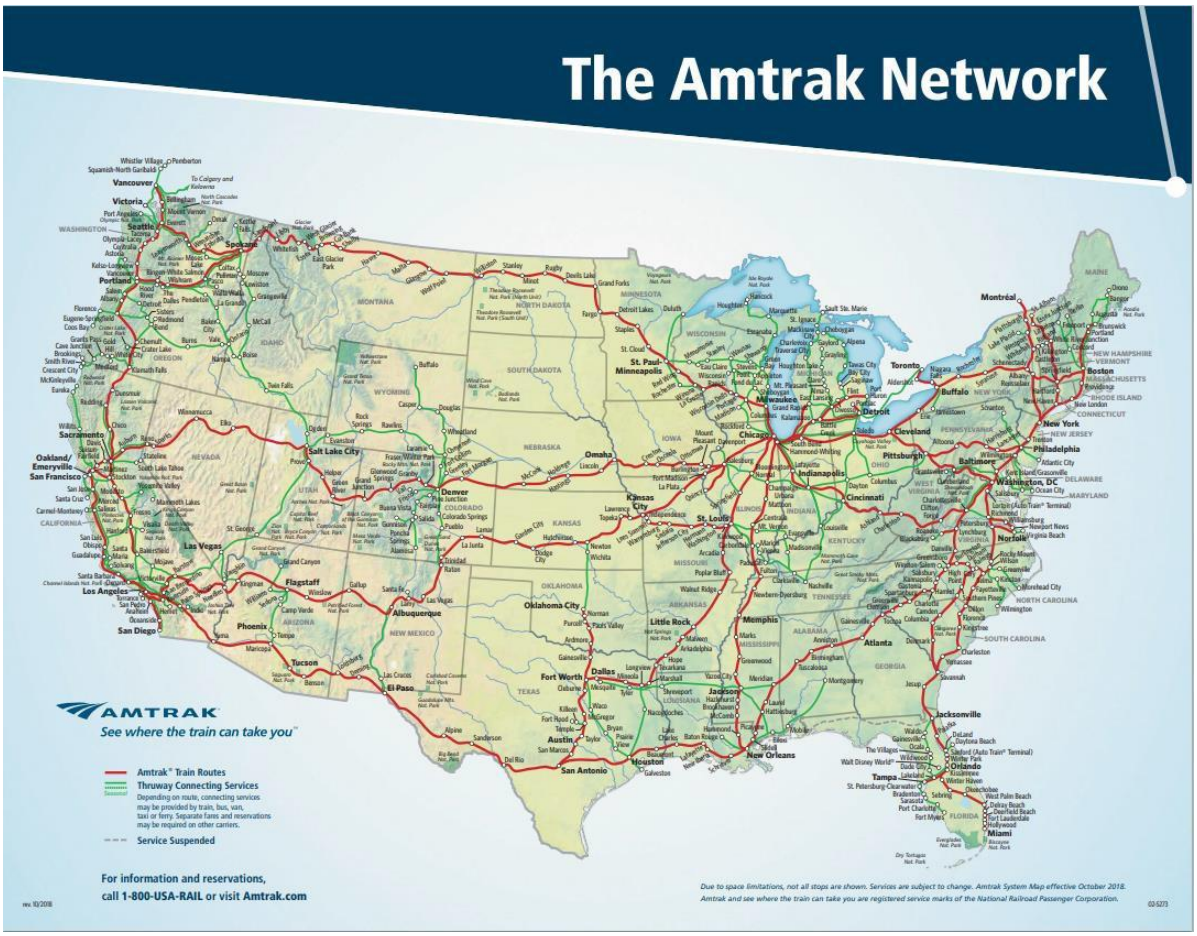


Figure 2-1: The Amtrak Network
Source: Amtrak

The southbound *Heartland Flyer* departs Oklahoma City in the morning, arriving at Fort Worth in midday. The northbound train departs Fort Worth in the dinner hour, arriving at Oklahoma City in the evening. This pattern of service has existed since the train's inception, with only minor alterations in the schedule. The 206-mile trip each way currently takes 4 hours, 2 minutes. The southbound *Heartland Flyer* is designated as Amtrak train No. 821 with the northbound being No. 822. **Table 2-3** presents the current *Heartland Flyer* schedule, as presented in the March 2020 timetable. **Table 2-4** presents the Amtrak Thruway bus connection between Oklahoma City and Newton, as presented in the timetable for Amtrak's *Southwest Chief* service, effective as of October 12, 2020.[21]

[21] Amtrak, *Southwest Chief Timetable*, October 12, 2020. Retrieved from: https://www.amtrak.com/content/dam/projects/dotcom/english/public/documents/temporary-timetables/Southwest-Chief-Schedule-101220.pdf

Table 2-3: Amtrak's Heartland Flyer Train Schedule

Train No. 821 (daily)					Train No. 822 (daily)
Read Down	Mile		Station		Read Up
8:25 a.m.	0	Depart	Oklahoma City, OK	Arrive	9:27 p.m.
8:51 a.m.	20	Depart	Norman, OK	Depart	8:47 p.m.
9:08 a.m.	35	Depart	Purcell, OK	Depart	8:26 p.m.
9:32 a.m.	57	Depart	Pauls Valley, OK	Depart	8:01 p.m.
10:24 a.m.	102	Depart	Ardmore, OK	Depart	7:11 p.m.
11:10 am.	141	Depart	Gainesville, TX	Depart	6:30 p.m.
12:27 p.m.	206	Arrive	Fort Worth, TX	Depart	5:25 p.m.

Source: Amtrak

Table 2-4: Thruway Bus Connection with Heartland Flyer (Village Tours)

Bus No. 8903 (daily)					Bus No. 8904 (daily)
Read Down	Mile		Station		Read Up
4:00 a.m.	0	Depart	Newton, KS – Amtrak Station	Arrive	1:45 a.m.
5:00 a.m.	28	Depart	Wichita, KS – Transit Center	Depart	1:10 a.m.
7:35 a.m.	189	Arrive	Oklahoma City, OK – Amtrak Station	Depart	10:20 p.m.

Source: Amtrak

Amtrak schedules are usually developed by combining the train's actual running time between stations, the allotted time that the train will stop at each station stop for loading and unloading passengers (dwell time), and recovery time, which is added to the schedule as a contingency for unexpected delays that may occur en route. Normal Amtrak timetable practice is to add recovery time before the arrival at the last station or at the ends of discrete segments of a route where a crew change or extended station dwell may occur. However, the *Heartland Flyer* schedule distributes its recovery time between each station pair. When running on-time, the *Heartland Flyer* will tend to arrive at each station a little early but will adhere to the published departure time.

The *Heartland Flyer*'s schedule favors day trips for Oklahomans traveling to Texas. However, except for a brief visit confined to a few hours in Fort Worth, a trip by train to Texas that would allow for a full day of business or recreation in the Dallas-Fort Worth area will require a one-night stay. A trip from Texas to Oklahoma on the train would likely require a two-night stay to allow for at least one full day in Oklahoma for daytime business or personal activities.

Because of the configuration of rail lines capable of hosting passenger trains between Oklahoma and Texas, the *Heartland Flyer* serves Fort Worth instead of Dallas, although Dallas is much larger than Fort Worth. The Dallas-Fort Worth-Arlington metropolitan area had a total combined 2017 population of 7.39 million.[22] Although historically the AT&SF main line from Oklahoma City always passed through Fort Worth, between 1955 and 1968 the AT&SF split the *Texas Chief* at Gainesville, Texas, and ran some passenger cars directly to and from Dallas on a newly built branch line. However, the AT&SF later divided its branch line to Dallas

[22] United States Census Bureau, *New Census Bureau Population Estimates Show Dallas-Fort Worth-Arlington Has Largest Growth in the United States*, March 22, 2018. Retrieved from: https://www.census.gov/newsroom/press-releases/2018/popest-metro-county.html

and sold the segments to Kansas City Southern Railway and Dallas Area Rapid Transit in the early 1990s, precluding its use for passenger service in the future.

2.1.1.3.3 Capital Improvements

Over the years, several capital projects were undertaken along the *Heartland Flyer*'s route and around its stations to upgrade station facilities, enhance operational performance of the service, and improve the connections to local transportation at the destination stations. These include the following:

- Station and platform upgrades in Oklahoma City, Norman, Purcell, Pauls Valley, and Ardmore – a total of $5.7 million in 1999/2000
- Improvements to highway-rail grade crossings to increase active warning device signal activation timing to allow maximum passenger train speeds of 79 mph in Texas – $3.75 million in 2009
- Construction of new track, signals, and switches to enhance rail operations in Oklahoma, improving speed and safety – $0.54 million in 2010
- Construction of a track extension and switch improvements at the AT&SF Depot in Oklahoma City to eliminate a reverse move for the *Heartland Flyer* – $2.21 million in 2011
- Highway-rail grade crossing improvements in Ardmore, Oklahoma - $1.45 million in 2011
- Track improvements along the route (BNSF Red Rock Sub improvements) – $11.8 million in 2011
- Santa Fe Depot and track improvements in Oklahoma City – $18.95 million

In addition, the Texas Department of Transportation in partnership with BNSF, UP, and the City of Fort Worth completed a $114.5 million project to improve the flow of train traffic in Fort Worth through Tower 55, an at-grade crossing of two major freight rail lines just south of the Fort Worth Central Station used by Amtrak. By adding an additional north-south track, installing new signals, and increasing speeds through the interlocking from 10 mph to 30 mph, the project alleviated train delays in the area that had averaged 30 minutes for passenger and commuter trains and up to 90 minutes for freight trains. A $34 million TIGER grant helped pay for the project.

2.1.1.3.4 Amtrak Operating Agreement

The *Heartland Flyer* service provided by Amtrak is authorized under an operating agreement between Amtrak and the states of Oklahoma and Texas. The agreement outlines that for each federal fiscal year in which service is provided, the responsibilities for the provision of passenger rail service, facilities, and equipment, and the payments to be made by the parties. The operating agreement specifies the frequency of service to be provided, the station stops to be made, the schedule of trips, and the type of equipment to be provided. Amtrak is not required to provide additional frequencies or service on other routes; however, nothing in the agreement restricts Amtrak from providing additional frequencies or service on additional routes at its own discretion and expense.

Amtrak is required to make its best effort to provide a service of high quality. The states and Amtrak are obligated to cooperate in efforts to improve the service. Decisions regarding the on-board menu and pricing, on-board amenities, fares, on-board operating policies, and reservation requirements must be made jointly by the parties. General tariff provisions of Amtrak apply to the *Heartland Flyer*.

Oklahoma and Texas are obligated to provide station facilities, all of which must be compliant with the Americans with Disabilities Act (ADA). All costs for station acquisition and upkeep are the responsibility of the states. If a station is unavailable, the respective state is liable to Amtrak for any losses incurred due to the unavailability, including the provision of alternative transportation. Amtrak is currently reviewing all of its stations for ADA compliance and identifying needed improvements.

The States of Oklahoma and Texas pay Amtrak a fixed amount for the service plus actual cost of the fuel used and BNSF track usage fees. The fuel charges are calculated based upon parameters agreed to by the parties and are a best effort to simulate the actual fuel usage and costs. The flow of funds is analyzed after two-thirds of the contract period has passed and, if the cap is projected to be inadequate, the State agrees to provide additional funding or cooperate with Amtrak in finding cost reductions. The State of Texas has a similar reimbursement agreement accounting for 50 percent of the fuel and BNSF charges but with a different fixed amount.

The operating agreement has provisions for the states to provide their own passenger equipment (except locomotives) in place of Amtrak's and provides for the approval and acceptance of the equipment and adjustments in the financial obligations. Amtrak has full responsibility for its equipment and employees and incidents resulting from the operation of the service, except when employees or contractors of a state are involved.

2.1.1.3.5 Funding for *Heartland Flyer* Service

The operation of the *Heartland Flyer* is financed primarily through funds provided by the states of Oklahoma and Texas. The *Heartland Flyer* service began on June 14, 1999, under a state-funding partnership between Amtrak and the Oklahoma Department of Transportation (ODOT) that provides a mechanism for a state, regional, or local entity to establish a passenger rail service using local funds but benefiting from the operating authorities granted to Amtrak under the law. The *Heartland Flyer* began revenue operations on June 15, 1999, one day after the run of an inaugural celebration trip to mark the return of passenger service to Oklahoma.

Amtrak's original 1971 routes were determined by the U.S. Department of Transportation. However, Amtrak's enabling legislation included a provision, Section 403(b) of the Rail Passenger Service Act of 1970 (RPSA), which permitted states and other governmental agencies to partner with Amtrak to operate passenger trains of local interest. Under that provision, Amtrak added several short-distance train services that were reimbursed for a "reasonable share" of the service's loss by the state sponsor. "Reasonable share" was defined as two-thirds of the operating deficit in the original act.[23] In Amtrak reform legislation passed

[23] Section 403(b) stated: "Any State, regional or local agency may request of the Corporation (i.e. Amtrak) rail passenger service beyond that included in the basic system. The Corporation shall institute such service if the State,

in 1997, the two-thirds provision was revised to a negotiated amount. Amtrak subsequently revised that policy to charge 100 percent of deficits to the sponsor.

The catalyst for today's state-supported *Heartland Flyer* service in Oklahoma was the Taxpayer Relief Act of 1997, which authorized payments by Amtrak to states that did not have passenger rail service. The payment of $23 million to Oklahoma provided the basis to establish the *Heartland Flyer* between Oklahoma City and Fort Worth in 1999, returning passenger rail service to Oklahoma after a 20-year absence. Through 2006, Oklahoma was the sole sponsor of the *Heartland Flyer*, even though the train served both Gainesville and Fort Worth, Texas. Starting in 2007, the State of Texas, through action of the Texas Transportation Commission, allocated $1.8 million to support the service. Since then, Texas has increased its share of sponsorship in the service to a 50 percent stake.

The Passenger Rail Improvement and Innovation Act of 2008 (PRIIA) further refined the local sponsorship provisions by requiring Amtrak to establish a "standardized methodology for establishing and allocating the operating and capital costs" for the locally sponsored services. The law also required all states to financially support any intercity passenger trains operating in their jurisdictions with routes of less than 750 miles under the revised cost-allocation formula. In 2010, the State of Oklahoma provided $1,950,000 for the operation. Oklahoma's contribution to the Heartland Flyer's operating costs has increased over the past decade. From 2014 to present, Oklahoma's portion of the Amtrak funding has been between $3.0 and $3.2 million dollars each year.

Since the *Heartland Flyer*'s inauguration, Oklahoma has also made capital investments to BNSF Railway's tracks in Oklahoma that allowed for an increase in speed to 79 mph over certain segments of the route, thus reducing the travel time between Oklahoma City and Fort Worth. The state's stewardship resulted in the receipt of the Amtrak President's Service and Safety Award for outstanding service in 2010 and has also generated a growing ridership base over the past decade prior to the COVID-19 pandemic.

2.1.1.3.6 Train Equipment

Amtrak, under its Operating Agreement with the State of Oklahoma, provides and maintains the rolling stock used by the *Heartland Flyer*. The train consist typically includes one General Electric model P42 "Genesis" locomotive, one double-deck, 74-seat "Superliner" coach car and one double-deck, 62-seat "Superliner" snack coach car. This configuration has a total seating capacity of 136. The opposite end of the train from the locomotive will typically have a Non-Powered Control Unit (NPCU), which is a former locomotive that has had its propulsion equipment removed but has retained its train control equipment and train crew accommodations inside the locomotive cab area. Amtrak also calls this piece of equipment a "cab-baggage car," because the space formerly occupied by the diesel engine has been retrofitted to provide space for luggage. (Checked baggage service is not offered on the *Heartland Flyer*, however.) The P42 locomotive is placed at the north end of the train and the cab-baggage car is attached at the south end. By employing a cab-baggage car equipped with train controls at the opposite end of the consist from the locomotive, a train can be

regional or local agency agrees to reimburse the Corporation for a reasonable portion of any losses associated with such services."

operated in either direction by the engineer without the need to turn the train around. This is a method of operation known as "push-pull".

In summer months, a second P42 locomotive may be substituted for the NPCU to provide backup power in case of a locomotive failure. (A total locomotive failure would disable the train's air conditioning and food storage refrigeration.) Also, before the COVID pandemic during peak travel periods, an additional coach was added for increased capacity. A P42 diesel locomotive has a 4,250-hp engine, and is capable of a top speed of 110 mph, although the track and signal infrastructure between Oklahoma City and Fort Worth restrict the train's operation to a maximum speed of 79 mph.

2.1.1.3.7 Ticketing and Service

Reservations are required for travel on the *Heartland Flyer*. Reservations can be made through Amtrak's website (www.amtrak.com), by calling its national reservation center (800-USA-RAIL), or by speaking in person with a ticket agent at the Fort Worth train station. (All other stations on the *Heartland Flyer*'s route are unstaffed.) Tickets are sold on-board by the train staff. Amtrak practices revenue management, or as known in the air travel industry, yield management. Ticket prices are adjusted in accordance with the demand for a certain train on a certain day. Tickets purchased onboard without an advance reservation are charged at the highest price.

On board the train, travelers can relax in the upper level or lower level seating areas of the Superliner coach. The lower level of the coach has seating areas to accommodate wheelchairs and mobility impaired passengers, as well as restrooms. The *Heartland Flyer* has a café car, where an attendant in the lower-level café sells snacks, sandwiches, coffee, beverages, and other items, and guests may sit at booths with tables.

In August 2015, Amtrak began offering checked bicycle service on the *Heartland Flyer*, allowing travelers to bring their bicycles with them on their train trip. All bikes are stored inside the train's cab-baggage car, where Amtrak installed 12 bike racks. Passengers with bikes must reserve one of the train's bike rack spaces, by selecting or requesting "add bike" when they purchase their tickets. The add-on fee for a bike rack reservation is less than $20.

Amtrak extended its Pets on Board program to the *Heartland Flyer* beginning in October 2016. The program allows passengers to bring dogs or cat in an enclosed carrier on board the train with them. Travelers bringing pets on board must make a pet reservation when booking their trip. The add-on fee for bringing a pet on board is $26. No more than five pets are permitted on board per trip, and only one pet is allowed per customer

In the spring of 2020, Amtrak began limiting ticket sales to 50 percent of the *Heartland Flyer*'s seating capacity, as a safety measure during the COVID-19 pandemic. Train service continued to operate daily throughout the pandemic. In October 2020, Amtrak reduced the frequency of the long-distance *Texas Eagle* and *Southwest Chief* trains from daily to three days per week in each direction, owing to a decrease in travel demand resulting from the COVID-19 pandemic.[24] The American Rescue Plan Act of 2021, which was passed by Congress

[24] Amtrak, *Updates to Amtrak Service*, August 17, 2020: https://media.amtrak.com/2020/08/updates-to-amtrak-service

on March 10, 2021, and signed into law on March 11, 2021, included funding to enable Amtrak to fully restore the service of long-distance trains whose frequencies had been reduced in 2020.[25] Amtrak announced on March 10 its plan to recall more than 1,200 furloughed employees and restore its long-distance services to pre-COVID levels through the remainder of FY 2021 and into FY 2022.[26] Under Amtrak's three-phase restoration plan, the *Texas Eagle* will resume daily operation on May 24, 2021 and the *Southwest Chief* will resume daily operation on May 31, 2021.

2.1.1.3.8 Host Railroad Trackage

The *Heartland Flyer* runs on tracks owned and operated by BNSF Railway, which is headquartered in Fort Worth, Texas. BNSF is the successor to the AT&SF Railway, the longtime operator of this trackage. (The rail line in Oklahoma used by the *Heartland Flyer* was completed in 1887 by two AT&SF subsidiaries, the Southern Kansas Railway and the Gulf, Colorado & Santa Fe, to connect AT&SF's transcontinental main line at Newton, Kansas, with the Gulf Coast port of Galveston, Texas.)

2.1.1.4 Tourist Train Network

This section describes other passenger rail operations within the state of Oklahoma. Other than Amtrak's *Heartland Flyer*, no other passenger trains operate in Oklahoma strictly for the provision of transportation, although a pilot demonstration occurred in 2014 for a potential future service between Oklahoma City and Tulsa. Two Oklahoma museums currently provide opportunities for visitors to ride train excursions featuring historic equipment.

2.1.1.4.1 Tourist and Excursion Services

Oklahoma Railway Museum

The Oklahoma Railway Museum in Oklahoma City offers short train rides on the museum's vintage railroad equipment. Regularly scheduled 40-minute train rides occur two Saturdays per month, with four trips per day, between April and August. In addition, the museum offers special event rides, including Thomas the Tank Engine weekends and holiday-themed excursions such as the Easter Bunny Express, Independence Day Express, Halloween Train, and Christmas Train. After temporarily closing in March 2020 during the COVID-19 pandemic, the museum reopened in June and train excursions resumed in July, with the implementation of enhanced cleaning and safety measures and new limits on seating capacity aboard the excursion trains. The excursions operate on approximately 3 miles of former Missouri-Kansas-Texas Railroad trackage. For more information, visit www.oklahomarailwaymuseum.org.

EL Reno Heritage Express Trolley

The El Reno Heritage Express Trolley operates in the city of El Reno on Wednesday through Sunday, linking Heritage Park and the Canadian County Historical Society Museum (the

[25] United States Congress, *H.R.1319 – American Rescue Plan Act of 2021*. Retrieved from: https://www.congress.gov/bill/117th-congress/house-bill/1319/actions
[26] Amtrak. *With Increased Demand and Congressional Funding, Amtrak Restores 12 Long Distance Routes to Daily Service*, March 10, 2021. Retrieved from: https://media.amtrak.com/2021/03/with-increased-demand-and-congressional-funding-amtrak-restores-12-long-distance-routes-to-daily-service/?fbclid=IwAR1puCtLNnZUhnVIlm1brwGc_oi3z8Bhnvbqen1FEEdbcflKEIHkg-dkzhU

former CRI&P train station) with the downtown business district. The city pooled local funding with a state grant from ODOT to pay for the construction of the in-street trolley tracks and the acquisition of a former Philadelphia & Western double-ended interurban car built in 1924 by J.G. Brill. The operation began in 2001. The city acquired the streetcar from a dealer in Iowa and converted it to run on propane gas. The Canadian County Historical Society Museum operates the trolley. Both the museum and the trolley temporarily suspended operations in 2020 and early 2021 as a result of the COVID-19 pandemic. For more information, visit www.cityofelreno.com/visitors.

2.1.1.4.2 Eastern Flyer Demonstration Service

In February 2014, the passenger operating company Iowa Pacific Holdings ran a demonstration "Eastern Flyer" passenger rail service between the Sapulpa (suburban Tulsa) and Midwest City (suburban Oklahoma City), the first passenger service between the two cities in more than 50 years. The trains ran on trackage operated by Watco's Stillwater Central Railroad and represented a partnership between Iowa Pacific and Watco to demonstrate the viability of passenger service over the line. On three consecutive weekends in February, the "Eastern Flyer" made a daily round trip, departing Sapulpa at 8 a.m. and returning to Sapulpa at 6:30 p.m. A one-way trip between Sapulpa and Midwest City took approximately 3 hours. Bus connections at Midwest City were available to and from Oklahoma City. The train consisted of two coaches, a dining car, a dome car, and a club car. The trips were popular, and most departures were completely sold out.

The trips were meant to serve as a demonstration for the establishment of a pilot program of regularly scheduled passenger service by 2019, as specified by ODOT in its sale agreement of the Oklahoma City-to-Sapulpa rail line to Stillwater Central Railroad. The agreement also required Stillwater Central to upgrade the rail line to accommodate maximum speeds of 60 mph for passenger trains and 40 mph for freight trains. Although the track rehabilitation was completed in spring of 2016, regular passenger service has not yet been established.

In the summer of 2019, Watco approached ODOT and requested they be relieved of their obligation to provide contracted rail service. Watco also requested it be released from the $2.8 million contract payment default provision for not providing the service. ODOT and Watco signed a modified agreement that required Watco to pay ODOT $780,000 per year for 4 years and return the passenger easement to ODOT.

2.1.1.5 Railroad Abandonments and Rail Banked Lines

2.1.1.5.1 Background

This section summarizes a general background of rail line abandonments in Oklahoma and the identification of actual rail service discontinuances and abandonments in the state during the last decade. Railroad abandonment occurs when a rail line is no longer used for rail service. Abandonment and discontinuance of common carrier rail service on a given rail line is allowed by federal law. A railroad may abandon a rail line with the permission of the STB as generally described in this section. ODOT has the responsibility to review proposed abandonments within the state. A 1981 law (os-66-65) provides a minimum of a 1-year waiting period before adjacent landowners were eligible for the purchase of any adjoining rail property for reversion back to farmland. It also includes a prioritization schedule providing

railroads and government entities the right of first refusal for the purchase and utilization of existing railroad infrastructure.

The following events had a profound and lasting effect on the Oklahoma railroad network, and launched an extended period of railroad consolidation, divesture, and abandonment in Oklahoma, starting in the 1970s:

- Bankruptcy of the CRI&P in 1980.
- Passage of the 1980 Staggers Act, signed into law by President Carter on October 14, deregulated the U.S. railroad industry, replacing the regulatory structure that existed since the 1887 Interstate Commerce Act. This landmark legislation was one of three major acts passed in a 2-year period culminating in the transport regulation reform effort begun in 1971 during the Nixon Administration. The rail act was meant to restore the nation's freight rail network to economic health following the wave of industry bankruptcies.
- Mergers of Oklahoma railroads that resulted generally in excess route capacity and numerous parallel rail routes in Oklahoma for a single carrier. Notable were the mergers of the MP, MKT, and SP into the Union Pacific in 1982, 1988, and 1996, respectively, and the merger of the AT&SF with the BN in 1995 to form BNSF.

In response to the industry turmoil in the 1970's and 1980's, the state of Oklahoma passed legislation between 1978 and 1988 that ultimately empowered ODOT to acquire, construct, reconstruct, repair, replace, operate and maintain railroad rights-of-way and provide a funding source for rail-related improvements. The Railroad Revitalization Act and legislation enacted to establish the Railroad Maintenance Revolving Fund (RMRF) are those leading to development of the state-owned property programs currently administered through the Rail Programs Division of ODOT.

Some of the most influential legislation enacted in this period established the prioritization of entities to which existing rail infrastructure in danger of being abandoned could be sold. That legislation provided a minimum of a 1-year waiting period before adjacent landowners were eligible for the purchase of any adjoining rail property for reversion back to farmland. The prioritization schedule provided railroads and government entities the right of first refusal for the purchase and utilization of existing railroad infrastructure.

With these new abilities, the State of Oklahoma acquired several rail lines threatened with abandonment. The state recognized the need to preserve branch lines that were important to Oklahoma's commerce and competitiveness. ODOT initially acquired over 600 miles of rail lines with $22 million in state funds. As revenues developed from the leases of these initial purchases, the state made additional acquisitions. Oklahoma now owns 150 miles of rail lines. Currently, all but eight miles are in service, and five different operators provide rail service on the state-owned trackage.

One of the important acquired groups of rail lines consists of the former north-south CRIP main line between Kansas and Texas, the branch line between El Reno and Oklahoma City, and the branch line north of Lawton. These lines were subsequently leased to UP through a lease-purchase arrangement with final payment made to the state in October 2011. The line is

now fully owned by UP and has become an integral part of its network. The former lease revenues were a major source of the funding for ODOT's program to upgrade other short lines. Subsequently, total lease revenues are now greatly reduced.

Funding for state-owned line maintenance comes from the Oklahoma Railroad Maintenance Revolving Fund (RMRF) established by the Railroad Rehabilitation Act of 1978. Revenues from a tax on freight cars and lease payments on the line are contributed to the fund. The state has an 8-year maintenance plan for track and bridge upkeep to address the basic needs of the state-owned lines to meet federal standards for safe operation and continued service.

Rail banking is a process established under federal law that allows public entities to preserve established railroad rights-of-way for future reactivation of rail service, to protect rail transportation corridors, and to encourage energy efficient transportation use. Many abandoned or rail banked lines have been re-purposed for interim recreational trail use in Oklahoma; principal rail trails in Oklahoma will be identified later in this section.

Periodically, ODOT re-evaluates the rail freight network in Oklahoma to identify potential gaps in freight service due to issues such as abandonments or lines taken out of service. The analysis continually takes into consideration emerging freight economic sectors and distribution patterns.

2.1.1.5.2 Rail Abandonments and Discontinuances Since 2015

49 U.S.C. § 10903 governs the filing and procedure for common carrier application to abandon or discontinue rail operations over any part of its railroad lines as detailed in 49 CFR Part 1152. Abandonment or discontinuation requires a STB finding "that the present or future public convenience and necessity require or permit the abandonment or discontinuance." 49 CFR 1152.50 provides for exemption from the requirements for abandonment and discontinuance when the STB has found approval is unnecessary to carry out rail transportation policy of 49 U.S.C. § 10101, and the actions are of limited scope not requiring shippers be protected from abuse of market power.

The principal requirements for discontinuance or abandonment are that the railroad certify that no local traffic has moved over the line for two years, that any overhead traffic can be routed over other lines, and that no formal complaint is filed by a rail service user. Abandonments have been minimal in Oklahoma within the last decade, limited mostly to short stretches of trackage serving industries. The exception to this is the former 42-mile BNSF line between Guthrie and Fairmont, Oklahoma, which was recorded as abandoned in 2012.[27]

On April 5, 2019, BNSF provided notice that it will abandon 0.74 miles of track in Pawnee, Pawnee County, Oklahoma.

[27] Letter from Karl Morrell of Counsel on behalf of the BNSF Railway Company to Cynthia Brown, Surface Transportation Board. Retrieved from: https://www.stb.gov/FILINGS/all.nsf/c72552abc289f85285257515007219bd/ccfa1aeca64bc44d85257a690063b162/$FILE/232884.pdf

2.1.1.5.3 Rail Banked Lines and Interim Trail Use

Recognizing that abandoned rail lines are typically lost for future transportation uses, rail right-of-way has been proactively rail banked in Oklahoma. Some of these segments may potentially hold strategic value as future transportation corridors in the state. ODOT reviews all potential rail abandonments in the state for suitability as recreational corridors under the federal Rails-to-Trails legislation.

Over 24,000 miles of open rails-to-trails corridors exist nationwide, with approximately 56 miles over 11 total trails in Oklahoma.[28] Some principal rail trails in Oklahoma include the following facilities:

- **Osage Prairie Trail:** Approximately 14 miles of the former Midland Valley Railroad between Tulsa and Skiatook, Oklahoma.
- **Katy Trail:** Approximately 8 miles of the former Missouri-Kansas-Texas Railroad in Tulsa, Oklahoma.

2.1.2 Major Freight and Passenger Terminals

This section identifies and describes Oklahoma's major freight rail terminals and passenger rail stations that serve as intermodal connections to each other and to port-rail and airports in the state.

2.1.2.1 Port-Rail and Air Facilities

Oklahoma does not have any active Class I intermodal facilities, but it is located in proximity to other intermodal facilities operated by BNSF, UP, and KCS in the Dallas/Fort Worth and Kansas City areas. BNSF also operates a facility in the Memphis area. Oklahoma's central location in the Midwest could potentially make it a hub for the development of an additional facility on various domestic intermodal rail corridor services extending to the southern, eastern, and western U.S. and various international ports, thus enhancing access to the rail network in Oklahoma and the reach of Oklahoma's shippers and receivers in the national and global marketplace.

Owing to its inland position, Oklahoma does not have any seaports; however, the state is located on one major inland waterway navigable for trade or commercial transportation purposes. This waterway, the McClellan-Kerr Arkansas River Navigation System, provides a 445-mile navigable waterway connecting Oklahoma to the Mississippi River and the Gulf of Mexico.[29]

Oklahoma has three public river ports or barge terminals on the McClellan-Kerr Arkansas River Navigation System. Each of these facilities have active multimodal connections to the Oklahoma rail network. Descriptions of Oklahoma's river ports with connections to the Oklahoma rail network are provided in Appendix A of the Oklahoma State Rail Plan.

[28] Rails to Trails, *Oklahoma*. Retrieved from: https://www.railstotrails.org/our-work/united-states/oklahoma/
[29] http://www.swt.usace.army.mil/Missions/Navigation.aspx

Oklahoma has three commercial service airports. Primary airports in the state—from which regularly scheduled commercial air service for passengers and from which freight services are also provided, include Oklahoma City, Tulsa, and Lawton. Passenger rail service currently operates in one of the communities served by the state's rail network – Oklahoma City. Freight railroads currently operate within all of the communities served by the state's commercial services airport network. Air facilities in Oklahoma are described later in this chapter.

2.1.2.2 Freight Rail Yards and Facilities in Oklahoma

Oklahoma's operating freight railroads have facilities to support railroad operations and maintenance and interface with freight shippers and receivers in the state. Major freight rail yards, terminals, and facilities of the operating Class I and Class III railroads in Oklahoma, to the extent known through coordination with the state's railroads, are identified and described in Appendix A of the Oklahoma State Rail Plan.

2.1.2.3 Passenger Rail Stations in Oklahoma

There are presently five passenger rail stations in Oklahoma, all served by Amtrak's daily *Heartland Flyer*, as seen in **Table 2-5**. The *Heartland Flyer* also serves two stations in Texas. Each station sees two trains per day, one in each direction. Every Oklahoma community with an intercity passenger rail station has spearheaded an improvement program that has included upgrades to platforms and facilities.

Table 2-5: Station Activity of Heartland Flyer Stations in Oklahoma and Texas, 2020

City	State	Daily Trains	FY 2020 Ridership	OK Ridership Ranking
Oklahoma City	OK	2	28,761	1
Norman	OK	2	6,951	2
Purcell	OK	2	1,047	5
Pauls Valley	OK	2	2,314	4
Ardmore	OK	2	4,435	3
Total Oklahoma Station Activity			**43,508**	
Gainesville	TX	2	3,943	
Fort Worth	TX	2	36,065	
Total Heartland Flyer Ridership			**41,801**	

Source: Amtrak

Each passenger rail station on the *Heartland Flyer*'s route is identified below.

2.1.2.3.1 Oklahoma City, Oklahoma

The Santa Fe Depot (Amtrak station code OKC) is located on the eastern edge of downtown Oklahoma City, within easy walking distance of the Bricktown entertainment district and the basketball/hockey arena. The station's waiting room is open from 7:30 to 8:45 a.m. and again from 9:00 to 11:00 p.m.

The historic Santa Fe Depot was opened in 1934 as part of a downtown track elevation project and embodies the Art Deco architectural style that was popular at the time. Oklahoma City now owns the facility, after acquiring it from the private party that had initially bought the station from BNSF in 1998. The station was listed on the National Register of Historic Places in 2015. The U.S. Department of Transportation awarded the city a $13.6 million Transportation Investments Generating Economic Recovery (TIGER) grant in 2013 to help fund a $28 million project to convert the depot into an intermodal transportation hub, improving passenger waiting facilities, adding space for Amtrak ticketing and checked baggage services, expanding accessibility, streetscaping, and neighborhood connectivity for bicycles and pedestrians, and providing a multimodal transit connection to the Oklahoma City Streetcar. Renovations to the station building were completed in 2017, with a grand reopening celebration on December 7, 2017. Improvements to the station platform are underway.

Location	AT&SF Depot is located at 100 South E.K. Boulevard, Oklahoma City, OK 73102
Facilities	Station building with enclosed waiting room, and restrooms. Station is ADA accessible. Station platform has a wheelchair lift for passenger-train loading and unloading.
Station Hours	7:30 a.m. to 8:45 a.m. and again from 9:00 p.m. to 11:00 p.m. daily
Parking	There are 10 short-term parking spaces and additional long-term parking spaces at a paid station lot staffed by an attendant.
Major Highways	North South: I-35, U.S. 77 East West: I-40, U.S. 62 Northeast-Southwest: I-44
Intercity Rail	The *Heartland Flyer* operates one round trip daily between Oklahoma City and Fort Worth. The train departs in the morning, returning in the evening.
Intercity Bus	Amtrak Thruway Bus Service operates one round trip daily between the Santa Fe Depot in Oklahoma City and Newton, Kansas, to connect with Amtrak's *Southwest Chief* train between Chicago and Los Angeles. The bus departs in the evening, after the arrival of the *Heartland Flyer* train, and returns in the morning in time for travelers to connect to the departing *Heartland Flyer*. Greyhound and Jefferson Lines offer intercity buses on north-south routes along I-35 and east-west along I-40. A diagonal route from Wichita Falls, TX to Tulsa and beyond operates along I-44. The intercity bus station is located approximately 2,000 feet west of the depot.
Aviation	Will Rogers World Airport is served by five major airlines with direct service to 22 destinations, many of which are hub airports with connection throughout the world. The airport is located approximately 6 miles southwest of the Central Business District.
Public Transit	The Oklahoma City Streetcar stops adjacent to the Santa Fe Depot. Streetcar service runs daily, beginning at 6 a.m. on weekdays and 7 a.m. on weekends and operating until midnight Monday through Thursday, 2 a.m. Friday and Saturday, and 10 p.m. Sunday. Daily service is provided on the 4.9-mile Downtown Loop route connecting the Santa Fe depot with the City Center and Midtown districts. Additional service on Friday, Saturday, and Sunday is provided on the shorter, 2-mile Bricktown Loop route that circles the City Center and the Bricktown entertainment district. EMBARK (formerly Metro Transit) provides local bus and ferry transit as well as parking solutions in Oklahoma City. EMBARK Route 15 to Midwest City (operates weekdays only) and Route 11 Crosstown to Reno (operates daily) both stop one block west of the Santa Fe Depot along Robinson Avenue. Both routes terminate at the downtown Oklahoma City Transit Center, which will afford local bus transfers to most parts of the city. Routes operate Monday through Friday with some routes offering Saturday service. Most routes begin service around 5:30 a.m. and terminate service around midnight.
Rental Car	Yes, with station pickup available during normal business hours.
Taxi	Yes. Numerous taxi providers, 24/7.

2.1.2.3.2 Norman, Oklahoma

The AT&SF Depot in Norman (NOR) has an enclosed waiting room but no amenities or services. The brick and limestone station facility was built in 1909, in a Mission Revival architectural style, and is listed on the National Register of Historic Places. The city completed a $480,000 modernization of station heating, lighting, and ventilation systems along with other repairs in 2003. The station's waiting room occupies one side of the building, and is open daily from 8:50 a.m. to 9:11 p.m. The other side of the building is used as a concert hall, exhibit gallery, and event space managed by a nonprofit performing arts studio.

Location	AT&SF Depot is located at 200 South Jones Avenue, Norman, OK 73069
Facilities	Station building with enclosed waiting room but no amenities. Station waiting room is not ADA accessible. Station platform has a wheelchair lift.
Station Hours	8:50 a.m. to 9:11 p.m. daily
Parking	Short-term and long-term parking is free and is available across the tracks from the station. There are also provisions for bicycle parking.
Major Highways	North-South: I-35, U.S. 77 East-West: O-9
Intercity Rail	The *Heartland Flyer* operates one round trip daily between Oklahoma City and Fort Worth. The train departs in the morning, returning in the evening.
Intercity Bus	Greyhound serves Norman with a station at 2132 W. Main St. The bus route operates along the I-35 corridor, with transfers available to other destinations at Oklahoma City.
Aviation	University of Oklahoma Max Westheimer Airport is a general aviation facility without scheduled service. Norman is in the service area of Oklahoma City's Will Rogers World Airport for scheduled services.
Public Transit	EMBARK Norman operates six city bus routes in Norman on weekdays and most Saturdays. (Another transit provider, CART, operates six University of Oklahoma campus routes.) Affiliated operation EMBARK Oklahoma City operates a commuter route, the Norman Express, to Oklahoma City Monday through Friday. The Embark Norman Route 121 bus passes 1 block east of the Norman station on St. Peters Avenue, and proceeds to the South Loop transfer station on the Oklahoma University campus for connections to all quadrants of the city. The buses run 7 a.m. to 9 p.m. Monday through Friday with reduced Saturday service.
Rental Car	Yes, with station pickup available during normal business hours.
Taxi	Yes. Numerous taxi providers, 24/7.

2.1.2.3.3 Purcell, Oklahoma

The Purcell (PUR) station, located at the bottom of Depot Hill, was built in 2001 specifically for the *Heartland Flyer* service. The brick station building station has an enclosed waiting room, open daily from 9:09 a.m. to 8:51 p.m., but no other amenities or services. The station is owned by the City of Purcell.

Location	East Main Street and North AT&SF Avenue, Purcell, OK 73080
Facilities	Station building with enclosed waiting room but no amenities. Station is ADA accessible, and station platform has a wheelchair lift.
Station Hours	9:09 a.m. to 8:51 p.m. daily
Parking	Twenty-five spaces of free parking (short-term and long-term) are available at the station property.
Major Highways	North-South: I-35, U.S. 77 East-West: O-39
Intercity Rail	The *Heartland Flyer* operates one round trip daily between Oklahoma City and Fort Worth. The train departs in the morning, returning in the evening.
Intercity Bus	None.
Aviation	Purcell Municipal Airport – Steven E. Shephard Field is a general aviation facility without scheduled service. Purcell is in the service area of Oklahoma City's Will Rogers World Airport for scheduled services.
Public Transit	Delta Public Transit operates a demand/response rural transit system serving Purcell.
Rental Car	Yes, with the agencies located in Norman. Station pickup available during normal business hours.
Taxi	Yes. Several Norman taxi providers will serve Purcell for a surcharge.

2.1.2.3.4 Pauls Valley, Oklahoma

The Pauls Valley (PVL) depot was built in 2002 specifically for the *Heartland Flyer* service. ODOT helped fund the station's construction, under a state initiative to provide funding assistance for the construction or renovation of passenger rail stations along the *Heartland Flyer*'s route using federal Transportation Equity Act for the 21st Century (TEA-21) money. The new station was designed to match the style of the adjacent historic frame depot, built by the AT&SF Railway in 1905 and now housing the Santa Fe Depot Museum. The new station building has an enclosed waiting area, open daily from 9:34 a.m. to 8:26 p.m., but no other amenities or services. The station is owned by the City of Pauls Valley.

Location	South Santa Fe Street and East Paul Avenue, Pauls Valley, OK 73075
Facilities	Station building with enclosed waiting room but no amenities. Station is ADA accessible, and station platform has a wheelchair lift.
Station Hours	9:34 a.m. to 8:26 p.m. daily
Parking	Station lot has 10 short-term and 10 long-term spaces of free parking. Other free parking is available adjacent to the station.
Major Highways	North-South: I-35, U.S. 77 East-West: O-19
Intercity Rail	The *Heartland Flyer* operates one round trip daily between Oklahoma City and Fort Worth. The train departs in the morning, returning in the evening.
Intercity Bus	Greyhound operates intercity buses along the I-35 north-south route. The station is located at 215 West Paul Ave., co-located with Delta Public Transit.
Aviation	Pauls Valley Municipal Airport is a general aviation facility without scheduled service. Pauls Valley is in the service area of Oklahoma City's Will Rogers World Airport for scheduled services.
Public Transit	Delta Public Transit operates a demand-response rural transit system serving Pauls Valley.
Rental Car	Yes, with station pickup available during normal business hours.
Taxi	Yes. Taxis from Norman or Ardmore will serve Pauls Valley for a surcharge.

2.1.2.3.5 Ardmore, Oklahoma

The historic brick and stucco train station in Ardmore (ADM) was built by the AT&SF in 1916 and is listed on the National Register of Historic Places. The City of Ardmore owns the building, and in 2001 completed a $1.6 million restoration, partially funded by ODOT using federal TEA-21 contributions. The station building has an enclosed waiting room that is staffed by volunteers from the Ardmore Main Street Authority, the civic group that spearheaded the initial station restoration project. The authority also manages an event space in the station that has been used for meetings, receptions, and other occasions. The City of Ardmore, the Main Street Authority, and the chamber of commerce are currently advancing the development of Depot Park, a planned downtown greenspace to be used for recreation and city events on land adjacent to the train station. Among the work completed to date was the establishment of a permanent display site near the depot for the Mercy Train locomotive, which led a train of needed medical supplies destined for the city in 1915.

Location	251 East Main Street, Ardmore, OK 73401
Facilities	Station building with enclosed waiting room but no amenities. Station is ADA accessible, and station platform has a wheelchair lift.
Station Hours	n/a
Parking	There are 48 spaces of free short-term and long-term parking at the station.
Major Highways	North-South: I-35, U.S. 77 East-West: U.S. 70
Intercity Rail	The *Heartland Flyer* operates one round trip daily between Oklahoma City and Fort Worth. The train departs in the morning, returning in the evening.
Intercity Bus	Greyhound serves Ardmore with intercity buses along the I-35 north-south route. The bus station is located near the interstate at 1202 Cooper Drive, approximately 2 miles west of the train station.
Aviation	Ardmore Downtown Executive Airport is a general aviation facility without scheduled service. Ardmore Municipal Airport is a general aviation facility and industrial park without scheduled air service.
Public Transit	Southern Oklahoma Rural Transportation System operates a demand/response transit operation that serves Ardmore and Carter County.
Rental Car	Yes, with station pickup available during normal business hours.
Taxi	Yes. Numerous taxi providers, 24/7.

2.1.2.3.6 Gainesville, Texas

The historic Gainesville station was built in 1902 by the AT&SF Railway. The City of Gainesville, which owns the station, completed a restoration of the structure in 2001. The station has an enclosed waiting room but no other amenities or services. However, the depot does house the Santa Fe Depot Museum.

Location	605 East California Street, Gainesville, TX 76240
Facilities	Station building with enclosed waiting room but no amenities. Station is ADA accessible, and station platform has a wheelchair lift.
Station Hours	11:14 a.m. to 6:45 p.m. daily
Parking	There are 15 spaces of free short-term and long-term parking at the station.
Major Highways	North-South: I-35 (co-located with U.S. 77) East-West: U.S. 82
Intercity Rail	The *Heartland Flyer* operates one round trip daily between Oklahoma City and Fort Worth. The train departs in the morning, returning in the evening.
Intercity Bus	Greyhound serves Ardmore with intercity buses along the I-35 north-south route. The bus station is located at 1934 North I-35 Frontage Road, approximately 2 miles northwest of the train station.
Aviation	Gainesville Municipal Airport is a general aviation facility without scheduled service.
Public Transit	TAPS Public Transit provides both paratransit and demand-response, shared-ride public transit services in the Gainesville region.
Rental Car	Yes, with station pickup available during normal business hours.
Taxi	Yes. Safeway Transportation, 24/7.

2.1.2.3.7 Fort Worth, Texas

The Fort Worth Amtrak station is the city-owned Fort Worth Central Station, known until 2019 as the Fort Worth Intermodal Transit Center. Fort Worth Central Station is a multimodal hub that brings together several public transportation options in the Fort Worth Central Business District. Travelers can make connections to Amtrak's *Heartland Flyer* and *Texas Eagle* intercity passenger trains, Trinity Railway Express commuter trains to Irving and Dallas, TEXRail commuter trains to Grapevine and Dallas/Fort Worth International Airport, commercial intercity buses, local city transit buses, and rental cars. Fort Worth Central Station was built in in 2002 and is located just north of the former 1899-built Union Depot, which Amtrak had used prior to Central Station's opening.

Fort Worth Central Station is located immediately adjacent to the east edge of downtown Fort Worth. The facility is a full-service Amtrak station open daily from 9:00 a.m. until 7:00 p.m. and includes a staffed ticket window and checked baggage counter. The station features an enclosed waiting room with payphones and an ATM. Fort Worth handles checked baggage for the *Texas Eagle*. The *Heartland Flyer* does not have checked baggage. Passengers transferring from the *Texas Eagle* to the *Heartland Flyer* with checked bags must claim those bags before boarding.

Location	Fort Worth Central Station, 1001 Jones Street, Fort Worth, TX 76102
Facilities	Station building with enclosed waiting room, staffed Amtrak ticket office, and staffed Amtrak checked baggage counter. Station building and station platform are ADA accessible.
Station Hours	Waiting room: 9:00 a.m. to 7:00 p.m. daily. Ticket office and checked baggage counter: 10:00 a.m. to 5:30 p.m. daily
Parking	There is no parking directly associated with the station, but on-street metered parking is available as well as commercial parking adjacent to the station site.
Major Highways	North-South: I-35W, U.S. 81, and U.S. 77 (co-located with I-35W), U.S. 287 East-West: I-30, U.S. 377
Intercity Rail	The *Heartland Flyer* schedule is timed to make a convenient transfer to the *Texas Eagle*. The *Texas Eagle* is a daily train operating between Chicago and San Antonio. The eastbound (toward Chicago) and the westbound (toward San Antonio) trains meet at Fort Worth in the early afternoon, affording transfers in either direction. On Monday, Wednesday, and Friday, the westbound *Texas Eagle* continues to Los Angeles after a 5-hour layover in San Antonio. The eastbound *Texas Eagle* returns from Los Angles and arrives at Fort Worth on Tuesday, Friday, and Sunday.
Intercity Bus	Greyhound Lines intercity buses serve Central Station. Buses to points east or north almost universally require a transfer at Dallas. Direct buses are available to several points west, mostly via the I-20 or U.S. 287 corridors. Train and bus schedules are not coordinated.
Aviation	Dallas/Fort Worth International Airport (DFW) is a major hub facility serving more than 200 domestic and international destinations by 23 air carriers.
Public Transit	Trinity Railway Express (TRE) commuter trains operate between Dallas and Fort Worth. TRE trains operate every 30 to 60 minutes Monday through Friday from about 5 a.m. to midnight, and every 60 minutes from about 6 a.m. to midnight on Saturday. No Sunday service is offered. TRE offers a convenient connection to the DART light rail system at EBJ Union Station in Dallas. TEXRail commuter trains operate between Fort Worth and DFW Airport. TEXRail trains operate every 30 to 60 minutes daily from about 4 a.m. to midnight. TEXRail offers a connection to the DART light rail system at DFW Airport. The "T" operates local and express bus routes directly from Central Station. The routes extend to all quadrants of the "T" service area. Most buses operate from around 5 a.m. until 10 p.m. daily. The "T" also operates "Molly the Trolley," a free downtown circulator between Central Station, the Fort Worth Convention Center, and Sundance Square that operates daily every 10 minutes from 10 a.m. to 10 p.m.
Rental Car	Yes, with station pickup available during normal business hours.
Taxi	Yes. Numerous taxi providers, 24/7.

2.1.2.3.8 Multimodal Connectivity

Amtrak Oklahoma City Streetcar Connection

Heartland Flyer passengers at Oklahoma City can connect at the Santa Fe Depot with the Oklahoma City Streetcar, a rail transit service that began operations in December 2018. The streetcar operates on two separate loops within city streets, linking commercial and residential districts in and around downtown Oklahoma City. The $135 million[30] streetcar line is one of eight projects that were part of MAPS 3 (Metropolitan Area Projects), a $777 million capital program funded with a 1-cent municipal sales tax levied for seven years that voters approved in 2009.[31]

Service is provided with seven streetcars built by the Brookville Equipment Corporation that are capable of drawing power from overhead wires or onboard lithium-ion batteries in areas where overhead wires will not exist.[32] The streetcars use overhead wires on 60% of the route and battery power on the other 40%. Oklahoma City's Santa Fe Depot is situated between two of the 22 stops on the streetcar line, and will be served by both the 2-mile Bricktown Loop serving Bricktown, the convention center, and the botanical gardens, as well as the 4.9-mile Downtown Loop connecting Bricktown with Midtown.[33] Trains operate daily beginning at 6 a.m. on weekdays and 7 a.m. on weekends, and run until midnight on Monday to Thursday, until 2 a.m. on Friday and Saturday nights, and until 10 p.m. on Sunday.[34] A single-ride fare is $1 and day passes can be purchased for $3.

Amtrak Fort Worth Connections

The *Heartland Flyer* schedule is timed to make a convenient transfer to Amtrak's long-distance *Texas Eagle* train at Fort Worth Central Station (see

Table 2-6). The *Texas Eagle* operates daily between Chicago and San Antonio. The eastbound (toward Chicago) and westbound (toward San Antonio) trains meet at Fort Worth in early afternoon, affording transfers in either direction. On Monday, Wednesday, and Friday, the westbound *Texas Eagle* continues to Los Angeles after a 5-hour layover in San Antonio. This continuation to Los Angeles is facilitated by transferring a coach and sleeping car off the *Texas Eagle* at San Antonio and onto another train, the *Sunset Limited*, which operates between New Orleans and Los Angeles. The *Sunset Limited* only operates three days per week in each direction, whereas the *Texas Eagle* is a daily train. The eastbound *Texas Eagle* returning from Los Angles arrives at Fort Worth on Tuesday, Friday, and Sunday. On the eastbound return trip, cars are removed from the *Sunset Limited* and attached to the *Texas Eagle* at San Antonio for the trip to Chicago via Fort Worth. Travelers can also connect at San Antonio from the *Texas Eagle* to the *Sunset Limited* operating eastward to Houston and New Orleans, on days when the *Sunset* operates, although the wait time in San Antonio is approximately seven (7) hours. A westbound trip from Houston and New Orleans connecting to the eastbound Texas Eagle at San Antonio connection has a similar seven hour wait time. These connections at San Antonio accommodate transfers to and from the *Heartland Flyer*.

[30] https://www.okc.gov/government/maps-3/projects/modern-streetcar-transit
[31] https://www.okc.gov/government/maps-3/about-maps-3
[32] http://www.brookvillecorp.com/OKC-Selects-Brookville-Liberty-Streetcars.asp?news=news-streetcar.asp
[33] https://okcstreetcar.com/faq/
[34] Oklahoma City Streetcar, *Service Schedule*. Retrieved from: https://okcstreetcar.com/schedule/

The westbound *Texas Eagle* from Chicago and Fort Worth arrives daily at San Antonio at 9:55 p.m. The eastbound *Texas Eagle* to Fort Worth and Chicago departs San Antonio daily at 7:00 a.m. The westbound *Sunset Limited* from New Orleans to Los Angeles departs San Antonio at 2:45 a.m. on Tuesday, Thursday, and Sunday. The eastbound *Sunset Limited* from Los Angeles to New Orleans arrives at San Antonio at 4:50 a.m. on Tuesday, Friday, and Sunday.

Table 2-6: Amtrak Connections at Fort Worth

From	To	Arrive	Depart	Layover
Heartland Flyer from Oklahoma City	Eastbound *Texas Eagle* to Chicago	12:27 p.m.	2:20 p.m.	1 hour, 53 minutes
Heartland Flyer from Oklahoma City	Westbound *Texas Eagle* to San Antonio and Los Angeles	12:27 p.m.	2:10 p.m.	1 hour, 43 minutes
Eastbound *Texas Eagle* from San Antonio and Los Angeles	*Heartland Flyer* to Oklahoma City	1:58 p.m.	5:25 p.m.	3 hours, 27 minutes
Westbound *Texas Eagle* from Chicago	*Heartland Flyer* to Oklahoma City	1:25 p.m.	5:25 p.m.	4 hours, 0 minutes

Source: Amtrak timetables effective March 8, 2020 and October 12, 2020

Amtrak also operates contracts with Greyhound to provide a Thruway Bus connection from Fort Worth to Waco, Bryan, Prairie View, and Houston. This bus connection is available to Amtrak passengers when booking travel on either the *Heartland Flyer* or the *Texas Eagle*. Southbound bus No. 8221 departs Fort Worth Central Station at 2:20 p.m. and arrives at the Greyhound station in Houston at 8:30 p.m. Northbound bus No. 8222 departs the Houston Greyhound station at 6:00 a.m. and arrives at Fort Worth Central Station at 11:55 a.m.

The Amtrak Thruway Bus Service connection that began in 2016 between the *Heartland Flyer* at Oklahoma City and Amtrak's Chicago-Los Angeles *Southwest Chief* at Newton, Kansas opened up additional opportunities for travel. Oklahoma residents now have a new way of reaching Chicago or Los Angeles using the bus connection at Newton, Kansas. Because of the schedule times of the *Heartland Flyer* and *Southwest Chief*, the Thruway bus operates as an overnight service each way, which may not be convenient for all travelers. **Table 2-7** provides a summary of connections that could be made for a transcontinental trip from Chicago to California that incorporates use of the *Heartland Flyer* and its Amtrak Thruway Bus connection at Oklahoma City, as well as the long-distance trains those services connect to.

Table 2-7: Amtrak Train/Bus Connections with Heartland Flyer

Read Down				Read Up
Train 3	**Daily**	***Southwest Chief***	**Daily**	**Train 4**
2:50 p.m. (Day 1)	Leave	Chicago, IL	Arrive	2:50 p.m. (Day 3)
10:42 p.m. (Day 1)	Leave	Kansas City, MO	Leave	7:28 a.m. (Day 3)
2:45 a.m. (Day 2)	Arrive	Newton, KS *(connection with Oklahoma City bus)*	Leave	2:19 a.m. (Day 3)
4:19 p.m. (Day 2)	Leave	Albuquerque, NM	Leave	11:48 a.m. (Day 2)
8:00 a.m. (Day 3)	Arrive	Los Angeles, CA	Leave	6:00 p.m. (Day 1)
Bus 8903	**Daily**	**Thruway Connection**	**Daily**	**Bus 8904**
4:00 a.m.	Leave	Newton, KS *(connection with Southwest Chief train)*	Arrive	1:45 a.m.
7:35 a.m.	Arrive	Oklahoma City, OK *(connection with Heartland Flyer train)*	Leave	10:20 p.m.
Train 821	**Daily**	***Heartland Flyer***	**Daily**	**Train 822**
8:25 a.m.	Leave	Oklahoma City, OK *(connection with Newton, KS bus)*	Arrive	9:27 p.m.
12:27 p.m.	Arrive	Fort Worth, TX *(connection with Texas Eagle train)*	Leave	5:25 p.m.
Train 21	**Daily**	***Texas Eagle***	**Daily**	**Train 22**
1:45 p.m. (Day 1)	Leave	Chicago, IL	Arrive	1:52 p.m. (Day 2)
7:55 p.m. (Day 1)	Leave	St. Louis, MO	Leave	7:55 a.m. (Day 2)
1:25 p.m. (Day 2)	Arrive	Fort Worth, TX *(connection with Heartland Flyer train)*	Leave	2:20 p.m. (Day 1)
2:10 p.m. (Day 2)	Leave	Fort Worth, TX	Arrive	1:58 p.m. (Day 1)
6:30 p.m. (Day 2)	Leave	Austin, TX	Leave	9:31 a.m. (Day 1)
9:55 p.m. (Day 2)	Arrive	San Antonio, TX *(through coach and sleeping car operates to/from Los Angeles three days per week via Texas Eagle train)*	Leave	7:00 a.m. (Day 1)
Train 421	**Tri-Weekly**	***Texas Eagle***	**Tri-Weekly**	**Train 422**
2:45 a.m. (Tu/Th/Su)	Leave	San Antonio, TX *(through coach and sleeping car operates to/from Chicago via Texas Eagle train)*	Arrive	4:50 a.m. (Tu/Fr/Su)
1:47 p.m. (Tu/Th/Su)	Leave	El Paso, TX	Leave	3:35 p.m. (Mo/Th/Sa)
7:35 p.m. (Tu/Th/Su)	Leave	Tucson, AZ	Leave	8:15 a.m. (Mo/Th/Sa)
5:35 a.m. (We/Fr/Mo)	Arrive	Los Angeles, CA	Leave	10:00 p.m. (Su/We/Fr)

Source: Amtrak timetables effective March 8, 2020 and October 12, 2020

Because their trips span multiple days, long-distance trains like the *Texas Eagle*, *Southwest Chief*, and *Sunset Limited* operate with different equipment from the daytime-only *Heartland Flyer*. Long-distance trains have double-deck coaches for seating, sleeping cars that have private compartments of varying sizes with fold-down beds for overnight travel, lounge cars with larger windows and open seating on an upper level and a staffed café counter selling snacks and beverages on the lower level, and dining cars serving meals.

Trinity Railway Express Fort Worth Connection to Dallas

Trinity Railway Express is a commuter rail service that operates between Dallas and Fort Worth. (A shuttle connection to the Dallas/Fort Worth International Airport is also available at TRE's CentrePort/DFW Airport station.) TRE trains operate every 30 to 60 minutes Monday through Friday from about 5 a.m. to midnight, and every 60 minutes from about 6 a.m. to midnight on Saturday. No Sunday service is offered. TRE offers a convenient connection to the DART light rail system at Eddie Bernice Johnson Union Station in Dallas. In Fort Worth, TRE trains originate and terminate at the T&P Station, one stop west of Fort Worth Central Station.

Table 2-8 details the minimum wait times that travelers will experience when making a transfer between the *Heartland Flyer* and TRE commuter trains at Fort Worth as part of a multi-ride trip between Oklahoma and Dallas. TRE restored service to pre-pandemic levels on October 19, 2020.[35]

Table 2-8: *Heartland Flyer*/Trinity Railway Express Connections at Fort Worth Central Station

From OKC to Dallas	Mon.-Fri.	Sat.	Sun.
Amtrak: Arrive Fort Worth on *Heartland Flyer*	12:27 p.m.	12:27 p.m.	12:27 p.m.
Wait time at Fort Worth	*58 min.*	*28 min.*	*n/a*
TRE: Depart Fort Worth Central Station	1:25 p.m.	12:55 p.m.	n/a
TRE: Arrive EBJ Union Station Dallas	2:22 p.m.	1:52 p.m.	n/a
From Dallas to OKC	**Mon.-Fri.**	**Sat.**	**Sun.**
TRE: Depart EBJ Union Station Dallas	4:00 p.m.	3:30 p.m.	n/a
TRE: Arrive Fort Worth Central Station	4:56 p.m.	4:26 p.m.	n/a
Wait time at Fort Worth	*29 min.*	*59 min.*	*n/a*
Amtrak: Depart Fort Worth on *Heartland Flyer*	5:25 p.m.	5:25 p.m.	5:25 p.m.

Source: Amtrak timetables effective March 8, 2020 and October 12, 2020 and Trinity Railway Express schedules effective October 19, 2020.

[35] Trinity Railway Express, *Schedules*, October 19, 2020. Retrieved from: https://trinityrailwayexpress.org/eastbound-weekday/

TEXRail Fort Worth Connection to Dallas/Fort Worth International Airport

TEXRail provides commuter rail service on a 27-mile rail line that extends from Fort Worth T&P Station through North Richland Hills and Grapevine to Dallas/Fort Worth International Airport. The airport train station is located in Terminal B, where connections can be made to reach other terminals via the Terminal Link shuttle can (outside security) or the Skylink light rail train (inside security). TEXRail service began in 2019 using self-propelled, four-car Diesel Multiple Unit trainsets. Trains operate seven days per week from approximately 4 a.m. to midnight. Service is provided every 30 minutes during the morning and evening peak travel periods and hourly at other times. The ride from Fort Worth Central Station to DFW Airport takes approximately 50 minutes. At DFW Airport, TEXRail travelers can also connect to DART Orange Line light rail trains, which arrive and depart from a station at Terminal A. The V-shaped Orange Line extends from DFW Airport to downtown Dallas, then northeast to Plano. In the future, TEXRail travelers will be able to transfer at the DFW Airport Terminal B commuter rail station to the planned DART Silver Line, a commuter rail service that will operate between DFW Airport through Carrollton to the Shiloh Road station in Plano. Service is projected to begin in 2023.[36]

Table 2-9 details the minimum wait times that that travelers will experience when making a transfer between the *Heartland Flyer* and TEXRail commuter trains at Fort Worth, as part of a multi-ride trip between Oklahoma and DFW Airport.

Table 2-9: *Heartland Flyer*/TEXRail Connections at Fort Worth Central Station

From OKC to DFW Airport	Daily
Amtrak: Arrive Fort Worth on *Heartland Flyer*	12:27 p.m.
Wait time at Fort Worth	*20 minutes*
TEXRail: Depart Fort Worth Central Station	12:47 p.m.
TEXRail: Arrive DFW Airport	1:36 p.m.
From DFW Airport to OKC	**Daily**
TEXRail: Depart DFW Airport	4:10 p.m.
TEXRail: Arrive Fort Worth Central Station	5:00 p.m.
Wait time at Fort Worth	*25 minutes*
Amtrak: Depart Fort Worth on *Heartland Flyer*	5:25 p.m.

Source: Amtrak timetables effective March 8, 2020 and October 12, 2020 and Trinity Railway Express schedules effective October 19, 2020.

2.1.3 Passenger Rail Service Objectives

ODOT's freight and passenger rail network is an integral component of a broader multimodal network and an even larger national and global transportation system. The vision, goals, and objectives of Oklahoma's rail system have been developed in view of the system's role in domestic and internal commerce, and in recognition of the important role rail transportation plays in improving the state's economy and environment. Extensive public engagement helped inform ODOT's development of a vision statement as the guiding principle for its rail network, as well as five goals for the state's transportation system that support the state's overall vision, serve as broad statements of purpose for the state's rail transportation system,

[36] Dallas Area Rapid Transit, *Silver Line Project*. Retrieved from: https://www.dart.org/about/expansion/silverline.asp

and will be used to guide future rail planning efforts. Each goal was translated into specific objectives, which serve as targeted, measurable, intended outcomes for rail transportation in the State. Taken together, the vision, goals and objectives reflect the desires of rail stakeholders and constituents to preserve and enhance the system, while recognizing the challenges and opportunities that exist in a rapidly changing economy.

This section restates the overall vision and goals of the state's rail network that were developed by ODOT, along with objectives specifically related to passenger rail service as well as other state objectives that passenger rail service would receive benefits from.

2.1.3.1 Vision

Oklahoma seeks to expand its economy and meet the needs of its future growth while also aligning its rail system with regional and national goals when appropriate. The State intends to accomplish this through coordinated efforts aimed at developing a dynamic and responsive statewide rail system that provides for the safe, effective and environmentally sound movement of both people and goods.

2.1.3.2 Goals and Objectives

Goal 1: Further develop and expand rail-based economic activity across Oklahoma and the region.

Objectives:

- Expand rail capacity to promote and meet projected growth in freight and passenger demand.

Goal 2: Maintain and develop a dynamic rail system that provides safe, efficient and reliable movement of people.

Objectives:

- Provide a safe and secure rail system that employs advances in rail technology to protect both people and assets.
- Recommend rail as part of a multi-modal transportation vision and comprehensive funding strategy throughout Oklahoma.
- Create a cohesive door-to-door passenger network that grows with Oklahoma.
- Re-establish passenger rail service where supported by demand.
- Expand metropolitan area transportation options available for residents and visitors.
- Continue use of federal policy-compliant project development procedures to advance viable passenger rail concepts.
- Integrate Oklahoma's major population centers into the national passenger rail system.

Goal 3: Maintain and develop a dynamic rail system that provides safe, efficient, and environmentally sound movement of goods.

Objectives:

- Provide a safe and secure rail system that employs advances in rail technology to protect both people and assets.
- Comply with all Federal Railroad Administration policies, procedures, and regulations.
- Establish and maintain cost-effective programs to preserve the existing freight rail network and to meet expected future rail network capacity needs, including addressing potential chokepoints in the system.
- Upgrade rail infrastructure as required to permit universal accommodation of higher capacity rail rolling stock and higher operating densities.

Goal 4: Identify, develop, and secure funding that promotes and enhances rail system investment.

Objectives:

- Identify stable and sufficient funding secured for a program of rail investments to support operating, constructing, and maintaining Oklahoma's rail network.
- Develop statutory authority to enable the use of innovative funding sources such as public-private partnerships.
- Secure additional funding for high-priority highway-rail grade crossing improvements that protects the public and enhances rail service.

Goal 5: Promote the understanding of both rail service as a cost-effective, safe, secure, environmentally sound, and energy efficient means of improving freight and passenger mobility, as well as its importance to Oklahoma's economy.

Objectives:

- Promote effective safety and security partnerships with passenger and freight railroads.
- Provide an open door to ODOT's planning process, and transparency in communicating with and educating the public.
- Foster an appreciation of short and longer-term rail-related benefits by elected officials, the business community, and the public.
- Implement an expedited decision-making process to advance beneficial rail projects.
- Create an understanding by elected officials, the business community, and the public of where and when passenger rail service is a viable transport alternative.
- Generate an awareness of agriculture-related rail issues in Oklahoma by elected officials, the business community, and the public.
- Continue education on the benefits of rail transportation and the opportunities to integrate rail and other modes of transportation.

2.1.4 Amtrak Performance Evaluation

This section provides an overview of the metrics associated with intercity passenger rail operations in Oklahoma. It presents available information on ridership, operating performance, and financial results for these services. The information presented in this section constitutes the extent of ODOT's monitoring of Amtrak performance. As noted earlier, Amtrak operates one intercity passenger train in Oklahoma, the *Heartland Flyer*, connecting Oklahoma City, Oklahoma, with Fort Worth, Texas. The performance characteristics for this train are outlined below. The information is presented for Amtrak Fiscal Years, which begin on October 1 of the prior year and end on September 30 of the year identified.

2.1.4.1 Ridership and Utilization

Passenger boardings and alightings at Oklahoma stations have declined in recent years, as seen in **Table 2-10** below. However, the decline in total station activity in Oklahoma was less than the overall decline in ridership on the *Heartland Flyer*, meaning that use of the train for intrastate travel within Oklahoma did not decline as much as use of the train for interstate travel to Texas. In Fiscal Year 2019, the total volume of passenger activity at all stations in Oklahoma was 70,422, about the same as the year before. Passenger activity at Oklahoma stations fell 38.2% in Fiscal Year 2020 as a result of reduced travel demand during the COVID-19 pandemic.

Table 2-10: Annual Boardings and Alightings at Amtrak Heartland Flyer Stations, 2016-2020

City	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020
Oklahoma City, OK	44,551	47,644	45,250	45,040	28,761
Norman, OK	11,748	13,039	12,469	12,601	6,951
Purcell, OK	1,693	1,860	1,635	1,885	1,047
Pauls Valley, OK	4,321	4,740	4,065	4,282	2,314
Ardmore, OK	7,218	7,287	6,918	6,614	4,435
Gainesville, TX	6,337	6,328	6,658	6,534	3,943
Fort Worth, TX	56,642	61,782	58,293	58,780	36,065
Total Oklahoma Station Activity	69,531	74,570	70,377	70,422	43,508
Change Year Over Year	-3.3%	+7.2%	-5.6%	+0.1%	-38.2%
Total Heartland Flyer Ridership	66,105	71,340	68,075	68,744	41,801
Change Year Over Year	-4.2%	+7.9%	-4.6%	+1.0%	-39.2%

Note: Fiscal Year 2019 Total Heartland Flyer ridership data represents unadjusted passenger counts prior to modifications made by Amtrak to incorporate an updated company definition of ridership.
Sources: Amtrak; Amtrak Fact Sheets, States of Oklahoma and Texas, Fiscal Years 2016-2020.

The ridership achieved in Fiscal Year 2012 of 87,873 was an all-time peak for the *Heartland Flyer*, since the train's startup in 1999. The ridership declines experienced since the peak year of 2012 could be attributed to various potential factors including (1) the decline in gasoline prices since 2013 that made auto travel more attractive,[37] (2) construction projects around stations with possible disruptions to station parking and access, and (3) the pandemic in 2020.

[37] Based on GasBuddy.com, average gasoline prices in Oklahoma declined from ~ $3.50 per gallon in 2013 to ~ $1.80 per gallon in January 2015. Prices increased later in 2015 but started falling mid-year and fell to a low of ~ $1.30 in February 2016. Following that low, prices stabilized at ~ $2.00.
http://www.oklahomagasprices.com/retail_price_chart.aspx

Ridership on the *Heartland Flyer* has more pronounced annual increases and decreases than changes in total Amtrak ridership or ridership on all Amtrak state-supported trains. The ridership decline experienced by the *Heartland Flyer* in FY2020 was less pronounced than the average decline of all state-supported services or Amtrak total annual ridership, as seen in **Table 2-11** below. On other parts of the Amtrak system, train service was suspended or reduced in 2020, while Oklahoma continued to provide *Heartland Flyer* service throughout 2020.

Table 2-11: Ridership for Heartland Flyer and all Amtrak State-Supported and System Trains, 2016-2020

Service	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020
Heartland Flyer	66,105	71,340	68,075	68,744	41,801
Change Year Over Year	-4.2%	+7.9%	-4.6%	+1.0%	-39.2%
All State Supported	14,709,344	15,012,812	15,079,058	15,380,097	8,004,373
Change Year Over Year	+0.2%	+2.1%	+0.4%	+2.0%	-48.0%
All Amtrak Trains	31,274,790	31,738,575	31,716,174	32,017,686	16,841,353
Change Year Over Year	+1.3%	+1.5%	-0.1%	+1.0%	-47.4%

Note: Fiscal Year 2019 ridership data represents unadjusted passenger counts prior to modifications made by Amtrak to incorporate an updated company definition of ridership.
Source: Amtrak Annual Operations Reports FY2017-2020, and Monthly Performance Reports for September 2016

"Passenger-miles per train-mile" is a measure of utilization generated by dividing service passenger-miles (moving one passenger one mile is one passenger mile) by route train-miles (moving a train one mile is one train-mile). The measure for the *Heartland Flyer* had remained relatively steady in the two fiscal years before the pandemic, as seen in **Table 2-12** below.

Table 2-12: Passenger-Miles, Trains Miles, and Passenger-Mile per Train-Mile for the Heartland Flyer

Heartland Flyer	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020
Passenger-Miles	11,506,632	12,493,256	11,932,447	12,062,024	7,378,568
Train-Miles	151,027	151,234	148,895	150,014	150,789
Passenger-Mile/Train-Mile	76.2	82.6	80.1	80.4	48.9

Source: Amtrak

Each one-way trip made by the *Heartland Flyer* constitutes 206 train-miles. Data provided by Amtrak indicates that the average trip length in FY 2019 was 180 miles and in FY 2020 was 177 miles. As shown in **Table 2-13**, more than 90% of trips made on the *Heartland Flyer* are more than 125 miles, which is roughly the travel distance from Oklahoma City to the Texas state line. **Table 2-13** shows trips made in Fiscal Year 2019 to depict the most recent fiscal year before the COVID-19 pandemic impacted travel demand and patterns.

Table 2-13: Distribution of Heartland Flyer Trip Lengths by Segment, 2019

Heartland Flyer	0-125 miles	% Segment Riders	126-250 miles	% Segment Riders
Oklahoma City – Norman	2,695	6%	42,345	94%
Norman – Purcell	4,200	7%	52,333	93%
Purcell – Pauls Valley	4,664	8%	53,597	92%
Pauls Valley - Ardmore	4,703	8%	55,736	92%
Ardmore - Gainesville	4,786	8%	55,626	92%
Gainesville – Fort Worth	5,518	9%	53,144	91%

Note: Fiscal Year 2019 ridership data represents unadjusted passenger counts prior to modifications made by Amtrak to incorporate an updated company definition of ridership.
Source: Amtrak

The Texas Transportation Institute (TTI) released a 2010 study of the benefits and impacts of the *Heartland Flyer* that provided survey-based information about passenger profiles, including the modes of transportation used before the 1999 launch of the service.[38] The study's key findings are shown in **Table 2-14**. This table shows that the vast majority of ridership (62 percent) comes from trips diverted from automobile (either a private vehicle or rental car). However, another significant segment of train passengers (28.5 percent) said they would not travel at all in the absence of the train's service. These passengers are referred to as "induced demand".

Table 2-14: Key Passenger Profile Statistics of the Heartland Flyer

Input / Parameter	Percent
Passengers Diverting from Automobile	62.0%
Passengers Diverting from Air	6.5%
Passengers Diverting from Bus	3.0%
Induced (would not travel in absence of service)	28.5%
Passengers on Business	4.3%

Source: 2010 TTI Study, Table 5-9 and Table 5-11.

Table 2-14 above also shows that a small of passengers (approximately 4 percent) use the train to travel for business, while the remaining passengers use the train to visit family and friends, for recreation, or other personal reasons.

The *Heartland Flyer* is used primarily by travelers in Oklahoma for intrastate travel within Oklahoma or interstate travel to Texas. **Table 2-15** shows the top travel markets of the *Heartland Flyer* in Fiscal Years 2019 and 2020, when measured by ridership and revenue. The two most recent fiscal years are shown in order to compare *Heartland Flyer* patronage before and during the COVID-19 pandemic. Approximately 60 percent of all trips made on the *Heartland Flyer* and 66 percent of ticket revenue generated in Fiscal Years 2019 and 2020 came from the Oklahoma City-to-Fort Worth travel market. Travel to or from two stations generated more than 90 percent of the *Heartland Flyer*'s ticket revenue, Oklahoma City and Fort Worth.

[38] Texas Transportation Institute, "Measuring the Benefits of Intercity Passenger Rail" A Study of the Heartland Flyer Corridor", Report #169116-1, April 2010.

Table 2-15: Top 10 *Heartland Flyer* City Pairs for Ridership and Ticket Revenue, 2019 and 2020

Ridership, FY2019 and FY2020						
Top 10 City pairs	Miles	Time	FY2019 Ridership	FY2019 Rank	FY2020 Ridership	FY2020 Rank
Oklahoma City-Fort Worth	206	4:02	39,753	1	25,344	1
Norman-Fort Worth	186	3:22	9,988	2	5,454	2
Ardmore-Fort Worth	104	1:46	3,181	3	1,864	3
Oklahoma City-Gainesville	141	2:45	2,592	4	1,527	4
Gainesville-Fort Worth	65	1:05	2,337	5	1,429	5
Oklahoma City-Ardmore	102	1:59	1,625	7	1,305	6
Pauls Valley-Fort Worth	149	2:36	2,139	6	1,284	7
Purcell-Fort Worth	171	3:01	1,264	8	688	8
Ardmore-Norman	82	1:33			553	9
Norman-Gainesville	121	2:17	808	9	539	10
Pauls Valley-Ardmore	45	0:50	633	10		
Remaining	n/a	n/a	4,424		1,814	
Ticket Revenue, FY2019 and FY2020						
Top 10 City pairs	Miles	Time	FY2019 Revenue	FY2019 Rank	FY2020 Revenue	FY2020 Rank
Oklahoma City-Fort Worth	206	4:02	$1,222,172	1	$783,898	1
Norman-Fort Worth	186	3:22	$279,533	2	$155,025	2
Oklahoma City-Gainesville	141	2:45	$64,061	3	$37,886	3
Ardmore-Fort Worth	104	1:46	$55,178	4	$34,043	4
Pauls Valley-Fort Worth	149	2:36	$54,736	5	$32,546	5
Oklahoma City-Ardmore	102	1:59	$28,589	8	$23,169	6
Purcell-Fort Worth	171	3:01	$32,951	6	$18,425	7
Gainesville-Fort Worth	65	1:05	$29,281	7	$18,154	8
Norman-Gainesville	121	2:17	$16,514	9	$11,484	9
Norman-Ardmore	82	1:33	$8,044	10	$7,965	10
Remaining	n/a	n/a	$54,601		$58,888	

Note: Fiscal Year 2019 ridership data represents unadjusted passenger counts prior to modifications made by Amtrak to incorporate an updated company definition of ridership.
Source: Amtrak

Ridership on the *Heartland Flyer* tends to be heaviest on weekends (about 125 percent above average), with Friday, Saturday, and Sunday the busiest travel days on train, as seen in **Figure 2-2.** Tuesday and Wednesday are the lowest days of travel (between 70 and 75 percent of average). The figure compares the distribution of ridership by week by passenger departure date using five years of ridership data, from Fiscal Year 2012 through 2016. The index line of 100 indicates the ridership average for the entire week. The southbound *Heartland Flyer* has heavier ridership on Friday and Saturday, and the northbound on Sunday, indicating that weekend breaks are being taken south of Oklahoma City.

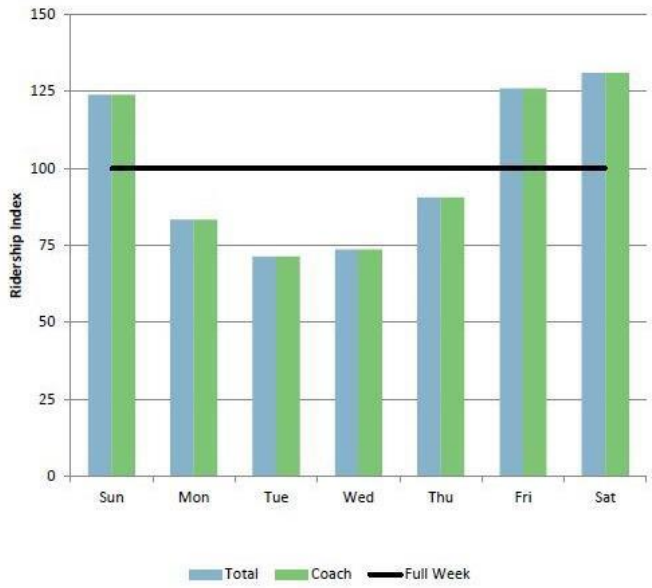


Figure 2-2: *Heartland Flyer* Travel Distribution by Day of Week
Source: Amtrak

Spring and summer are the heaviest travels seasons on the *Heartland Flyer* as shown in **Table 2-16** below. This figure compares the distribution of ridership by month using five years of data, from Fiscal Year 2015 through 2019, and also from Fiscal Year 2016 through Fiscal Year 2020 to show the difference in ridership patterns before and during the pandemic. The index line of 100 indicates the ridership average for the entire year. June and July are the highest summertime ridership months (105 percent to 135 percent above average), with a spike in ridership in March that can be attributed to college spring breaks. December, another above-average travel month, also benefits from college student travel during the holidays. The lowest ridership months are January, February, and September (67 percent to 81 percent of average).

Table 2-16: Heartland Flyer Five-Year Rolling Ridership Index by Month

Month	FY 2015-2019 Index	FY 2016-2020 Index
October	102%	114%
November	101%	114%
December	116%	130%
January	70%	79%
February	67%	75%
March	127%	123%
April	91%	75%
May	97%	93%
June	111%	105%
July	135%	120%
August	101%	93%
September	81%	79%

Note: Fiscal Year 2019 ridership data represents unadjusted passenger counts prior to modifications made to incorporate an updated company definition of ridership.
Source: Amtrak

2.1.4.2 Financial Performance

Revenue and cost information is shown in **Table 2-17** below. One critical factor brought to light in the table has been the increase in contract costs for the *Heartland Flyer* as a result of the PRIIA-mandated revisions made to the cost allocation formula that has become the basis for the annual service delivery charges that Amtrak levies on all states for the operation of state-supported trains. As seen in **Table 2-17** below, the annual payments made by Oklahoma and Texas to support the operation of the *Heartland Flyer* jumped 40 percent between 2013 and 2014, when the PRIIA-mandated revised cost allocation formula was applied to state charges. **Table 2-17** also includes information on total ridership since the start of the service, total revenues (including food and beverage sales revenue), and the total contract cost paid to Amtrak by Oklahoma and Texas for operation of the *Heartland Flyer*.

Table 2-17: Key Operational and Financial Statistics of *Heartland Flyer*, 1999-2020

Fiscal Year	Total Ridership	Total Contract Cost	Oklahoma Contract Cost	Texas Contract Cost	Total Revenues	Average Farebox	Capital Expenditures
1999	26,832	$1,309,462	$1,309,462	$0	$570,083	$21.25	$5,725,293
2000	65,529	$5,237,846	$5,237,846	$0	$1,384,637	$21.13	$0
2001	57,799	$5,237,846	$5,237,846	$0	$1,187,670	$20.55	$0
2002	52,584	$5,237,846	$5,237,846	$0	$1,014,422	$19.29	$0
2003	46,592	$4,700,000	$4,700,000	$0	$880,808	$18.90	$0
2004	54,223	$4,700,000	$4,700,000	$0	$1,012,013	$18.66	$0
2005	66,968	$3,900,000	$3,900,000	$0	$1,322,664	$19.75	$0
2006	64,078	$3,900,000	$3,900,000	$0	$1,303,138	$20.34	$0
2007	68,245	$4,000,000	$2,000,000	$2,000,000	$1,320,790	$19.35	$0
2008	80,892	$4,000,000	$2,000,000	$2,000,000	$1,880,832	$23.25	$0
2009	73,564	$4,000,000	$2,000,000	$2,000,000	$1,744,746	$23.72	$3,750,000
2010	81,749	$4,122,502	$2,211,251	$1,911,251	$1,972,544	$24.13	$540,134
2011	84,039	$4,400,000	$2,325,000	$2,075,000	$2,101,750	$25.01	$3,664,391
2012	87,873	$4,550,000	$2,325,000	$2,225,000	$2,257,672	$25.69	$0
2013	81,226	$4,200,000	$2,100,000	$2,100,000	$2,201,774	$27.11	$0
2014	77,881	$5,900,000	$2,950,000	$2,950,000	$2,135,475	$27.42	$0
2015	69,006	$5,700,000	$3,200,000	$2,500,000	$2,278,000	$33.01	$0
2016	66,105	$5,752,906	$3,252,906	$2,500,000	$2,221,000	$33.60	$0
2017	71,340	$5,038,212	$2,979,000	$2,059,212	$2,075,000	$29.09	$0
2018	68,075	$5,469,801	$3,104,131	$2,365,470	$2,089,000	$30.69	$0
2019	68,744	$5,681,174	$3,216,280	$2,464,894	$2,066,336	$30.06	$0
2020	41,801	$5,983,137	$3,387,230	$2,804,093	$1,364,423	$32.64	$0

Source: ODOT

Table 2-17 shows that in the first year of operation (not a full year), ridership totaled 26,832 and increased continually over time to a peak of 87,873 in 2012. The ridership has been declining since then, and in Fiscal Year 2019 amounted to 68,744. **Table 2-17** also shows that the average farebox revenue fluctuated from approximately $20 per trip in the initial years of operations to a maximum of $33.60 in 2016 (all in current dollars and including food and

beverage purchases on the train). Total operating costs of the service amounted to nearly $5.7 million in Fiscal Year 2019. While the annual operating costs increased to $5.9 million in Fiscal Year 2014, they declined each year before increasing again in 2019 and 2020.

The impact of the change in the cost allocation formula can be seen in **Table 2-18** below, comparing the *Heartland Flyer*'s cost recovery with and without the contribution from the state's payments. The revenue-to-cost or cost recovery ratio is calculated as follows: total ticket revenue, including ticket revenue and revenues from meals, on-board services, and other operating sources, divided by fully allocated operating costs. The ratio is a metric of the amount, by percentage, of the service's costs that are covered by revenues. The cost recovery ratios presented in **Table 2-18** are measured on a two-year rolling average. Excluding state payments, passenger-related revenues have consistently accounted for 23 to 28 percent of the *Heartland Flyer*'s fully allocated operating costs.

Table 2-18: Two-Year Rolling Average, Percentage of *Heartland Flyer* Fully Allocated Operating Costs by Passenger Related Revenue

Fiscal Years	2015-2016	2016-2017	2017-2018	2018-2019	2019-2020
Cost Recovery Including State Revenue	90%	92%	89%	86%	87%
Cost Recovery Excluding State Revenue	26%	27%	27%	28%	23%

Source: FRA Quarterly Report on the Performance and Service Quality of Intercity Passenger Train Operations for September 2016 – 2020

2.1.4.3 On-Time Performance and Customer Satisfaction

The ability for a train service to meet its published schedule is one of the most important aspects of service that travelers expect to be adhered to, if not the most important service aspect. Amtrak defines on-time performance (OTP) as the total number of trains arriving on-time at a station divided by the total number of trains operated on that route. Amtrak records two different types of on-time measurements. "Endpoint OTP" measures the percentage of trains arriving at their endpoint terminal on time. "All Stations OTP" measures the percentage of trains arriving at all intermediate stations and the endpoint station on time. A train is considered on-time if it arrives at its final destination, or intermediate station in the case of All Stations OTP, within an allowed number of minutes, or tolerance, of its scheduled arrival time. Tolerances vary based on how far trains travel.

In 2009, Amtrak's Inspector General published results of a study on the revenue implications of on-time performance[39]. A positive correlation was found. Sensitivity of the *Heartland Flyer* was low, showing an expected negative impact on revenue of $7.11 for every minute of delay. In the short-distance or state-sponsored category, the average cost of delay was $31.00 per minute.

[39] Amtrak Office of Inspector General, *Financial Impact of Equipment Delays*, Evaluation Report E-09-02, March 25, 2009.

2.1.4.3.1 Annual On-Time Performance Results

The OTP figures for Amtrak's *Heartland Flyer* are shown in **Table 2-19**, along with the OTP of all Amtrak state-supported trains and all Amtrak trains systemwide over a six-year period.

Table 2-19: On-Time Performance of the *Heartland Flyer* and of All Amtrak State Supported Trains, 2015-2020

Service	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020
Endpoint OTP						
Heartland Flyer	53.9%	71.7%	78.1%	43.7%	43.3%	n/a
All State Supported Trains	73.1%	81.4%	77.7%	77.1%	75.6%	n/a
All Amtrak Trains	71.2%	79.1%	74.6%	74.9%	75.1%	n/a
All Stations OTP						
Heartland Flyer	70.0%	82.8%	84.9%	63.6%	62.1%	76.0%
All State Supported Trains	79.9%	84.3%	80.7%	79.9%	77.8%	82.8%
All Amtrak Trains	73.1%	78.5%	73.0%	72.9%	73.2%	79.7%

Source: Amtrak Monthly Performance Report, September 2015-2016; Amtrak General and Legislative Annual Report and Fiscal Year Grant Request for Fiscal Years 2019-2021; September 2020 Monthly Performance Report

The OTP standard for long distance trains established by PRIIA was originally 80 percent for all state-supported and long-distance trains effective in Fiscal Year 2010. (Northeast Corridor trains have more stringent on-time standards.) Under PRIIA, a train with a trip of 250 miles or less, which would include the *Heartland Flyer*, is considered "late" if it arrives at its endpoint terminal more than 10 minutes after its scheduled arrival time (depicted in **Table 2-19** above as the Endpoint OTP), and if it arrives at any endpoint terminal more than 15 minutes after its scheduled time, regardless of trip length (depicted in **Table 2-19** as the All Stations OTP). For much of the reporting period presented above, the *Heartland Flyer*'s on-time performance has been significantly lower than the standard and other trains of its type, although All Stations OTP improved considerably in Fiscal Year 2020.

2.1.4.3.2 Causes of OTP Delays

Causes for Amtrak train delays can be attributed to a number of reasons. **Table 2-20** below shows the leading causes of delay, by percentage of delay minutes, for the *Heartland Flyer* in the fourth quarter of Fiscal Year 2020 (July-September 2020). The single largest cause for delay for the *Heartland Flyer* was Slow Order delays.

Table 2-20: Leading Causes of Delay to *Heartland Flyer,* Fourth Quarter FY2020

Host Railroad Responsible Delays	
Cause of Delay	**Percentage**
Slow Order Delays	66%
Freight Train Interference	25%
Amtrak Responsible Delays	
Cause of Delay	**Percentage**
Locomotive Failure	39%
Passenger Related	23%

Source: FRA Quarterly Report on the Performance and Service Quality of Intercity Passenger Train Operations, Covering the Quarter Ended September 2020

The following provides definitions of each type of cause of delay listed above, as well as other common types of causes:

- Slow Order Delays are delays from reduced speeds imposed to permit safe operation, generally due to track or bridge issues on segments of a route over which the passenger train typically operates at a higher speed.
- Train Interference Delays are related to other train movements in the service area. These can be delays from freight trains as well as other Amtrak trains.
- Track and Signal Delays are miscellaneous freight railroad delays and delays related to the railroad infrastructure and/or maintenance work being done on the tracks, bridges, or signaling systems.
- Passenger Operating Delays are related to equipment turning and servicing, engine failures, passenger train holds for connecting trains and buses, crewing, and detours.
- Passenger-related delays include all delays related to assisting passengers. These delays include holding a station departure for passengers boarding or detraining, checked baggage, and any necessary delays for providing appropriate assistance to disabled passengers.
- All Other Delays could include delays caused by the weather and non-railroad third-party factors such as customs and immigration, a bridge opening for waterway traffic, police activity, grade crossing accidents, or loss of power due to a utility company failure.

2.1.4.3.3 Customer Satisfaction Indicator

Amtrak's Customer Service Indicator (CSI) scores measure the satisfaction by passengers, on an 11-point scale, of particular aspects of their trip. For example, a CSI score of 80 means 80 percent of respondents rated the aspect of their trip in the top three of the 11 points of the scale. After completing a trip on Amtrak, customers will be sent a survey asking them to rate their satisfaction with the following aspects of service experienced during their journey:

- Overall Service is the measure for the respondents rating for their overall trip experience.
- Amtrak Personnel is the measure for the respondents rating Amtrak reservations personnel, station personnel, train crew members, and on-board service crew members.
- Information Given is the measure for the respondents rating all information they received pertaining to their trip.
- On-Board Comfort is the measure for the respondents rating seat or sleeping compartment comfort, air temperature, and ride quality.
- On-Board Cleanliness is the measure for the respondents rating the cleanliness of the train and on-board restroom facilities.
- On-Board Food Service is the measure for the respondents rating the quality of the food and snacks purchased on-board the train.

Table 2-21 below shows the CSI averaged scores for the *Heartland Flyer* in the fourth quarter of Fiscal Years 2016 through 2020. Because of the stewardship by ODOT to the operations of the *Heartland Flyer*, the service has received numerous awards and consistently scores high on customer satisfaction surveys conducted by Amtrak. In 2010, the *Heartland Flyer* was awarded Amtrak's highest honor, the President's Award for Safety and Service, following on the heels of Amtrak's designation of the train as a "Champion of the Rails" in 2008.

As can be seen, the *Heartland Flyer* has been consistently rated high in overall customer satisfaction, frequently exceeding the Amtrak standard. Categories where *Heartland Flyer* service falls below the Amtrak standard include on-board food service and on-board cleanliness.

Table 2-21: *Heartland Flyer* CSI Scores, Fourth Quarter of Each Fiscal Year

Service	2016	2017	2018	2019	2020
Overall Service					
Heartland Flyer	88	90	82	87	82
Amtrak Standard	82	82	82	82	82
Amtrak Personnel					
Heartland Flyer	92	91	79	90	88
Amtrak Standard	80	80	80	80	80
Information Given					
Heartland Flyer	83	85	88	84	82
Amtrak Standard	80	80	80	80	80
On-Board Comfort					
Heartland Flyer	80	79	86	87	86
Amtrak Standard	80	80	80	80	80
On-Board Cleanliness					
Heartland Flyer	88	89	82	78	n/a
Amtrak Standard	80	80	80	80	80
On-Board Food Service					
Heartland Flyer	75	75	85	86	62
Amtrak Standard	80	80	80	80	80

Source: FRA Quarterly Report on the Performance and Service Quality of Intercity Passenger Train Operations for September 2016 – 2020

Table 2-22 presents the summarized responses from recent customer surveys that identify specific benefits of the service, as well as specific areas for improvement.

Table 2-22: *Heartland Flyer* Customer Satisfaction Survey Response Summary

Top Reasons for Choosing the Flyer	Percent Respondents	Top Recommended Improvements	Percent Respondents
Comfort, relaxation, or enjoyment	30%	Poor reliability/service; inconvenient schedule	35%
Uniqueness of train experience	23%	Stations	11%
Price	19%	Food and beverages	8%
Convenient station location	6%	Train equipment	7%

Source: Amtrak

2.1.5 Public Financing for Rail Projects and Services

ODOT, as well as several local public agencies in the state, have utilized federal and state transportation funding programs for rail infrastructure improvements where they were eligible. The following is a short summary of state and federal rail funding resources utilized for railroad improvements in Oklahoma in the recent past.

Of note is the prohibition of direct private investment in public projects. Prohibited by state law, the exclusion of private funding precludes the state from participating in an increasingly popular form of funding, public-private partnerships (P3s). A P3 seeks to link a mix of public and private funding to the benefits that accrue to each sector. Rail investments benefit both the private rail carrier and the public through improved mobility, reduced energy consumption and reduced emissions, or by stimulating economic development. Currently, Oklahoma is studying and investigating the best way to implement this form of project development.

2.1.5.1 State-Sponsored Rail Investment Programs and Funding

State-sponsored rail investment in Oklahoma has been provided through the ODOT since the late-1970s. ODOT's Rail Programs Division oversees the rail assistance programs described below. Funds for each program are provided by the Railroad Maintenance Revolving Fund (RMRF).

Funding sources for the RMRF include an annual 4 percent tax on freight rail car revenues, lease agreements with short line rail operators on state-owned trackage, and right-of-way sales.

2.1.5.1.1 ODOT Rail Safety Program

The Rail Programs Division Safety Section works with all railroads active in Oklahoma and the Oklahoma Corporation Commission, as well as the counties and communities in which the railroads operate, to actively pursue actions that lead to direct improvements for Oklahoma's citizens. The ODOT Rail Safety Program is comprised of three primary focuses – single high-priority highway-rail grade crossing locations, statewide minimum rail safety standards projects, and rail corridor safety improvements. These programs aim to either improve on-the-ground safety conditions or close and eliminate highly active highway-rail grade crossings that rise to the top of the annual ranking and inspection reports. Through a combination of annual ODOT highway-rail grade crossing inventory database reporting results and the field-based diagnostic team inspections, the ODOT Rail Programs Safety Section can identify the highway-rail grade crossings most in need of attention. This program has been modified to incorporate the $75 million initiative to improve safety at highway-rail grade crossings statewide.

2.1.5.1.2 Rail Crossings Safety Initiative

This state funded program provides financial assistance to improve highway-rail grade crossings. Highway-rail grade crossing improvements can typically cost up to $350,000 per site. Locations are chosen based on several factors including average daily traffic counts on the roadway and rail track, accident data, condition of the crossing and regional needs. Standard funding levels for this program have been about $8 million annually, which improves approximately six to 15 crossings each year.

2.1.5.1.3 ODOT Construction Work Plan

Some ODOT highway construction projects include a rail component. This can include new grade separations, reconstruction of existing grade separations, or relocation of an existing rail line to accommodate a highway expansion or relocation.

2.1.5.2 Federal Rail-Related Programs and Funding

This section identifies and describes federal rail-related programs and funding.

2.1.5.2.1 Federal Surface Transportation Rail-Related Programs

Federal transportation funding to states is periodically authorized through Federal Surface Transportation Acts. Transportation funding is provided to states through apportionment by formula or discretionary funding for various programs.

The following is a brief description of rail-eligible programs available through past and current Federal Surface Transportation Acts and Oklahoma's participation where applicable.

Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Grants, formerly known as BUILD and TIGER (FY 2009–2021)

The RAISE program provides a unique opportunity for the DOT to invest in road, rail, transit and port projects that promise to achieve national objectives. RAISE is a competitive, application-based program that funds projects that have a significant local or regional impact.

Infrastructure for Rebuilding America (INFRA) Grants (FY 2017–2021)

The INFRA program provides dedicated, discretionary funding for projects selected through a competitive application-based process that address critical issues facing our nation's highways and bridges. INFRA grants created opportunities for all levels of government and the private sector to fund infrastructure in innovative ways that improved project delivery and increased accountability.

Consolidated Rail Infrastructure and Safety Improvements Program (CRISI) (FY 2017–2021)

The CRISI program provides funding for capital projects that improve passenger and freight rail transportation systems in terms of safety, efficiency, or reliability. The CRISI program contains special provisions to favor projects in rural areas and Opportunity Zones. CRISI projects are selected through a competitive, application-based process.

Federal-State Partnership for State of Good Repair Grant Program (FY 2020-2021)

This program provided $291,422,706 for eligible capital projects within the United States to repair, replace, or rehabilitate qualified railroad assets to reduce the state of good repair backlog and improve intercity passenger rail performance. Projects are selected through a competitive, application-based process.

Restoration and Enhancement Grants Program (FY 2018–2020)

This program provided $26,337,600 in operating assistance grants for initiating, restoring, or enhancing intercity rail passenger transportation. Projects were selected through an application-based process.

Railroad Trespassing Suicide Prevention Grant Program (FY 2019–2020)

This program provided $293,000 for targeted outreach campaigns to reduce the number of suicides that involve trespassing on railroad property. Funding was intended to facilitate thoughtful and consistent collaboration between railroad carriers, communities, law enforcement, educators, and mental health organizations.

Rail Rehabilitation and Improvement Financing (RRIF)

This program provides loans and credit assistance to both public and private sponsors of rail and intermodal projects. Eligible projects include acquisition, development, improvement, or rehabilitation of intermodal or rail equipment and facilities. Direct loans can fund up to 100 percent of a capital project with repayment terms of up to 25 years and interest rates equal to the cost of borrowing to the government.

Eligible borrowers include railroads, state and local governments, government sponsored authorities, corporations, and joint ventures that include at least one railroad.

Railroads operating in Oklahoma that have received RRIF funding include the Kansas City Southern (KCS) and Stillwater Central (SLWC).

Section 130 Highway-Rail Grade Crossing Program

This program provides federal support to projects in an effort to reduce the incidence of accidents, injuries, and fatalities at public highway-rail grade crossings. States may utilize funds to improve the safety of highway-rail grade crossings, including installing or upgrading warning devices, eliminating at-grade crossings through grade separation, or consolidating or closing at-grade crossings. The federal share for these funds is 90 percent, with the remaining 10 percent to be provided by local matching funds. Funding for FY 2020 was set at $245 million.[40] Out of this amount, Oklahoma received just over $5.7 million.[41]

2.1.5.2.2 Federal Surface Transportation Programs with Selected Rail Applications

In addition to the above programs, a number of additional programs, although primarily intended for highway or maritime use, are eligible for rail projects at the discretion of states and with the approval of the administering federal agency. These programs include:

Congestion Mitigation and Air Quality Improvement Program

This program funds transportation projects and programs that improve air quality by reducing transportation-related emissions in non-attainment and maintenance areas for ozone, carbon monoxide, and particulate matter. Examples of Congestion Mitigation and Air Quality (CMAQ)-funded rail projects include the construction of intermodal facilities, rail track

[40] https://safety.fhwa.dot.gov/hsip/xings/
[41] https://www.fhwa.dot.gov/legsregs/directives/notices/n4510845/n4510845_t13.cfm

rehabilitation, diesel engine retrofits and idle-reduction projects in rail yards, and new rail sidings.

CMAQ funds are disbursed to and within a state based on levels of pollution within an area, with the state or the region utilizing the funds to implement projects that reduce congestion or improve air quality. Projects must be included in MPO transportation plans and transportation improvement programs (TIPs) or the current state transportation improvement program (STIP) in areas without an MPO. The federal matching share for these funds is 80 percent.

Surface Transportation Block Grant Program

The Fixing America's Surface Transportation Act of 2016 (the FAST Act) converts the long-standing Surface Transportation Program into the Surface Transportation Block Grant (STBG) Program acknowledging that this program has the most flexible eligibilities among all Federal-aid highway programs and aligning the program's name with how FHWA has historically administered it. [FAST Act § 1109(a)]. The STBG promotes flexibility in State and local transportation decisions and provides flexible funding to best address State and local transportation needs. The STBG Program is a general grant program available for improvements on any Federal-Aid highway, bridge, or transit capital project.

Eligible rail improvements include lengthening or increasing vertical clearance of bridges, highway-rail grade crossing closures, and improving intermodal connectors. Project funding decisions are made by states with approval from the FHWA. As under MAP-21, the FAST Act directs FHWA to apportion funding as a lump sum for each State then divide that total among apportioned programs. Each State's STBG apportionment is calculated based on a percentage specified in law.

Transportation Infrastructure Finance and Innovation Act (TIFIA)

This program provides credit assistance to large-scale projects (over $50 million or one-third of a state's annual federal-aid funds) of regional or national significance that might otherwise be delayed or not constructed because of risk, complexity, or cost. A wide variety of intermodal and rail infrastructure projects are eligible and can include equipment, facilities, track, bridges, yards, buildings, and shops. Eligible recipients for TIFIA funds include state and local governments, transit agencies, railroad companies, special authorities or districts, and private entities. The interest rate for TIFIA loans is the U.S. Treasury rate, and the debt must be repaid within 35 years.

Port Infrastructure Development Program

The U.S. Maritime Administration (MARAD) administers the Port Infrastructure Development Program (PIDP) which awards grants to improve facilities within, outside of, or directly related to operations at coastal seaports, inland river ports, and Great Lakes ports. Rail elements at port facilities are eligible projects for PIDP funding.

2.1.5.3 Other Federal Programs Available for Rail-Related Funding

In addition to transportation programs available under the Transportation Authorization bill, other programs are administered by federal agencies for which rail-related capital projects are eligible. These programs include:

2.1.5.3.1 U.S. Department of Commerce Economic Development Administration

The U.S. Department of Commerce provides Economic Development Administration (EDA) grants for projects in economically distressed industrial sites that promote job creation. Eligible projects must be located within EDA-designated redevelopment areas or economic development centers. Eligible rail projects include railroad spurs and sidings. EDA also provides disaster recovery grants. Grant assistance is available for up to 50 percent of the project, although EDA could provide up to 80 percent for projects in severely depressed areas.

2.1.5.3.2 U.S. Department of Agriculture Programs

The U.S. Department of Agriculture (USDA) Community Facility Program and Rural Development Program provide grant or loan funding mechanisms to fund construction, enlargement, extension, or improvement of community facilities providing essential services in rural areas and towns. Grant assistance is available for up to 75 percent of the project cost. Eligible rail-related community facilities include transportation infrastructure for industrial parks and municipal docks.

2.1.5.3.3 The 45G Short Line Railroad Tax Credit

Originally enacted in 2004, the Railroad Track Maintenance Tax Credit, also known as the Section 45G Tax Credit, was a federal income tax credit for track maintenance performed by short lines and regional railroads (Class II and III railroads) in the U.S. Tax Code Section 45G leveraged private sector investment in rail infrastructure by providing a tax credit of 50 cents for every dollar spent on qualified track maintenance expenditures or other qualifying railroad infrastructure projects. The credit was capped based on a mileage-based formula; the maximum amount allowable was $3,500 per mile of track.

The credit created a strong incentive for short line and regional railroads to invest private sector dollars on freight railroad track rehabilitation before expiring at the end of 2016. Legislation pending before Congress as of early 2017, the Building Rail Access for Customers and the Economy Act (H.R.721) will make the tax credit permanent if passed.

Per Section 45G, qualifying railroad structures improvements include: grading; other right-of-way expenditures; tunnels and subways; bridges, trestles, and culverts; elevated structures; ties; rails and other track material; ballast; fences, snowsheds, and signs; signals and interlockers; public improvements and construction. Qualified railroad track maintenance expenditures are expenditures for maintaining the aforementioned qualifying railroad structures owned by short line and regional railroads.

2.1.5.4 Legislation that Affects Oklahoma Railroads

The railroads in Oklahoma are controlled by federal and state legislation. The controlling legislative acts are the federal Interstate Commerce Commission Termination Act of 1995 (ICCTA), the Federal Railroad Safety Act of 1970 (FRSA), and the ICCTA Passenger Rail Investment and Improvement Act of 2008 Section 209 (PRIIA).

2.1.5.4.1 Federal Preemption

Pursuant to the ICCTA, the federal Surface Transportation Board (STB) has jurisdiction over transportation by rail carriers that is conducted by railroads within and among the States. See 49 U.S.C. § 10501(a)(1)(A), (2). The statute governing preemption prescribes:

> *The jurisdiction of the [STB] over— (1) transportation by rail carriers, and the remedies provided in this part with respect to rates, classifications, rules (including car service, interchange, and other operating rules), practices, routes, services, and facilities of such carriers; and (2) the construction, acquisition, operation, abandonment, or discontinuance of spur, industrial, team, switching, or side tracks, or facilities, even if the tracks are located, or intended to be located, entirely in one State, is exclusive. Except as otherwise provided in this part, the remedies provided under this part with respect to regulation of rail transportation are exclusive and preempt the remedies provided under Federal or State law.*

The FRSA

The relevant provision of the FRSA prescribes: (a) National uniformity of regulation. —

> *(1) Laws, regulations, and orders related to railroad safety and laws, regulations, and orders related to railroad security shall be nationally uniform to the extent practicable.*
>
> *(2) A State may adopt or continue in force a law, regulation, or order related to railroad safety or security until the Secretary of Transportation, or the Secretary of Homeland Security (with respect to railroad security matters), prescribes a regulation or issues an order covering the subject matter of the State requirement.*

A State may adopt or continue in force an additional or more stringent law, regulation, or order related to railroad safety or security when the law, regulation, or order —

> *(A) is necessary to eliminate or reduce an essentially local safety or security hazard;*
>
> *(B) is not incompatible with a law, regulation, or order of the United States Government; and*
>
> *(C) does not unreasonably burden interstate commerce.*

The FRSA allows states to regulate railroad safety areas where the FRA does not exercise its jurisdiction. The FRA has not opted to regulate vehicle safety at highway-rail grade crossings.

FRA limits its jurisdiction related to railroad crossings to prescription of signage, regulation of signaling, and on-track safety. FRA does not exercise jurisdiction over the movements of vehicles at grade crossings.

PRIIA

In section 209 of PRIIA on State-Supported Routes, the Amtrak Board of Directors, in consultation with US DOT, the governors of each relevant State, and the Mayor of the District of Columbia, or entities representing those officials, is required to develop and implement a single, nationwide standardized methodology for establishing and allocating the operating and capital costs of providing Federal Railroad Administration 3 intercity rail passenger service among the States and Amtrak for the trains operated on designated high-speed rail corridors (outside the Northeast Corridor), short-distance corridors, or routes of not more than 750 miles, and services operated at the request of a State, a regional or local authority or another person. The methodology should ensure equal treatment within five years in the provision of comparable services of all States and groups of States (including the District of Columbia) and allocate to each route the costs incurred only for the benefit of that route and a proportionate share, based upon factors that reasonably reflect relative use, of costs incurred for the common benefit of more than one route. This is the controlling statute that determines what Amtrak charges Oklahoma and Texas for the *Heartland Flyer* passenger rail service.

2.1.5.4.2 Federal/State Conflict

In 2019 the Oklahoma legislature revised OS 66 – 190, increasing fines for railroads blocking highway-rail grade crossings. In response to this legislation, BNSF sought injunctive relief in the federal courts claiming the new law was an unreasonable burden on rail operations in interstate commerce. In the fall of 2020, the federal district court of the Western District of Oklahoma (case no.519-cv-00769-G) granted a permanent injunction against the enforcement of 66-190 as a violation of the Surface Transportation Board's federal preemption to regulate railroads. The Court's findings were as follows:

> *". . . the Court concludes that by "'regulat[ing] the time a train can occupy a rail crossing," the Blocked Crossing Statute "impacts, in such areas as train speed, length and scheduling, the way a railroad operates its trains, with concomitant economic ramifications,'" and therefore is expressly preempted by the ICCTA. "*

The Court also found that the FRSA does not apply in this case.

Railroad property is considered private property which cannot be "taken" without just compensation. Any state attempt to take railroad property through eminent domain must provide for due process and comply with the "taking" provisions of section II of the Oklahoma Constitution and under the 5th and 14th amendments of the U.S. Constitution. The ICCTA also provides that changes in operations due to a taking is compensable.

2.1.5.4.3 Oklahoma Corporation Commission Jurisdiction over Railroads

The Oklahoma Corporation Commission has select jurisdiction over operations of railroads related to highway-rail grade crossings in Oklahoma. The Oklahoma Corporation Commission performs the following functions:

- Monitors the operations of Oklahoma railroads for compliance with state highway-rail grade crossing safety regulations for public, at-grade crossings in the state. This includes ensuring that the railroads maintain their crossings and clear the sight triangle of rank weeds, noxious plants, thickets, trees, debris, trash or other obstructions.
- Investigates and makes recommendations concerning highway-rail grade crossing openings, closings, and crossing signal upgrades.
- Mediates between the public and the railroad industry in areas encompassing the state regulation of rail safety and enforcement of the Railroad Rules through the Corporation Commission's Administrative process.

  (O.S. 17-81; 17-84; 66-124 through 130)

- Ensures that the railroads construct, maintain and replace as needed, fences that separate the railroad right-of-way from the private property of landowners raising livestock, either for commercial or private purposes.

  (O.S. 66-141 through 146)

2.1.5.4.4 ODOT Railroad Jurisdiction

ODOT can own, purchase, rehabilitate, lease and sell railroads in Oklahoma. ODOT can receive federal funds from the USDOT for highway/railroad construction and section 130 funds to upgrade highway-rail grade crossing safety devices. ODOT can sponsor grant applications for Class III railroads and pass-through federal funds for railroad improvements. (O.S. 66-302.1 through 309)

ODOT can loan funds to Class III railroads. (O.S. 66-309.1 through 309.3)

ODOT has the authority to set up passenger rail service and pay for it. (O.S. 66-322; 323; 325; 68-500.6; 69-1521)

ODOT receives, reviews and certifies the work is done on Tax Credit applications. (O.S. 68-2357.104)

2.1.5.4.5 Local Jurisdiction

Many of the Oklahoma state statutes that give local jurisdictions authority to order railroads to pay for improvements may not be enforceable based on present federal preemption power. One area that locals may still have control over is the zoning and hazardous material laws. 49 U.S.C. 10501 (c) (2) (B) excludes solid waste rail transfer facilities from Surface Transportation Board jurisdiction except when there is a showing of undue burden on the railroad's operations in interstate commerce.

2.1.5.4.6 Railroad Right-of-Way

The Oklahoma Supreme Court has held consistently that the original deed from landowner to railroad determines how the property is held by a railroad. When the deed was for "a right-of-way over and across" the railroad holds an easement. But if the grantor had conveyed "land or a strip of land", the railroad holds the land in fee. See *SLSF RR v. Humphreys 446 P.2d 271*.

ODOT's rail line between Geary and Erick is an example; ODOT owns the east and west end in fee, but only has an easement for use between Hydro and Elk City.

2.1.6 Ongoing Projects for Safety and Security Improvements

Rail safety is an important issue for both railroads and state departments of transportation. Rail safety affects the well-being of railway workers and the general public. It also has a major impact on the efficiency of railroad operations. Increased attention has also focused on the safe movement of hazardous materials by rail, especially the movement of crude oil.

Rail security has seen increased attention due to the potential for disruption of the transportation system or acts which could place large numbers of citizens at risk.

2.1.6.1 Rail Safety Programs in Oklahoma

Rail safety requirements are provided through a combination of federal and state laws. Most safety-related rules and regulations fall under the jurisdiction of the Federal Railroad Administration (FRA), as outlined in the Rail Safety Act of 1970 and other legislation, such as the most recent Rail Safety Improvement Act of 2008. FRA's rail safety regulations can generally be found in Title 49 Code of Federal Regulations Parts 100-299.

ODOT's involvement in rail safety is located within the Rail Programs Division which is responsible for railroad coordination activities, track safety inspection, and the highway-rail grade crossing safety program.

This office oversees the federal and state funded Railroad Grade Crossing Safety Programs by identifying safety enhancement projects at public highway-rail grade crossings. Projects receive final approval by the Oklahoma Transportation Commission.

Oklahoma Operation Lifesaver is a non-profit educational organization for highway-rail crossing safety and rail trespass prevention. Operation Lifesaver promotes safety through education of both drivers and pedestrians to make safe decisions at crossings and around tracks, promoting enforcement of traffic laws related to crossing signals and trespass, and by encouraging continued engineering research and innovation to improve the safety of highway-rail grade crossings.

Rail inspection activities fall under the jurisdiction of FRA's Office of Railroad Safety which promotes and regulates safety throughout the nation's railroad industry. The office executes its regulatory and inspection responsibilities through a diverse staff of railroad safety experts. Safety inspections are carried out to ensure compliance in five safety disciplines: Hazardous Materials; Motive Power and Equipment; Operating Practices; Signal and Train Control; and Track.

2.1.6.2 Oklahoma Rail Accident Statistics

The following is a statistical review of rail safety in Oklahoma over the past decade. It addresses the rail accident and incident trends and provides details as to the type of rail accidents, those affected, and causes.

Table 2-23 below shows statistics for the total number of rail accidents and incidents in Oklahoma over the past 10 calendar years. These totals include Train Accidents, Highway-Rail Incidents, and Other Incidents. These categories will be defined and discussed in greater detail below.

Table 2-23: Total Accidents and Incidents in Oklahoma (2011-2020)

Rail Injury Type	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020
Total Incidents	168	176	186	131	143	147	157	162	141	124
Deaths	12	11	18	19	10	23	20	20	23	12
Injuries	85	77	80	78	76	71	76	73	54	72

Source: FRA Office of Safety Analysis.

The trend in total rail accidents and incidents in Oklahoma has decreased over the past decade. The first half of the decade saw an average of 177 total incidents, 13.6 fatalities, and 92 injuries, while the most recent five-year period saw averages of 143 total incidents, 12.2 fatalities, and 73 injuries.

The following sections discuss the various types of Oklahoma rail accidents and incidents in more detail.

2.1.6.2.1 Train Accidents in Oklahoma

Train accidents include train derailments, collisions, and other events involving on-track rail equipment that result in fatalities, injuries, or monetary damage above a threshold set by FRA. Train accident statistics in Oklahoma over the past decade are provided in **Table 2-24** below.

Table 2-24: Total Train Accidents in Oklahoma (2011-2020)

Train Accidents	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020
Total Accidents	56	60	73	39	41	47	47	52	47	33
Deaths	2	3	3	2	1	2	0	1	1	1
Injuries	4	4	2	0	3	2	3	2	1	4

Source: FRA Office of Safety Analysis.

2.1.6.2.2 Other Rail Incidents

Other rail incidents include events other than train accidents or highway-rail grade crossing incidents that caused a death or injury to any person. Most fatalities in this category are due to rail trespassers. Other events which generally lead to injuries in this category include such railroad-related activities as getting on or off equipment, doing maintenance work, throwing switches, setting handbrakes on railcars, falling, and so on. Rail passenger-related casualties can include boarding or alighting from standing trains or platforms. Statistics for this category of rail incidents are shown in **Table 2-25**.

Table 2-25: Other Rail Incidents 2011-2020

Other Rail Incidents	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020
Total Incidents	55	55	71	47	64	70	65	73	59	59
Deaths	4	3	7	5	8	12	13	14	16	10
Injuries	54	52	65	56	56	58	52	59	43	49

Source: FRA Office of Safety Analysis.

2.1.6.3 Highway-Rail Grade Crossing Safety in Oklahoma

2.1.6.3.1 Crossing Protection in Oklahoma

According to FRA's national inventory of highway-rail grade crossings, there are a total of 3,430 public at-grade highway-rail grade crossings in Oklahoma. Public highway-rail grade crossings in the state are equipped with various types of crossing warning devices. **Table 2-26** shows the types of warning devices and the number of crossings equipped with each.

Table 2-26: Types of Warning Devices at Oklahoma Public At-Grade Crossings

Warning Device Type	Gates with Flashing Light Signals	Flashing Light Signals	Stop Signs	Crossbucks	Other/ Unknown
Number of Crossings	1,353	277	173	1,525	102

Source: ODOT

These figures show that slightly less than half of all public at-grade crossings in the state have active warning devices such as gates, flashing lights, and bells or special warning arrangements (e.g., flagmen), while more than half of crossings have passive warning devices (e.g., crossbucks and / or stop or yield signs). Many of these crossings with passive warning systems have low volumes of roadway traffic and are rural in nature.

The following section shows Oklahoma's accident history at highway-rail grade crossings over the past 10 years.

2.1.6.3.2 At-Grade Crossing Incidents in Oklahoma

Table 2-27 below shows the number of highway-rail grade crossing incidents, fatalities, and injuries which have occurred at all public at-grade crossings over the past decade.

Table 2-27: Highway-Rail Incidents in Oklahoma (2011-2020)

Highway-Rail Incidents	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020
Total Incidents	57	61	42	45	38	30	45	37	35	32
Deaths	6	5	8	12	1	9	7	5	6	1
Injuries	27	21	13	21	17	11	21	12	10	19

Source: FRA Office of Safety Analysis.

In addition to state-led efforts, BNSF, UP, and KCS all work to close highway-rail grade crossings where feasible. By reducing potential conflict points and consolidating traffic at fewer crossings, upgrade funds can be better leveraged to provide benefit to a greater percentage of travelers.

2.1.6.4 Hazardous Materials Safety Programs

Hazardous materials regulations apply to all interstate, intrastate, and foreign carriers by rail, air, motor vehicle, and vessels. ODOT and the Oklahoma Department of Public Safety (DPS) enforce the hazardous materials transportation regulations in Oklahoma.

Hazardous Materials Safety Programs are generally composed of four main components:

1. Inspection of railroad and shipping facilities to ensure compliance with Part 49 Code of Federal Regulations (CFR). USDOT received the authority to regulate the transportation of hazardous materials through the Hazardous Materials Transportation Act of 1975;

2. The provision of technical assistance, education, and outreach activities to shippers/consignees, rail carriers, emergency responders, and the general public;

3. Inspection and transport of nuclear materials; and,

4. Inspection of employee training records, security procedures, and quality assurance programs to ensure safety standards are met.

2.1.6.5 Positive Train Control

Positive Train Control (PTC) refers to technologies designed to automatically stop or slow a train before certain accidents can occur. PTC is designed to prevent collisions between trains, derailments caused by excessive speed, trains operating beyond their limits of authority, incursions by trains on tracks under repair, and by trains moving over switches left in the wrong position. PTC systems are designed to determine the location and speed of trains, warn train operators of potential problems, and take action if operators do not respond to a warning.

The Rail Safety Improvement Act of 2008 required railroads to place PTC systems in service by December 31, 2015, under the following circumstances:

- On all rail main lines over which regularly scheduled commuter or intercity passenger trains operate; and
- On all Class I railroad main lines with over 5 million gross ton-miles per mile annually over which any amount of toxic/poison-by-inhalation hazardous materials are handled.

The mandate for PTC excludes all Class II (regional) and III (short line) railroads regardless of tonnage or number of toxic/poison cars handled as long as no passenger trains travel over the lines.

Under these conditions, the segments where Amtrak operates within Oklahoma as well as many other Class I railroad main line routes are required to be equipped with PTC.

The rail industry widely considered the 2015 PTC implementation deadline to be generally challenging, as about 60,000 miles of rail line nationwide would be affected over a 20-year period and implementation costs were estimated at approximately $12 billion.

Ultimately, the PTC implementation deadline was extended to December 31, 2018, by the Positive Train Control Enforcement and Implementation Act of 2015. This law also enabled affected railroads to apply for an extension of up to 24 months provided the railroad demonstrated progress towards key milestones. While Class I railroads met the December 31, 2018, deadline, many smaller railroads and transit agencies that operate commuter rail service did not have the resources necessary to complete their implementation on time. As a result, nearly every affected railroad, including each Class I, applied for an extension in order to accommodate adjoining railroads until full interoperability could be achieved.

As of 2021, Class I railroads have implemented PTC systems on all required segments of their networks, including implementation of the technology on principal lines in Oklahoma.[42] Some railroads are continuing work to voluntarily deploy PTC on lines where it is not legally required. **Figure 2-3**, **Figure 2-4**, and **Figure 2-5** are maps showing the systemwide PTC implementation progress for BNSF, KCS, and UP respectively.

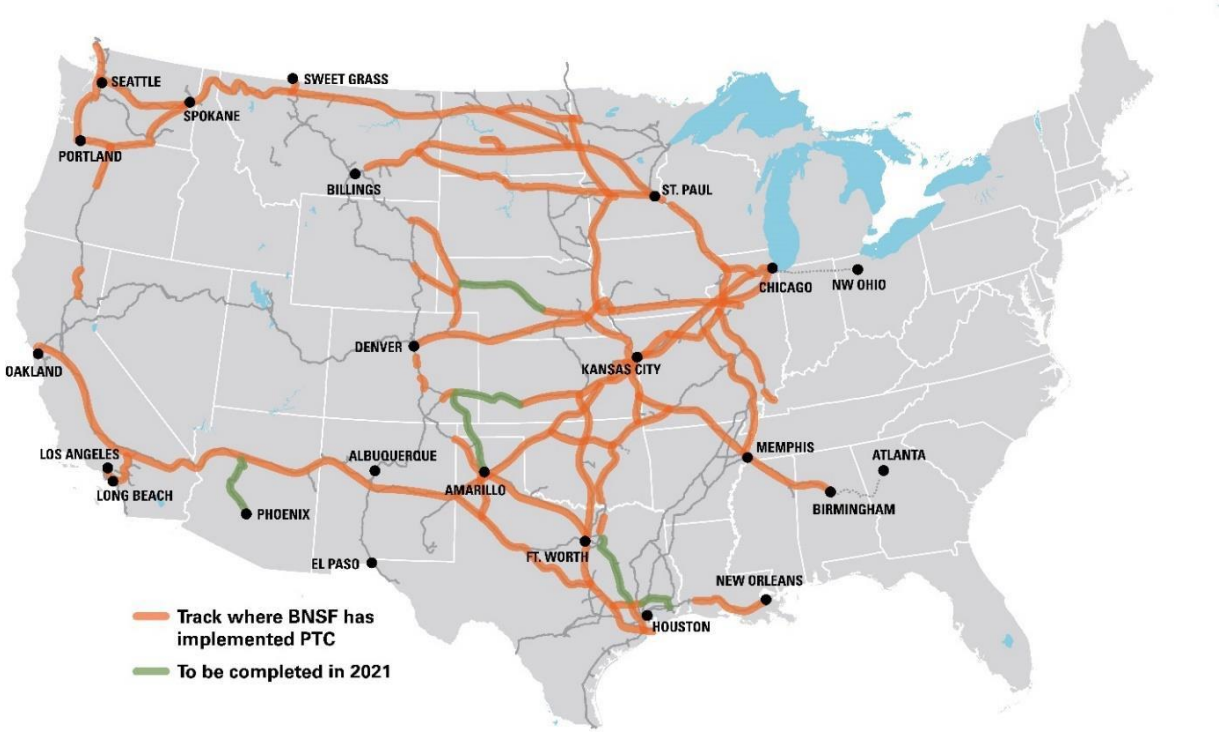


Figure 2-3: BNSF's PTC Implementation
Source: BNSF Railway[43] (Retrieved April 5, 2021)

[42] Association of American Railroads- https://www.aar.org/campaigns/ptc/
[43] Positive Train Control | PTC | BNSF

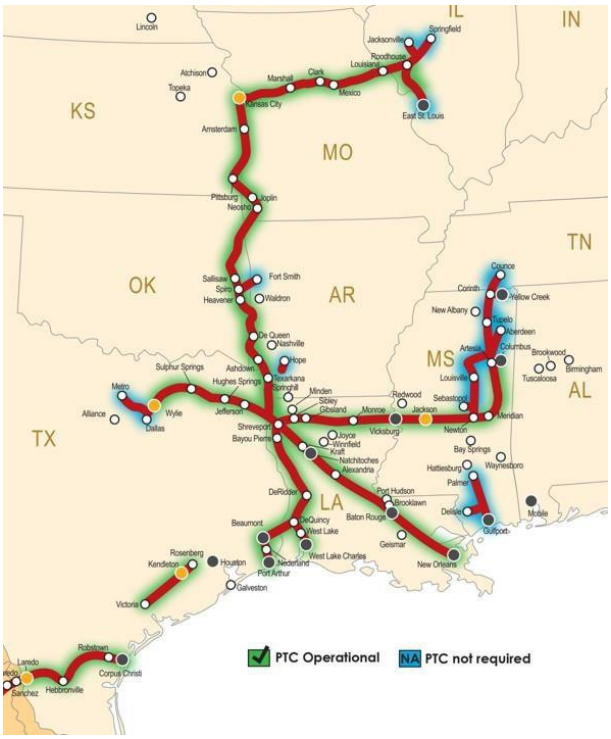


Figure 2-4: KCS's PTC Implementation
Source: Kansas City Southern[44] (Retrieved April 5, 2021)

Figure 2-5: UP's PTC Implementation
Source: Union Pacific[45] (As of December 2019)

[44] Positive Train Control | Kansas City Southern | US & Cross-border Railroad (kcsouthern.com)
[45] UP: Positive Train Control

2.1.6.6 Rail Security

In response to the increased focus on the security of the transportation system, new federal and state agencies have been established to oversee and provide assistance to ensure the security of transportation modes. The following addresses specific rail security issues and Oklahoma's involvement in rail security procedures.

The primary agencies responsible for security related to transportation modes in Oklahoma are the U.S. Department of Homeland Security and the Oklahoma Emergency Response Commission (OERC). These agencies, in coordination with federal and state transportation agencies, have addressed transportation security largely through identifying critical infrastructure assets, developing protection strategies for these assets, and developing emergency management plans.

The U.S. Department of Homeland Security addresses rail system security through the following means:

- Training and deploying manpower and assets for high risk areas;
- Developing and testing new security technologies;
- Performing security assessments of systems across the country; and,
- Providing funding to state and local partners.

The Association of American Railroads (AAR), working with the U.S. Department of Homeland Security and other federal agencies, has organized the Rail Security Task Force. This task force developed a comprehensive risk analysis and security plan for the rail system that includes:

- A database of critical railroad assets;
- Assessments of railroad vulnerabilities;
- Analysis of the terrorism threat; and,
- Calculation of risks and identification of countermeasures.

The railroad sector maintains communications with the U.S. Department of Defense, the U.S. Department of Homeland Security, the USDOT, the Federal Bureau of Investigation, and state and local law enforcement agencies on all aspects of rail security.

OERC's mission is to assist in improving communities' preparedness for handling chemical accidents, promoting cooperation among state and local government and industry, increasing public awareness of chemicals in the community and building information databases. The OERC appoints members to Local Emergency Planning Committees which have broad-based representation, including state and local officials, law enforcement, emergency management, emergency medical services, firefighting, health, local environment, hospital, transportation, broadcast and print media, community groups, and owners and operators of facilities subject to the state's requirements.

2.1.7 Economic Impacts

Rail economic impacts to Oklahoma in 2019 were estimated using Regional Input-Output Modelling System (RIMS II) multipliers from Bureau of Economic Analysis (BEA) with input data and assumptions from freight movement data (derived from the STB Carload Waybill Sample data of shipments originating in Oklahoma described in Section 2.2.2), values of commodity shipments (extracts from FHWA [Federal Highway Administration] Freight Analysis Framework [FAF] database for rail shipment originating in Oklahoma and converted to $/ton), passenger rail operations, and visitor expenditures.

Impacts of the rail industry in Oklahoma stem from firms providing freight and passenger transport services, industries using rail freight services to trade goods (shippers of goods/commodities), and expenditures from visitors who are coming to Oklahoma by rail. Of these activities, freight-users generate the most significant impact.

Impacts were calculated and presented by activity (service provision and rail users), type (direct, indirect, induced, and total), and measure (employment, income, value added, output, and tax revenue) for year 2019 (and in 2017 dollars) to provide a comprehensive perspective on how rail in Oklahoma impacts the economy and are shown in **Table 2-28**:

- **Employment** – Economic impacts of rail extended beyond the 1,440 individuals directly employed in the provision of rail transport (both passenger and freight). When the freight rail transportation and visitor impact activities and multiplier impacts were included, rail-related employment in Oklahoma in 2019 amounted to 27,121 jobs, which represented 1.2% of the 2.3 million statewide employment.
- **Employment Income** – $1.3 billion earned by these total employees represented 1.1% of Oklahoma's total labor income in 2019. Labor income includes employee compensation and proprietary income. Employee compensation, in turn, consists of wage and salary payments as well as benefits (health, retirement, etc.) and employer paid payroll taxes (employer side of social security, unemployment taxes, etc.). Proprietary income consists of payments received by self-employed individuals and unincorporated business owners.
- **Value Added** – The combined value-added impact of rail-related activity amounted to nearly $2.6 billion and represented about 1.3% of state's Gross State Product (GSP).
- **Output** – In terms of total revenue, the rail-related industries generated about $5.7 billion in output.

Table 2-28: Rail Economic Impacts in Oklahoma

Impact Metric	Transportation Services			Transportation Users			Total Services		
	Total	Freight	Passenger	Total	Freight	Passenger	Total	Freight	Passenger
Employment, Jobs									
Direct	1,460	1,440	20	7,366	7,308	58	8,826	8,748	78
Total	5,184	5,112	72	21,937	21,848	89	27,121	26,961	161
Employment Income, $ Millions									
Direct	$129.2	$127.4	$1.8	$411.6	$410.4	$1.2	$540.8	$537.7	$3.0
Total	$287.9	$283.9	$4.0	$1,012.8	$1,010.3	$2.5	$1,300.7	$1,294.2	$6.5
Value Added, $ Millions									
Direct	$317.4	$313.0	$4.4	$956.0	$953.6	$2.4	$1,273.4	$1,266.6	$6.8
Total	$599.9	$591.6	$8.4	$1,990.1	$1,985.3	$4.7	$2,590.0	$2,576.9	$13.1
Output, $ Millions									
Direct	$612.4	$603.9	$8.5	$2,353.2	$2,348.6	$4.6	$2,965.6	$2,952.5	$13.1
Total	$1,157.8	$1,141.7	$16.1	$4,543.9	$4,534.8	$9.1	$5,701.7	$5,676.5	$25.2

Note: All monetary values presented in the table are in 2017 dollars.

The full description of the methodology and detailed economic impacts can be found in Appendix C.

2.2 Trends and Forecasts

The purpose of this section is to describe trends that will affect rail needs for the state of Oklahoma in the future. Trends which impact both passenger and freight rail include factors such as demographic and economic growth, freight and passenger transportation changes, and the future land use outlook. The following discussions provide a base for determining future rail service needs in Oklahoma.

2.2.1 Demographic and Economic Growth Factors

2.2.1.1 Population

Oklahoma's population is estimated at nearly 4 million as of 2019. Oklahoma Department of Commerce estimates that by 2040, Oklahoma's population will increase by over 624,000 to almost 4.6 million. This trend is illustrated in **Figure 2-6** below.

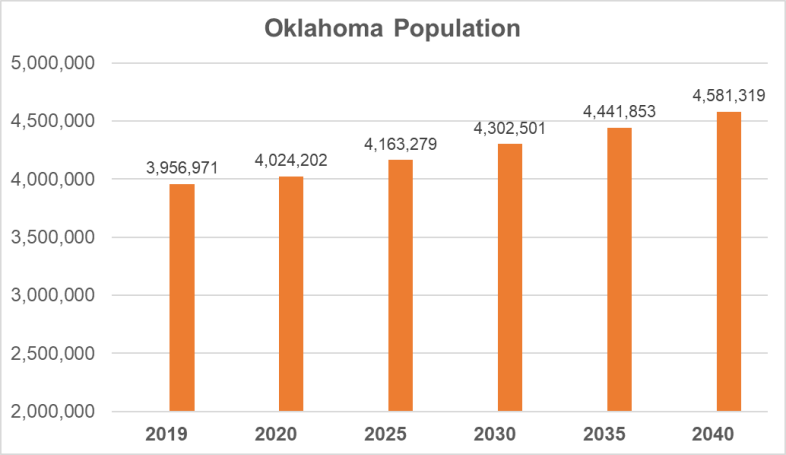


Figure 2-6: Forecasts of Oklahoma Population Trends

Source: Bureau of Economic Analysis, Regional Economic Accounts, SA1 Personal Income and Employment by Major Component and Oklahoma Department of Commerce; 2012 Demographic State of the State Report.

Oklahoma's population projections displayed in the figure above imply an average annual rate of growth of 0.7%. This growth rate is higher than most recent growth rate of the state population as well as higher than population growth for the entire United States. This trend is illustrated in **Figure 2-7** which shows that over the years 2015-2019 Oklahoma's population growth averaged 0.3% annually while population growth in the United States averaged at just below 0.6% annually. Over the years 2019-2040, Oklahoma's population is forecasted to grow at the rate of 0.7% annually while at the national level population is forecasted to grow at the rate just above 0.6% annually.

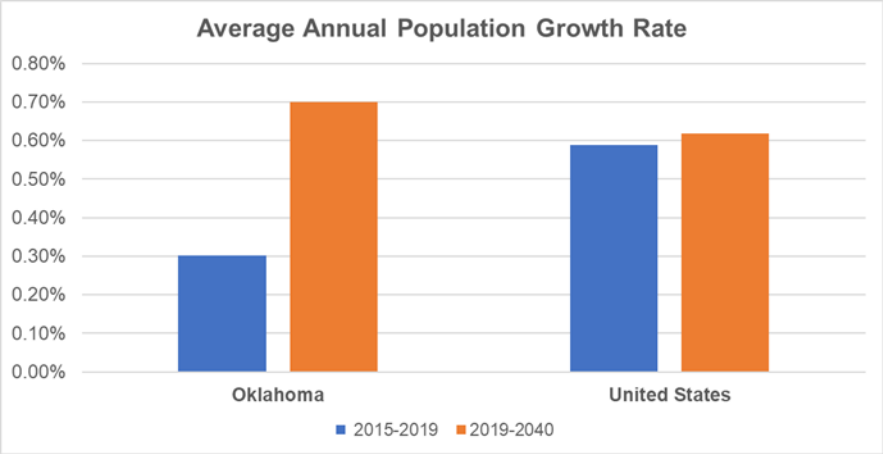


Figure 2-7: Population Growth Rate in Oklahoma and United States

Source: Calculated based on: Oklahoma Department of Commerce, 2012 Demographic State of the State Report and U.S. Census Bureau, Projected Population Size and Births, Deaths, and Migration: Main Projections Series for the United States, 2017-2060.

2.2.1.2 Employment

In 2019, Oklahoma's employment amounted to about 1.8 million. Employment is forecasted to increase by about 21,500 positions (or 1.2%) by 2021 and another 51,000 positions (or 2.8%) by 2028. Should this trend continue, Oklahoma's employment would increase by another 91,000 jobs by 2040 to reach a level of nearly 2 million. These trends are illustrated in **Figure 2-8** below.

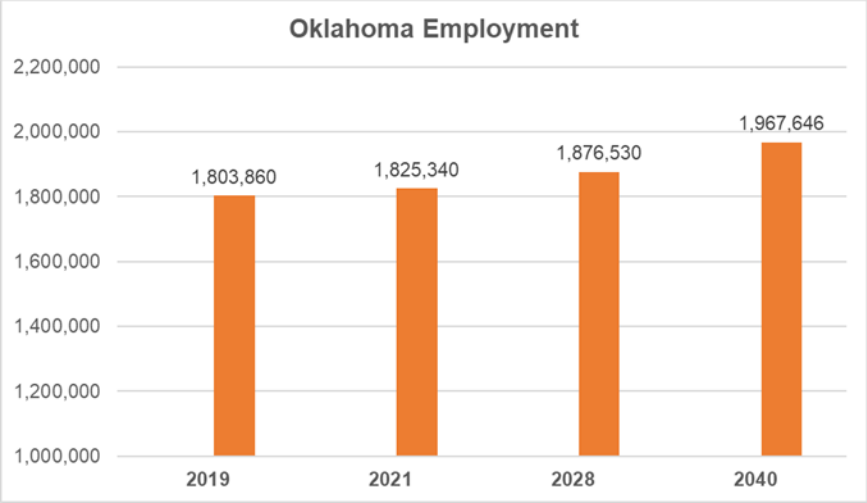


Figure 2-8: Forecasts of Oklahoma Employment Trends

Source: Oklahoma Employment Security Commission, Short-Term and Long-Term Industry Employment Projections. 2040 employment extrapolated by HDR assuming average annual rate of growth equal to the rate between 2021 and 2028.

It is noted that trends displayed in **Figure 2-8** represent pre-COVID-19 projections. It is estimated that between February and April 2020, employment in Oklahoma fell by almost 271,000. Much of the job losses were regained by November 2020, but still total employment in November 2020 was lower by almost 31,000 than in February 2020. **Figure 2-9** illustrates these most recent trends.

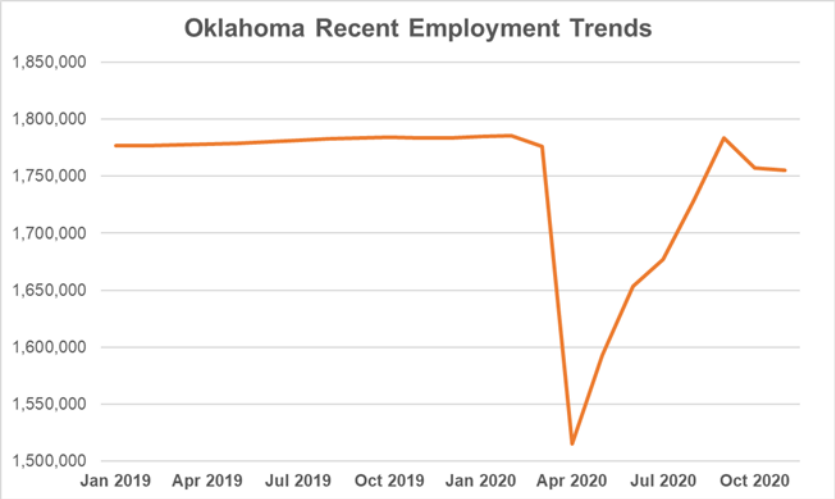


Figure 2-9: Recent Trends in Oklahoma's Employment
Source: Bureau of Labor Statistics, Series ID LASST400000000000006.

At this time, it is not fully clear to what extent the COVID-19 pandemic will affect the medium- to longer-term economic outcomes. The Center for Applied Economic Research at Oklahoma State University forecasts that Oklahoma's employment will recover to the December 2019 levels by the first quarter of 2023.[46] By end of 2025, employment is expected to increase by about 3% compared to end of 2019. This baseline forecast does not include the effects of the economic stimulus programs enacted in early 2021 but anticipates widespread distribution and adoption of COVID-19 vaccines by the spring and summer of 2021. Additional fiscal stimulus would increase personal consumption and help boost the economic activity, though this may be tempered by temporary scarcity due to supply chain lag.

2.2.1.3 Personal Income

Figure 2-10 shows recent trends in personal income in Oklahoma and – for a comparison – in the entire United States. The figure shows that in 2019 and the first quarter of 2020, personal income per capita in Oklahoma amounted to about $47,500. This income increased to $52,500 in the second quarter of 2020 but fell below $50,000 in the second. Throughout the period shown in the figure, Oklahoma's personal income per capita was lower than in the entire United States by about $9,000 to $10,000.

As **Figure 2-11** demonstrates, the increase in personal income in the second quarter of 2020 is due to an increase in social transfers as net earnings (and gross earnings) declined. The second and third quarter of 2020 correspond to the period of economic downturn across the United States due to the COVID-19 pandemic. The increase in personal income is due to the income relief program launched by the federal government.

[46] Rickman, Dan and Hongbo Wang, "Economic Outlook 2021: Hope on the Horizon", Center for Applied Economic Research Spears School of Business Oklahoma State University, November 27, 2020. Retrieved from: https://business.okstate.edu/site-files/docs/economics/economic_outlook_2021_caer.pdf

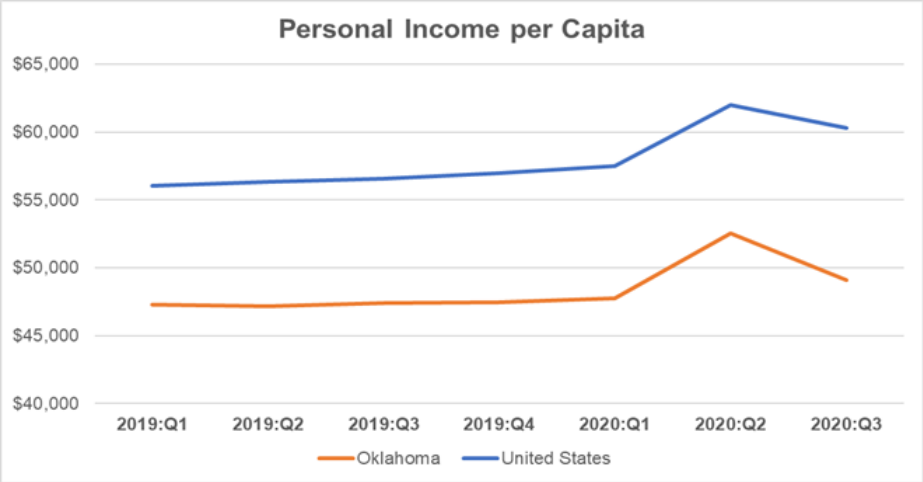


Figure 2-10: Recent Trends in Personal Income per Capita in Oklahoma and United States
Source: Bureau of Economic Analysis, SA1 Personal Income Summary: Personal Income, Population, Per Capita Personal Income

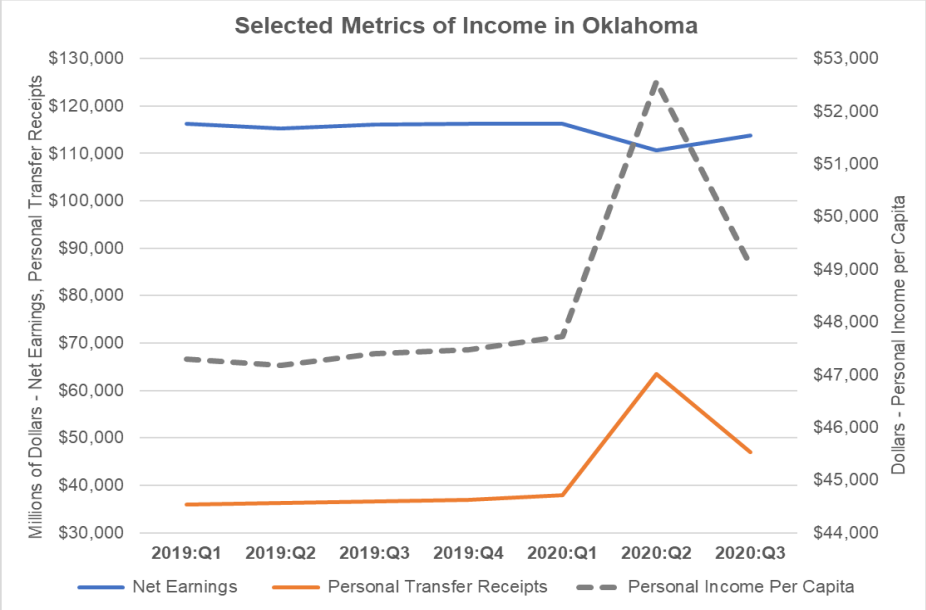


Figure 2-11: Recent Trends in Selected Income Measures in Oklahoma
Source: Bureau of Economic Analysis, SA1 Personal Income Summary: Personal Income, Population, Per Capita Personal Income

In the short-term, the growth in personal income in Oklahoma can be expected to be related to the economic recovery from the COVID-19 pandemic. Center for Applied Economic Research at Oklahoma State University forecasts that over the years 2021 and 2022 growth in personal income will amount to about 2.9% annually while wages and salaries will grow at an average annual rate of about 5.0%.[47] These rates of growth are higher than the growth in employment estimated at 2.5% and can thus be expected to lead to a modest increase in income per capita.

[47] Rickman, Dan and Hongbo Wang, "Economic Outlook 2021: Hope on the Horizon", Center for Applied Economic Research Spears School of Business Oklahoma State University, November 27, 2020. Retrieved from: https://business.okstate.edu/site-files/docs/economics/economic_outlook_2021_caer.pdf

2.2.1.4 Industrial Outlook by Sector

The Oklahoma Employment Security Commission provides future industry employment projections to 2028. **Table 2-29** shows employment shares by industry for 2019 and 2028 as well as change in the number of positions for each industry between those years.

The table shows that the largest increase in employment is expected to be in Health Care and Social Assistance (increase in employment share from 12.8% to 9.1%, or by 17,340 positions) and Accommodation and Food Services (increase in employment share from 8.5% to 13.6%, or by 24,590 positions). Other industries with expected increase in employment share of at least 0.1% and number of positions of at least 4,000 over the years 2019-2028 include: Mining, Construction, Professional Services, Administrative Services, and Arts and Recreation. The category of self-employed and unpaid family members is also expected to increase by 0.1% and over 4,000 jobs. The largest reductions in employment are expected in the Manufacturing Industry (by over 6,700 positions) and Education Services (by over 1,200 positions). Industries with a very modest growth include Government Services (160 additional positions between 2019 and 2028) and Finance and Insurance (920 additional positions between 2019 and 2028). Employment shares of these industries is forecasted to decrease in the years to 2028.

Table 2-29: Industry Employment in Oklahoma, 2019 and 2028 Projections

Industry	Share of Total Employment (Percent)		Change in Employment (Number of Positions)
	2019	2028	
Mining	2.9%	3.0%	4,080
Construction	4.5%	4.6%	5,780
Manufacturing	7.9%	7.2%	-6,730
Wholesale Trade	3.2%	3.0%	-670
Retail Trade	9.7%	9.4%	1,660
Transportation and Warehousing	3.0%	3.0%	2,960
Finance and Insurance	3.2%	3.1%	920
Professional, Scientific, and Technical Services	4.1%	4.2%	4,180
Administrative and Support and Waste Management and Remediation Services	5.3%	5.5%	6,590
Educational Services	9.3%	8.9%	-1,240
Health Care and Social Assistance	12.8%	13.6%	24,590
Accommodation and Food Services	8.5%	9.1%	17,340

2.2.1.5 Passenger Trends

Figure 2-12 shows the number of total enplanements in Oklahoma. The number of enplanements was increasing between 2002 and 2008, reaching a peak in 2008 of nearly 3.5 million annually. Following the economic recession, the number of enplanements fell by about 300,000 annually and remained at a level of about 3.1 million to 3.2 million for the eight

years that followed, through 2016. Traffic started growing again in 2017, and in 2018 the number of enplanements exceeded pre-2008 crisis reaching 3.6 million. In 2019, the number of enplanements grew further to 3.7 million but declined drastically to less than 1.5 million in 2020.

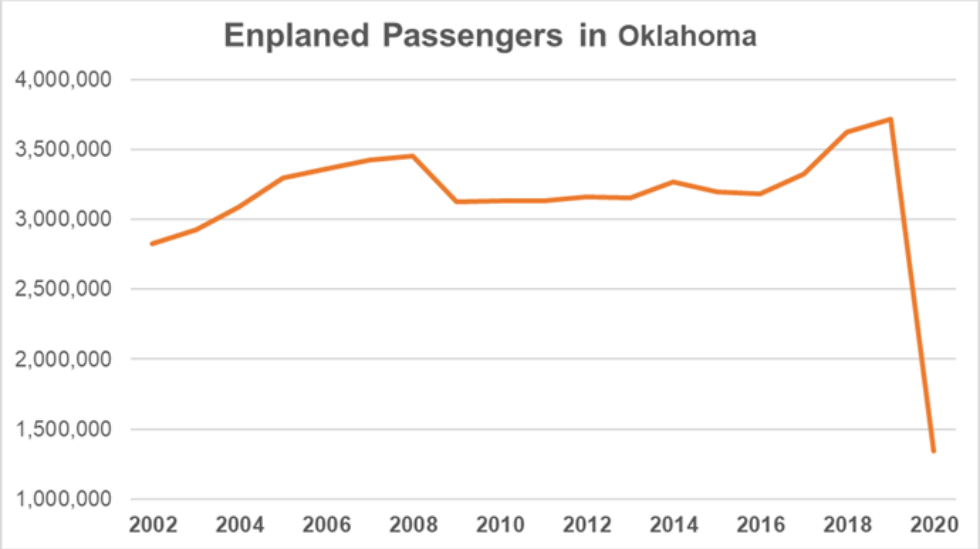


Figure 2-12: Total Enplanements in Oklahoma

Sources: Bureau of Transportation Statistics, T-100 Market Data. Enplaned passenger at Oklahoma City, Tulsa, Lawton/Fort Sill, and Stillwater airports; all air carriers. Note: 2020 figure includes data only to October 2020.

Figure 2-13 below presents trends in passenger highway travel. The figure shows that between 2009 and 2016 total vehicle miles of travel (VMT) had an increasing trend from about 47,000 million VMT to 49,000 million VMT. In the following years to 2019 (the last year of data availability), VMT displayed substantial volatility from year to year with an overall reduction in VMT to 44,600 million VMT in 2019. VMT per licensed driver displayed an overall decreasing trend from an average of more than 20,000 VMT annually to below 18,000 VMT annually.

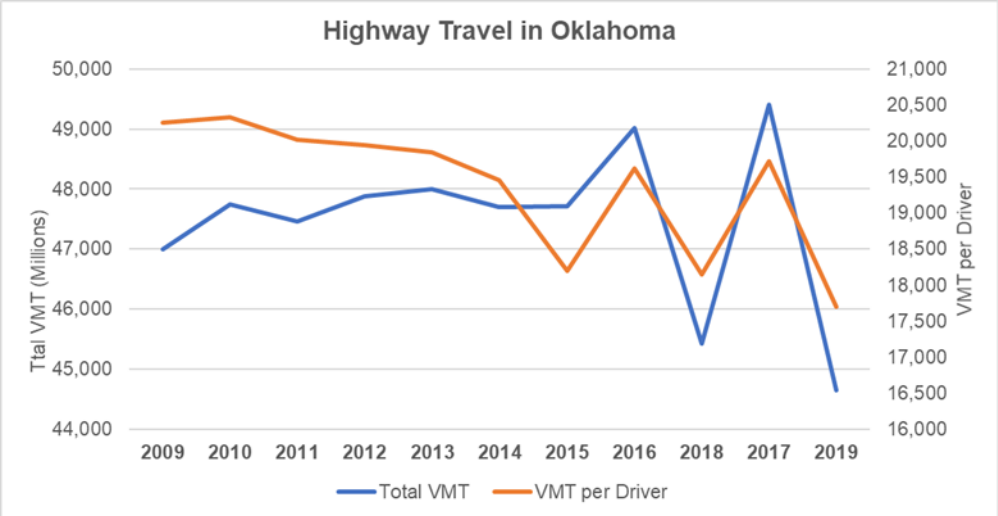


Figure 2-13: Oklahoma Passenger Highway Vehicle-Miles Traveled

Source: Bureau of Transportation Statistics, State Transportation Statistics.

The *Heartland Flyer*, a daily passenger train from Oklahoma City, Oklahoma, to Fort Worth, Texas, is currently the only intercity passenger rail service available in Oklahoma. **Figure 2-14** shows ridership from the year of service inception in 1999 to 2019 (the last year for which published data was available at the time of writing this report).

Figure 2-14 demonstrates that the *Heartland Flyer* had a steady growth over the years from 2003 to 2012 when it reached peak ridership of 87,873. From 2012 to 2016, ridership was decreasing and stabilized at a level of about 68,000. In 2019, *Heartland Flyer* ridership amounted to 67,961.

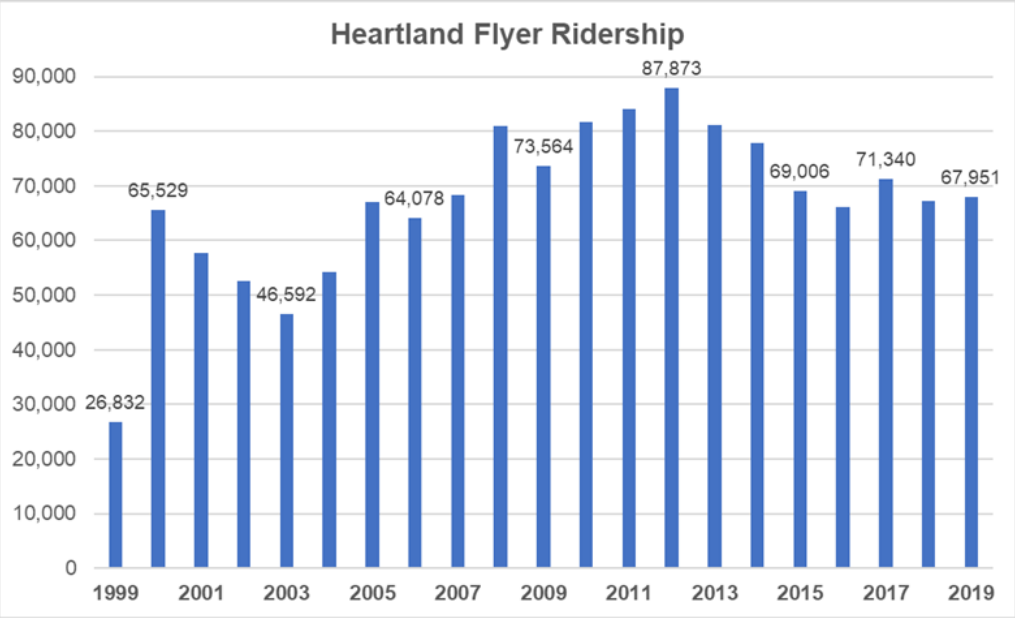


Figure 2-14: Heartland Flyer Ridership
Source: ODOT and Rail Passengers Association.

2.2.2 Freight Demand and Growth

2.2.2.1 Current Freight Rail Movements

2019 freight rail movements in Oklahoma by direction (outbound, inbound, intrastate, and through), tonnage, and carload units were derived from the 2019 Surface Transportation Board (STB) Carload Waybill Sample data. The following sections summarize rail movements by direction and the top commodities associated with each. Supplemental graphics are shown for ease of identifying key commodity movements.

2.2.2.1.1 Summary

As shown in **Table 2-30** and **Figure 2-15**, 2019 Oklahoma rail movements totaled 259 million tons carried via 5.9 million carload units. Of all rail movements, through movements, or those passing through Oklahoma (i.e. originating and ending outside of Oklahoma), are the dominant movements comprising 85.2% of all tonnage and 93.3% of all carload units**.** Both outbound and inbound movements are similar in magnitude (comprising 7.5% and 6.5% of all tonnage, and 3.5% and 2.9% of all carloads, respectively). In comparison, intrastate movements are relatively small encompassing 0.8% and 0.4% of all tonnage and carloads, respectively.

Table 2-30: Freight Rail Movements in Oklahoma, by Direction, 2019

Direction	Tons		Carloads		Tons/Carload Utilization
	Amount	Percent	Amount	Percent	
Outbound	19,423,798	7.5%	203,935	3.5%	95.2
Inbound	16,863,168	6.5%	170,039	2.9%	99.2
Intrastate	2,143,806	0.8%	23,160	0.4%	92.6
Through	220,677,657	85.2%	5,493,763	93.3%	40.2
Total	**259,108,429**	**100%**	**5,890,897**	**100%**	**44.0**

Source: Prepared by HDR, based on the 2019 STB Carload Waybill Sample data

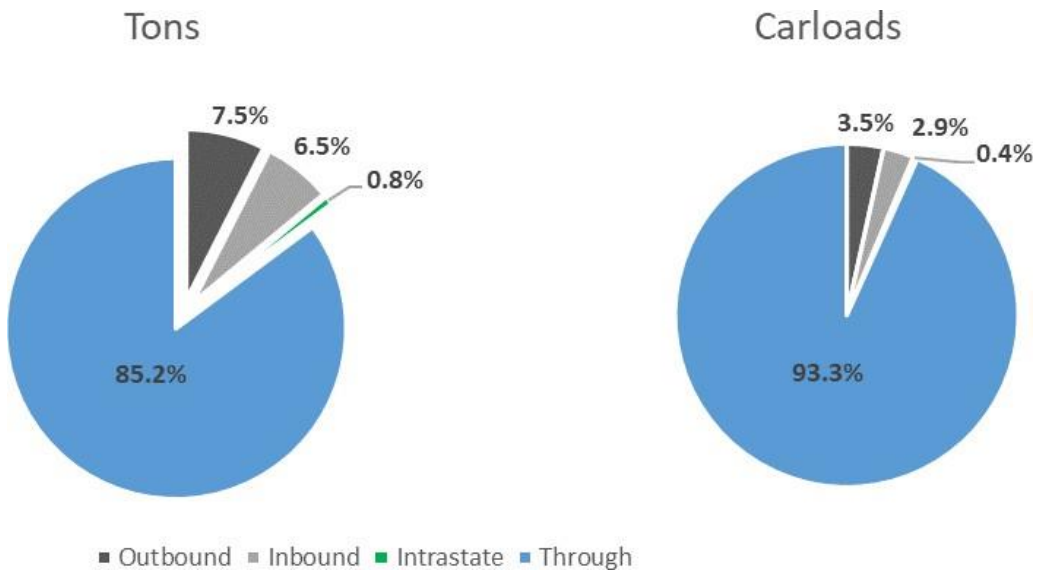


Figure 2-15: Freight Rail Movements Share by Direction, 2019
Source: Prepared by HDR, based on the 2019 STB Carload Waybill Sample data

Major Commodity Movements

The top 5 commodities by tonnage and carload units for all movements are listed below and illustrated graphically in **Figure 2-16**.[48]

[48] In Figure 2-16 and all subsequent figures and tables, shipment category labelled as 'Others' includes the following commodities: Forest Products, Fresh Fish or Marine Products, Petroleum Prod, Natural Gas, Ordnance or Accessories, Food or Kindred Products, Tobacco Products, Textile Mill Products, Apparel or Related Products, Logs, Lumber, Wood Prod., Furniture or Fixtures, Pulp, Paper or Allied Products, Printed Matter, Chemicals or Allied Products, Petroleum or Coal Products, Rubber or Misc. Plastics, Leather or Leather Products, Clay, Concrete, Glass or Stone, Primary Metal Products, Fabricated Metal Products, Machinery, Electrical Equipment, Transportation Equipment, Instruments, Photo Equip, Optical Eq, Misc. Manufacturing Products, Waste or Scrap Materials, Freight Forwarded Traffic, Misc. Freight Shipments, Shipping Containers, Mail or Contract Traffic, Small Packaged Freight Shipments

By Tonnage:

1. Coal (62.9 million tons, 24.3% of rail total)
2. Miscellaneous Mixed Shipments (33.5 million tons, 12.6% of rail total)
3. Farm Products (30.7 million tons, 11.9% of rail total)
4. Hazardous Materials (29.7 million tons, 11.5% of rail total)
5. Food or Kindred Products (28.9 million tons, 11.2% of rail total)

By Carload Units:

1. Miscellaneous Mixed Shipments (2.3 million carloads, 39.8% of rail total)
2. Coal (521,335 carloads, 8.9% of rail total)
3. Hazardous Materials (465,568 carloads, 7.9% of rail total)
4. Food or Kindred Products (447,750 carloads, 7.6% of rail total)
5. Farm Products (392,636 carloads, 6.7% of rail total)

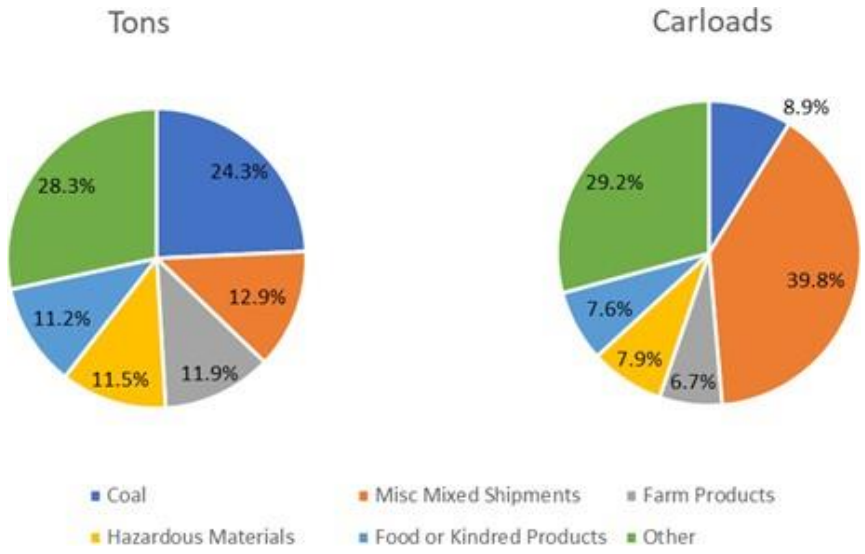


Figure 2-16: Rail Movements Top Commodities by Tonnage and Carload, 2019
Source: Prepared by HDR, based on the 2019 STB Carload Waybill Sample data

Figure 2-17 illustrates the top commodity movements by direction, in terms of tonnage shipped.

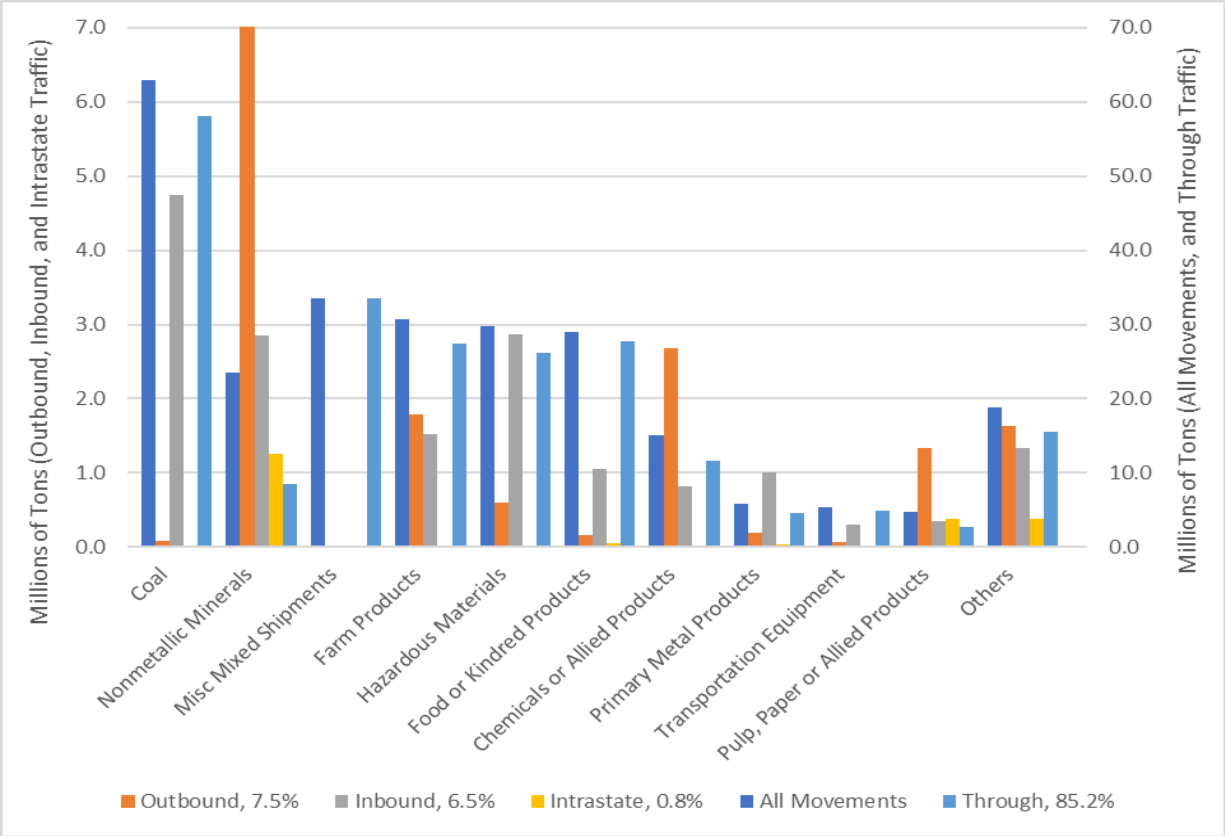


Figure 2-17: Rail Commodity Tonnage by Direction of Shipments, 2019
Source: Prepared by HDR, based on the 2019 STB Carload Waybill Sample data

As noted above, through movements encompass a relatively large proportion of tonnage of shipments (85.2%) compared to inbound (6.5%), outbound (7.5%), and intrastate (0.8%) tonnage shipped. This may distort inferences as to the structure of inbound, outbound, and intrastate movements. In order to show unbiased characteristics of those movements, **Figure 2-18** provides an illustration of top commodity shipments by direction excluding through movements.

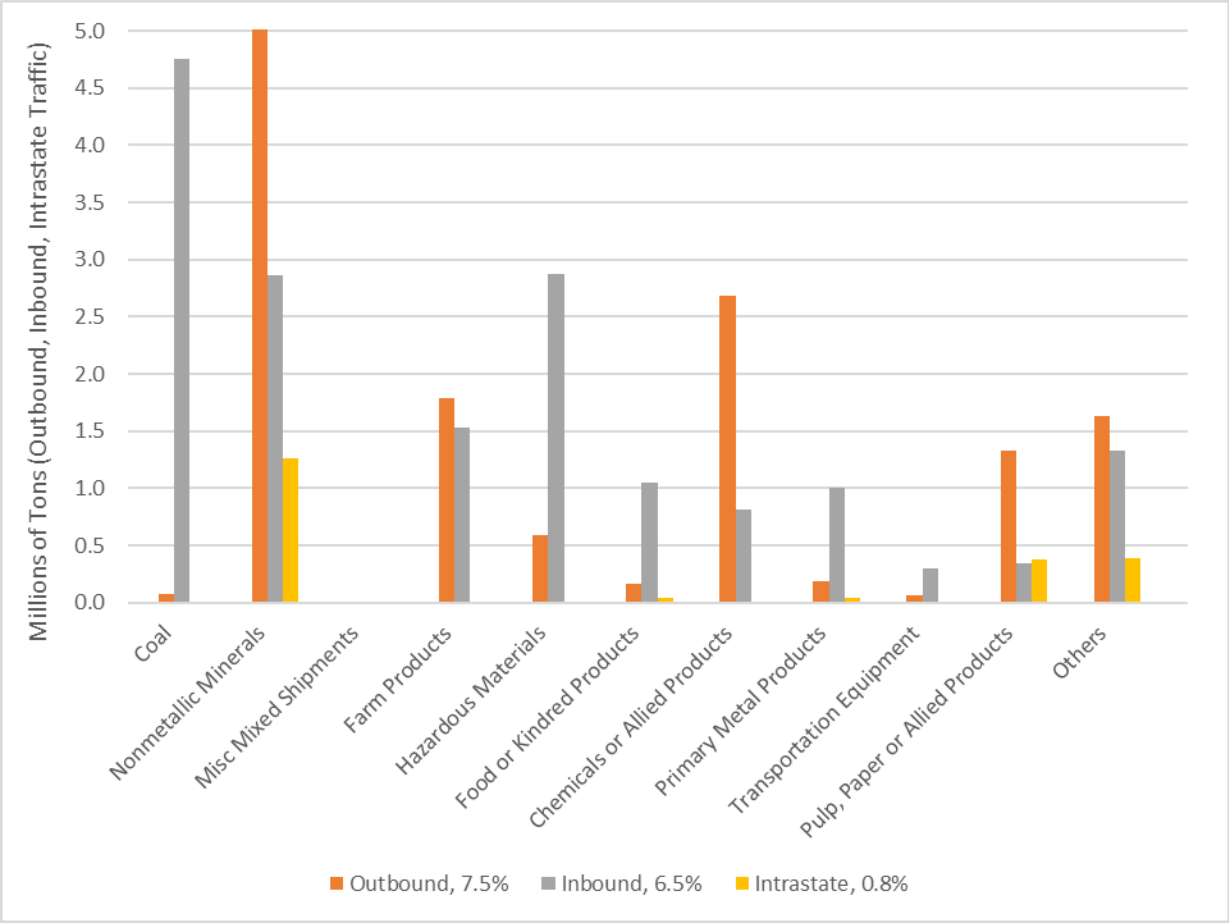


Figure 2-18: Rail Commodity Tonnage by Direction – Excluding Through Traffic, 2019
Source: Prepared by HDR, based on the 2019 STB Carload Waybill Sample data

The figure demonstrates that inbound movements in 2019 were predominantly coal and hazardous materials (28.2% and 17.0% of tonnage shipped, respectively), while nonmetallic minerals and chemicals or allied products dominated outbound movements (56.1% and 13.8%, respectively). Nonmetallic minerals and pulp, paper or allied products dominated intrastate movements (58.8% and 17.6%, respectively).

Figure 2-19 and **Figure 2-20** illustrate carload movements by direction with and without through shipments.

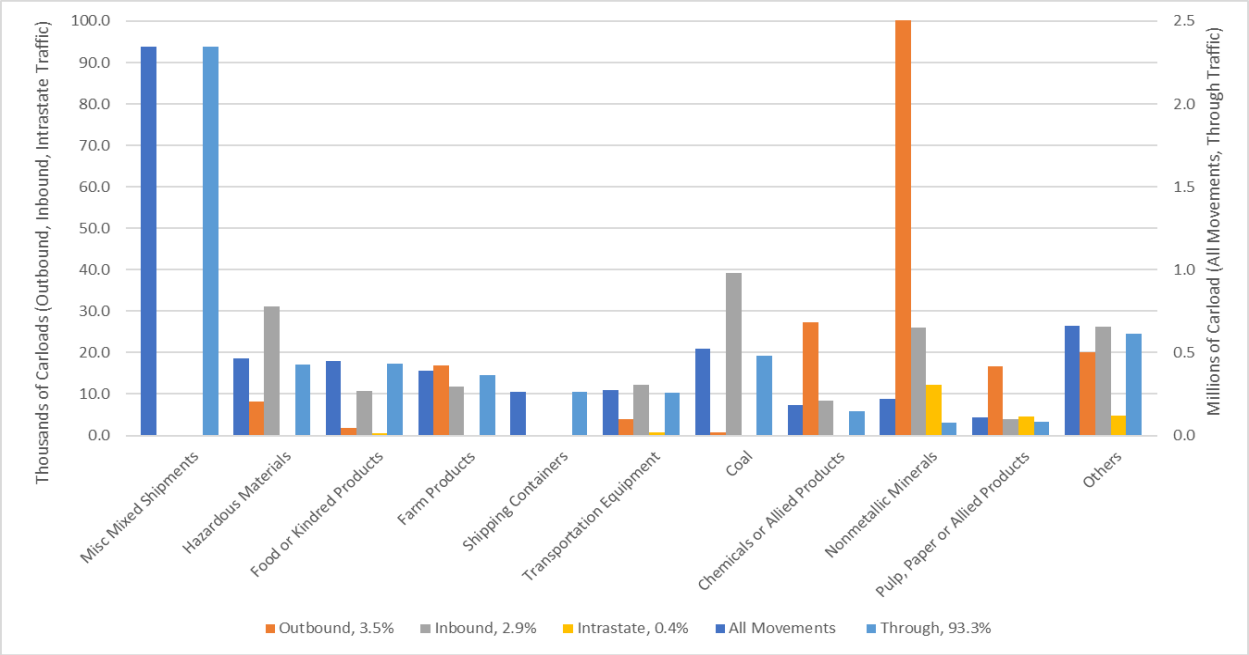


Figure 2-19: Rail Commodity Carloads by, 2019
Source: Prepared by HDR, based on the 2019 STB Carload Waybill Sample data

As in the context of tonnage of shipments, through carloads accounted for a predominant share of all movements (93.3% of total), compared to inbound (2.9%), outbound (3.5%), and intrastate (0.4%) movements. In order to facilitate inferences regarding inbound, outbound, and intrastate movements, **Figure 2-20** illustrates the magnitude of shipments that exclude through movements.

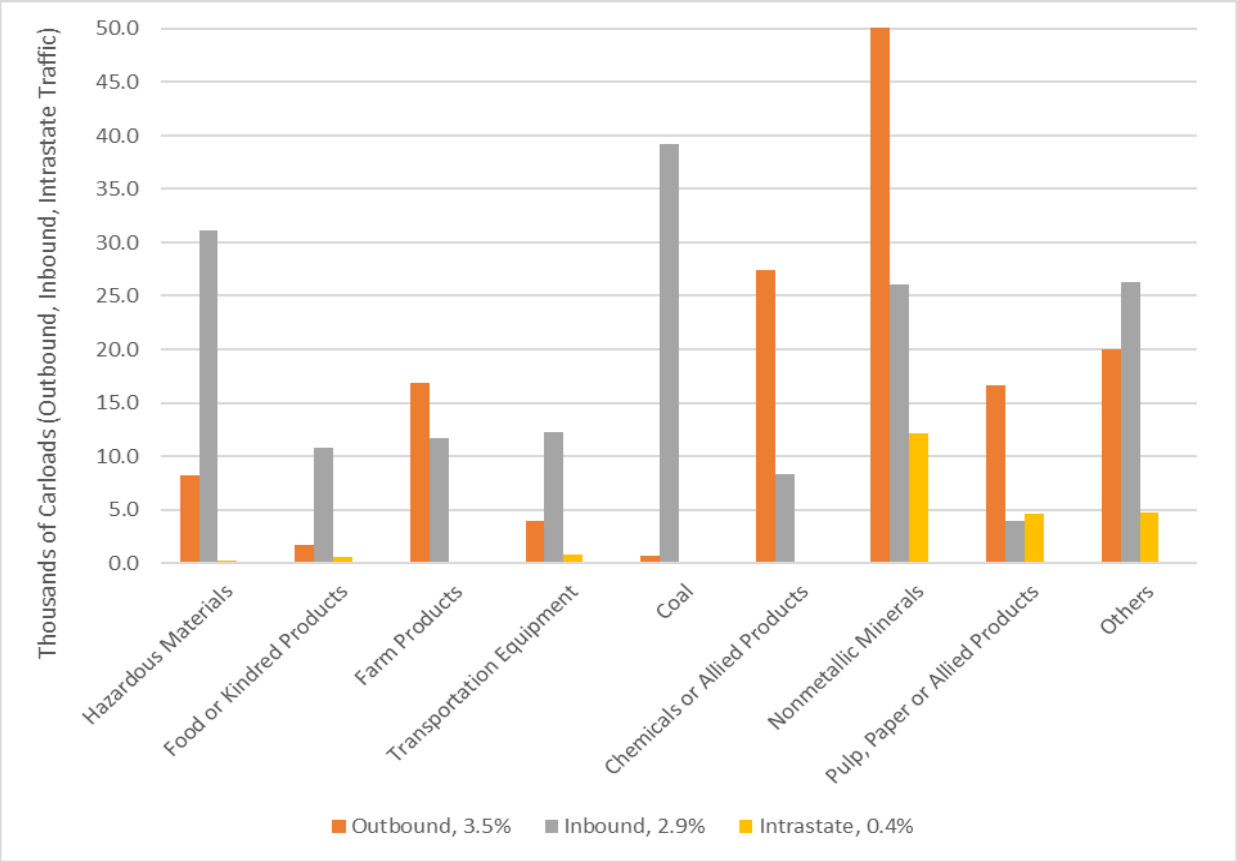


Figure 2-20: Rail Commodity Carloads by Direction – Excluding Through Traffic, 2019
Source: Prepared by HDR, based on the 2019 STB Carload Waybill Sample data

The figure shows that the largest share of Oklahoma inbound movements in 2019 was accounted for by coal and hazardous materials (23.1% and 18.3% of all inbound movements, respectively). Nonmetallic minerals and chemicals or allied products had the largest share of outbound movements (53.2% and 13.4%, respectively). Nonmetallic minerals and pulp, lumber or allied products dominated the intrastate movements (52.6% and 20.0%, respectively).

2.2.2.1.2 Rail Outbound

Outbound movements in 2019 amounted to 19.4 million tons (7.5% of total tonnage) and 203,935 carloads (3.5% of total). The top 5 commodities by tonnage and carloads are listed below.

By Tonnage:

1. Nonmetallic Minerals (10.9 million tons, 56.1% of outbound rail total)
2. Chemical or Allied Products (2.7 million tons, 13.8% of outbound rail total)
3. Farm Products (1.8 million tons, 9.2% of outbound rail total)
4. Pulp, Paper, or Allied Products (1.3 million tons, 6.9% of outbound rail total)
5. Petroleum or Coal Products (803,468 tons, 4.1% of outbound rail total)

By Carload Units:

1. Nonmetallic Minerals (108,452 carloads, 53.2%% of outbound rail total)
2. Chemicals or Allied Products (27,383 carloads, 13.4% of outbound rail total)
3. Farm Products (16,820 carloads, 8.2% of outbound rail total)
4. Pulp, Paper, or Allied Products (16,680 carloads, 8.2% of outbound rail total)
5. Petroleum or Coal Products (8,896 carloads, 4.4% of outbound rail total)

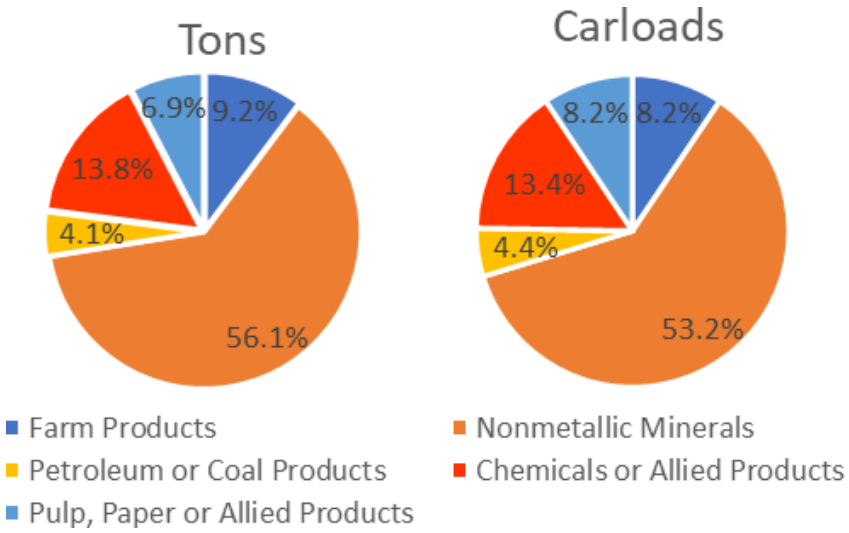


Figure 2-21: Rail Outbound Top Commodities by Tonnage and Carload, 2019
Source: Prepared by HDR, based on the 2019 STB Carload Waybill Sample data

Outbound Tonnage Origin

2019 rail movements destined for out-of-state originated primarily in Johnston County (9.3 million tons, 47.9% of outbound rail total), Garfield County (1.8 million tons, 9.2% of outbound rail total), and Rogers County (1.8 million tons, 9.1% of outbound rail total). The top 3 origin counties, by tonnage, are listed below along with the respective top 5 outbound commodities in these counties. This is followed by an illustration of top outbound commodities by county of origin in **Figure 2-22**.

Johnston County:

1. Nonmetallic Minerals (9.3 million tons, 99.9% of outbound county total)

Garfield County:

1. Chemicals or Allied Products (703,813 tons, 39.4% of outbound county total)
2. Farm Products (507,624 tons, 28.4% of outbound county total)
3. Petroleum or Coal Products (383,988 tons, 21.5% of outbound county total)
4. Food or Kindred Products (113,000 tons, 6.3% of outbound county total)
5. Hazardous Materials (56,120 tons, 3.1% of outbound county total)

Rogers County:

1. Chemical or Allied Products (1.6 million tons, 89.5% of outbound county total)
2. Waste or Scrap Materials (81,360 tons, 4.6% of outbound county total)
3. Primary Metal Products (55,880 tons, 3.2% of outbound county total)
4. Hazardous Materials (39,600 tons, 2.2% of outbound county total)
5. Transportation Equipment (7,880 tons, 0.4% of outbound county total)

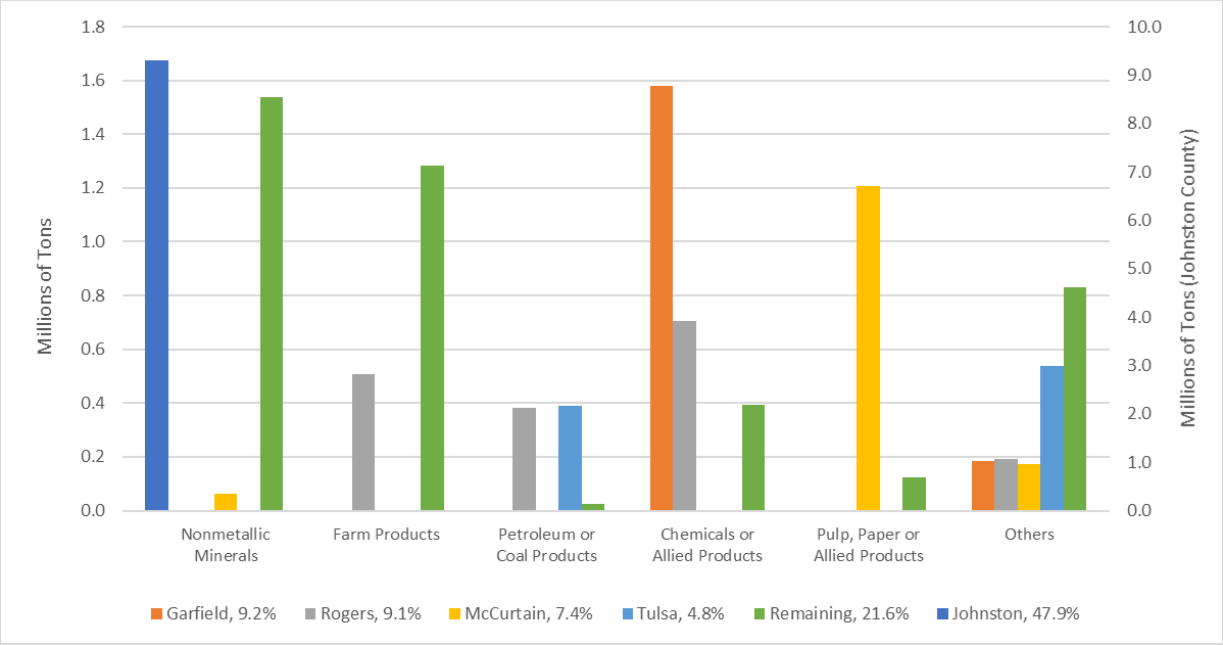


Figure 2-22: Rail Outbound Commodity Tonnage by Oklahoma County Origin, 2019
Source: Prepared by HDR, based on the 2019 STB Carload Waybill Sample data

Outbound Tonnage Destination

Rail movements in 2019 originating in Oklahoma were transported primarily to Texas (12.6 million tons, 64.7% of outbound rail total), Nebraska (1.1 million tons, 5.5% of outbound rail total), and California (905,624 tons, 4.7% of outbound rail total). The top 5 commodities, in each of the above three destination state, included:

Texas:

1. Nonmetallic Minerals (10.0 million tons, 79.3% of destination state total)
2. Farm Products (1.3 million tons, 10.5% of destination state total)
3. Chemical or Allied Products (388,712 tons, 3.1% of destination total)
4. Hazardous Materials (295,784 tons, 2.4% of destination total)
5. Petroleum or Coal Products (254,488 tons, 2.0% of destination total)

Nebraska:

1. Chemicals or Allied Products (962,767 tons, 90.3% of destination state total)
2. Pulp, Paper or Allied Products (51,720 tons, 4.8% of destination state total)
3. Clay, Concrete, Glass or Stone (24,440 tons, 2.3% of destination state total)
4. Logs, Lumber, Wood Products (18,040 tons, 1.7% of destination state total)
5. Food or Kindred Products (3,960 tons, 0.4% of destination state total)

California:

1. Pulp, Paper or Allied Products (340,080 tons, 37.6% of destination state total)
2. Chemicals or Allied Products (243,600 tons, 26.9% of destination state total)
3. Farm Products (209,824 tons, 23.2% of destination state total)
4. Clay, Concrete, Glass or Stone (43,480 tons, 4.8% of destination state total)
5. Hazardous Materials (32,520 tons, 3.6% of destination state total)

Figure 2-23 below shows rail outbound commodity tonnage by destination state in 2019.

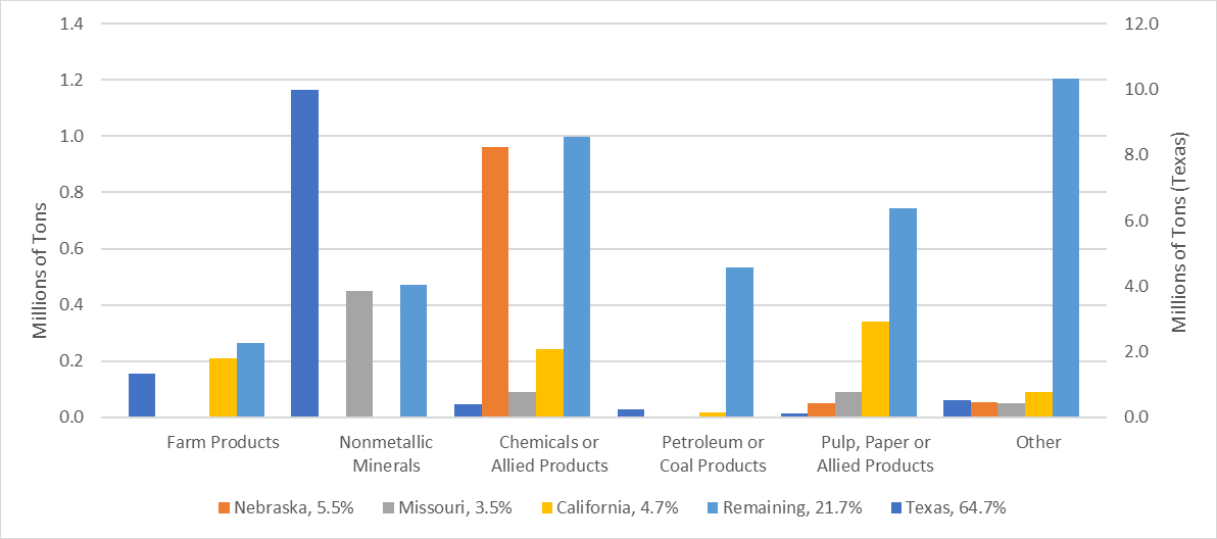


Figure 2-23: Rail Outbound Commodity Tonnage by Destination State, 2019
Source: Prepared by HDR, based on the 2019 STB Carload Waybill Sample data

2.2.2.1.3 Rail Inbound

Inbound movements in 2019 accounted for 16.9 million tons (6.5% of total) and 170,039 carloads (3.5% of total). The top 5 commodities are listed below.

By Tonnage:

1. Coal (4.8 million tons, 28.2% of inbound rail total)
2. Hazardous Materials (2.9 million tons, 17.0% of inbound rail total)
3. Nonmetallic Minerals (2.9 million tons, 16.9% of inbound rail total)
4. Farm Products (1.5 million tons, 9.1% of inbound rail total)
5. Food or Kindred Products (1.1 million tons, 6.2% of inbound rail total)

By Carload Units:

1. Coal (39,260 carloads, 23.1% of inbound rail total)
2. Hazardous Materials (31,168 carloads, 18.3% of inbound rail total)
3. Nonmetallic Minerals (26,115 carloads, 15.4% of inbound rail total)
4. Transportation Equipment (12,276 carloads, 7.2% of inbound rail total)
5. Farm Products (11,731 carloads, 6.9% of inbound rail total)

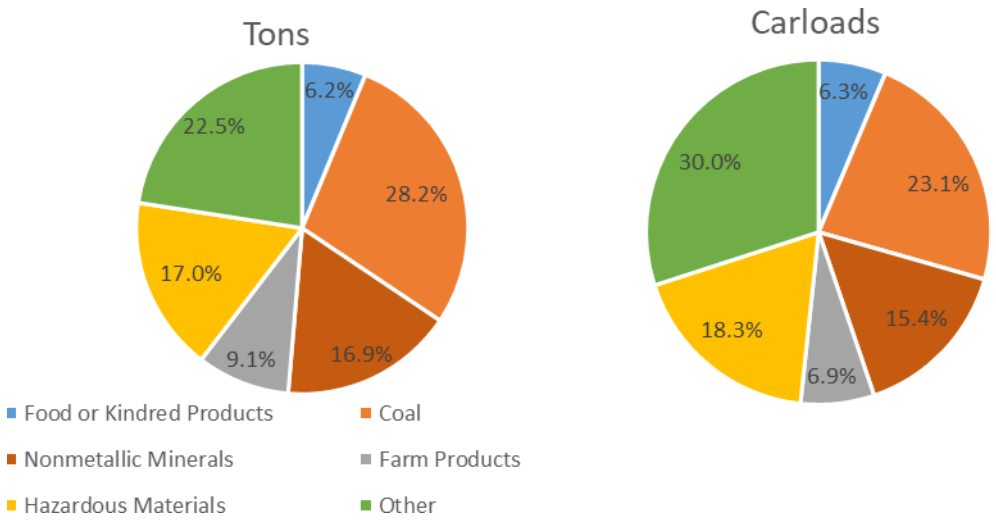


Figure 2-24: Rail Inbound Top Commodities by Tonnage and Carloads, 2019
Source: Prepared by HDR, based on the 2019 STB Carload Waybill Sample data

Inbound Tonnage Origin

2019 rail movements destined for Oklahoma originated primarily from Wyoming (5.0 million tons, 29.5% of inbound rail total), Texas (1.2 million tons, 7.4% of inbound rail total), and Illinois (1.2 million tons, 7.4% of inbound rail total). The top five commodities from the above states included the following:

Wyoming:

1. Coal (4.7 million tons, 95.3% of origin state total)
2. Chemical or Allied Products (162,960 tons, 3.3% of origin state total)
3. Hazardous Materials (28,720 tons, 0.6% of origin state total)
4. Clay, Concrete, Glass or Stone (26,160 tons, 0.5% of origin state total)
5. Nonmetallic Minerals (8,400 tons, 0.2% of origin state total)

Texas:

1. Hazardous Materials (338,960 tons, 27.2% of origin state total)
2. Nonmetallic Minerals (300,553 tons, 24.1% of origin state total)
3. Chemical or Allied Products (249,960 tons, 20.0% of origin state total)
4. Waste or scrap materials (107,548, 8.6% of total)
5. Transportation Equipment (86,876 tons, 7.0% of origin state total)

Illinois:

1. Nonmetallic Minerals (666,719 tons, 53.6% of origin state total)
2. Transportation Equipment (112,480 tons, 9.1% of origin state total)
3. Chemical or Allied Products (109,748 tons, 8.8% of origin state total)
4. Hazardous Materials (99,480 tons, 8.0% of origin state total)
5. Primary Metal Products (92,880 tons, 7.5% of origin state total)

Figure 2-25 provides a graphical illustration of the origins of top inbound commodities to Oklahoma.

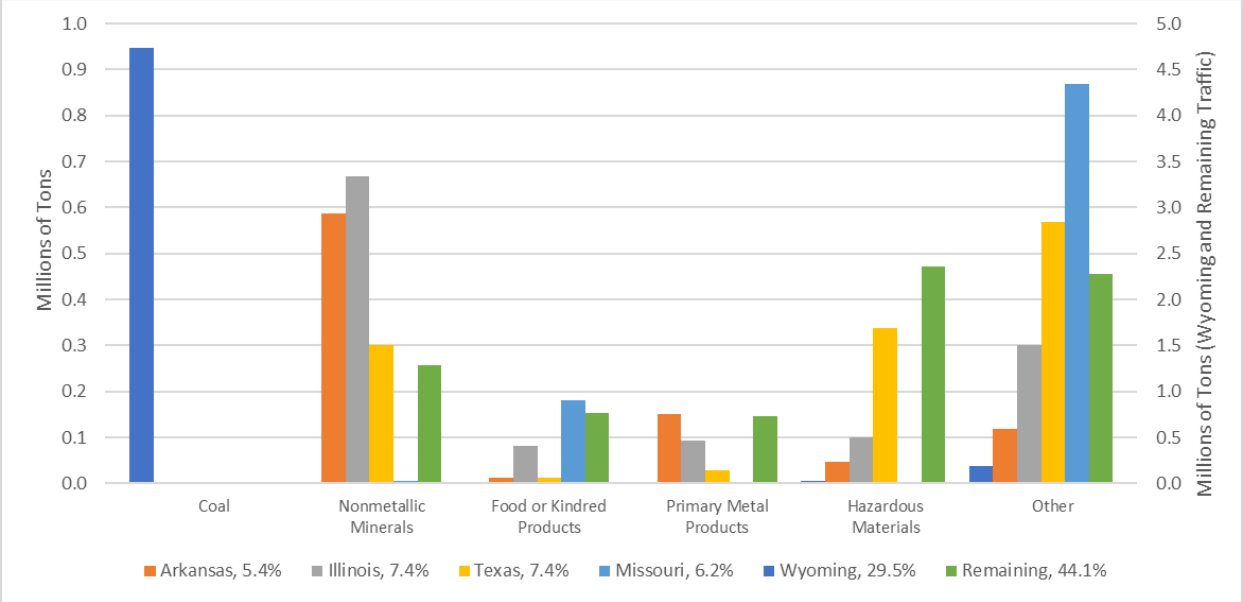


Figure 2-25: Rail Inbound Commodity Tonnage by Origin State, 2019
Source: Prepared by HDR, based on the 2019 STB Carload Waybill Sample data

Inbound Tonnage Destination

The top counties of destination of inbound freight rail movements to Oklahoma Included the following: Rogers (2.1 million tons, 12.5% of inbound total), Lincoln (1.9 million tons, 11.2% of inbound total), and Oklahoma (1.8 million tons, 10.4% of inbound total). The top 5 commodities, by inbound county, included:

Rogers County:

1. Coal (1.3 million tons, 62.2% of inbound county total)
2. Primary Metal Products (431,320 tons, 20.5% of inbound county total)
3. Hazardous Materials (147,468 tons, 7.0% of inbound county total)
4. Chemicals or Allied Products (134,356 tons, 6.4% of inbound county total)
5. Farm Products (37,056 tons, 1.8% of inbound county total)

Lincoln County:

1. Hazardous Materials (1.9 million tons, 100.0% of inbound county total)

Oklahoma County:

1. Nonmetallic Minerals (584,490 tons, 33.4% of inbound county total)
2. Logs, Lumber, Wood Products (239,880 tons, 13.7% of inbound county total)
3. Food or Kindred Products (189,280 tons, 10.8% of inbound county total)
4. Transportation Equipment (147,336 tons, 8.4% of inbound county total)
5. Pulp, Paper or Allied Products (114,040 tons, 6.5% of inbound county total)

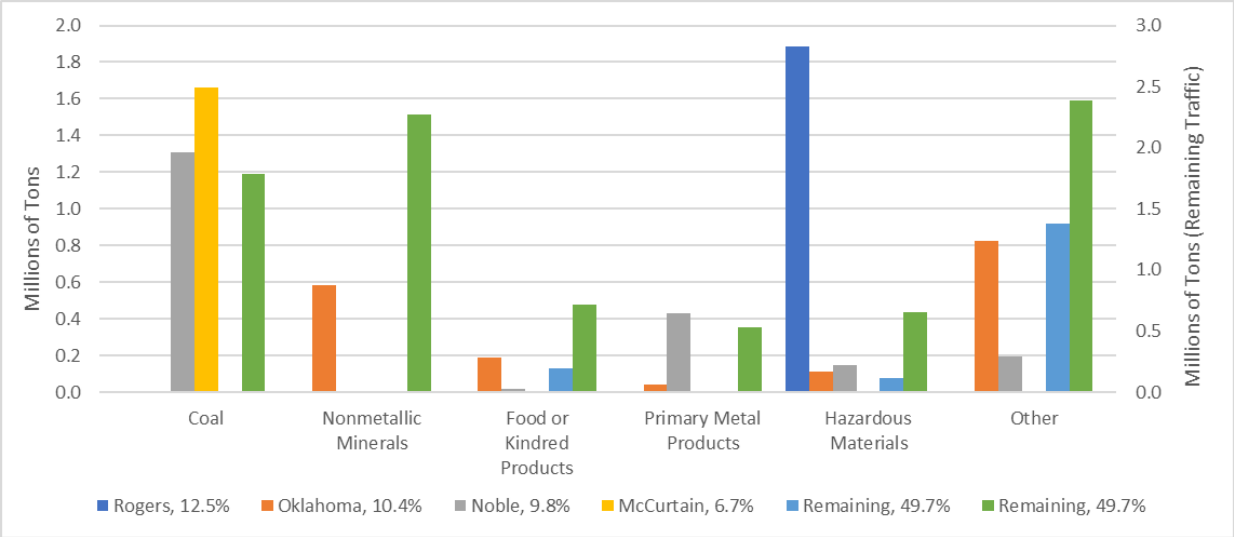


Figure 2-26: Rail Inbound Commodity Tonnage by Oklahoma County Destination, 2019
Source: Prepared by HDR, based on the 2019 STB Carload Waybill Sample data

2.2.2.1.4 Rail Intrastate

2019 Oklahoma intrastate movements accounted for 0.8% (2.1 million tons) and 0.4% (23,160 carloads) of total tonnage and carloads, respectively. The top 5 commodities by tonnage and carloads included the following:

By Tonnage:

1. Nonmetallic Minerals (1.3 million tons, 58.8% of intrastate total)
2. Pulp, Paper or Allied Products (376,920 tons, 17.6% of intrastate total)
3. Clay, Concrete, Glass, or Stone (195,184 tons, 9.1% of intrastate total)
4. Waste or Scrap Materials (131,760 tons, 6.1% of intrastate total)
5. Logs, Lumber, Wood Products (47,600 tons, 2.2% of intrastate total)

By Carload Units:

1. Nonmetallic Minerals (12,172 carloads, 52.6% of intrastate total)
2. Pulp, Paper or Allied Products (4,640 carloads, 20.0% of intrastate total)
3. Waste or Scrap Materials (1,840 carloads, 7.9% of intrastate total)
4. Clay, Concrete, Glass, or Stone (1,784 carloads, 7.7% of intrastate total)
5. Transportation Equipment (808 carloads, 3.5% of intrastate total)

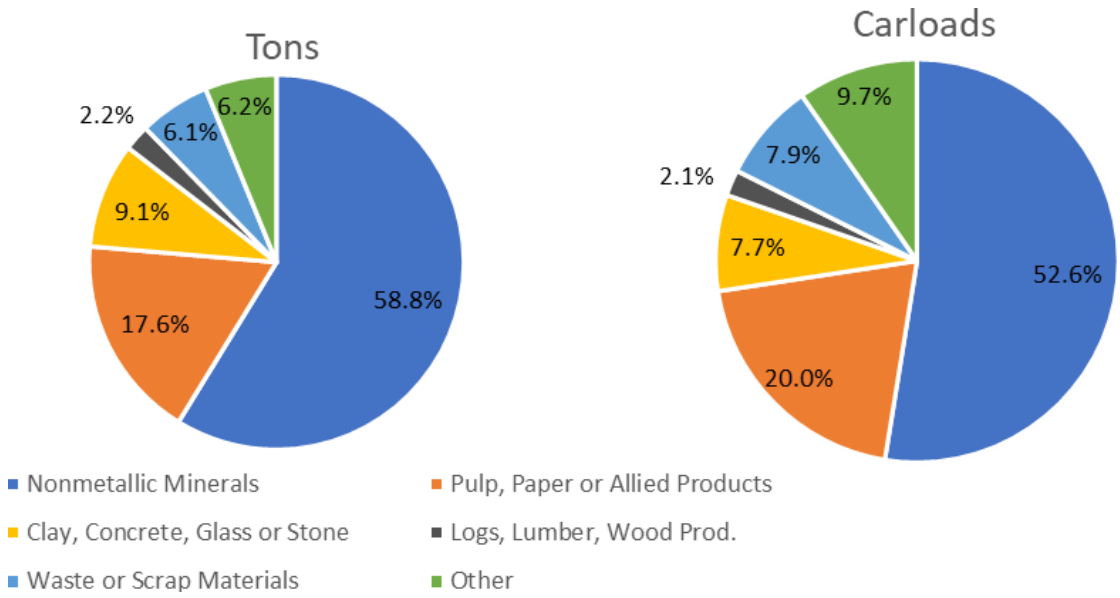


Figure 2-27: Rail Intrastate Top Commodities by Tonnage and Carload, 2019
Source: Prepared by HDR, based on the 2019 STB Carload Waybill Sample data

2.2.2.1.5 Rail Through

Rail movements passing through Oklahoma represented the dominant directional movements in 2019, encompassing 85.2% (220 million tons) and 93.3% (5.5 million carloads) of total tonnage and carloads, respectively. The top 5 commodities by tonnage and carload units included the following:

By Tonnage:

1. Coal (58.0 million tons, 26.3% of through total)
2. Miscellaneous Mixed Shipments (33.5 million tons, 15.2% of through total)
3. Food or Kindred Products (27.7 million tons, 12.5% of through total)
4. Farm Products (27.4 million tons, 12.4% of through total)
5. Hazardous Materials (26.4 million tons, 11.9% of through total)

By Carload Units:

1. Miscellaneous Mixed Shipments (2.3 million carloads, 42.7% of through total)
2. Food and Kindred Products (434,736 carloads, 7.9% of through total)
3. Hazardous Materials (426,027 carloads, 7.8% of through total)
4. Farm Products (364,085 carloads, 6.6% of through total)
5. Shipping Containers (265,400 carloads, 4.8% of through total)

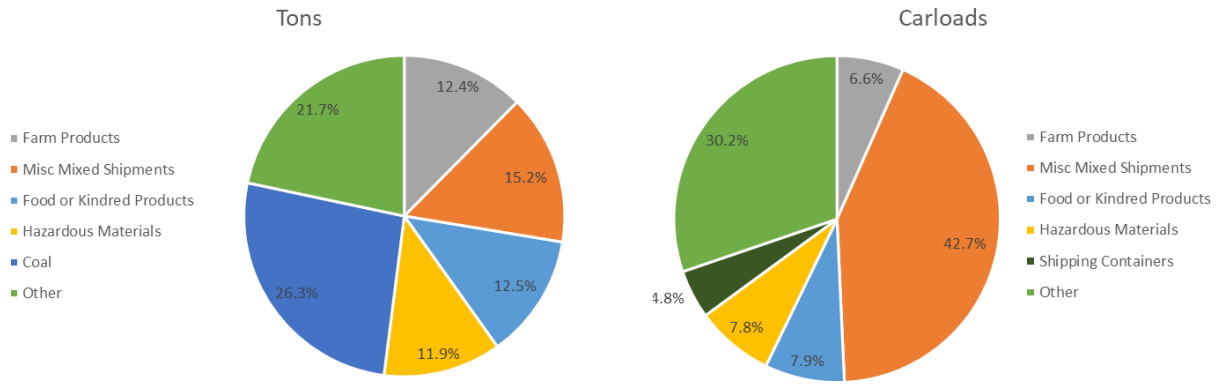


Figure 2-28: Rail Intrastate Top Commodities by Tonnage and Carload, 2019
Source: Prepared by HDR, based on the 2019 STB Carload Waybill Sample data

2.2.2.2 Freight Forecasts

In order to estimate potential future freight rail tonnage, forecasts were derived from the Freight Analysis Framework (FAF) database, version 4.[49] FAF data provides a suitable means by which to assess future growth in tonnage of shipments, despite being less comprehensive than STB Carload Waybill Sample data. Due to FAF data being presented in Standard Classification of Transported Goods (SCTG) commodity terms, as opposed to Standard Transportation Commodity Code (STCC) terms used by the STB, the two databases are not directly comparable in terms of commodity classifications. Total tonnage by direction, however, are relatively comparable and presented in **Table 2-31** below. It is also noted that FAF does not provide interstate (through) movements since specific routings of freight movements are not specified in the underlying data. As a result, only outbound, inbound, and intrastate movements may be directly compared.

Table 2-31: Rail Tonnage Comparison by Source, 2018 and 2019

Direction	STB Waybill (2019)		FHWA FAF v4 (2018)		STB/FAF
	Amount	Percent	Amount	Percent	
Outbound	19,423,798	50.5%	21,989,725	44.4%	88.3%
Inbound	16,863,168	43.9%	22,241,792	44.9%	76%
Intrastate	2,143,806	5.6%	5,279,488	10.7%	40.6%
Total	**38,430,772**	**100%**	**49,511,004**	**100%**	**78%**

Source: 2019 STB Carload Waybill Sample, FHWA FAF v4.

[49] FAF version 5 was released in early 2021. This version is based on more recent data than FAF4 (2017 Commodity Flow Survey as opposed to 2012 Commodity Flow Survey). However, at the time of writing this report only initial base-year 2017 data were available. Other historical data estimates and forecasts were scheduled for release in Fall of 2021. Therefore, the analysis presented in this report is based on FAF version 4 data.

Excluding through movements, FAF data indicates approximately 49.5 million tons moved via the Oklahoma rail system in 2018, as compared to 38.4 million tons as reported by STB in 2019. The two data sources provided similar estimates of outbound shipments but the differences in estimates of inbound and intrastate shipments were much larger in the FAF data.[50] Differences could be due to the actual reduction in shipments between the two years as well as underlying data sources and data capture. Despite these discrepancies, the forecasts of *rate of growth* in shipments in FAF data can be applied to the STB shipments data to provide a high-level estimate of future volume of shipments. This is presented in the next section below.

2.2.2.2.1 Summary Forecasts

FAF shipments data for 2018 and 2045 forecasts are summarized by all directional movements (outbound, inbound, and intrastate) in **Table 2-32**. The last column in the table shows compound average growth rates (CAGR) from 2018 to 2045 for each movement category.

Table 2-32: FAF Shipments and Growth Rates, 2018-2045

Direction	2018		2045 Forecast		CAGR
	Amount	Percent	Amount	Percent	
Outbound	21,989,725	44.4%	30,122,554	56.3%	1.1%
Inbound	22,241,792	44.9%	16,858,718	31.5%	-1.0%
Intrastate	5,279,488	10.7%	6,538,817	12.2%	0.8%
Total	**49,511,004**	**100%**	**53,520,088**	**100%**	**0.3%**

Source: FHWA FAF v4

The growth rates calculated from FAF data above (CAGR) were used to forecast outbound, inbound, and intrastate rail shipments in Oklahoma as shown in **Table 2-33** below. Since FAF data does not capture interstate (through) movements, a proxy in the form of growth in total U.S. freight tonnage of 1.2% was used to forecast through movements.[51]

Table 2-33: Rail Tonnage Forecast Summary, 2019-2045

Direction	2019		2045 Forecast		Change		
	Amount	Percent	Amount	Percent	Amount	Percent	CAGR
Outbound	19,423,798	7.5%	26,016,200	7.6%	6,592,402	33.9%	1.1%
Inbound	16,863,168	6.5%	13,037,371	3.8%	-3,825,797	-22.7%	-1.0%
Intrastate	2,143,806	0.8%	2,614,909	0.8%	471,103	22.0%	0.8%
Through	220,677,657	85.2%	300,920,441	87.8%	80,242,784	36.4%	1.2%
Total	**259,108,429**	**100%**	**342,588,921**	**100%**	**83,480,492**	**32.2%**	**1.1%**

Source: 2019 STB Carload Waybill Sample and rates of growth calculated from FHWA FAF v4 data.

[50] FAF shipments data for 2019 were not available at the time of writing this report.
[51] U.S. Department of Transportation. Federal Highway Administration: Freight Analysis Framework Inter-Regional Commodity Flow Forecast Study Final Forecast Results Report, May 2016. Retrieved from: https://ops.fhwa.dot.gov/publications/fhwahop16043/index.htm

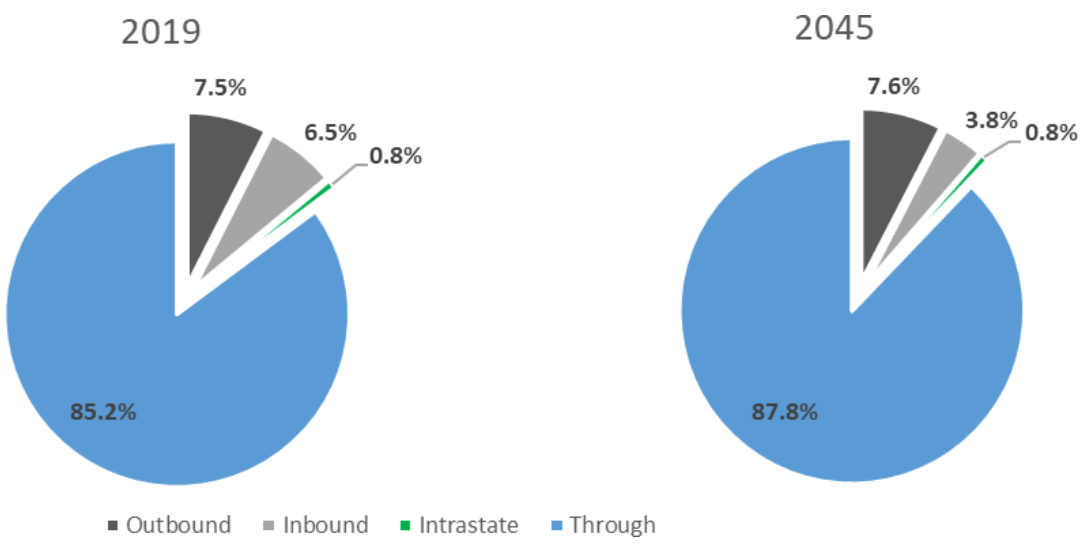


Figure 2-29: Rail Tonnage Percentages by Year, 2019 and 2045
Source: 2019 STB Carload Waybill Sample, FHWA FAF v4

Total rail freight in Oklahoma is expected to grow from 259 million tons in 2019 to approximately 343 million tons in 2045, representing an absolute growth of 32.2%, or 1.1% per year on average. The overall directional composition of rail movements is expected to change slightly with a notable reduction in the volume and share of inbound freight (decrease to 13 million tons annually, or 3.8% of the total) and an increase in the volume and share of through freight (increase to 300.9 million tons annually, or 97.9% of total).

2.2.2.2.2 Commodity Growth

The top STCG Commodities, by tonnage, from the FAF Database for year 2045 include:

Outbound:

1. Coal and Petroleum Products (18.6 million tons, 61.8% of outbound total)
2. Fertilizers (5.0 million tons, 16.6% of outbound total)
3. Crude Petroleum (1.8 million tons, 6.0% of outbound total)
4. Cereal Grains (942,384, 3.1% of outbound total)
5. Natural Sands (916,583 tons, 3.0% of outbound total)

Inbound:

1. Coal (7.7 million tons, 45.8% of inbound total)
2. Plastics/Rubber (2.0 million tons, 11.6% of inbound total)
3. Basic Chemicals (938,365 tons, 5.6% of inbound total)
4. Natural Sands (904,115 tons, 5.4% of inbound total)
5. Nonmetal mineral products (453,419 tons, 2.7% of inbound total)

Intrastate:

1. Gravel (4.3 million tons, 65.8% of intrastate total)
2. Natural Sands (800,273 tons, 12.2% of intrastate total)
3. Other Foodstuffs (550,060 tons, 8.4% of intrastate total)
4. Coal and Petroleum Products (457,101 tons, 7.0% of intrastate total)
5. Unknown (209,360 tons, 3.2% of intrastate total)

As will be discussed in the following section, outbound *Manufacturing* sector is forecasted to increase by 3.0% CAGR from 2018 to 2045, largely driven by outbound furniture (16.2% CAGR).

2.2.2.2.3 Industrial Outlook by Sector

For ease of comparison, the FAF data compiled was summarized within 4 key categories: *Agricultural*, *Mining/Extraction*, *Manufact*uring, and *Other*. A condensed summary of all groupings and directions available in FAF (outbound, inbound, and intrastate) is provided in **Table 2-34**.

The data suggests that *Manufacturing* will remain the key sector for outbound movements, comprising 52.3% and 85.0% of all outbound movements in 2018 and 2045 respectively, and displaying an average annual rate of growth of 3.0%. The second-highest rate of growth is forecasted for the goods category of *Other,* an average annual of 2.0% (although from a much lower 2018 volume).

The *Mining/Extraction* sector is expected to continue to dominate inbound rail tonnage, representing 53.8% of all inbound movements in 2045. Note that the sector's share is forecasted to decrease from 78.8% in 2018. At the same time, the share of *Manufacturing* is forecasted to increase from 17.1% in 2018 to 37.7% in 2045. These trends are further reflected in an average annual rate of growth of 1.9% for manufacturing and a decrease of 2.4% annually for *Mining/Extraction*.

Similar to inbound movements, intrastate tonnage is expected to be dominated by the *Mining/Extraction* sector which is forecasted to comprise approximately 78.1% of all intrastate movements in 2045. This share represents a reduction from a share of 82.4% in 2018, although the volume of shipments is forecasted to grow at a modest rate of 0.6% annually. The *Agricultural* sector is expected to grow approximately 1.8% on average per year in intrastate movements, with *Other* and *Manufacturing* forecasted to increase by 1.5%.

Table 2-34: FHWA FAF Rail Shipments, by Industrial Sector, 2018 and 2045

Industrial Sector	Outbound			Inbound			Intrastate		
	2018	2045 Forecast	CAGR	2018	2045 Forecast	CAGR	2018	2045 Forecast	CAGR
Shipments, Tons									
Agricultural	1,041,779	1,092,834	0.2%	877,422	1,143,697	1.0%	344,870	557,091	1.8%
Mining/Extraction	9,354,864	3,261,867	-3.8%	17,518,365	9,066,494	-2.4%	4,351,140	5,104,026	0.6%
Manufacturing	11,498,021	25,604,626	3.0%	3,806,382	6,364,022	1.9%	441,886	668,339	1.5%
Other	95,061	163,227	2.0%	39,622	284,505	7.6%	141,592	209,360	1.5%
Total	**21,989,725**	**30,122,554**	**1.1%**	**22,241,792**	**16,858,718**	**-1.0%**	**5,279,488**	**6,538,817**	**0.8%**
Percent of Total									
Agricultural	4.7%	3.6%	N/A	3.9%	6.8%	N/A	6.5%	8.5%	N/A
Mining/Extraction	42.5%	10.8%	N/A	78.8%	53.8%	N/A	82.4%	78.1%	N/A
Manufacturing	52.3%	85.0%	N/A	17.1%	37.7%	N/A	8.4%	10.2%	N/A
Other	0.4%	0.5%	N/A	0.2%	1.7%	N/A	2.7%	3.2%	N/A

Source: Prepared by HDR, based on the FHWA FAF database v4

2.2.2.3 Conclusions

Oklahoma freight movements include outbound, inbound, intrastate, and interstate (through) across a wide range of commodities, destinations, and measures such as tonnage and carloads. A condensed summary of the analysis is provided below:

Total Current Movements - A total of 259 million tons and 5.9 million carloads were moved throughout Oklahoma in 2019, with an overall average of tons/carload utilization of 44.0.

Outbound – Amounted to 19.4 million tons (7.5% of total tonnage) and 203,935 carloads (3.5% of all carloads) in 2019. Nonmetallic minerals accounted for the largest share of outbound movements with 56.1% of tonnage and 53.2% of carloads, moved primarily from Johnston County. Chemicals and allied products represented the second largest commodity with 13.8% of tonnage and 13.4% of carloads.

Inbound – comprised 16.9 million tons (6.5% of total tonnage) and 170,039 carloads (2.9% of total carloads) in 2019. The largest commodities were represented by coal and nonmetallic minerals (28.2% and 16.9% of total inbound tonnage and 23.1% and 15.4% of carloads, respectively).

Intrastate – As compared to the other directional movements, intrastate represented the smallest share of all tonnage and carloads in 2019 with 2.1 million tons (0.8% of total tonnage) and 23,160 carloads (0.4% of total carloads), respectively. Similar to outbound movements, nonmetallic minerals was the dominant commodity moved with nearly 1.3 million tons (58.8% of intrastate tonnage) and 12,172 carloads (52.9% of intrastate carloads). This was followed by pulp, paper or allied products with 376,920 tons (17.6% of intrastate tonnage) and 4,640 carloads (20% of intrastate carloads)

Through - Accounted for the majority of all Oklahoma freight rail movements both in terms of tonnage and carloads. In 2019, through movements amounted to 220.6 million tons (85.2% of total tonnage) and 5.5 million carloads (93.3% of total carloads).

Forecasted Movements - Oklahoma rail movements – outbound, inbound, intrastate, and through – are forecasted to grow by 37.0% (1.1% average annual rate of growth), -24.2% (-1.0% average annual rate of growth), 22.0% (0.8% average annual rate of growth), and 36.4% (1.2% average annual rate of growth), respectively from 2019 to 2045. Total rail tonnage is expected to grow 1.1% on average, per year, reaching 342.6 million tons in 2045. The most notable observation is the decrease in inbound movements, offset by outbound increases. Intrastate movements are forecasted to remain at a relatively low level while through movements are forecasted to still account for a predominant share of all movements. **Figure 2-30** shows the freight forecast summary.

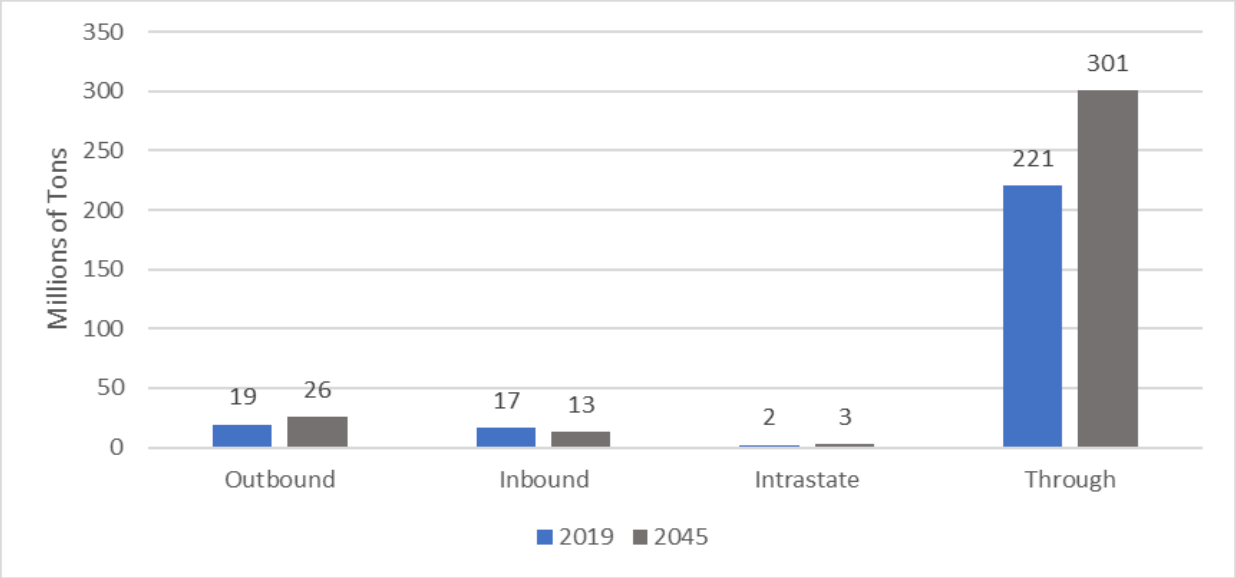


Figure 2-30: Rail Tonnage Forecast Summary
Source: 2019 STB Carload Waybill Sample, FHWA FAF v4

2.2.3 Passenger Travel Demand and Growth

2.2.3.1 Travel Demand – Highways

Travel demand within and to/from Oklahoma is expected to continue to grow in the future. The trends in vehicular travel demand for Oklahoma, exhibited in Annual Vehicle Miles Traveled (VMT), is shown in **Table 2-35**. VMT describes the level of travel demand on a roadway system, and growth in VMT is a strong indicator of growth in travel demand. VMT is a weighted measure of travel, and it is calculated by multiplying the number of vehicles on a roadway segment by its length. Thus, an increase could be correlated to either increases in vehicles or trip lengths, both of which are growth-related.

In **Table 2-35**, VMT is shown for years 2009 and 2019 by National Highway Functional Classification (NHFC). These classifications are used to define roadway types and their primary uses for roadway users.

Table 2-35: Annual VMT on ODOT Roadways by Classification, 2009 and 2019

Functional Class	Existing Miles of Roadway[52]	2009 Average Annual VMT (in Thousands)[53]	2019 Average Annual VMT (in Thousands)[54]	% Growth
Rural Interstates, Freeways, & Expressways	2,621	5,088	5,443	7.0%
Rural Arterials	12,594	7,833	8,324	6.3%
Rural Collectors & Local Roads	180,586	8,524	8,253	-3.2%
Urban Interstate, Freeways, & Expressways	2,287	7,502	8,628	15.0%
Urban Arterials	10,379	11,175	10,317	-7.7%
Urban Collectors & Local Roads	30,286	6,876	3,683	-46.4%
Total	**238,754**	**46,997**	**44,648**	**-5.0%**

Overall vehicle travel in Oklahoma has decreased by five percent from around 47.0 million annual VMT in 2009 to around 44.6 million annual VMT in 2019, with the largest decrease occurring along urban collectors and local roads (around 46 percent of the decrease in VMT occurred in this functional class). This decline may be explained by changes in commuting patterns, or as a response to fluctuating fuel prices. It is expected that VMT will begin to increase again as Oklahoma's population continues to grow.

2.2.3.2 Travel Demand – Air Travel

The state of Oklahoma has three primary commercial service airports: Lawton-Fort Sill Regional Airport in Lawton, Will Rogers World Airport in Oklahoma City, and Tulsa International Airport in Tulsa. The Bureau of Transportation Statistics projected 2016 passenger enplanements at 3.2 million, which is consistent with the past eight years. It is expected that the passenger enplanements will remain consistent in the near future. With more activity measured in enplanements and based aircraft expected at Oklahoma airports, airport planners need to ensure sufficient capacity to serve airport users and thus avoid congested conditions. More detail on air travel is included in Section 2.2.6.2 of the Oklahoma State Rail Plan.

2.2.3.3 Travel Demand – Intercity Rail

The specific future ridership forecast for the Amtrak *Heartland Flyer* between Oklahoma City, Oklahoma, and Fort Worth, Texas, was not available during development of the Oklahoma State Rail Plan. ODOT developed a high-level conceptual estimate of future ridership for the

[52] FHWA Functional System Lane-Length 2019, Lane-Miles (HM-60)
[53] FHWA Functional System Travel 2009, Annual Vehicle-Miles (VM-2)
[54] FHWA Functional System Travel 2019, Annual Vehicle-Miles (VM-2)

Oklahoma SRP based on a number of assumptions listed in the *Analysis of Public Benefits of the Heartland Flyer Intercity Passenger Rail Service* report dated February 17, 2017. The assumptions included that ridership would level off and then start to recover back to the 2012 ridership volumes and then continue to grow at the rate of population growth in the state of Oklahoma.

It is important to note that actual future ridership performance will be based not only on population growth, but also by changes in income growth, changes in the number of train frequencies and train schedule times at the station (day vs. night), changes in Amtrak fares versus other modes, and changes in the quality of Amtrak service (i.e., on-time performance, amenities, etc.).

Table 2-36 below shows FY2016 boardings and alightings at Oklahoma's five intercity passenger rail stations as well as Oklahoma station usage conceptual forecast for 2036.

Table 2-36: Amtrak Oklahoma Boardings and Alightings for 2016 and Conceptual Ridership Forecast for 2036

City	2016	2036	Change over Period	Annual Change
Ardmore	7,967	N/A	N/A	N/A
Norman	11,781	N/A	N/A	N/A
Oklahoma City	44,872	N/A	N/A	N/A
Pauls Valley	4,535	N/A	N/A	N/A
Purcell	1,960	N/A	N/A	N/A
Total Oklahoma Station Usage	**68,257**	**93,924**	**37.6%**	**1.9%**

Source: Amtrak and HDR

2.2.4 Fuel Cost Trends

Trends in fuel costs (gasoline and diesel) over previous years are shown in **Figure 2-31** and **Figure 2-32** below. The average retail gas price in the state of Oklahoma typically trends lower than the U.S. average.

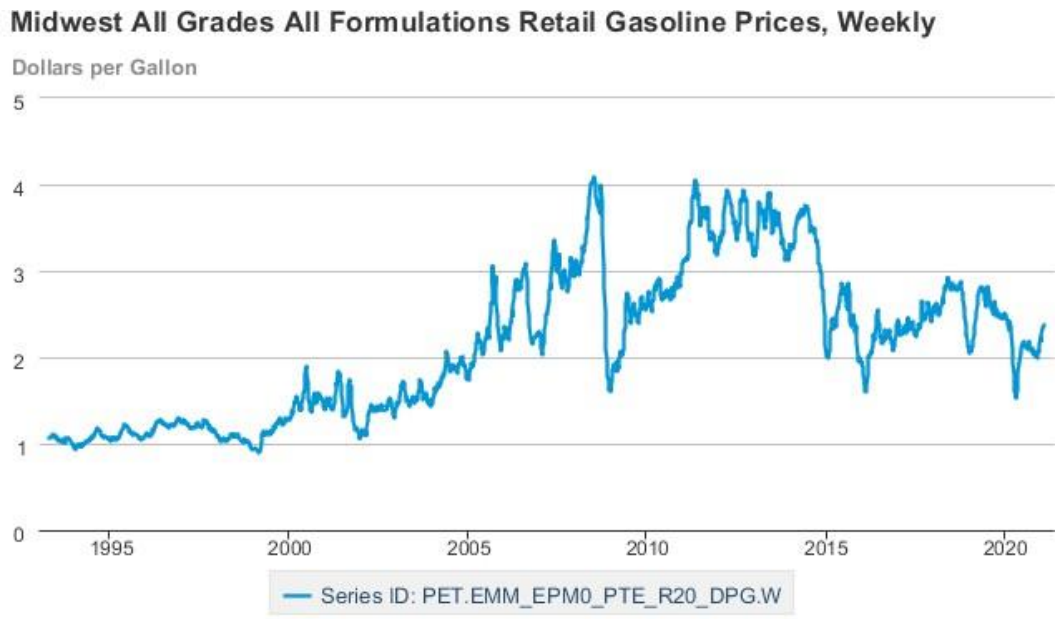


Figure 2-31: Gasoline Price Trends from 1995 to 2020[55]
Source: U.S. Energy Information Administration

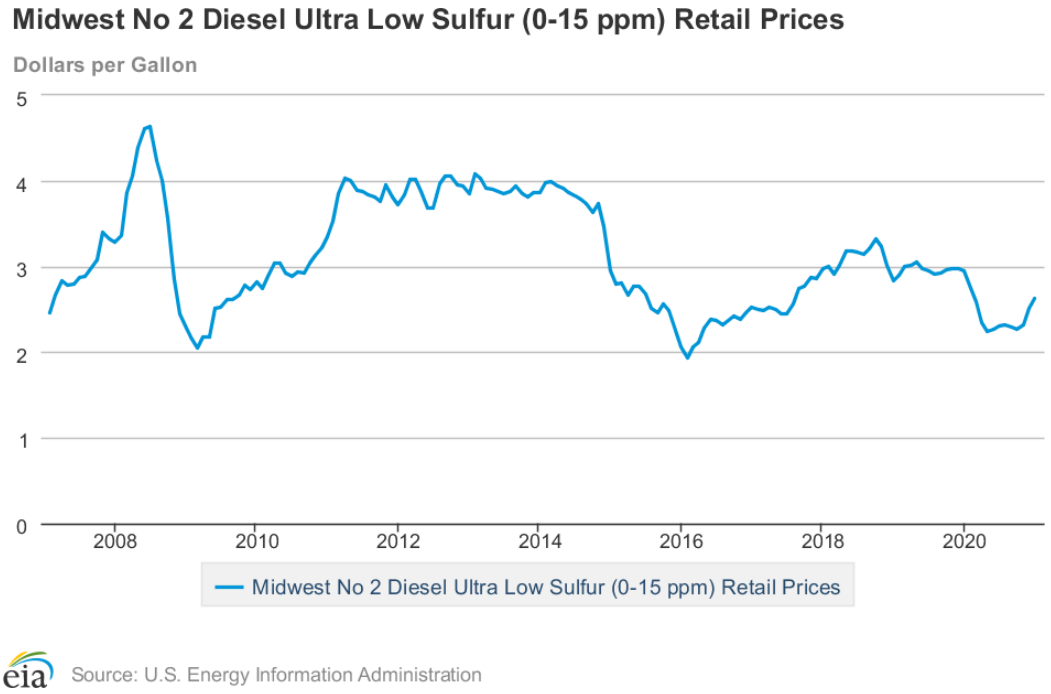


Figure 2-32: Diesel Fuel Price Trends from 2008 to 2020[56]
Source: U.S. Energy Information Administration

[55] https://www.eia.gov/opendata/qb.php?sdid=PET.EMM_EPM0_PTE_R20_DPG.W
[56] U.S. Energy Information Administration, *Petroleum & Other Liquids*. Retrieved from: https://www.eia.gov/dnav/pet/hist/LeafHandler.ashx?n=pet&s=emd_epd2dxl0_pte_r20_dpg&f=m

Ultra-low sulfur diesel fuel costs over the past seven years for Midwest region have also not varied substantially from the nationwide average, according to the U.S. Energy Information Administration (EIA). The price of diesel fuel in February 2007 in the Midwest was $2.46, climbing to $4.64 per gallon in July 2008. With the onset of the Great Recession diesel began to drop, bottoming out at $2.04 per gallon in March 2009. Diesel prices recovered to almost pre-recessionary highs between 2011 and 2014, but have since dropped again, with the most recent low of $1.93 per gallon in February 2016.

2.2.5 Rail Congestion Trends

Rail congestion typically occurs at rail terminals and junctions. Congestion can also occur when the estimated train volumes per day exceeds the maximum trains per day that can be accommodated on the line. The capacity or the maximum trains per day is determined by the existing method of operations and associated control systems on the line and the existing track configuration.

A planning level evaluation to assess existing rail capacity and the potential level of congestion of rail lines in Oklahoma was not conducted during the development of the Oklahoma State Rail Plan. Projects that address existing bottlenecks and rail capacity issues are described in Chapters 4 and 5 of the State Rail Plan.

2.2.6 Highway and Airport Congestion Trends

2.2.6.1 Highway Congestion

Oklahoma contains 77 counties and is home to four cities with populations greater than 100,000, including the state capital and largest city, Oklahoma City. Linking these cities and counties within the state are various types of highways and roadways. According to the Federal Highway Administration, as of 2019, the state has approximately 114,638 miles of public roadway.[57] Of these, around 11 percent are state or federal highways (comprising interstate highways, US highways, and Oklahoma state highways), 69 percent of the State's roadways are county roads, while 20 percent are city, institution, or locally maintained streets. There are approximately 937 miles of federal interstate highways in Oklahoma.[58] Primary roadways in the state include Interstate 35, Interstate 40, and Interstate 44. Other interstate highways in Oklahoma include Interstate 235, Interstate 240, and Interstate 244.

Oklahoma features ten tolled turnpikes, totaling 606 miles across the state. Portions of Interstate 44 are tolled, along with a few US and Oklahoma state highways. All turnpikes are built, operated, and maintained by the Oklahoma Turnpike Authority (https://www.pikepass.com/about/FAQs.aspx).

Every highway within the state is classified as one of six state traffic data definitions, as shown in **Table 2-37** below. Rural locations refer to unincorporated places within the state, while municipal areas are located within city or town limits. Secondary roads and streets refer to nonfederal or state highways that range from local streets to larger multilane roadways. Primary roads are federal and state highways that usually provide high speed travel over

[57] Table HM-10 - Highway Statistics 2019 - Policy | Federal Highway Administration (dot.gov)
[58] Table HM-20 - Highway Statistics 2019 - Policy | Federal Highway Administration (dot.gov)

middle-to-long distances. The interstate highway class of road is the highest classification of arterial roadway and is designed and constructed with mobility and long-distance travel in mind, primarily providing limited-access intercity travel connections.

Most traffic counts are reported in terms of annual average daily traffic (AADT) and represent an estimate of the number of vehicles traveling along a given point on a highway on an average day in the year. Vehicle-miles-traveled (VMT) estimates, while based on AADT estimates, include the distance traveled element and thus provide a measure of highway vehicle travel usage over a geographic area, such as a county, state, or highway system.

Table 2-37 below provides a breakdown of the lane-mileage and VMT of each type of roadway type and location (i.e. rural vs. urban).

Table 2-37: Oklahoma 2019 Lane-Mileage and VMT by Facility Type (in thousands)

Functional Class	Lane-Miles[59]	% of Total Miles	VMT (in 1000s)[60]	% of Total VMT
Rural Interstates, Freeways, & Expressways	2,621	1%	5,443	12%
Rural Arterials	12,594	5%	8,324	19%
Rural Collectors & Local Roads	180,586	76%	8,253	18%
Urban Interstate, Freeways, & Expressways	2,287	1%	8,628	19%
Urban Arterials	10,379	4%	10,317	23%
Urban Collectors & Local Roads	30,286	13%	3,683	8%
Total	**238,754**	**100.0%**	**44,648**	**100.0%**

Interstate, freeways, and expressways (including turnpikes) account for only 2 percent of the state's roadway lane-mileage, they carry a disproportionate percentage (31 percent) of the recorded vehicle-miles traveled. Rural secondary roads such as collectors and local roadways, which inherently connect low-traveled and populated areas, comprise around 76 percent of the state's roadway system, but only carry around 18 percent of the state's traveled vehicle mileage.

2.2.6.2 Airport Congestion

There are four commercial service airports in Oklahoma. According to the *Aviation System Plan*, "These airports support some level of scheduled commercial airline service and have the infrastructure and service available to support a full range of general aviation activity. These facilities meet most needs of the aviation system and serve as essential transportation and economic centers of the state."

[59] Table HM-60 - Highway Statistics 2019 - Policy | Federal Highway Administration (dot.gov)
[60] Table VM-2 - Highway Statistics 2019 - Policy | Federal Highway Administration (dot.gov)

Oklahoma's four commercial airports appear in **Table 2-38** below, along with their passengers and pounds of cargo enplaned and deplaned. Oklahoma City and Tulsa dominate the air traffic profile in the state. Lawton and Stillwater are both served by feeder services using regional jets from the nearby hub of Dallas/Fort Worth International Airport.

Table 2-38: Oklahoma Commercial Airport Activity

Airport	2019	
	Passengers (enplanements)	Cargo (Tons)
Lawton	52,410	104
Oklahoma City	2,113,926	13,719
Stillwater	29,562	16
Tulsa	1,468,710	31,460
Total	**3,664,608**	**45,299**

Source: Bureau of Transportation Statistics[61]

Oklahomans also make use of commercial airports in nearby states. These airports include Dallas, Texas; Wichita, Kansas; Little Rock, Arkansas; and Amarillo, Texas.

2.2.7 Land Use Trends

Oklahoma's statewide land uses are presented in **Figure 2-33**. The majority of the state's land is rural with the balance of that land in the state used for cropland, rangeland, and pastureland. Agriculture continues to be a large land use in the state as Oklahoma remains a large producer of hay, wheat, and other products.

In all, 40.3 million acres of Oklahoma's total land acreage of 44.7 million, or 90.0 percent, is rural farmland, while 2.2 million acres, or 4.9 percent, are developed. Of farm uses, cropland accounts for 8.8 million acres, or 21.8 percent, pastureland accounts for 8.8 million acres, or 21.7 percent, and rangeland accounts for 13.7 million acres, or 34.0 percent.

From 1982 to 2012, developed land in Oklahoma increased by 0.7 million acres, or 46.5 percent. Rural farmland has decreased by 0.9 million acres, or 2.2 percent.[62] Crop land has decreased by 2.8 million acres, or 24.3 percent; rangeland has decreased by 1.1 million acres, or 7.2 percent; pastureland has increased by 1.5 million acres, or 21.3 percent.

[61] Bureau of Transportation Statistics, U.S. Airline Traffic by Airport.
[62] U.S. Department of Agriculture, Summary Report: 2012 Natural Resources Inventory. Retrieved from: http://www.nrcs.usda.gov/technical/nri/12summary

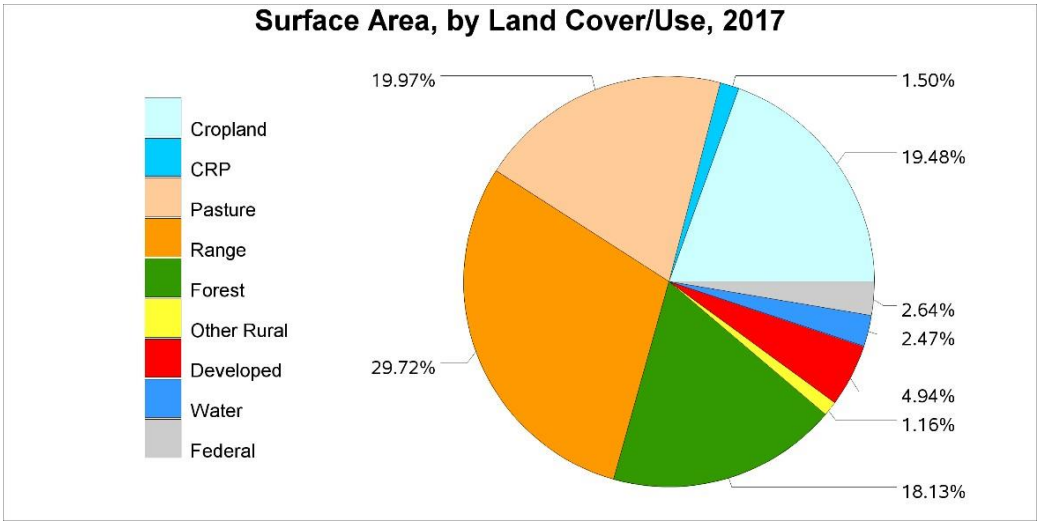


Figure 2-33: Land Use in Oklahoma
Source: U.S. Department of Agriculture[63]

2.3 Rail Service Needs and Opportunities

This section identifies the needs and opportunities for freight and passenger rail in Oklahoma. Specific projects relative to these needs and opportunities are summarized in subsequent chapters.

2.3.1 Freight Rail Needs and Opportunities

2.3.1.1 Class I Rail Corridor Development

As owners and operators of large transportation networks, BNSF, KCS, and UP manage their businesses across state lines, considering the entire market potential and competition they face in their midwestern and western U.S. operating territory. The portions of the railroads' networks connecting key regional markets are considered rail freight corridors, most all of which span multiple states. In Oklahoma, BNSF names these corridors for business planning, investment, and marketing reasons. Oklahoma's location in the Midwest and its close proximity to major rail hubs in neighboring states – including Kansas City, Missouri; Memphis, Tennessee; and Dallas/Fort Worth, Texas – means that many of the rail corridors in the regional and national rail network either connect to or pass through Oklahoma.

Class I freight railroads typically provide the capital necessary for their own network corridor infrastructure improvements. Yet in recent years, some Class I railroads have made corridor improvement investments that have involved public financial assistance, typically justified on the basis of the public benefits from reducing truck traffic and truck emissions on parallel portions of highway network. A primary interest of the State of Oklahoma is in the impacts on the connecting short line railroads, enhanced access to the state's rail network, and potential connections to river ports.

[63] U.S. Department of Agriculture, 2017 Natural Resources Inventory. Retrieved from: https://www.nrcs.usda.gov/Internet/NRCS_RCA/reports/nri_ok.html

The remainder of this section discusses Class I freight railroad corridors in Oklahoma and elsewhere in the Midwestern United States that affect Oklahoma in some way. While the focus is on freight rail corridors, some or portions of these routes may have potential to expand existing or add new passenger rail service in coordination with the ongoing operations of the freight railroads in Oklahoma.

2.3.1.1.1 BNSF Corridors of Commerce

BNSF has designated Corridors of Commerce within its network of routes in the U.S. and Canada to create jobs; deliver rail transportation, safety, and environmental benefits; and promote U.S. economic growth and competitiveness.

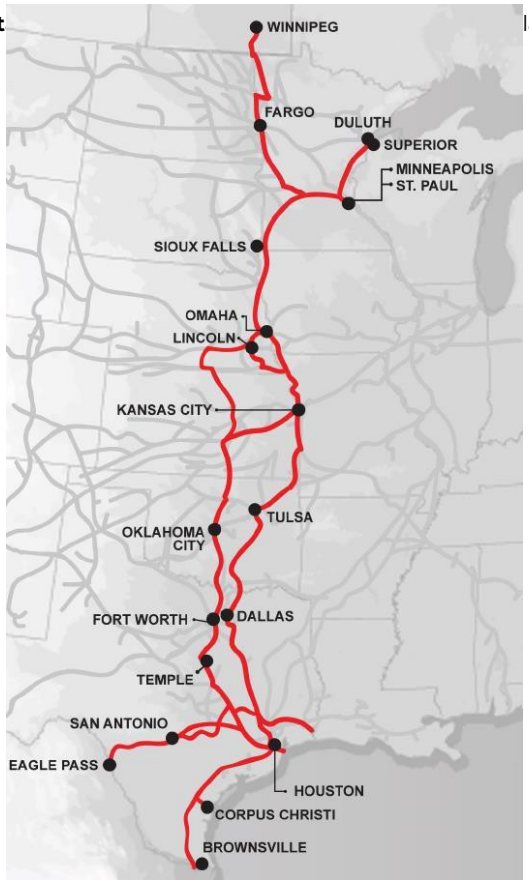
Two of the three BNSF Corridors of Commerce intersect with Oklahoma – the MidCon Corridor and the Transcon Corridor.

BNSF MidCon Corridor

The BNSF MidCon Corridor extends from Canada and Duluth, Minnesota, through the U.S. Heartland to southern ports in Texas and to connections with other railroads at the Mexican border. Of the 3,216 miles comprising the MidCon Corridor reaching 10 U.S. states and the Canadian province of Manitoba, approximately 550 of those miles include BNSF lines in Oklahoma. Principal BNSF terminals in Oklahoma, including Oklahoma City and Tulsa are located on the MidCon Corridor.[64]

The MidCon Corridor is a primary conduit for the U.S. energy supply, include coal movements to utilities for power generation and unrefined petroleum products from the Bakken in North Dakota and refined petroleum products from the U.S. South. The MidCon also handles substantial volumes of agricultural products for export. In 2009, BNSF transported 192 million tons of freight, removing 7.6 million trucks from U.S. highways.[65] BNSF has invested over $220 million in the MidCon Corridor to increase capacity by double tracking key segments, siding extensions, and yard improvements. BNSF has spent over $1.4 billion in the last decade to maintain its infrastructure and to ensure the safe movement of goods.

[64] BNSF MidCon Corridor Fact Sheet, 2015
[65] Ibid.



The MidCon Corridor, shown in **Figure** 2-34, connects with BNSF's other Corridors of Commerce as identified below:

- Great Northern Corridor between Chicago, Illinois and Seattle, Washington/Portland, Oregon – at Fargo, North Dakota
- Transcon Corridor between Chicago, Illinois/St. Louis, Missouri/Atlanta, Georgia/Fort Worth, Texas and Los Angeles/San Diego/Oakland, California – at Kansas City, Missouri, and Ellinor, Kansas.

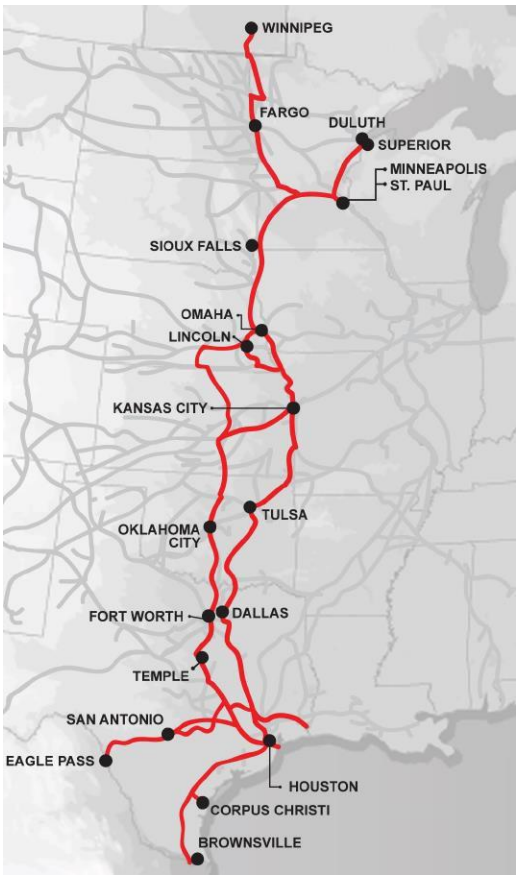


Figure 2-34: BNSF MidCon Corridor
Source: BNSF

BNSF TransCon Corridor

The BNSF TransCon Corridor extends from Chicago, Illinois; St. Louis, Missouri; and Atlanta, Georgia, through the U.S. Heartland and U.S. South to West Coast ports and major metropolitan areas in the U.S. Southwest and West including Fort Worth and El Paso, Texas; Albuquerque, New Mexico; Phoenix, Arizona; San Diego, Los Angeles, Stockton, Sacramento, and Oakland, California. Of the over 4,647 miles comprising the TransCon Corridor reaching 13 U.S. states, nearly 400 of those miles include a BNSF line in Oklahoma.[66] The principal BNSF terminal at Tulsa, Oklahoma, is located on the TransCon Corridor.

The TransCon Corridor is a major import and export gateway for U.S. businesses and consumers and is a primary conduit for high volumes of consumer goods. The TransCon also handles substantial volumes of agricultural products and other bulk products. BNSF has invested over $1.8 billion in the TransCon Corridor in the last decade to ensure the safe movement of goods, increase capacity by double and triple tracking key segments; expanding and rebuilding an intermodal facility at Memphis, Tennessee; and undertaking several maintenance projects.[67]

[66] BNSF TransCon Corridor Fact Sheet, 2015
[67] Ibid.

The TransCon Corridor is identified in **Figure 2-35** and connects with BNSF's other two Corridors of Commerce as identified below:

- MidCon Corridor identified earlier in this section – at Kansas City, Missouri, and Ellinor, Kansas.
- Great Northern Corridor between Chicago, Illinois and Seattle, Washington/Portland, Oregon – at Chicago, Illinois

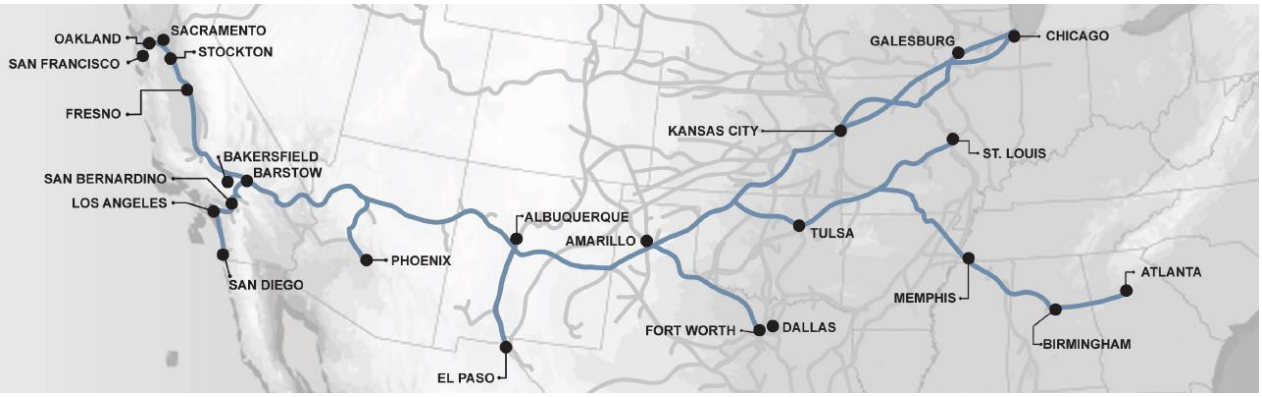


Figure 2-35: BNSF TransCon Corridor
Source: BNSF

2.3.1.1.2 Union Pacific Corridors

Union Pacific has multiple main lines that traverse Oklahoma in a north-south orientation. These are not organized into corridors for marketing purposes, but the system map (**Figure 2-36**) shows how these fit into its Midwestern network.

Serving the eastern third of this state are the former Missouri-Kansas-Texas (MKT) Railroad route connecting Kansas City with Dallas/Fort Worth and the former Missouri Pacific route connecting Kansas City, Missouri to Little Rock, Arkansas, and New Orleans, Louisiana. UP accesses Tulsa via a branch line off the former MKT main line at Muskogee, Oklahoma.

Serving the central third of the state is the OKT Line, which is a former CRI&P main line, purchased by the state of Oklahoma following the CRI&P's bankruptcy. Union Pacific fully acquired the line from the state of Oklahoma in 2012 after the conclusion of a 30-year-lease purchase agreement signed November 1, 1982 by the Oklahoma-Kansas-Texas Railroad Company (a subsidiary the MKT). UP also operates via trackage rights over the BNSF to Oklahoma City from the north and the south and through the Oklahoma Panhandle to Lubbock, Texas.

In the west, the former CRI&P Golden State Route cuts across the panhandle before connecting with the former SP at Tucumcari, New Mexico. UP also has trackage rights over the BNSF line running from southeastern Colorado to Amarillo, Texas.

Figure 2-36: Union Pacific Network in Oklahoma Region
Source: Union Pacific

2.3.1.1.3 Kansas City Southern Corridors

KCS operations in Oklahoma are primarily overhead shipments of intermodal, coal, and feed products traveling between the Kansas City area and destinations in Texas and Mexico. The route is the north/south mainline of KCS through Arkansas, which enters into Oklahoma near Watts and exits the state near Page. The KCS branch line to Fort Smith, Arkansas departs the main line at Poteau, Oklahoma and travels northeast towards the Oklahoma / Arkansas state line near Fort Smith. A second branch line, to Waldron, Arkansas, is operated by the Arkansas Southern Railroad, a Watco subsidiary. **Figure 2-37** shows the KCS Network in Oklahoma.

Figure 2-37: Kansas City Southern Network
Source: Kansas City Southern

2.3.1.2 Driving Factors in Rail Corridor Development

Many external factors are generally affecting the demand for use of rail corridors as well as influencing Class I railroads' business and network investment strategies. Some of the key factors influencing rail corridor development generally are identified in this section.

2.3.1.2.1 Expansion of the Panama Canal

The Panama Canal was opened in 1914 as a major international trade artery that cuts through the Isthmus of Panama and connects Pacific Ocean and Atlantic Ocean trade routes. A century later, the Panama Canal Authority undertook a significant capacity expansion project to maintain the canal's viability as a conduit for international trade. In 2016, the authority placed a larger, third set of locks into service, significantly increasing the throughput capacity of the canal. The project has allowed much larger vessels to transit the locks, potentially providing savings from greater economies of scale for shippers on Panama Canal trade routes. The canal capacity for container vessels, historically limited to 4,500 Twenty-foot Equivalent Units (TEU) ships in the original locks, has been increased to accommodate container vessels of 12,500 TEU capacity in the new locks. The larger locks also have enabled larger dry bulk and tanker vessels to use the canal. This expansion project has created an opportunity for the ports in the eastern and southern United States to capture additional ocean trade with countries in Asia and along the West Coast of South America—traffic that, before now, had bypassed Atlantic ports and moved instead through ports on the West Coast before traveling to or from the eastern and southern United States by rail or truck. Additional international trade could be carried to and from Atlantic ports by rail, if port market shares increase. International trade commodities traveling cross-country by rail through Oklahoma to or from Atlantic and Pacific Coast ports may see a decrease in share.

2.3.1.2.2 Increases in Domestic Intermodal Transportation

The Class I railroads are increasingly focused on growing their intermodal container business and facilities. The intermodal business has been part of the railroads' services since the 1960s, and it grew substantially between 1980 and 2000. Intermodal transportation may include a truck trailer on a flatcar (TOFC), or a shipping container stacked one or two high on specialized container well railcars or other flatcars (COFC). COFC was first initiated to transport international ocean container traffic to and from ports. However, within the last decade, railroads have grown their domestic intermodal container business nationwide. The railroads have accomplished this generally by offering speed and pricing of service and intermodal container yards strategically located near interstate highways and key truck routes, thus replacing the need for truck drivers to drive long-haul distances far from home, which can help address the present and surging shortage of truck drivers in the United States. The domestic intermodal service uses larger size containers than used in ocean shipping, matched instead to standard highway trailer sizes that are 53 feet long and taller and wider than a standard 40-foot-long international ocean container. As of 2020, Oklahoma does not have an active rail intermodal facility. Oklahoma's central location in the Intermountain West and proximity to major interstate highway corridors could potentially make it a hub for the development of a facility to take advantage of various existing domestic intermodal rail corridor services extending to the southern, eastern, and western United States and various international ports, thus enhancing access to the rail network in Oklahoma and the reach of Oklahoma's shippers and receivers in the national and global marketplace.

2.3.1.2.3 Changes in Energy Production: Oil, Gas, and Coal

There has been growth in U.S. domestic production of oil and gas through the application of hydraulic fracking and directional drilling in the last five years. Rail has played a significant part in supplying drilling equipment and materials such as frac sand to these operations. Rail service has made production possible in areas without or with inadequate pipeline capacity.

Oklahoma has oil and gas fields and oil refineries affected by the growth of fracking. Frac sand and drilling supplies shipped by rail are also transported through Oklahoma, both to sites within the state and in neighboring states. This increased traffic may have impacts that are significant to the national and Oklahoma railroad networks.

Combined with the cost of complying with emissions regulations, coal-fired electric generating plants are increasingly becoming uncompetitive with natural gas fired plants. Retirements of coal-fired plants nationwide are increasing and accelerating – a trend which has implications for coal transport by rail and would be traditionally significant for Oklahoma, as large volumes of coal produced in the Powder River Basin of Wyoming travels over the state's rail network en route to markets in the U.S. South or terminate in Oklahoma. Less direct effects on Oklahoma's economy and rail network may be relatively greater manufacturing and related shipping activity, as lower electricity prices may make Oklahoma even more competitive as a manufacturing location, including products for export.

2.3.1.3 Other Needs and Opportunities for Oklahoma's Railroads

This section identifies and describes generally some needs and opportunities for Oklahoma's freight railroads. Proposed freight rail improvements and potential investments aimed at targeting freight rail needs and opportunities and a recommended approach for finding potential solutions will be discussed in Chapters 4 and 5 of the Oklahoma State Rail Plan.

2.3.1.3.1 Upgrades to Accommodate Heavier Railcars

Oklahoma's railroads have made considerable progress in the last two decades to upgrade track and bridges to accommodate heavier railcars with maximum allowable gross weights of 286,000 pounds (lbs). Railcars with a maximum gross weight of 286,000 lbs. are becoming an industry standard for railroad transportation. During the coordination for the State Rail Plan, some of Oklahoma's Class III railroads identified the need to upgrade track and bridges to increase capacity and, in some instances, also to accommodate 286,000-lb railcar loadings on some or all segments of their Oklahoma networks. The ability to handle maximum carloads of 286,000 lbs. is of importance to railroads to increase operational efficiencies and to railroad shippers to maintain local rail access and the ability to compete in the marketplace. Railroad shippers on short lines that can only accommodate railcars with a maximum allowable gross weight of 263,000 lbs. or 268,000 lbs. must compete with firms served by Class I railroads whose lines have the capacity for 286,000 lb. cars. These railroad-served shippers can load more cargo per car and thus realize a transportation cost savings relative to short line railroad shippers whose serving railroad cannot handle the heavier car weights.

Some segments of the Class I and networks in Oklahoma with lighter traffic densities are also unable to accommodate 286,000 lb. cars at present. These segments are identified in Appendix A.

Figure 2-38 identifies Class III rail line segments in Oklahoma that are incapable of handling maximum loaded car weights of 286,000 lbs. as of early 2017. This includes route segments and designated industrial leads of the state's Class I and III railroads.

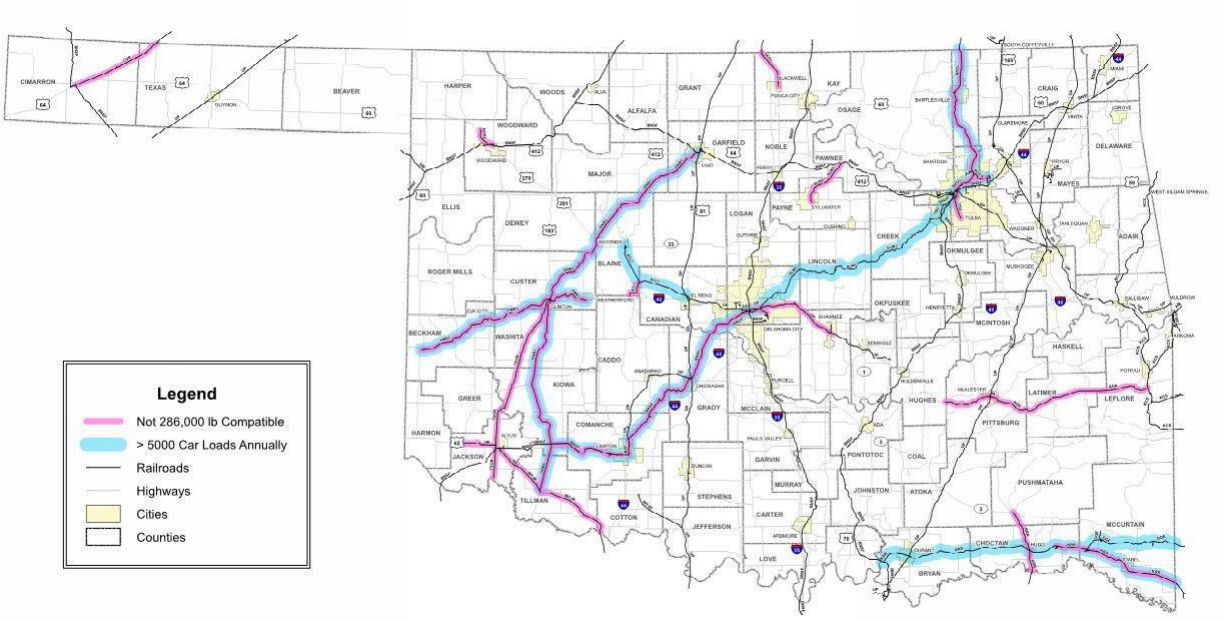


Figure 2-38: Oklahoma Short Line Rail Line Segments Incapable of Handling 286,000 lb. Railcar Weights
Source: ODOT

2.3.1.3.2 Enhanced Railroad Access

One potential solution for Oklahoma's shippers to remain competitive in the regional, domestic, and global marketplaces and to spur economic development, employment, and income in the state, is enhanced access to the Oklahoma railroad network. Enhanced railroad access could be provided, for example, through the rehabilitation of existing railroad branch lines; development of improved or new industrial spurs; and optimization of existing access to transload facilities (see **Figure 2-39**) in Oklahoma and construction of additional such transload facilities and an intermodal facility to meet demand for multimodal transportation and to address numerous transportation challenges.

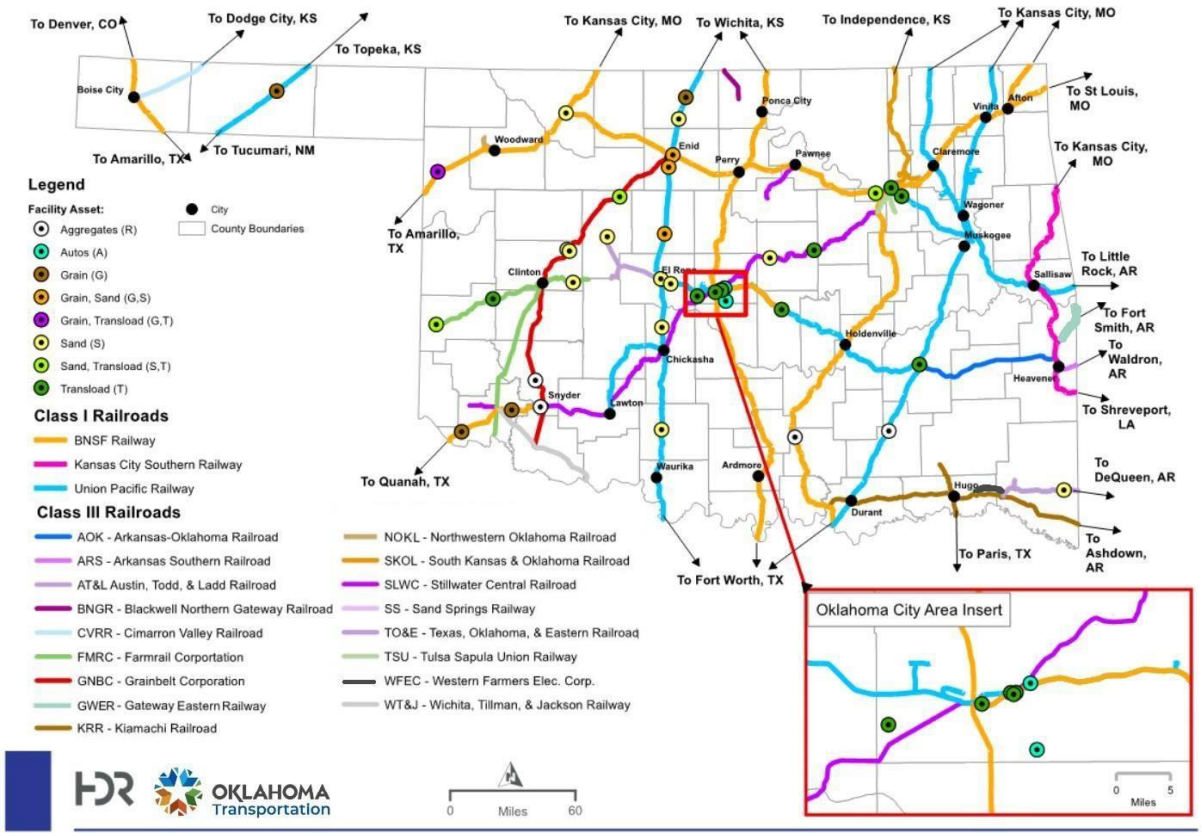


Figure 2-39: Rail Asset and Network Map in Oklahoma[68]
Source: ODOT and HDR

2.3.1.3.3 Reduction of Bottlenecks

Bottlenecks exist throughout Oklahoma's railroad network, which constrain railroad operating capacity, efficiency, velocity, and safety, as well as freight mobility. Typical bottlenecks in the state include insufficient capacity on main tracks and in terminals and rail yards to accommodate present and future train volumes, interchange of traffic between railroads, and provision of rail switching; operating delays at railroad junctions and at movable bridge spans over principal navigable waterways; bridges that constrain vertical and horizontal clearances and restrict the types of rail car equipment that can be accommodated; and potential effects on infrastructure and service for rail lines located in a major floodplain.

Table 2-39 presents Oklahoma rail network bottlenecks.

Additional bottlenecks identified by the state's Class III railroads during the 2021 railroad coordination conducted for the State Rail Plan are identified in Appendix A.

[68] A full table of transload facility locations and other facilities depicted here can be found in Appendix A.

Table 2-39: Oklahoma Rail Network Bottlenecks Inventory, 2021

ID	Railroad	Location	Freight Mobility Issue
1	BNSF	Madill	Occasional congestion at Madill Yard
2	KCS	Heavener	Occasional congestion at Heavener Yard
3	ASR	Waldren	Frequent track wash-outs near Waldren disrupt service
4	TSU	Tulsa, Sapulpa	Close clearances prevent high/wide excessive dimension shipments that exceed the typical clearance envelope
5	SLWC	Sapulpa to Stroud	Trains are limited to 104 cars in length
6	SLWC	Oklahoma City	Oklahoma City North Yard has a limited capacity of 531 cars
7	SLWC	Lawton	Eagle Yard has a limited capacity of 223 cars
8	SLWC	Cyril	Cyril Yard has a limited capacity of 95 cars

2.3.1.4 Port-Rail Needs and Opportunities

Oklahoma does not have any seaports, but its three river ports on the McClellan-Kerr Arkansas River Navigation System have a physical connection to the Oklahoma rail network. The opportunity for enhanced multimodal transportation opportunities could potentially be met through investments targeted to promote interconnectivity and capacity. Such investment could include the construction or rehabilitation of existing rail connections between principal railroad lines and river port properties and additional sidings, spurs, or yard tracks for switching, staging, and storing railcars at or near port facilities.

2.3.2 Passenger Rail Needs and Opportunities

This section identifies and describes potential passenger rail needs and opportunities in Oklahoma. Proposed passenger rail improvements and potential investments aimed at targeting passenger rail needs and opportunities will be discussed in Chapter 3 of the Oklahoma State Rail Plan.

ODOT has developed several overall rail network initiatives, drawn from recommendations by stakeholders, that are intended to redirect the agency's focus from a position of preserving rail service to one of promoting rail industry growth in the state.

As with many states, Oklahoma is facing several strategic challenges:

1. The need to support and promote rational growth of the short line industry and passenger rail service in the state
2. The need to find new sources of funds to replace lease revenues lost as rail lines owned by the state revert to the rail operators as part of the lease-purchase program
3. The need to leverage the economic and public benefits of rail transportation
4. The need to inform the public of the benefits of rail transportation

Specific needs and opportunities related to passenger rail service that have come out of ODOT's efforts to identify strategic activities are identified below. These needs and opportunities fall under several broad categories.

2.3.2.1 Communication and Education

- **Use the State Rail Plan as a platform for the continuation of a rail information program:** as ODOT continues to be active in rail planning and other related programs, the need to educate the public on the benefits of rail transportation will increase. General public education information campaigns should build off the plan.
- **Better Inform the Public on Rail Policies and Requirements:** The public would benefit from a better understanding of ODOT activities and programs such as the rail line acquisition program and its ongoing passenger rail service development.
- **Incorporate Passenger Rail Stations into the Oklahoma Official State Travel Map:** Add notations for passenger rail station locations to the state's travel map that is distributed to motorists and other travelers.
- **Initiate a State Rail Workshop:** Convene a workshop on a recurring basis with relevant State agencies such as the Departments of Transportation, Agriculture, and Commerce along with representatives of the MPOs, the rail industry, and major shippers to discuss current rail issues affecting Oklahoma.
- **Continue Partnering with Adjacent States Regarding Rail Passenger Service:** Continue to meet on a regular basis with Kansas, Texas and Missouri DOTs, a practice started with the preparation of the Fort Worth-Oklahoma City-Kansas City passenger rail service development plan, to create a regional base of support to enhance existing rail passenger services and create a regional passenger rail vision for the future which includes regional extensions of existing rail passenger services.

2.3.2.2 Economic Development

- **Integrate Rail into Oklahoma's Economic Development Process:** ODOT should coordinate with the Governor's Task Force on Economic Development and Job Creation in regard to implementing the rail related recommendations in that Task Force's report entitled "Bold Ideas for Oklahoma".
- **Integrate Land Use and Transportation Planning:** ODOT should provide leadership in the integration of freight and passenger transportation and land use planning at local, regional, and state levels with both governments and businesses.

2.3.2.3 Funding

- **Explore and Analyze Innovative Funding and Financing Alternatives, Including Public-Private-Partnerships:** The transfer of state-owned rail properties to rail operators as part of the state's sale-leaseback program will reduce revenues for rail improvements. ODOT will need to assess current approaches to infrastructure funding to compensate for reduced availability of resources.
- **Continue to Pursue Regional Approaches to Secure Federal Rail Related Funding:** ODOT should explore multi-state regional initiatives for obtaining federal funding for both freight and passenger rail related projects.
- **Explore Development of Innovative Local Funding Mechanisms Such as the Port Authority Concept:** Oklahoma should explore what is required for the creation of local authorities such as Kansas Port Authorities that can issue bonds for rail development.
- **Educate Stakeholders on Existing Rail Funding Programs and Processes:** Educate rail stakeholders on the processes for applying for rail related grants/loans, including CRISI, Community Development Block Grants (CDBG) and Section 108 loans.

2.3.2.4 Legislative

- **Continue to Promote Legislative Action to enable Public Private Partnership (P3) Opportunities:** Current state law in Oklahoma does not permit public funding in private corporations or businesses. Legislative changes need to continue to be pursued and implemented to provide other funding alternatives.

2.3.2.5 Passenger Rail Service

- **Continue Promoting Oklahoma City as a Multi-modal Hub:** Facilitate institutional arrangements that would enable Oklahoma City to become a multi-modal passenger rail hub allowing seamless transfer between the following services and modes: *Heartland Flyer*, additional proposed intercity rail services, new proposed commuter rail services, proposed high-speed rail, intercity bus service, as well as local transit services serving the Oklahoma City metropolitan area.
- **Develop Strategies with the Oklahoma City Area MPO to Enhance the Connectivity of Passenger Rail Options:** Strategies should address the development of selected commuter rail lines which would include linking the downtown area to the Will Rogers World Airport.
- **Evaluate Potential Enhancements to Existing Passenger Rail Services on an Ongoing Basis:** Evaluate the potential for other rail passenger operators other than Amtrak for the *Heartland Flyer* and other new proposed rail passenger services. Also, evaluate potential state ownership of rail passenger equipment.

Chapter 3: Proposed Passenger Rail Improvements and Investments

3.1 Introduction

This chapter describes ongoing or proposed passenger rail initiatives that have the potential to enhance mobility and expand transportation options for Oklahoma. Error! Reference source not found. summarizes the short-term and long-term improvement plans for passenger rail and commuter rail service identified by ODOT for future investment. (These plans will be further detailed in Chapter 5.) This chapter provides information about these initiatives and the planning work performed to date by ODOT and other agencies to expand intercity passenger and commuter rail services in Oklahoma.

Figure 3-1: Proposed Passenger and Commuter Rail Projects in Oklahoma

Passenger rail service is broadly categorized as conventional intercity passenger rail service, high-speed intercity passenger rail service, and commuter rail service. Some of the primary characteristics of each service are:

- **Conventional intercity rail service:** Conventional intercity services operate over lines owned by the freight railroads. The service consists of regional and long-distance trains that operate between towns and cities across the country, in most cases with maximum train speeds of 79 miles per hour. Regional intercity rail passenger services generally serve routes at least 100 miles or more in length up to a maximum of 750 miles, operate with limited frequencies seven days a week, and require state funding and support. Long-distance trains serve routes that are more than 750 miles in length and are funded by Amtrak as part of its national network (see **Figure 3-2**).
- **High-speed intercity rail service:** Although prevalent in Europe and Asia where some trains operate in excess of 220 miles per hour, currently the only high-speed rail service in the U.S. is on the Northeast Corridor (NEC) between Washington and Boston. Much of the NEC allows operation up to 125 miles per hour, although Acela Express trainsets have a maximum authorized speed of 150 miles per hour over selected segments between New Haven, Connecticut and Boston, Massachusetts. High-speed rail services generally require tracks that are separate from the slower freight operations.
- **Commuter rail:** Commuter rail service is a mass transit option that links relatively high-density employment centers with outlying residential areas, operates service concentrated on weekdays during the morning and evening commute periods when travel is the highest, and can be managed by local or state agencies with funding from local, state, and federal sources.

Figure 3-2: Amtrak Route System
Source: Passenger Rail Oklahoma

3.2 Improvements to Existing Service

3.2.1 Improvements to the Existing Heartland Flyer Service

As discussed in Chapter 2, ODOT funds the operation of the state's sole existing intercity passenger service, the *Heartland Flyer*. The *Heartland Flyer* makes a single daily round trip, departing Oklahoma City in the morning southbound to Fort Worth, Texas, and returning northbound from Fort Worth to Oklahoma City in the evening. The train makes intermediate station stops in Norman, Purcell, Pauls Valley, and Ardmore, Oklahoma, as well as Gainesville, Texas. Connections can be made in Fort Worth to Amtrak's *Texas Eagle*, which operates between Chicago and Los Angeles via San Antonio, Texas. Connections via Thruway Bus from Oklahoma City can be made at Newton, Kansas, to Amtrak's *Southwest Chief*, which operates between Chicago and Los Angeles.

The *Heartland Flyer* service is operated by Amtrak under contract to Oklahoma and Texas. Both states provide funding for the *Heartland Flyer* service, under a cost allocation formula that determines the amount of capital and operating expenses to be paid by the state sponsors once passenger revenues are deducted. The cost allocation formula currently in effect was developed in 2011 in accordance with Section 209 of the Passenger Rail Investment and Improvement Act of 2008 (PRIIA), which mandates that the operating losses of an Amtrak corridor service on routes of 750 miles or less must be covered through a combination of farebox revenues and state support. Although Oklahoma had been providing funding for the *Heartland Flyer* since its inception in 1999, the annual payments made by Oklahoma and Texas to Amtrak to support the operation of the *Heartland Flyer* increased by 40 percent between 2013 and 2014, when the PRIIA-mandated revised cost allocation formula was applied to state charges. As a result, ODOT's annual budget requests have included higher amounts of funding for the intercity passenger train.

ODOT and Texas Department of Transportation (TxDOT) have been working with Amtrak on ways to improve the cost-efficiency of the *Heartland Flyer* service, as well as ways to enhance the service offering. Some of the initiatives previously identified by Amtrak as part of this effort include:

1. **Implementing a Second Round Trip at Minimal Cost**: Amtrak has studied the feasibility of providing a second round trip between Fort Worth and Oklahoma City by creating a section of the long-distance *Texas Eagle* train linking Chicago and San Antonio that could be combined and separated at Fort Worth. The *Heartland Flyer* train would then be rescheduled to provide an opposite-direction morning and evening trip with the new *Texas Eagle* section, thus allowing for daily morning and evening departures from each end of the corridor.

2. **Lower Cost Equipment Options**: Among the options being studied is the possibility of furnishing lower-cost equipment for the *Heartland Flyer* service than the current bilevel Superliner equipment in use. Other possibilities include the elimination of the cab-baggage car at the opposite end of the trainset from the locomotive, although this would require that the trainset be turned around between trips at both Fort Worth and Oklahoma City.

3. **Wi-Fi installation**: The installation of wireless internet access onboard passenger rail cars has proven to be a popular and widely used customer service feature on Amtrak's routes in the northeast United States. Wi-Fi provides many passengers, not just business passengers, with the ability to be productive or just to be "connected." Installing Wi-Fi on board the *Heartland Flyer* could help enhance onboard amenities and improve the customer experience for travelers with the objective of increasing ridership. In recent years, Amtrak has introduced other passenger amenities on the *Heartland Flyer*, including checked bicycle service in 2015 and the carry-on pet program in 2016.

3.2.2 Passenger Rail Investment and Improvement Act Considerations

The passage of the Passenger Rail Investment and Improvement Act (PRIIA) in 2008 has had multiple effects on the expansion of Oklahoma's passenger rail system. Section 209 mandated changes to Amtrak's cost accounting and how costs are shared with the states for their state-sponsored trains. States have raised concerns since state costs have increased under Section 209. While direct expenses assessed to a state-sponsored service are, to a degree, controllable by the state, the allocation of shared expenses is not. Shared expenses are those which are averaged over all Amtrak passenger operations and cannot be assigned to any specific train or route. For example, if a state adds a second train daily, its total allocation of the shared expenses will increase, because proportionally more trains financed by the state are using the shared expense, however, the shared cost per individual train will decrease, since there are more trains to allocate shared expenses among. Conversely, if states start dropping services because of the cost, the shared costs will then be spread over a fewer number of trains and costs per train will further increase.

PRIIA, which was enacted into law on October 16, 2008, required that the new cost sharing agreement be finalized by October 16, 2010, and take effect five years following enactment.[69] Amtrak and the various states, through a state working group, came to an agreement on the allocation of costs with the lone dissent from the State of Indiana. Since unanimous consent was required, the methodology was placed before the Surface Transportation Board (STB) for final decision. On March 13, 2012, the STB ruled that the allocation methodology formulated by Amtrak and the state working group was reasonable. As discussed above, payments made by ODOT and TxDOT to Amtrak to support the operation of the *Heartland Flyer* jumped 40 percent between 2013 and 2014, when the PRIIA-mandated revised cost allocation formula was applied to state charges.

Under Section 305 of the Act, Amtrak was directed to establish a committee to define requirements for the next generation of train equipment, the Next Generation Corridor Equipment Pool Committee. The committee is charged with the design of the next generation equipment; the development of technical specifications; preparation of procurement and contracting plans; preparation of funding and financing plans; and development of contract and service specifications. The committee was formed on January

[69] 110th Congress, H.R.6003, June 12, 2008. Retrieved from: https://www.congress.gov/bill/110th-congress/house-bill/6003/text

13, 2010. Membership is made up of representatives of Amtrak, the Federal Railroad Administration (FRA), host railroads, equipment manufacturers, interested states, and other passenger train operators.

Initial specifications issued have been for (1) double-deck passenger cars, (2) single-level passenger cars, (3) diesel-electric locomotives, (4) trainsets, (5) self-propelled Diesel Multiple Unit (DMU) vehicles, and (6) dual-mode locomotives (powered by diesel or electrified third rail). The issued specifications are for equipment capable of up to 125 mph operations. Future procurement of passenger train equipment using federal funds will be required to comply with the Section 305 specifications and process.

3.2.3 Oklahoma Passenger Rail Station Improvements

In addition to cost-efficiency and service upgrades, some stations along the *Heartland Flyer* route are also being upgraded as part of state and community initiatives. Major station initiatives are discussed below. Initiatives involving Oklahoma City's Santa Fe Depot are discussed in Section 3.3.

Thackerville. Over the past decade, ODOT has had discussions with the Chickasaw Nation, Amtrak, and BNSF Railway to evaluate the addition of a new station stop for the *Heartland Flyer* at Thackerville, Oklahoma, just north of the Oklahoma/Texas state line. Thackerville is home to the WinStar World Casino and Resort, the largest casino in Oklahoma. The resort is owned and operated by the Chickasaw Nation, which is expected to construct the station platform and an adjacent parking lot. Early projections from the Chickasaw Nation indicated that the stop could potentially increase *Heartland Flyer* ridership by 12 percent, however, no specific site has been approved by all parties and no date has been set for the establishment of the station stop.

3.2.4 Amtrak Five-Year Strategic Improvement Plans

Each year, Amtrak releases a five-year strategic plan to satisfy requirements under Section 11203(b) of the Fixing America's Surface Transportation (FAST) Act. In May 2021, Amtrak released its Fiscal Year (FY) 2021 "Five Year Line Plans," which outline strategic five-year initiatives for each service line and asset line between FY 2021 and FY 2026.[70] These plans do not identify initiatives for individual trains but focus on overall improvements that benefit particular types of services, including long-distance trains and state-supported regional trains, regardless of location.

Amtrak's five-year plan does not identify the establishment of new long-distance routes as a strategy or initiative. It does, however, support the introduction and expansion of regional, state-supported passenger rail corridors of up to 750 miles in length.

[70] Amtrak, Five-Year Service and Asset Line Plans Fiscal Years 2021-2026. Retrieved from: https://www.amtrak.com/content/dam/projects/dotcom/english/public/documents/corporate/businessplanning/Amtrak-Service-Line-Asset-Line-Plans-FY21-26.pdf

3.2.4.1 State Supported Service Improvements

Amtrak's five-year plan for the State Supported Service Line lists the following overall strategies:

- Advance three major short-term goals for FY 2021:
  - Secure continued emergency funding for Amtrak and State Partners
  - Avoid any permanent loss of service
  - Service restoration: Bring back the right level of service at the right time
- Strengthen relationships with existing State Partners
- Increase ridership and revenue by developing new corridors
- Pursue new fleet acquisition and support fleet deployment
- Establish capital partnerships with current and potential partners to leverage capital funds to make investments in fleet, facilities, and infrastructure
- Maximize operational efficiencies to effectively manage costs
- Strengthen relationships and communication with relevant Congressional staff and committees

In its strategic plan, Amtrak identified the following initiatives for FY 2021 – FY 2026 to support the State Supported Service Line strategies listed above:

Fleet Acquisition—Intercity Trainset: Replace the Amfleet I cars that comprise the largest portion of the State Supported Service equipment fleet with an updated modern train experience for today's customers. The procurement of equipment will replace the Amfleet I cars, as well as provide a new fleet for the Amtrak *Cascades* service in the Pacific Northwest.

Route and Frequency Expansions: Work with State Partners to determine service levels and expansion plans for the routes they support. Advance the Amtrak Connects Us plan, Amtrak's vision for future State Supported corridor service.

Obtain Discretionary Grants: Work closely with State Partners to support grant applications for funding from U.S. Department of Transportation discretionary capital grant programs, which provide a source of funding for Amtrak and State partners seeking capital for infrastructure projects, as well as from state discretionary capital grant programs open to local public transportation agencies and municipalities.

Improve the Section 209 Cost-Sharing Policy: Amtrak intends to work collaboratively with stakeholders on improvements to the Section 209 cost-sharing for State Supported services. Section 209 of PRIIA established the basis for a mechanism to allocate and share the costs for Amtrak State Supported services between Amtrak and its partners.

3.2.4.2 Long Distance Service Improvements

Amtrak's five-year plan for the Long Distance Service Line, which includes the *Texas Eagle* and *Southwest Chief*, lists the following overall strategies:

- Sustain the company by restoring full-service to all long-distance routes in 2021, after reducing frequencies in 2020 to reflect greatly reduced demand resulting from the COVID-19 pandemic.
- Gain new customers through informational campaigns and technology advancements that emphasize the benefits of private sleeping compartments as an accommodation that offers customer space, privacy, and comfort; improve features on the Amtrak.com website and Amtrak app to enhance fare finding, search results, checkout processes, and other features for users; present seven-day calendars of available fares for app and website users planning trips, to improve the way in which long-distance customers can find available travel dates on trains operating less than daily.
- Build for the future by reimagining how traditional onboard dining is provided to both private room and coach customers and launch a refurbishment program for Superliner and Viewliner I car interiors that includes providing new cushions and upholstery coverings, carpets, curtains, and light coverings, along with deep cleanings of coaches, dining cars, and sleeping cars.

In its strategic plan, Amtrak identified the following initiatives for FY 2021 – FY 2026 to support the Long Distance Service Line strategies listed above:

Fleet Planning and Acquisition: Acquire new locomotives and passenger cars to:

- Offer modernized equipment and amenities to match updated service models and improve customer satisfaction
- Redesign train consists to match passenger demand, create operating efficiencies, and reduce capital needs
- Reduce car and locomotive maintenance and turnaround costs
- Reduce engine and car-related mechanical delays to improve on-time performance
- Reduce fuel consumption and greenhouse gas emissions

Address Reliability and On-Time Performance: Continue to use a data-driven approach and work with host railroads to understand the causes of host railroad and Amtrak responsible delays, opportunities to mitigate them, and the actions required to improve OTP. Amtrak is also proposing enhanced authority to enforce existing laws giving Amtrak trains preference over freight transportation.

Experiential Service Model: Develop a strategy for trains that operate over two nights to establish a more contemporary model and attract an expanded ridership. The strategy includes redesigning sleeper cars, reconfiguring seating in dining and lounge areas, updating menus, and providing specialized staff training.

New Food Service Model: Continue to develop and enhance meal offerings that deliver customer satisfaction at reduced operating costs, and complete the roll-out of a food and beverage point-of-sale system with improved features.

3.2.5 Improving Connectivity with Other Modes at Passenger Rail Stations

The ability of an intercity passenger rail service to attract patronage from competing modes is greatly diminished without convenient connections. Consequently, the presence of "last mile" alternatives is critical to the success of intercity passenger rail services (just as they are to commercial air service). Intercity passenger trains themselves can assume the role of a feeder service for extended journeys. Newark Liberty International Airport in Newark, New Jersey and Baltimore-Washington International Airport are prime examples of locations where Amtrak trains and local commuter trains feed passengers from an entire region to the airport.

Amtrak has had success with its Thruway Bus services as a means of linking to a broader market, including the Oklahoma City-Wichita-Newton bus service inaugurated in 2016. Thruway buses are used at many locations on Amtrak's system to connect passengers to popular destinations that are not served by rail.

3.2.5.1 Fort Worth Amtrak and Commuter Rail Connections

In Texas, the *Heartland Flyer* serves the Fort Worth Central Station, where rail passenger, commuter rail, local transit, and intercity bus services come together. Although services are not coordinated between agencies, connections to other modes can be made. Connections that can be made between the *Heartland Flyer* and other rail services at Fort Worth Central Station are discussed below.

Amtrak: The *Heartland Flyer*'s current schedule, which provides southbound morning service from Oklahoma City to Fort Worth and a northbound evening return trip to Oklahoma City, requires the train to stay in Fort Worth for 5 hours during the middle of the day. It also permits travelers from Oklahoma City to make connections at Fort Worth with Amtrak's long-distance *Texas Eagle*. The *Texas Eagle* makes an early afternoon stop in Fort Worth in each direction on its journey between Chicago and San Antonio.

While the approximate 90-minute connection from the southbound *Heartland Flyer* to the northbound and southbound *Texas Eagle* trains is reasonable, a connection from the *Texas Eagle* to northbound *Heartland Flyer* for a return trip to Oklahoma requires a wait of several hours throughout the afternoon. An earlier northbound *Heartland Flyer* departure from Fort Worth to Oklahoma could reduce this wait but would hamper the trip purposes of other types of travelers, who need more time in Fort Worth. The *Texas Eagle* connection accounts for less than 10 percent of the *Heartland Flyer* passengers. Leisure passengers visiting the Dallas-Fort Worth Metroplex account for a much higher percentage of *Heartland Flyer* riders and an earlier departure from Fort Worth might discourage day-trippers. **Table 2-7** provides a summary of connection times at Fort Worth between the *Heartland Flyer* and *Texas Eagle* trains under the existing schedules in effect.

Trinity Railway Express: Trinity Railway Express (TRE) is a regional commuter train service that operates between the Fort Worth T&P Station and the Eddie Bernice Johnson Union Station in Dallas and connects with the *Heartland Flyer* at Fort Worth Central Station. TRE

trains operate every 30 to 60 minutes in each direction Monday through Friday and every 60 minutes in each direction on Saturday. (There is no Sunday TRE service.) Current wait times at Fort Worth Central Station between the southbound *Heartland Flyer* and the next available TRE departure to Dallas range from 58 minutes on weekdays to 28 minutes on Saturday. Minimum wait times at Fort Worth Central Station from TRE trains arriving from Dallas with the northbound *Heartland Flyer* range from 29 minutes on weekdays to 59 minutes on Saturday. **Table 2-8** details the minimum wait times that travelers will experience when making a transfer between the *Heartland Flyer* and TRE commuter trains at Fort Worth as part of a multi-ride trip between Oklahoma and Dallas.

TEXRail: TEXRail is a regional commuter train service that operates between the Fort Worth T&P Station and Dallas-Fort Worth International Airport, and connects with the *Heartland Flyer* at Fort Worth Central Station. Trains operate seven days per week, with service provided every 30 minutes during the morning and evening peak travel periods and hourly at other times. The current wait time between the southbound *Heartland Flyer* and the next available TEXRail departure to Dallas-Fort Worth International Airport range is 20 minutes. Minimum wait times at Fort Worth from TEXRail trains arriving from Dallas-Fort Worth International Airport with the northbound *Heartland Flyer* is 25 minutes. **Table 2-9** details the minimum wait times that that travelers will experience when making a transfer between the *Heartland Flyer* and TEXRail commuter trains at Fort Worth, as part of a multi-ride trip between Oklahoma and DFW Airport.

3.2.5.2 Other Passenger Rail Multimodal Improvement Considerations

Additional opportunities exist to enhance the multimodal role of the *Heartland Flyer* with agencies at both the Oklahoma City and Fort Worth terminals. Discussion with rural transit districts to coordinate at intermediate stops in Oklahoma may also be worthwhile. Ridership improvements could be anticipated if multimodal connections were improved and publicized. Most of these connections would require extraordinary cooperation between companies or agencies with diverse goals and objectives.

The importance of developing multimodal connections to meet mobility needs is a key strategy in the Oklahoma Public Transit Policy Plan, released by ODOT and the Oklahoma Transit Association in December 2020.[71] The plan is intended to identify the resources needed over a 20-year period to:

- Establish standards and protocols for agencies involved in the delivery and funding of public transit services
- Set the foundation for policies guiding transit investments statewide as well as establishing programs and strategies to enhance transit services
- Support the development of policies that address the transit challenges of today while providing a strong and enduring vision for the future of Oklahoma

Analysis conducted as part of the plan's development noted that while approximately 9.6 million passenger trips were made on Oklahoma transit agencies in 2018, the actual demand

[71] ODOT and Oklahoma Transit Association. Oklahoma Public Transit Policy Plan, December 2020. Retrieved from: https://www.oktransitplan.org/final-plan

for passenger trips was 17.7 million, based on the transit propensity of the state's population, indicating that there was a significant unmet need for additional public transit investment. The amount of unmet transit need is expected to grow over the next 20 years, based on projected demographic changes in the state. The plan estimates that by expanding local transit services and adding new regional connections, annual passenger trips on transit could double from existing levels to 20.5 million by 2040. Meeting existing and projected transit needs would require more than doubling the existing investment in transit services, including significant increases in annual operating costs, capital investments, and vehicle expansion. To address existing and forecasted transit demand, the plan provides a set of strategies and policy recommendations to improve the delivery and coordination of public transit services and ensure that resources are available to meet mobility needs. A 20-year investment schedule is included, organized around achieving incremental milestones over five-year horizons through 2040.

The plan calls for establishing a connected network of transit operators to create regional plans and coordinated efforts among neighboring systems that offer new services to provide viable travel options for people throughout the state. Objectives to support this strategy include a recommendation to create a statewide connected network of intercity carriers and transit feeders. The plan specifically recommends coordination with private transportation entities such as Amtrak and the creation of public-private partnerships to expand the reach of transit around the state by facilitating longer-distance regional trips on intercity services.

In Oklahoma City, recent emphasis on integrating various modes of public transportation into the city's overall transportation matrix has led to several studies and initiatives, further described below in Section 3.2.6. The Association of Central Oklahoma Governments (ACOG) completed the "Intermodal Transportation Hub Master Plan,"[72] which created a foundation for the current expansion and development of the existing Santa Fe Depot discussed further in Section 3.2.6, while the Central Oklahoma Transit and Parking Authority completed "The Greater Downtown Circulator AA,"[73] which formed the first step in the region's process for implementing enhanced rail transportation options such as commuter and light rail. In 2018, Oklahoma City opened a modern streetcar line that serves the Santa Fe Depot as well as the central business district and the downtown entertainment district. All of these efforts work in conjunction to point toward a greatly enhanced transportation network in the coming years.

Tulsa, Oklahoma is making a similar effort to prepare the way for expanded public transportation needs. Prior studies carried out by the City of Tulsa and the Indian Nations Council of governments (INCOG) are preparing the way for the introduction of an enhanced transportation network.

[72] Association of Central Oklahoma Governments, Intermodal Transportation Hub Master Plan for Central Oklahoma, June 30, 2011. Retrieved from: http://www.acogok.org/wp-content/uploads/2015/09/hubreport.pdf
[73] EMBARK Oklahoma, Planning. Retrieved from: http://embarkok.com/about/planning

Multimodal plans previously completed within the State that address multimodal transportation options include:

- The Oklahoma Public Transit Policy Plan, released by ODOT in December in 2020, which contains recommendations and for improving multimodal connectivity and presents an incremental investment strategy for expanding services and connectivity throughout the state: https://www.oktransitplan.org/final-plan
- The "2030 Fixed Guideway Study" identifies transit improvements for Oklahoma City by the Central Oklahoma Transit and Parking Authority (COTPA). This 2005 plan includes the modern streetcar downtown circulator, bus rapid transit, and commuter rail: http://embarkok.com/about/planning
- In coordination with the COTPA studies on fixed guideway transit in the Oklahoma City region, the Association of Central Oklahoma Governments (ACOG) in 2011 published a comprehensive study for creating a multimodal hub to connect the wide variety of planned transportation options in Oklahoma City.
- ACOG in 2016 adopted its updated metropolitan transportation plan entitled "Encompass 2040"[74]
- ACOG also developed a framework for creating a regional transportation authority and regional transportation district. Subsequent legislation, HB 2480 signed in law in 2014, authorized creation of a regional transportation authority under a framework presented in the legislation. Following passage of the law, ACOG worked with the city councils of Del City, Edmond, Midwest City, Moore, Norman, and Oklahoma City on an implementation plan to create the transportation authority, including the development and approval of a trust agreement and indenture. The Regional Transportation Authority of Central Oklahoma (RTA) was established in 2019 as a regional, independent governmental agency under the laws of the State of Oklahoma. The RTA is responsible for developing, funding, constructing, implementing, operating, and maintaining transportation projects located within the boundaries of the regional transportation district.
- In the Tulsa region, INCOG published its updated long-range regional transportation plan in November 2017, entitled "Connected 2045"[75] and its updated regional transit plan in August 2018, entitled "Connecting Progress".[76]

[74] Association of Central Oklahoma Governments, *Encompass 2040*, October 27, 2016. Retrieved from: http://www.acogok.org/wp-content/uploads/2018/12/ENCOMPASS-2040-BIG-BOOK.pdf
[75] Indian Nations Council of Governments, *Connected 2045*, November 2017. Retrieved from: http://www.incog.org/Transportation/Documents/Connected%202045/CONNECTED2045%20LRTP.pdf
[76] Indian Nations Council of Governments, *Connecting Progress*, August 2018. Retrieved from: http://www.incog.org/Transportation/Documents/FastForward/ConnectingProgress/Connecting%20Progress%20Plan_08%2017%2018.pdf

3.2.6 Support for Oklahoma City as a Multimodal Hub

Both ODOT and the City of Oklahoma City have been advancing initiatives and institutional arrangements that would facilitate Oklahoma City's Santa Fe Depot to become a multi-modal passenger rail hub, serving the existing *Heartland Flyer* service, additional proposed intercity rail services, new proposed commuter rail services, proposed high-speed rail, intercity bus service, as well as local transit services serving the Oklahoma City metropolitan area.

Locating a multimodal transportation hub at the Santa Fe Depot in Oklahoma City will help improve the market reach for all modes. ACOG completed the "Intermodal Transportation Hub Master Plan,"[77] which created a foundation for expanding and redeveloping the existing Santa Fe Depot as a transportation center and gateway for Oklahoma City. The hub study also laid the groundwork for merging pedestrian, bicycle, bus, light rail, commuter rail, and intercity passenger rail at the preferred location of the Santa Fe Depot. The hub plan includes the capacity necessary to accommodate an expansion of service on the *Heartland Flyer* route, as well as the introduction of passenger rail service between Oklahoma City and Tulsa, and space for the introduction of commuter rail service on lines serving central Oklahoma. Expanded taxi service and parking will also be located at the planned hub to assure this location is capable of meeting projected future transportation needs.

The U.S. Department of Transportation awarded Oklahoma City a $13.6 million Transportation Investments Generating Economic Recovery (TIGER) grant in 2013 to help fund a $28.4 million restoration and reconstruction project to convert the historic Santa Fe Depot (built in 1934) into an intermodal transportation hub, improving passenger waiting facilities, adding space for Amtrak ticketing and checked baggage services, expanding accessibility and neighborhood connectivity for bicycles and pedestrians, and providing a multimodal transit connection to the Oklahoma City streetcar. Other funding sources for the station restoration project include ODOT, ACOG, and an Oklahoma City capital program called MAPS 3.

The initial phase of project encompassed renovations to the station building and exterior site work, including restorations of historic exterior and interior architectural elements such as the terrazzo floors and ornamental grilles in the main hall and an expanded and redesigned parking area with new charging stations for electric vehicles. A grand reopening celebration was held on December 7, 2017, to commemorate the completion of the station renovation work. Future phases of the project include refurbishing the station platform area, construction of a pedestrian tunnel beneath the railroad right-of-way to connect the Santa Fe Depot to the west end of the Bricktown neighborhood and the Canal, and building a pedestrian plaza on the Bricktown side of the station.

In 2018, the Oklahoma City Streetcar began service, with stops adjacent to the Santa Fe Depot that provide improved transit connectivity between the passenger rail station and multiple business and recreational areas in the city. Streetcar service runs daily, beginning at 6 a.m. on weekdays and 7 a.m. on weekends and operating until midnight Monday through Thursday, 2 a.m. Friday and Saturday, and 10 p.m. Sunday. Daily service is provided on the 4.9-mile Downtown Loop route connecting the Santa Fe depot with the City Center and

[77] Association of Central Oklahoma Governments. *Intermodal Transportation Hub Master Plan for Central Oklahoma*. June 30, 2011. Retrieved from: http://www.acogok.org/wp-content/uploads/2015/09/hubreport.pdf

Midtown districts. Additional service on Friday, Saturday, and Sunday is provided on the shorter, 2-mile Bricktown Loop route that circles the City Center and the Bricktown entertainment district. The Santa Fe Depot also is served by EMBARK buses and has a bike sharing station.

In an unrelated project, in 2017, FRA approved the establishment of a quiet zone on the BNSF tracks through downtown Oklahoma City also used by the *Heartland Flyer*. Within the quiet zone, which extends nearly three miles through the city center, trains do not have to sound their horns at grade crossings as part of routine operation (although some situations may still require sounding the horn). As part of the quiet zone establishment process, eleven grade crossings were improved to maintain safe operation for motorists and trains in the absence of the train horn.

3.3 Proposed New Intercity Services

3.3.1 Intercity Service Development Under FRA's High Speed Rail Program

The U.S. Department of Transportation, through the Federal Railroad Administration (FRA), has been working with states to plan, fund, and develop high-speed rail services, which includes new or enhanced conventional intercity passenger rail services that use existing freight lines and travel at existing passenger rail speeds. Since 1991, the FRA has identified 11 high-speed rail corridors (see **Figure 3-3**), positioning them for future Federal passenger rail funding. The Tulsa-Oklahoma City-Dallas/Fort Worth-San Antonio corridor was officially designated as a high-speed rail corridor in 2000, as shown in **Figure 3-4**. It is known as the South Central High Speed Corridor.[78]

Figure 3-3: Designated U.S. High-Speed Rail Corridors
Source: US DOT

[78] Federal Railroad Administration, "High Speed Rail Timeline", Retrieved from: https://www.fra.dot.gov/Page/P0140

ODOT began studying the development of high-speed rail in 1999, and subsequently released a "High Speed Passenger Rail Feasibility Study" in 2001, followed by the "Oklahoma High Speed Rail Initiative" in 2002. This South Central High Speed Rail Corridor has three segments, centered on Dallas-Fort Worth: a southern segment that extends 288 miles to Austin and San Antonio, a northeast segment that extends 388 miles to Texarkana and Little Rock, and a northern segment that extends 311 miles to Oklahoma City and Tulsa.

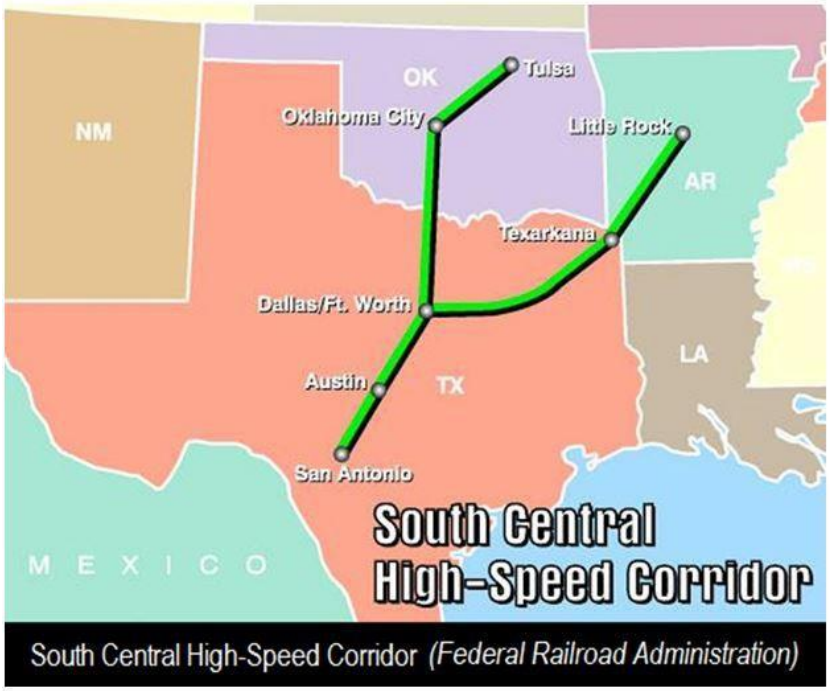


Figure 3-4: South Central High-Speed Rail Corridor
Source: Passenger Rail Oklahoma

In 2009, ODOT completed a Service Development Plan (SDP) for the Oklahoma portion of the South Central High Speed Rail Corridor.[79] This plan recommended a phased approach that would:

- Upgrade the BNSF-owned *Heartland Flyer* route between Oklahoma City and Fort Worth to improve existing service and subsequently accommodate a second passenger train roundtrip
- Upgrade track infrastructure at and around the Oklahoma City train station to improve rail access to the station platforms, eliminate delays caused by passenger-freight train congestion, and accommodate additional passenger trains at the station facility
- Acquire land and construct a high-speed (90 mph) passenger rail line between Oklahoma City and Tulsa following the Turner Turnpike (I-44) corridor

[79] Oklahoma Department of Transportation, *Oklahoma Portion of the South Central HSR Corridor Service Development Plan (SDP).* Retrieved from: http://www.okladot.state.ok.us/recovery/hs_rail/fra-final-app/support/service.pdf

Many of the infrastructure improvements to the *Heartland Flyer* route identified and recommended by the SDP were subsequently completed, with partial funding provided by federal high-speed rail and TIGER grants.

As a result of PRIIA, the federal government established a mechanism for creating federal-state funding partnerships dedicated to developing passenger rail corridors. To allocate this funding, FRA established the "High Speed Intercity Passenger Rail Program" (HSIPR) in 2009 to make strategic investments that would create or enhance an efficient network of passenger rail corridors to connect communities across the country. An initial funding package of $8 billion was made available through the American Recovery and Reinvestment Act (ARRA), plus an additional $2.5 billion through transportation appropriations. Through the HSIPR Program, ODOT secured three separate grants to aid Oklahoma's passenger rail efforts. Grants were awarded to:

- Help the state complete its long-term rail plan, published in 2012
- Prepare a Service Development Plan and Environmental Impact Statement for the rail corridor from Oklahoma City to Tulsa
- Fund track, signal, and switch improvements at the Oklahoma City Santa Fe Depot for safer and more efficient operation of the *Heartland Flyer*, completed in 2012

FRA's HSIPR is being developed under a three-tiered passenger rail strategy, defined as follows[80]:

1. **Core Express services**: These trains connect major population centers, typically 200 to 600 miles apart, in the nation's densest and most populous regions. Top speeds are between 125 and 250+ mph, primarily on completely grade-separated and dedicated rights-of-way. Some exceptions to grade-separated and dedicated track requirements may be acceptable in terminal areas.

2. **Regional services**: These trains provide relatively frequent service between large and mid-sized cities, 100 to 500 miles apart, with some intermediate stops. Top speeds range between 90 and 125 mph, with some dedicated and some freight-shared tracks. Tracks are grade-separated with terminal area exceptions.

3. **Feeder services**: These trains connect communities to the passenger rail network in corridors 100 to 500 miles long, and provide a foundation for future higher-speed corridor development. Top speeds range from 79 to 90 mph, generally on shared track with advanced grade-crossing protection or grade separations. This stage is intended to provide travel options and develop a market for rail service. The Oklahoma City-Fort Worth corridor is currently identified as a Feeder Service by FRA.

FRA has established that, to be eligible for federal implementation or construction funding of new intercity passenger rail services, the sponsoring entity must complete a Passenger Rail Corridor Investment Plan (PRCIP). This plan provides the foundation for the project's development and consists of two main components, an environmental impact statement

[80] Federal Railroad Administration, *High Speed Intercity Passenger Rail (HSIPR) Program*. Retrieved from: https://www.fra.dot.gov/Page/P0134

(EIS) or some other type of environmental review document, and a service development plan (SDP). The SDP analyzes the transportation needs and the purposes to be met by the proposed service. The plan also presents the results from testing various alternatives for performance, ability to attract riders, and generate revenue. Financing of the system as well as the benefits accrued to both users and non-users are also examined. The requirements for preparing the SDP are defined by FRA. An EIS examines the impact of the proposed system development on the natural, built, and cultural environments. The EIS is also required to examine the resulting effects if the system is not built. Requirements for preparing an EIS are defined under the National Environmental Policy Act (NEPA).

Three passenger rail corridors in Oklahoma are currently under evaluation as candidates for new or expanded service and will be discussed further in Section 3.3.3:

- Oklahoma City to Kansas City
- Oklahoma City to Tulsa
- Oklahoma City to Fort Worth

3.3.2 Amtrak Connects US Vision Plan

On March 31, 2021, Amtrak released a vision plan, called "Amtrak Connects US," that identified locations where new corridors and enhanced service on existing routes could be developed in conjunction with state partners by 2035.[81] **Figure 3-5** shows the candidate routes targeted for potential improvement or an introduction of service under Amtrak's plan. The vision is centered on developing and enhancing intercity passenger rail corridors several hundred miles long located within or between regions of the United States that are expected to experience significant population growth. Amtrak's vision plan would add intercity passenger rail service on up to 30 potential new routes, expand service on more than 20 existing routes, introduce passenger rail service in up to 160 communities in 15 states, and attract 20 million additional riders beyond the 32 million passengers that rode Amtrak trains in FY 2019.

[81] Amtrak Connects Us - Amtrak Media

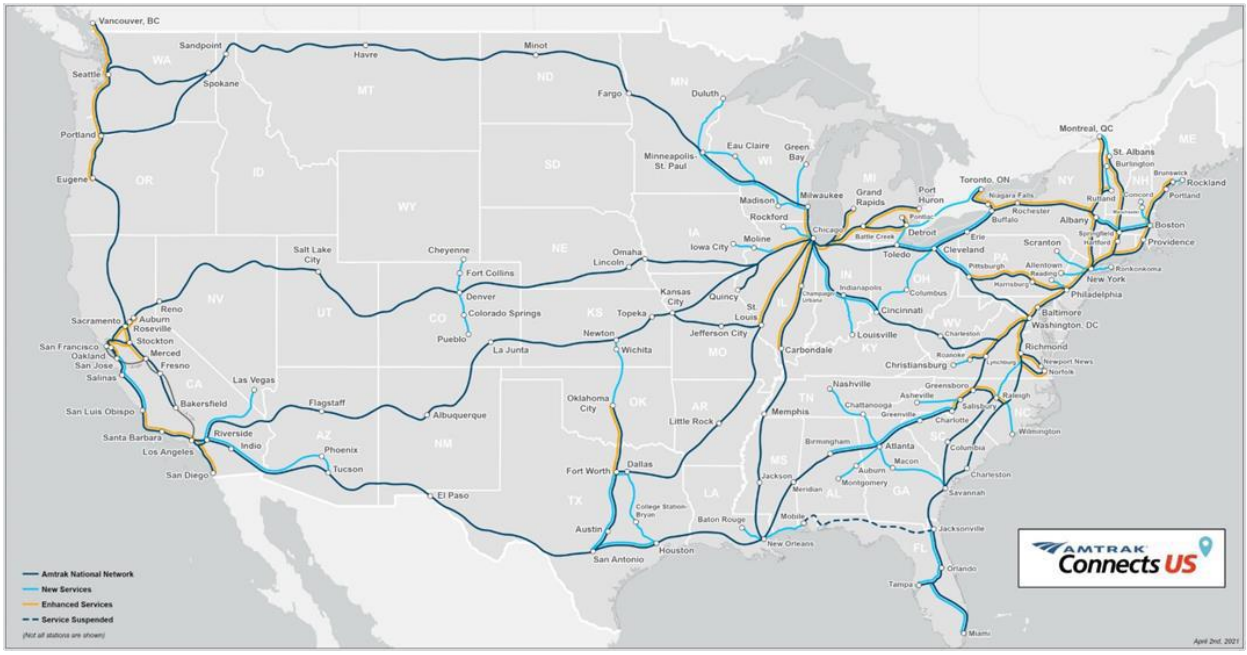


Figure 3-5: Amtrak Connects US Vision Plan Proposed Route Expansions
Source: Amtrak

The Amtrak Connects US vision includes extending passenger rail service on the *Heartland Flyer* corridor between Newton and Oklahoma City, as well as developing enhanced service between Oklahoma City and Fort Worth. The Amtrak Connects Us vision plan depends on an authorization of funding from Congress, although no funding has yet been secured. The plan also depends on a commitment from the state partners that ultimately will be responsible for providing the annual operating support to maintain the proposed new and expanded passenger rail services in the long term.

3.3.3 Passenger Rail Initiatives in Oklahoma

Since 2009, ODOT, TxDOT, and Kansas Department of Transportation (KDOT) have been working together on initiatives related to the expansion of intercity passenger rail services in the region. Planning efforts have been focused on three primary corridors: Oklahoma City to Kansas City, Oklahoma City to Tulsa, and Oklahoma City to Fort Worth. This section discusses the planning work undertaken for each primary corridor.

3.3.3.1 Oklahoma to Kansas City

For more than a decade, ODOT and KDOT have been working together to examine options for adding intercity passenger rail service between Kansas and Oklahoma. In 2011, the agencies completed a "Passenger Rail Service Development Plan"[82] that looked at the feasibility of extending the *Heartland Flye*r from Oklahoma City to Newton, as well as introducing a new standalone daytime service between Kansas City and Fort Worth via

[82] Kansas Department of Transportation, *Kansas City-Wichita-Oklahoma City-Fort Worth Corridor Passenger Rail Service Development Plan*, November 2011. Retrieved from: http://www.ksdot.org/PDF_Files/PDF-Passenger-Rail-SDP.pdf

Oklahoma City, either in place of, or in conjunction with, the *Heartland Flyer* extension. This SDP built off of a previous feasibility study conducted by Amtrak in 2010,[83] and was jointly paid for by ODOT and KDOT, using a $250,000 Federal FY2009 high-speed rail grant that provided half the funding for the study.

The SDP studied three alternatives:

- **Extending the *Heartland Flyer* from Oklahoma City to Newton, Kansas**: The study projected the service, which would operate overnight north of Oklahoma City to connect with Amtrak's *Southwest Chief* in Newton, would generate an incremental ridership increase on the *Heartland Flyer* of 111,300 annual passengers, and require approximately $136.5 million in capital startup costs.
- **Introducing a new daytime Kansas City-Oklahoma City-Fort Worth passenger train**: The study projected this service would generate an annual ridership of 256,700, and require approximately $436.2 million in capital startup costs.
- **Extending the *Heartland Flyer* to Newton, and introducing a new daytime Kansas City-Fort Worth passenger train**: The study projected this combination of services would generate a combined annual ridership of 368,000, and require approximately $475.0 million in capital startup costs.

To further these efforts, Amtrak operated an inspection train from Oklahoma City to Kansas City on Friday June 9, 2017, during which officials discussed the feasibility of reinstating regularly scheduled passenger rail service between the two cities. (Amtrak had provided passenger rail service between Kansas City, Oklahoma City, and Fort Worth until 1979.) The inspection train operated on tracks owned by BNSF Railway, and made brief stops along the route at Guthrie, Perry, and Ponca City, Oklahoma, as well as Arkansas City, Wichita, Newton, Emporia, Topeka, and Lawrence, Kansas. The inspection train was a preliminary step in a feasibility assessment process to evaluate service options and costs for reinstating passenger rail service. Potential service options could include extending the *Heartland Flyer* north from Oklahoma City to Newton, where passengers would make a cross-platform connection to Amtrak's Chicago-Kansas City-Newton-Los Angeles *Southwest Chief* train, or establishing a through-car operation at Newton, where passenger cars are uncoupled from the *Southwest Chief* and onto an extension of the *Heartland Flyer*.

Since the operation of the inspection train, ODOT and KDOT have taken additional steps in the feasibility assessment process. These steps have included engaging with BNSF Railway in the development of preliminary capital cost estimates to better understand the types of infrastructure investments that would be needed to establish service, such as track upgrades to permit 79 mph passenger train speeds, and engaging with Amtrak in the development of preliminary revenue and operating cost estimates to better understand the impacts of potential service options.

In 2020, Amtrak approached the states of Oklahoma and Kansas to enter into a multistate operational partnership for an extension of the *Heartland Flyer* north of Oklahoma City to

[83] Kansas Department of Transportation, *Feasibility Report of Proposed Amtrak Service*, March 9, 2010. Retrieved from: http://www.ksdot.org/PDF_Files/FINAL-Amtrak-Study.pdf

Newton, Kansas, with connecting service provided to Amtrak's *Southwest Chief* at Newton and *Texas Eagle* at Fort Worth. The Oklahoma Senate and the House of Representatives passed a concurrent resolution in 2020 supporting the extension of *Heartland Flyer* service to Newton and supporting the establishment of a multistate operational partnership with Kansas and Amtrak for the extension.[84] The resolution notes that the Kansas Senate and House of Representatives had passed the Eisenhower Legacy Transportation Program, which included money for the operational expenses that Kansas would pay for the *Heartland Flyer* extension. However, both Oklahoma and Kansas would require federal capital funding to develop the service extension.

On February 10, 2021, Amtrak presented a proposal for the state of Kansas at the 2021 Passenger Rail Coalition Forum to request 100 percent federal funding for the *Heartland Flyer* extension capital costs, and three to five years of operational costs through reauthorization of the Surface Transportation Act. Soon after, the Oklahoma Senate and House of Representatives passed a concurrent resolution on April 26, 2021 endorsing the extension of Amtrak *Heartland Flyer* service to Newton and a multistate partnership between Amtrak, Oklahoma, and Kansas.[85] The resolution urged the Oklahoma Congressional delegation to support the inclusion of federal funding for the full implementation and development of the *Heartland Flyer* extension from Oklahoma City, Oklahoma, to Newton, Kansas, including a second frequency directly connecting Kansas City, Missouri, with Fort Worth, Texas, and to support the inclusion of full federal funding for the maintenance and future development of the *Southwest Chief* in the 2021 reauthorization of the Surface Transportation Act.

To continue advancing implementation efforts, in 2021, KDOT commissioned an update to the 2011 Passenger Rail Service Development Plan (SDP) for the Kansas City-Oklahoma City-Fort Worth corridor that would evaluate the proposed extension of the *Heartland Flyer* from Oklahoma City to Newton.[86] According to the notice published in the Kansas Register, the goal of the project is to (1) update and expand upon the 2011 SDP, (2) provide a fresh look into the feasibility of the service, and (3) provide the project partners a roadmap for implementation, should funding be made available. The updated study, which was underway as this State Rail Plan was being prepared, will identify all costs associated with implementation and develop a detailed plan for deploying and operating the service. The SDP update will include the necessary components, strategies, and guidance to support the extension of Amtrak's *Heartland Flyer* into Kansas. This includes four elements: an operations analysis, a capital investment needs assessment, a financial analysis, and an implementation plan.

3.3.3.2 Oklahoma City to Tulsa

Travel between Oklahoma's two largest metropolitan areas, Oklahoma City and Tulsa, provide an attractive market for intercity rail service. The 110-mile distance separating Oklahoma City and Tulsa, with a population of 2.2 million within the corridor as of 2010, forms

[84] Enrolled House Concurrent Resolution No. 1036. Signed on May 13, 2020. Retrieved from: https://www.northernflyeralliance.com/Track-to-the-/ewExternalFiles/OK%20HR1036%20Passenger%20train.pdf
[85] Enrolled House Concurrent Resolution No. 1003. Signed on April 26, 2021. Retrieved from: https://legiscan.com/OK/text/HCR1003/2021
[86] Kansas Register, Volume 40 – Issue 15 – April 15, 2021. Retrieved from: https://sos.ks.gov/publications/Register/Volume-40/Issues/Issue%2015/04-15-21-49056.html

a corridor where the economics of rail technology are favorable.[87] Both cities also have plans to develop high-density transit services that would provide connectivity to surrounding population centers. Regularly scheduled passenger rail service between the two cities ended in 1967. A provision in the Oklahoma Tourism and Passenger Rail Act of 1996 jumpstarted the current effort to restore passenger service between Oklahoma City and Tulsa.[88] The state law enabled Oklahoma to secure $23 million of funding from the federal Taxpayer Relief Act of 1997, which was used to establish the *Heartland Flyer* service between Oklahoma City and Fort Worth and develop service to Tulsa.[89]

3.3.3.2.1 Sooner Subdivision Ownership and Passenger Service Obligations

In 1998, ODOT purchased 97.5-mile former St. Louis-San Francisco Railway main line between Midwest City (in suburban Oklahoma City) and Sapulpa (suburban Tulsa) from successor BNSF Railway, to preserve the corridor for future passenger service. That same year, ODOT leased the line to the Stillwater Central Railroad, a short line freight railroad owned by Watco, to maintain freight service to rail shippers on the line and initiate a program of track upgrade and renewal.[90] In 2014, with the lease planned to expire in 2017, ODOT announced its intent to sell the line through a bidding process. Stillwater Central Railroad was the successful bidder and purchased the 97.5-mile line, known as the Sooner Subdivision, on August 4, 2014, for $75 million.[91]

The sale agreement required Stillwater Central to upgrade the rail line to FRA Class 3 conditions, which would support 60-mph passenger train operations and 40-mph freight train operations, arrange for a pilot demonstration program of passenger service within five years of the purchase, and arrange or provide for regularly scheduled passenger rail service within ten years of the purchase. Stillwater Central completed a track rehabilitation of the line in 2016, however, regular passenger service was not established. In the summer of 2019, Watco requested that ODOT relieve Stillwater Central of its contractual obligation to arrange or provide for passenger rail service on the line and an associated $2.8 million contract payment default provision for not providing the service. ODOT and Watco subsequently signed a modified agreement that required Watco to pay ODOT $780,000 per year for four years and return the passenger easement to ODOT. With ownership of the passenger easement now back with ODOT, the agency has looked for opportunities to develop public-private partnerships that could enable passenger service on the line to be introduced. However, no state funding is currently available to provide operating support for a regularly scheduled passenger service.

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[87] Texas Department of Transportation, *Texas/South Central High-Speed Rail System Summary*. Retrieved from: https://ftp.dot.state.tx.us/pub/txdot-info/rail/high_speed/system-summaries/texas-south-central.pdf
[88] Oklahoma Statutes, §66-Railroads: §66-321, Oklahoma Tourism and Passenger Rail Act, Added by Laws 1996, c. 255, § 1, eff. July 1, 1996
[89] Taxpayer Relief Act of 1997, Section 977 Elective Carryback of Existing Carryovers of National Railroad Passenger Corporation, 26 USC 172 note
[90] Track Lease and Operating Agreement Oklahoma City – Sapulpa Rail Line June 19, 1998, Stillwater Central Railroad, Inc.
[91] Oklahoma Department of Transportation, *Sooner Sub Sale Agreement*, August 4, 2014. Retrieved from: https://www.odot.org/SoonerSub/16-FINAL%20Sale%20Agreement%20(2014).pdf

3.3.3.2.2 Rail Access Considerations in Tulsa and Oklahoma City

Although Stillwater Central owns the rail corridor between Midwest City and Sapulpa, passenger rail access to downtown Oklahoma City and downtown Tulsa would have to be provided using tracks owned and operated by two Class I freight railroads serving the state, Union Pacific Railroad and BNSF Railway (see **Figure 3-6**).

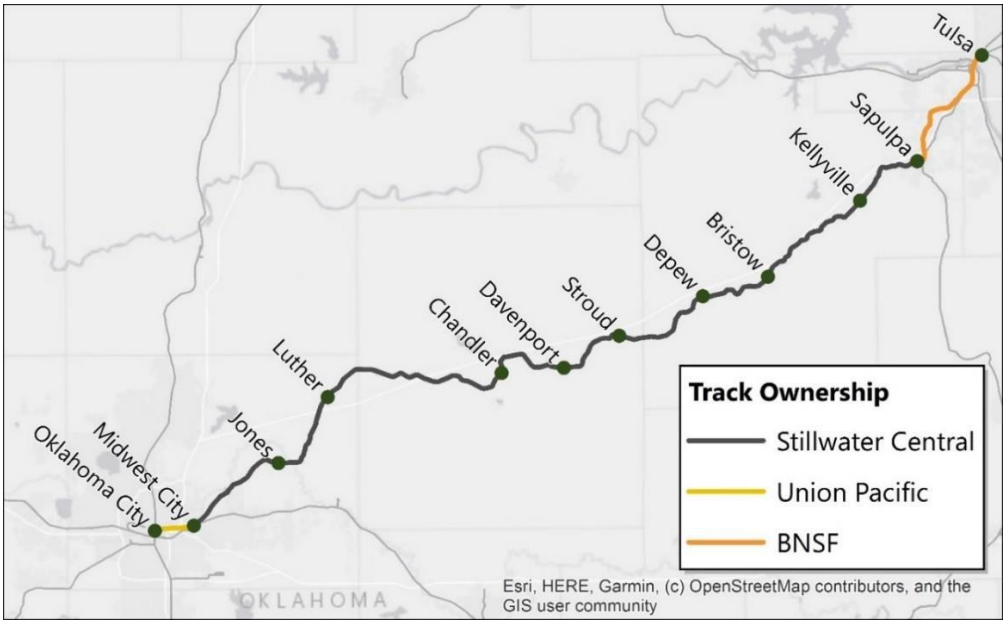

Figure 3-6: Track Ownership of the Oklahoma City-Tulsa Corridor
Source: Passenger Rail Oklahoma, HDR

The western 4.3 miles of the corridor, between Midwest City and Oklahoma City, are owned by Union Pacific (UP) Railroad. The Oklahoma City Council in September 2015 passed a resolution approving the expenditure of up to $50,000 on an evaluation study with UP to determine the infrastructure requirements needed to upgrade this 20-mph freight branch line for regular passenger rail service.

The eastern 17 miles of the corridor, between Tulsa and Sapulpa, are owned by BNSF Railway. The purchase agreement governing ODOT's acquisition of the Sooner Subdivision from BNSF Railway in 1998 included a 99-Year "Buyer's Passenger Service Rights Agreement," which contractually obligates BNSF to provide access for a passenger carrier to be named by the State of Oklahoma to use its tracks for 16.9 miles between the Stillwater Central connection in Sapulpa and a location in downtown Tulsa near the former Union Depot.[92] The agreement set a fee per train-mile to be paid to BNSF for use of the trackage, and allows for up to four passenger train trips per day to use this segment of track without investments in track capacity to support additional frequencies. However, subsequent changes to railroad operations, infrastructure, and property development in the Tulsa area that have occurred since the passenger service rights agreement was signed will require additional local efforts to develop a passenger rail route into downtown Tulsa. Some recent local efforts are described below.

[92] Purchase of Oklahoma City – Sapulpa and Pawnee Junction – Stillwater Rail Lines, February 26, 1998, Closing Documents

Passenger rail access to Tulsa will benefit from the I-244 Downtown Tulsa Double-Decker Bridge that opened in 2012. The bridge's unique design provided a way to replace an aging Interstate highway bridge across the Arkansas River west of downtown with a multimodal, double-deck structure that carries westbound automobile and truck traffic on its upper level, and one railroad track for future intercity and commuter rail service on its lower level along with a dedicated pathway for pedestrians and bicyclists. ODOT was awarded a $49.5 million grant in 2010 to help fund the $78 million structure.[93] This project was one of the first granted in initial round of U.S. DOT's innovative "Transportation Infrastructure Generating Economic Recovery" (TIGER) grant program.

The passenger rail river crossing built into the new bridge is key to establishing frequent, reliable passenger rail service connecting Oklahoma's two largest cities, because it provides a rail link to downtown Tulsa that does not require passenger trains to use BNSF's freight rail bridge across the Arkansas River or occupy freight tracks at the entrance to BNSF's Cherokee Yard west of downtown, the largest freight rail yard in Oklahoma.

The Indian Nations Council of Government (INCOG) has provided assistance with the planning and identification of the proposed passenger rail route into downtown Tulsa. The plan calls for the use of existing railroad infrastructure, which will require significant upgrades for passenger service and also likely require property acquisition to accommodate additional track capacity in certain locations. The proposed route is considered to be a reasonable alternative for reinstating passenger rail service to downtown Tulsa while minimizing interruption to existing freight rail operations. The proposed route also identifies the location for a downtown Tulsa passenger rail station, using the former Tulsa depot building, which is owned by Tulsa County. (The county currently leases the building.)

A new connection in Sapulpa would also be required between the Sooner Subdivision trackage from Midwest City and the BNSF Railway trackage leading to downtown Tulsa. Additional property would likely be purchased to construct this connection. Property acquisitions are also anticipated at certain locations adjacent to the BNSF rail line between Sapulpa and Tulsa to provide additional track capacity to accommodate any passenger service. New connections would also be required to link the future passenger railroad right-of-way built into the new I-244 Arkansas River bridge in Tulsa with existing Class I freight railroad infrastructure on either side of the river.

3.3.3.2.3 State Planning Efforts to Establish Regularly Scheduled Service

In 2001-2002, ODOT identified a preferred high-speed rail alignment for the 100-mile segment of the South Central High Speed Rail Corridor between Oklahoma City and Tulsa. The alignment selected followed the Turner Turnpike (I-44). Earlier feasibility studies conducted by Amtrak in the 1990s for establishing passenger rail service on the Sooner Subdivision between Oklahoma City and Tulsa determined that a significant capital investment would be needed in order to upgrade the rail line to support auto-competitive trip times. Since then, efforts to establish regularly scheduled passenger rail service have progressed incrementally, as funding has allowed, including an incomplete Tier 1

[93] Oklahoma Department of Transportation. *American Recovery and Reinvestment Act of 2009 TIGER Discretionary Grants Tulsa I-244 Arkansas River Multi-Modal Bridge Replacement Project*. Retrieved from: http://www.odot.org/recovery/tiger/tulsa_i244/index.htm

Environmental Assessment in 2009. Almost all of ODOT's previous work will materially contribute to future efforts.

In 2011, the Oklahoma Legislature enacted HB 1686, later signed into law by Governor Mary Fallin, which formed the Eastern Flyer Passenger Rail Development Task Force. The task force, comprised of 17 members, was charged with examining the development of conventional and high-speed passenger rail transportation between Tulsa and Oklahoma City via the use of public-private partnerships (P3). The task force issued a final report in 2012 that discussed policy issues and identified potential alternatives.

With funding received from an FY 2010 FRA HSIPR planning grant, ODOT began developing a federally mandated Passenger Rail Corridor Investment Plan for new service between Tulsa and Oklahoma City. The corridor investment plan was to include an updated service development plan and environmental documentation required to comply with NEPA requirements, leading to a conclusion that would enable the project to enter the design phase. However, the study was ended in late 2014, because there was no future funding source identified.

As part of this effort, ODOT released a Preliminary Alternatives Analysis in July 2014. This alternatives analysis screened ten possible alignments for high-speed rail between Oklahoma City and Tulsa. The study identified two feasible routes, one following Turner Turnpike and one following Stillwater Central's Sooner Subdivision. The study assessed the feasibility of providing service with conventional passenger rail equipment, European/Asian-style high-speed rail equipment, or Emerging Technology equipment (DMU vehicles), but did not recommend a preferred train technology.

3.3.3.3 Oklahoma to Texas

Texas Department of Transportation (TxDOT), in coordination with ODOT, completed a study of the South Central High Speed Rail Corridor between Oklahoma City to southern Texas that included an examination of expanding the *Heartland Flyer* with a second frequency as well as performance improvements. In October 2010, TxDOT was awarded a $5.6 million high-speed rail planning grant to help fund an Oklahoma City-South Texas Corridor Investment Plan. This $14 million project, called the "Texas-Oklahoma Passenger Rail Study" and completed in 2016, included preparation of a service-level (Tier 1) EIS and SDP for an 850-mile segment of the South Central High Speed Rail Corridor between Edmond, Oklahoma, and a southern terminus of either Corpus Christi, Brownsville, or Laredo, serving Oklahoma City, Dallas-Fort Worth, San Antonio, and Austin.[94]

Based on projected ridership and capital costs, the study recommended carrying forward a conventional rail alternative for the corridor segment between Oklahoma City and Fort Worth. This alternative would use conventional diesel-powered trainsets operating on shared-use passenger and freight tracks at top speeds of 79 or 90 mph. The study recommended increasing the number of daily round trips along the route, and extending the route north to Edmond on BNSF trackage and east from Fort Worth to Dallas using the Trinity Railway Express commuter line (see **Figure 3-7**), in order to provide travelers in Oklahoma with a one-seat ride to both Fort Worth and Dallas.

[94] Texas Department of Transportation, *Texas-Oklahoma Rail Study*. Retrieved from: http://www.txdot.gov/inside-txdot/projects/studies/statewide/texas-oklahoma-rail.html

Figure 3-7: Northern Segment of Texas-Oklahoma Passenger Rail Study EIS
Source: TxDOT

In addition, the study recommended improvements to existing station facilities, and new train equipment with more onboard amenities, including business class available for a premium price. The study proposed that service be provided by diesel locomotive-hauled equipment with frequencies of up to six daily round trips. Two or three of the round trips would operate on an accelerated schedule, making approximately seven stops, with the remaining "local" trains making as many as 12 stops. The study projected a substantial increase in rail ridership of more than 700,000 passengers per year by 2035, which would be a 500 percent increase in mode share over the 2035 "No Build" alternative.

3.4 Proposed Commuter Rail Service to Enhance Passenger Rail Options in the Oklahoma City Region

In 2021, the Regional Transportation Authority of Central Oklahoma (RTA) issued its Regional Transit System Plan, a long-term plan that establishes a vision for future transportation services and recommends transportation policies, investments, and projects to be developed in the RTA service area over the next 10 to 25 years. The plan includes a strategy to identify and develop regional transit corridors that will connect people through high-capacity transit to regional activity centers such as job centers, educational institutions, entertainment, and commercial areas. The regional transit corridors could be served by commuter rail, light rail transit, or bus rapid transit. Specific delivery options for each corridor will be determined under a four-step corridor implementation process that includes evaluating recommendations from previous studies, conducting an alternatives analysis, preparing required environmental and engineering studies and funding plans, and constructing the corridor.

As part of the process, RTA released its Regional Corridors Plan in April 2021, that identified four specific regional transit corridors to be evaluated for implementation and investment.[95] The corridors selected were based on findings and recommendations from previous transit studies and regional plans, including the "Central Oklahoma Commuter Corridors Study" issued by ACOG in 2015, additional input from communities, and the potential to provide opportunities to connect more people to the key activity centers in the Central Oklahoma region with high-capacity transit (see **Figure 3-8**).

The regional transit corridors identified in the RTA Transit System Plan area:

- **North/South Corridor:** Connecting Edmond to the North and Moore and Norman to the South with Oklahoma City
- **East Corridor:** Connecting Downtown Oklahoma City to Midwest City, Del City, and Tinker Air Force Base to the East
- **Airport Corridor:** Connecting Downtown Oklahoma City to the Will Rogers World Airport
- **West Corridor:** Connecting Downtown Oklahoma City to rapidly expanding communities in western Oklahoma County and Canadian County toward Yukon and Mustang

[95] RTA of Central Oklahoma Transit System Plan; Regional Corridors. April 21, 2021. Retrieved from: https://rtaok.org/projects/

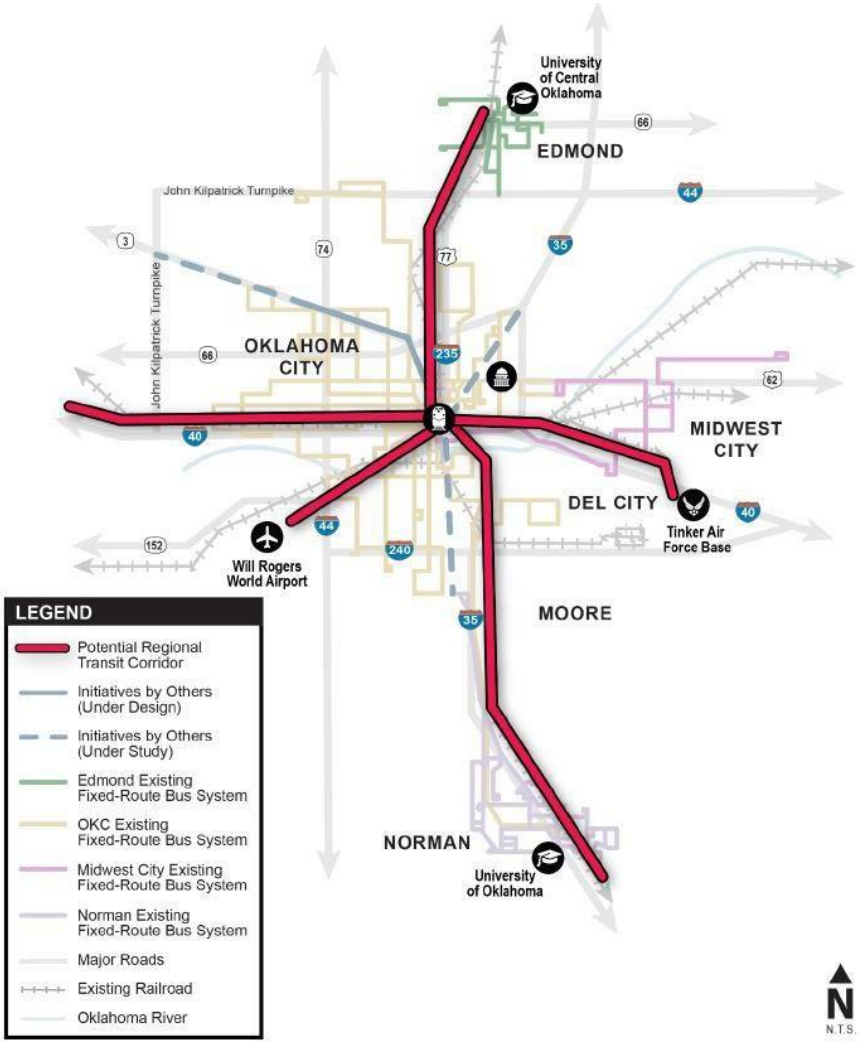

Figure 3-8: Proposed Oklahoma City Regional Transit Corridors
Source: Regional Transportation Authority of Central Oklahoma

Regional transit corridors developed as high-capacity commuter or light rail services are anticipated to connect at the Santa Fe Depot in downtown Oklahoma City. The high-capacity regional transit corridors would complement and connect with existing and planned local fixed-route bus and streetcar systems, and planned bus rapid transit systems, to help meet the projected long-term increase in regional transportation demand and fulfill long-term goals for mobility, sustainability, equity and accessibility, and economic and workforce development set forth in the Regional Transit System Plan. The plan notes that the development of regional transit corridors represents a long-term vision to be implemented over time. The next steps recommended to further define the corridors include completion of additional project planning, environmental, and funding studies. The RTA plan also notes that corridor selection will be reexamined periodically over time to account for changes in regional conditions, such as population growth, employment, or development. The RTA's plan is currently being reviewed by ACOG for approval to be incorporated into ACOG's long-range metropolitan transportation plan, which would enable RTA Regional Transit System Plan projects to be eligible for federal funding.

The potential for regional transit corridors to be developed as commuter rail lines took a further step forward in May 2021 when Oklahoma Governor Kevin Stitt signed Senate Bill 967, which will amend the Oklahoma Governmental Tort Claims Act to provide tort liability protections for host railroads that contract to allow commuter trains to operate on their tracks or right-of-way in the Oklahoma City region. The new legislation will take effect as state law on November 1, 2021. Passage of the legislation is considered an important measure for allowing the RTA to work with Class I railroads on the development of commuter rail services that would use existing track alignments.

3.5 Proposed Commuter Rail Service to Enhance Passenger Rail Options in the Tulsa Region

In 2011, INCOG published "Fast Forward," the 2035 INCOG Regional Transit System Plan for the Tulsa Transportation Management Area. The plan developed a prioritized list of transportation improvements and new services to meet anticipated travel demand in the region based on future population and employment projections through the year 2035. Among the improvements identified in the plan were commuter rail and rail transit corridors, which were divided into two tiers, "Foundation Network Corridors," where high travel demand already exists and rail transit could provide a high-capacity transportation solution, and "Enhanced Corridors," serving smaller communities where significant population increases and residential development were expected to occur. Foundation Network Corridors are considered to be those with the highest probability of success. To lower implementation costs, the plan suggests the use of existing freight rail infrastructure wherever possible for the proposed rail transit services.

All of the commuter rail routes proposed in the plan would hub at a location in downtown Tulsa. The plan encouraged community leaders to work with Tulsa County to develop alternatives that consider a commuter hub at the former Tulsa train station, now home to the Jazz Hall of Fame, by way of joint use agreement. As shown in **Figure 3-9**, the corridors proposed for commuter rail or rail transit include:

- Tulsa-Broken Arrow (Foundation), with a subsequent extension to Northeastern State University's Broken Arrow campus
- Tulsa-Jenks (Enhanced), with a potential extension to Bixby
- Tulsa-Sand Springs (Enhanced)
- Tulsa-Owasso via Tulsa Airport (Enhanced)

These corridors are the prioritized corridors for the Tulsa metropolitan region where the demand for alternative transit systems, such as commuter rail, is supported by projected increases in population and employment, and where resulting roadway congestion is expected to be high. Commuter train frequencies would be agreed upon during negotiations with the Class I and short line railroad owners of the rail lines.

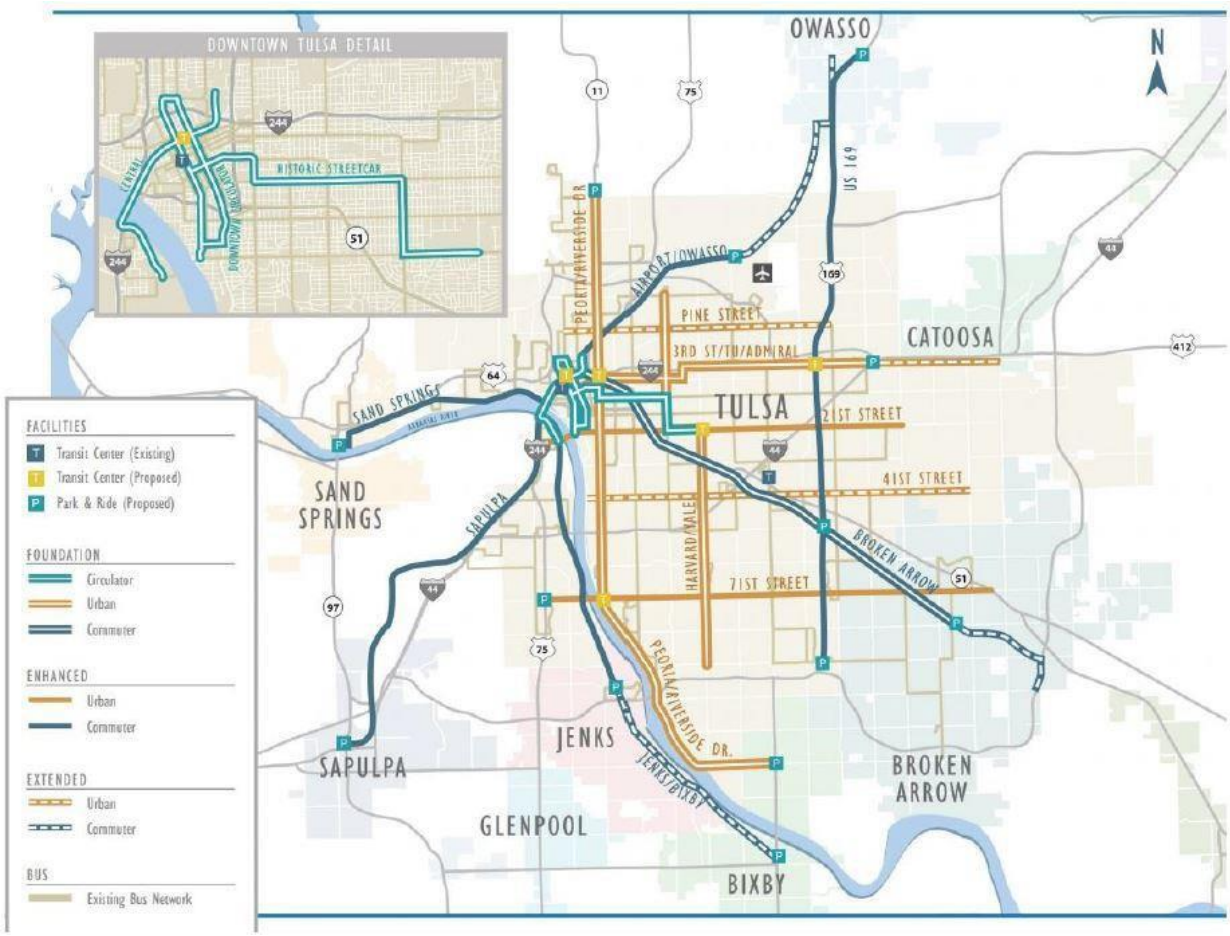

Figure 3-9: Proposed Tulsa Commuter Rail Corridors
Source: INCOG

The potential commuter rail routes identified in the Regional Transit System Plan are discussed in detail below.

Broken Arrow – Tulsa. This proposed Tulsa commuter rail line would transport passengers 15 miles westbound into downtown Tulsa, with station stops between Broken Arrow and Sheridan. The line would use existing railroad infrastructure to the greatest extent possible. Infrastructure constraints prohibit station stops between Sheridan and downtown Tulsa, because the railroad track is located inside the median of the Broken Arrow Expressway between Sheridan and Lewis Avenue near 11th Street in Tulsa. Alternative planning for this proposed commuter rail route would focus on terminal construction at a location on Main Street in downtown Broken Arrow, rail track and safety improvements, and strategic right-of-way acquisition. This route parallels US64/SH51 (Broken Arrow Expressway), which has a significant amount of inbound and outbound traffic during most hours of the day. There are numerous business districts along this corridor where employees could benefit from stations located within walking distance to their place of employment. The plan contemplates the addition of a subsequent corridor extension from the Broken Arrow terminal eastward to a location near the Northeastern State University–Broken Arrow campus.

Jenks – Tulsa. This proposed commuter rail line would transport passengers an estimated 12 miles north from Jenks into downtown Tulsa, utilizing existing railroad infrastructure to the greatest extent possible. The route parallels U.S. 75, which has heavy inbound and outbound commuter traffic during peak hours. Alternatives planning for the proposed service would focus on terminal construction at a location in Jenks that is in the vicinity of Main Street and the Creek Turnpike, in an economic development area along a Class I owned railroad, along with rail track and safety improvements, and strategic right-of-way acquisition. Potential stops along this route include the location where a new pedestrian bridge is being constructed across the Arkansas River to the newly developed "A Gathering Place" park on the east side of the river. The proposed route through the city of Jenks requires the construction of railroad track in Tulsa from a point at Southwest Boulevard to and across the lower deck of the I-244 Arkansas River Multimodal Bridge, and within existing Class I freight railroad right-of-way on the east side of the bridge to connect to a one-mile segment of freight railroad trackage west of the bridge to bring commuters into downtown Tulsa.

Sand Springs – Tulsa. This proposed commuter rail line would transport passengers an estimated 10 miles from Sand Springs, eastbound, into downtown Tulsa, using existing short line and Class I railroad infrastructure to the greatest extent possible. The proposed route follows a corridor lined with residential neighborhoods, business districts, and technical trade educational centers in Sand Springs and west Tulsa. The route parallels U.S. 64/U.S. 412, which has heavy amounts of inbound and outbound traffic during peak hours. Alternatives planning would focus on terminal construction in Sand Springs at a location to the southeast of the U.S. 64/U.S. 412 and Adams Road intersection along a rail line owned by the short line Sands Springs Railway, rail track and safety improvements, and strategic right-of-way acquisition.

Owasso – Tulsa. This proposed commuter rail line would transport passengers an estimated 13 miles into Tulsa along a short line railroad route that bypasses U.S. 169 and SH11, both of which have heavy amounts of inbound and outbound traffic during peak hours. The proposed commuter rail line passes adjacent to the Tulsa International Airport, and planning efforts could include the development of an airport rail station. Alternatives planning for this proposed commuter rail route would focus on terminal construction (an endpoint terminal location has yet to be determined), along with rail track and safety improvements, and strategic right-of-way acquisition.

The Regional Transportation System Plan recommended that the City of Tulsa, other municipalities in the region, and Tulsa County substantially increase local funding for transit. Based in part on those recommendations, voters in the City of Tulsa in April 2016 approved a permanent sales tax of 0.085% in the city's Vision 2025 package, which included funding for transit operations and capital projects. This was the first permanent local funding source for transit in state history.

In 2017, INCOG released its "Connected 2045: Regional Transportation Plan,"[96] which included updated estimates of future transportation needs in the Tulsa metropolitan region, based on demographic and economic forecasts, and identified various elements of a desired

[96] INCOG, *Connected 2045: Regional Transportation Plan*. Retrieved from: http://www.incog.org/Transportation/Documents/Connected%202045/CONNECTED2045%20LRTP.pdf

transportation system for the region and the interrelationship of various modes of transportation. The population in the Tulsa region is projected to grow 26% between 2015 and 2045, reaching 1.1 million people, and employment is projected to grow 20% between 2015 and 2045, with 539,361 jobs in the region anticipated. The percentage of older adults, as compared to other adult age groups, will increase during this 30-year period, which is anticipated to have significant effects on transportation needs.

The regional transit-related guidance and recommendations outlined in the Connected 2045 plan were based on the plans and strategies established in the Regional Transportation System Plan to guide the region's transportation investments to meet the increasing travel needs of the area. The Connected 2045 plan recommends pursuing implementation strategies to develop the high-capacity transit corridors identified in the Regional Transportation System. The Connected 2045 plan calls for advancing the development of the Foundation Network Corridors by undertaking the planning, environmental review, and engineering and design work required before construction can begin. These steps are expected to include the preparation of an Alternatives Analysis for each corridor, which will evaluate transit technology and alignment options and identify benefits, costs and impacts of each, culminating in the selection of a locally preferred alternative that will be adopted by INCOG into the region's long-range transportation plan. The Alternatives Analysis work would be followed by preliminary engineering and an environmental review carried out in accordance with the NEPA process. This phase of project development would be followed by the preparation of final construction plans, detailed specifications, and bid documents for construction.

3.6 Concepts from Stakeholder Outreach

Various passenger rail improvement and expansion concepts were suggested by participants during public and stakeholder outreach opportunities conducted for the Oklahoma State Rail Plan. Virtual stakeholder meetings were held on April 13 and June 8, 2021. Other methods used to solicit public feedback and participation in the State Rail Plan development process included a passenger rail user group interview and the solicitation of public comments via an online survey posted to the Oklahoma State Rail Plan webpage on ODOT's website. Outreach efforts conducted as part of the State Rail Plan development process are described in detail in Chapter 6 (Public Involvement and Coordination). Specific passenger rail projects and initiatives identified during public outreach are summarized below.

Ideas related to improving and expanding service on the *Heartland Flyer* route included:

- Extend the *Heartland Flyer* north of Oklahoma City to Newton, Kansas, to connect with Amtrak's Chicago-Los Angeles *Southwest Chief*
- Add a second roundtrip passenger train between Oklahoma City and Fort Worth
- Invest in track capacity improvements on the *Heartland Flyer* route to reduce passenger train delays caused by freight rail traffic
- Invest in rail infrastructure improvement projects that improve safety on shared passenger and freight lines, by closing grade crossings, constructing new highway-rail

grade separations to replace grade crossings, and upgrading existing installations with new safety features

Ideas related to establishing passenger rail service on other corridors included:

- Establish passenger rail service between Oklahoma City and Tulsa, including completion of any necessary track and signal upgrades to provide auto-competitive travel times
- Establish commuter rail and/or rail transit service between downtown Oklahoma City and the Will Rogers Airport in Oklahoma City
- Establish commuter rail service in the Oklahoma City and Tulsa metropolitan areas

Chapter 5 of this plan includes specific short-term and long-term projects identified for further development if funding were to be made available.

Chapter 4: Proposed Freight Rail Improvements & Investments

4.1 Introduction

The purpose of Chapter 4 of the Oklahoma State Rail Plan is to identify improvements and investments made to the Oklahoma railroad network by the state's railroads during the last five years and recent capital investment trends by the state's railroads, to the extent known through coordination with the railroads and publicly available data, and also to describe possible future railroad improvements and investments that could address the freight rail and rail safety needs of Oklahoma. Many of these projects focus on the opportunity for enhanced access to the state's rail network for shippers; fixing rail service gaps; options for improvements to infrastructure and the capacity, safety, and efficiency of rail service and operations; climate change adaptation and environmental sustainability; and economic development.

Planned and proposed capital projects identified by Oklahoma railroads, ports, shippers, and other stakeholders during the outreach activities conducted as part of the development of the Oklahoma State Rail Plan are listed in this chapter. Projects selected to be prioritized for future public funding opportunities will be further detailed in Chapter 5.

4.2 Class I Railroad Improvements

As private entities, Class I railroad companies in Oklahoma must use private financing to cover the cost of equipment acquisition (that is, locomotives and railcars) and infrastructure improvements aimed at renewing, upgrading, or expanding the state rail network (that is, rail, ties, bridges, signal systems). Railroads rely on a regulatory framework that provides sufficient return on investment as a means to accommodate these capital expenditures. Funding levels for capital programs can vary from year to year owing to fluctuations in traffic volumes, overall economic trends, and other considerations. Some programs administered by the state of Oklahoma or the federal government are available to Class I railroads to help fund rail network improvement projects, targeted job creation projects, and more. The potential for this funding and its applicability to Class I railroad improvement projects in Oklahoma is identified in Chapter 5.

Capital investment in rail infrastructure in the state of Oklahoma by the Class I railroads has been generally robust and continuous since the 1980s. Historically, most projects were aimed at developing the capacity necessary to efficiently handle traffic originating and terminating in Oklahoma and the rail traffic traveling through Oklahoma (notably the surge of coal shipments out of Wyoming's Powder River Basin that began in the 1970s, and an intermodal traffic increase that began in the 1980s), to upgrade track structure and bridges to accommodate railcars with a maximum allowable gross weight of 286,000 lbs., and to expand and create new terminal facilities. Mergers and acquisitions beginning in the 1980s were also a driver for improvements, as newly combined systems updated infrastructure to transform formerly regional rail networks into a national network. More recently, projects

have been carried out to serve the energy sector, which has begun using the technique of hydraulic fracturing (commonly referred to as "fracking") to extract oil and gas from Oklahoma. These investments have included line upgrades to handle 286,000 lb. cars, reactivating idle segments of the state's rail network, and the development of facilities to load and unload drilling equipment, frac sand, pipe, and other associated materials.

Funds are budgeted by the Class I railroads each year to facilitate ongoing capital investment in the state's rail network. System-wide capital expenditure budgets are reported by the Class I railroad annually, and may or may not identify specific rail projects by state or their estimated capital cost. Where information was available, state-level investments by Class I railroads have been listed in Section 4.2.2.

The Class I railroads have continued to invest heavily in their networks during the last five years in order to solve ongoing factors constraining the capacity, efficiency, and velocity of the high volumes of through traffic in Oklahoma; to eliminate or mitigate operational chokepoints; to handle various upgrades associated with maintenance and safety (including implementation of federally mandated Positive Train Control [PTC] systems, which reduce the likelihood of train over-speed incidents and collisions between trains); to implement various other technologies that improve the safety, economic efficiency, and environmental sustainability of railroad operations generally; and to accommodate routine infrastructure renewal. Oklahoma's Class I railroads will also continue to upgrade bridges and other infrastructure on branch lines in the state to accommodate railcars with a maximum allowable gross weight of 286,000 lbs. (The heavier cars are supplanting the lighter cars and are becoming the industry standard; Class I railroad segments of the Oklahoma rail network incapable of handling these heavier loads, to the extent known through coordination with the state's railroads during the development of the Oklahoma State Rail Plan, are identified in Chapter 2.)

4.2.1 Class I Railroad Bottlenecks

Oklahoma's Class I railroads were asked to identify any bottlenecks in their respective networks in the state during development of the Oklahoma State Rail Plan:

- Kansas City Southern Railway (KCS) listed one bottleneck: the segment of its Heavener Subdivision between Shady Point and Heavener, Oklahoma, over which capacity is constrained to 17 trains per day.
- Union Pacific Railroad (UP) did not list any bottlenecks in its response to the outreach.
- In Oklahoma City, the BNSF Railway (BNSF) Red Rock Subdivision between Edmond and BNSF's Flynn Yard south of the city is a potentially congested corridor, with resultant impacts on motorists at blocked highway-rail grade crossings. Adding a second main track through this area may be necessary in the future. Investigating the closure of at-grade crossings and constructing additional grade separated crossings would also provide safety benefits to this corridor.
- Stakeholders identified a bottleneck on the BNSF network in Madill. Improvements to the Madill Yard may potentially be necessary to alleviate congestion and reduce terminal dwell time for freight shipments.

4.2.2 Class I Railroad Planned Improvements

4.2.2.1 BNSF Railway

BNSF has announced a $2.99 billion system-wide capital investment budget for 2021.[97] This generally includes the maintenance and upgrading of existing track and bridge structures, adding new track capacity, and improvements to network and facility efficiency. While the majority of the budget is for maintenance, approximately $400 million will go towards expansion projects, primarily on its Southern Transcon route (which passes through northwestern Oklahoma) and in the Pacific Northwest region. BNSF did not indicate specifically how much of this investment is to be made in Oklahoma.

4.2.2.2 Kansas City Southern Railway

KCS invested $410.2 million in capital expenditures systemwide in 2020 and plans to invest approximately 17 percent of its revenue into systemwide capital expenditures in 2021.[98]

KCS's typical capital investment in Oklahoma includes:

- Replacement of rail
- Installation of cross ties
- Upgrade and rehabilitation of highway-rail grade crossings

KCS identified one capacity constraint on its system in Oklahoma. Presently, maximum fluid capacity on its Heavener Subdivision between Shady Point and Heavener, Oklahoma, is limited to 17 trains per day.[99]

Specific future capital investment projects for its network in Oklahoma were not identified by KCS during development of the Oklahoma State Rail Plan.

One potential anticipated result of the proposed merger of KCS with Canadian Pacific or Canadian National is that some additional capacity upgrades on the KCS network specific to Oklahoma may be identified to support ongoing corridor development trends.

4.2.2.3 Union Pacific Railroad

UP plans to invest $2.9 billion on systemwide capital expenditures in 2021, up from $2.8 billion in 2020.[100] These expenditures include infrastructure improvements, rolling stock, capacity upgrades, commercial development, and implementation of new technology.

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[97] BNSF Railway, *BNSF Announces Plan for 2021 Capital Investments*. Retrieved from: http://www.bnsf.com/news-media/news-releases/newsrelease.page?relId=bnsf-announces-plan-for-2021-capital-investments

[98] Railway Age, *KCS 3Q2020 'Demonstrates Resiliency'*, October 16, 2020. Retrieved from: https://www.railwayage.com/freight/class-i/kcs-3q2020-demonstrates-resiliency/

[99] KCS response to data request

[100] Progressive Railroading, *UP Posts Q4 2020 Results, Increases CAPEX for 2021*, January 21, 2021. Retrieved from: https://www.progressiverailroading.com/union_pacific/news/UP-posts-Q4-2020-results-increases-capex-for-2021--62491

In 2020, UP's capital investment specific to Oklahoma was $17.4 million.[101] From 2016 through 2020 combined, Union Pacific spent more than $262 million on Oklahoma tracks, structures, and facilities.

UP did not identify any specific capital projects recently completed in Oklahoma, nor were current bottlenecks and specific future capital investment projects for its network in Oklahoma identified by UP during development of the Oklahoma State Rail Plan. UP continues to evaluate and invest in the addition of wayside signals, sidings, terminal capacity, and double track at locations across its network to support increases in traffic, enhance network capacity, and to enhance rail service to customers.

4.3 Class III Railroad Improvements

Class III (or short line) railroads generally face a different set of challenges meeting their needs than the Class I railroads do, since they do not often possess the capital and technical resources, operating capacity and flexibility, or modern infrastructure of the larger Class I railroads.

Class III railroads typically rely upon private funding, public funding, or some combination of these sources to cover the capital cost of equipment acquisition and general infrastructure improvements. Some programs administered by the state of Oklahoma are available to Class III railroads to help fund rail network improvement projects and more. The potential for this funding and its applicability to and Class III railroad improvement projects in Oklahoma are discussed in Chapter 5.

Many Class III railroad lines in Oklahoma were originally owned by the state as Class I railroads and began to shed unprofitable branch lines following the passage of the federal Staggers Rail Act in 1980. Also, the Chicago, Rock Island & Pacific Railroad (CRI&P) succumbed to bankruptcy and ceased train operations in 1980, leaving behind a sizable network of main lines and branch lines in the state of Oklahoma to either be acquired by other parties for ongoing railroad operations or to be abandoned. As detailed in Chapter 2, Oklahoma purchased some of these lines to save them from abandonment and preserve them for future transportation use. These state-owned lines were rehabilitated and upgraded in the ensuing decades and most mileage was ultimately sold back to the private sector through lease-purchase agreements.

Typically, the largest constraints on Class III railroads in the U.S. involve accommodating railcars with a maximum allowable gross weight of 286,000 lbs. (the heavier cars are supplanting the lighter cars and are becoming the industry standard) and operational chokepoints caused by insufficient operating capacity on main lines, in rail yards, and locations where railroads interchange with each other.

Railcars with larger loading capacity provide greater operating efficiency by reducing labor, fuel, and maintenance costs while increasing capacity and synergy for rail operations and rail shippers. Most Class III railroads have a legacy infrastructure suited to low-density operations

[101] Union Pacific Railroad, *Union Pacific in Oklahoma*. Retrieved from: https://www.up.com/cs/groups/public/@uprr/@corprel/documents/up_pdf_nativedocs/pdf_oklahoma_usguide.pdf

and railcars of lighter weight (268,000 lbs. or less). In order to accommodate the 286,000 lb. cars, Class III railroads must make upgrades to the track structure and substructure (that is, rail, switches, ties, and ballast) and bridges to handle the additional stress caused by transporting the heavier cars. Class III railroads that are unable to make the appropriate upgrades may be at a competitive disadvantage and lose business to transportation competitors, namely to trucks or nearby Class I railroads that are capable of handling the 286,000 lb. cars. Segments of the Oklahoma rail network known to be incapable of handling these heavier loads are identified in Chapter 2.

Class III railroad chokepoints are often attributed to legacy infrastructure tailored to historical railroad practice, which can limit capacity and hamper the efficiency and flexibility of modern operations. Such factors include yard capacity that is insufficient for building trains; switching; and staging cars and sidings that are of inadequate number, length, or location to accommodate the demands of present-day train operations where meet-pass events may be required when multiple trains are operating on the same line.

Some Class III railroads are further constrained by delays that stem from interchanging railcars with another carrier or in the use of trackage rights to access an isolated segment of their network. Further complicating interchanges between carriers are “paper barriers”; instances where for regulatory or other contractual reasons a Class III is unable to interchange with a railroad to which it physically connects, or is limited in the volume of traffic it can interchange. These deficiencies not only compromise rail transit times and cause main line and yard congestion, they also produce the unintended consequence of affecting the quality of life for adjacent communities. Among other things, chokepoints and their resultant operational impacts can lead to protracted delays for motorists and emergency vehicles at blocked highway-rail grade crossings, and also affect air quality due to increased emissions from idling vehicles and trains.

Appendix A presents the information provided by each of Oklahoma’s railroads. Oklahoma’s Class III railroads were further queried during the stakeholder outreach process undertaken for the Oklahoma State Rail Plan about the specific challenges they face now and for the future in terms of capacity constraints, infrastructure needs and upgrades, and capital funding needs.

4.3.1 Class III Railroad Bottlenecks

ODOT has identified some specific chokepoints in its Class III network, as identified below:

- Joint facility agreements between the South Kansas and Oklahoma Railroad (SKOL), the Stillwater Central Railroad (SLWC), and BNSF Railway in the vicinity of Tulsa, Oklahoma limit interchange between SKOL and SLWC to one train each way per day.
- Several Class III railroads are not presently allowed to interchange with each other in Altus, Oklahoma due to limitations imposed by existing joint facility agreements between railroads.

As noted elsewhere, infrastructure upgrades to handle 286,000 lb. cars would benefit multiple Class III railroads and shippers in Oklahoma. Restoration of the UP line between Shawnee and McAlester and its leasing to Arkansas-Oklahoma Railroad (AOK) would provide another east-west connection in the southeastern portion of the state and allow AOK to operate a contiguous route between Oklahoma City and Howe.

4.3.2 Class III Railroad Planned and Proposed Improvements

Table 4-1 lists planned and proposed Class III railroad improvements over the years 2021-2025. Information was provided by representatives of Class III railroads through correspondence with ODOT as well as through railroad participation in other stakeholder engagement activities.

Table 4-1 – Class III Railroad Capital Projects in Oklahoma, 2021-2025

Railroad	Project	Type of Improvement	Location	Estimated Capital Cost
AOK	Bridge repairs (10 bridges)	State of Good Repair	Systemwide	$150,000
AOK	Tie Renewal: 7,000 ties on the Shawnee Subdivision	State of Good Repair	Shawnee	$700,000
AOK	Upgrade bridges to 286K on the Shawnee Subdivision	State of Good Repair	Shawnee	$10,000,000
AOK	Tie Replacement: 25,000 ties	State of Good Repair	Systemwide	$2,900,000
AOK	Upgrade 76 bridges to 286K on the Wilburton Subdivision	State of Good Repair	Wilburton	TBD
AOK	Tie replacement: 56,000 ties on the Wilburton Subdivision	State of Good Repair	Wilburton	$5,600,000
AOK	Upgrade line from Shawnee to Wewoka (not including signals/highway-rail grade crossing improvements)	State of Good Repair	Wewoka	$31,000,000

Railroad	Project	Type of Improvement	Location	Estimated Capital Cost
ASR	Additional track substructure and ballast near Waldren to prevent wash-outs	State of Good Repair	Waldren	$200,000
ASR	Tie Replacement (5 miles)	State of Good Repair	Systemwide	$350,000
ASR	Stringer upgrades for bridge	State of Good Repair	Systemwide	$150,000
BNGR	Upgrade bridges to 286K	State of Good Repair	Systemwide	TBD
BNGR	Upgrade track to FRA Class 1	State of Good Repair	Systemwide	TBD
CVR	Bridge Repairs	State of Good Repair	Systemwide	$200,000
CVR	Siding restoration – Keyes	State of Good Repair	Keyes	$250,000
FMRC	Build 2 double-ended passing sidings in Elk City	Capacity	Elk City	$1,230,000
GNBC	New construction of the North Canadian River Bridge	State of Good Repair	Southard	$3,400,000
GNBC	Construction of 6000' passing siding at Okeene	Capacity	Okeene	$1,100,000
KRR	Rail, bridge, and signal upgrades funded by FY2020 CRISI grant	State of Good Repair	Systemwide	$20,012,000
KRR	Systemwide 2021 CAPEX	State of Good Repair	Systemwide	$1,500,000
KRR	Systemwide 2022 CAPEX	State of Good Repair	Systemwide	$1,500,000
SKOL	CRISI project to upgrade track for 286K capability (roughly half of total project cost is in Oklahoma)	State of Good Repair	Systemwide	$40,600,000
SKOL	Bridge 80.2 single span 164' pin connected truss is not included in the recommendation. It is however recommended that a detailed inspection be performed so that the truss connections can be rated to determine if additional repairs are needed. It is possible that the repair cost could be substantial, a placeholder cost is $400,000 is recommended.	State of Good Repair	Owasso	$400,000

Railroad	Project	Type of Improvement	Location	Estimated Capital Cost
SLWC	Funded Crossing Improvements	Grade Crossing	Systemwide	$500,000
SLWC	Future Crossing Improvements	Grade Crossing	Systemwide	$150,000
SLWC	Future Bridge Improvements	State of Good Repair	Systemwide	$335,000
SLWC	Future Track Infrastructure Improvements	State of Good Repair	Systemwide	$1,711,000
SLWC	Fencing	Safety and Security	Systemwide	$72,000
SLWC	Crossing in Kellyville	Grade Crossing	Kellyville	$50,000
SLWC	Crossing in Lawton	Grade Crossing	Lawton	$135,000
SLWC	Future Bridge Repairs	State of Good Repair	Systemwide	$10,100,000
SS	Relay rail on Main Line for coal traffic	State of Good Repair	Sand Springs	$750,000
SS	Sheffield Lead and Main Line Rehabilitation	State of Good Repair	Sand Springs	$350,000
SS	New Shop Construction	Facilities	Sand Springs	$600,000
SS	Interchange rehabilitation	State of Good Repair	Tulsa	$150,000
TOE	Replace 2500 Track Ties	State of Good Repair	Systemwide	$215,833
TOE	Replace 159 Switch Ties	State of Good Repair	Systemwide	$47,606
TOE	4 Miles of Track Surfacing	State of Good Repair	Systemwide	$79,624
TOE	4 Road Crossing Repairs	State of Good Repair	Systemwide	$115,200
TOE	Replace 3,000 Track Ties	State of Good Repair	Systemwide	$266,000
TOE	Replace 50 Switch Ties	State of Good Repair	Systemwide	$16,300
TOE	12 Miles Track Surfacing	State of Good Repair	Systemwide	$98,500
TOE	Replace 4,000 feet of Rail	State of Good Repair	Systemwide	$187,000
TOE	Craig yard – upgrade rail from 75 lb/yd to heavier rail	State of Good Repair	Craig	TBD
TOE	MP 12.0 Water errosion from Golden River	State of Good Repair	Golden	TBD
TOE	Extend the Connection track at Valiant from 30 car lengths to 115 car lengths, allow chambering yard for unit trains	Capacity	Valiant	TBD
TSU	Storage Siding (15 cars)	Capacity	Creek County	$250,000

Railroad	Project	Type of Improvement	Location	Estimated Capital Cost
TSU	Track Upgrade, Drainage Improvements, and Vegetation Control	State of Good Repair	Systemwide	TBD
WTJR	Surfacing work	State of Good Repair	Systemwide	$50,000
WTJR	Br. 64.8 – Replace stringers & deck ties	State of Good Repair	Tipton	$150,000
WTJR	Br. 31.4 - Replace stringers & deck ties	State of Good Repair	Grandfield	$60,000
WTJR	Streambank Stabilization south side of Red River bridge	State of Good Repair	Devol	$1,000,000

Source: Class III Railroads

4.4 Port Rail Improvements

Owing to its inland position, Oklahoma does not have any seaports; however, the state is located on one major inland waterway navigable for trade or commercial transportation purposes. This waterway, the McClellan-Kerr Arkansas River Navigation System, provides a 445-mile navigable waterway connecting Oklahoma to the Mississippi River and the Gulf of Mexico.[102] The Port of Catoosa, Port of Inola, and Port of Muskogee each operate river port facilities on this waterway, including rail assets. **Table 4-2** lists planned and proposed port rail improvements over the years 2021-2025.

Table 4-2 – Port Capital Projects in Oklahoma, 2021-2025

Port	Project	Type of Improvement	Location	Estimated Capital Cost
Port of Catoosa	SH-167 Rail Crossing Improvements	Grade Crossing	Catoosa	$3,600,000
Port of Catoosa	Unit Train Capacity Upgrades for BNSF & SKOL	Capacity	Catoosa	$20,000,000
Port of Inola	Inola Rail Access Enhancement Project	Industrial Development	Inola	$15,000,000
Port of Muskogee	Extend Port Rail by approximately 900' to construct a Rail Spur to accommodate new industry at the Port of Muskogee.	Industrial Development	Muskogee	TBD
Port of Muskogee	Modernization of waterfront infrastructure through the rebuild of approximately 700' of dockside rail to accommodate future multi modal growth, including container freight movements.	Industrial Development	Muskogee	TBD

[102] United States Army Corps of Engineers, *McClellan-Kerr Arkansas River Navigation System*. Retrieved from: http://www.swt.usace.army.mil/Missions/Navigation.aspx

Port	Project	Type of Improvement	Location	Estimated Capital Cost
Port of Muskogee	Extend the Port's current marshalling yard and storage tracks to the east by constructing a new wall under the Oklahoma Turnpike Authority bridge. This will allow double tracking and permit the extension of Track 118 from the existing western marshalling yard under the Turnpike to where it will serve as a new lead connecting rail car storage tracks to be constructed east of the Turnpike. By completing the east yard expansion, the existing Batfish Road crossing will be rehabilitated with upgraded surfacing and an additional track crossing.	Capacity	Muskogee	TBD
Port of Muskogee	The Port Authority owns and operates 4.7 miles of previously abandoned railroad from MP 93.50, near Shopton Yard, to MP 88.80. This track has a Railroad Trestle that is in need of replacement. This structure is approximately 100' long consisting of the 2 abutments and 4 bents, all timber build. The abutments appear to be driven vertical pile. The vertical pile on the bents are sitting on concrete foundations. Most of the structure is made up of 14" x 14" and 8" x 16" timbers. The age of some of the wood structures has Date Spike Stamps of 1927. A full assessment would need to be completed to determine if the structure can be rebuilt or just areas of concern replaced. At an estimate of $10,000 per foot for replacement, the cost would be $1,000,000.	State of Good Repair	Muskogee	$1,000,000

Source: Tulsa Ports, Port of Muskogee

4.5 Improvements to Intermodal Connections

Oklahoma's rail system is a component of a comprehensive multimodal transportation network, which includes linkages to highway, river, and air modes. The opportunity for enhanced multimodal transportation opportunities could be met through investments targeted to promote interconnectivity, capacity, and environmental sustainability. Such investments could include construction or rehabilitation of existing rail connections between principal railroad lines and river port properties and additional sidings, spurs, or yard tracks for switching, staging, and storing railcars at or near port or transload facilities, or construction of intermodal facilities.

4.6 Industrial Development

Proper railroad and business infrastructure are needed in order to support the origination and termination of freight by rail. For safe and efficient rail operations, railroads do not allow shippers to load and unload freight other than at designated locations. Such locations may consist of a rail spur owned either by the railroad or by the shipper that leads directly to the shipper's facility, or, in other cases the location may be a designated railroad team track or transload facility where one or more shippers can transfer freight between rail and truck.

Today, many prospective rail shippers prefer to establish themselves in rail-served industrial parks or greenfield locations where they can customize a site to meet their specific needs.

4.6.1 City of Tulsa-Rogers County Port Authority – Port of Inola

The City of Tulsa-Rogers County Port Authority is developing a new industrial park on the site of an unbuilt nuclear power station in Inola, Oklahoma. The site has direct access to the Union Pacific Railroad via an existing spur.

The $15 million Inola Rail Access Enhancement Project addresses inadequate rail infrastructure connecting a 2,200-acre industrial park property owned by the City of Tulsa-Rogers County Port Authority in unincorporated Rogers County near Inola, Oklahoma, now called Tulsa Port of Inola, to the national rail network. The project advances national and regional priority transportation goals of safety and economic competitiveness in its ability to remove freight trucks off the rural highway and bridge system, equipping rural rail at-grade crossings with adequate warning devices, streamlining infrastructure by providing industrial access to the national freight rail system, continuing the trend of rural job creation in the area, and providing modal options for current and future industrial park tenants.

The project will provide improved access to the national freight rail network by upgrading three miles of publicly owned industrial lead track that provides access to the Union Pacific Railroad. The project will upgrade the industrial lead with new rail track and bridge infrastructure, improve three at-grade crossings with new and upgraded warning devices, add new drop-pull tracks, install power switches, build a new northbound wye track connection, and construct a new 7,794-foot clear track loop. This infrastructure will enable the industrial park to better serve a variety of potential future tenants, including those that require unit train capability.

4.7 Highway-Rail Grade Crossing Safety Improvements

ODOT spends approximately $8 million per year through the Oklahoma Rail Crossings Safety Initiative on highway-rail grade crossing improvements to enhance safety. ODOT strives to consolidate projects were possible (e.g., a combination of closures and warning device installation as one project). Refer to Section 2.1.5 of Chapter 2 for further details about these federal and state funding sources and Section 2.1.6.3 in Chapter 2 for rail crossing inventory and safety data for Oklahoma.

ODOT's Rail Division has 10 active statewide highway-rail grade crossing projects in 2021.[103] The number of projects funded each fiscal year generally ranges from 6 to 15. Other ODOT rail projects may also include new grade separations of at-grade crossings, replacement of bridges over railroad tracks, modification of existing highway-rail grade crossings, and track infrastructure upgrades or modifications to improve connections between railroads. A full list of rail-focused ODOT projects from ODOT's Fiscal Year (FFY) 2020-2023 Statewide Transportation Improvement Program (STIP) is included in Appendix D.

4.8 Concepts from Stakeholder Outreach

Various project concepts were suggested by the participants of public and stakeholder outreach conducted for the Oklahoma State Rail Plan. This outreach was facilitated through several stakeholder committee meetings held on April 13, 2021, and June 16, 2021; coordination with representatives of the state's Class I and Class III railroads; interviews with railroad freight shippers; and the online survey provided on the Oklahoma State Rail Plan webpage on the ODOT website. Outreach conducted as part of the Oklahoma State Rail Plan will be described in detail in Chapter 6.

Class III railroad representatives noted that one of the challenges related to short line railroad improvements is that a sufficient traffic volume is necessary both to justify improvements and to generate revenue to help pay for these same improvements. Conversely, increased rail traffic volumes may not be able to materialize until after such improvements to the physical infrastructure are made. Some products such as feed grain are sold on the market at a discount as pre-loaded 286,000-lb railcars, which are not practical to reload to accommodate a lower maximum allowable gross weight. As a result, shippers may be priced out of products that they could receive by rail if their serving carrier was able to accommodate the heavier loads.

Another challenge facing short line railroads is that while it may be possible to secure federal funding for improvement projects, the railroad itself must have the funding available to construct the project in its entirety before being reimbursed by a federal funding partner. Stakeholders recommended that a state loan program be established to lend money to Class III railroads to provide immediate cashflow for awarded projects while the railroads await reimbursement.

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[103] Oklahoma Department of Transportation, *Statewide Transportation Improvement Program FFY 2020-2023*. Retrieved from: https://oklahoma.gov/odot/programs-and-projects/transportation-programs/stip.html

Some rail shippers indicated support for developing a rail intermodal terminal in Oklahoma. One such business noted that while it has direct rail access, it ships the finished products from its facility by truck (in containers or trailers) so that they can be delivered to the truck-based distribution centers of its customers around the country. While some of these containers and trailers are forwarded by rail, they must first be hauled hundreds of miles to the nearest intermodal facilities in the Dallas/Fort Worth or Kansas City metropolitan areas, increasing the cost and complexity of these moves. An intermodal facility in Oklahoma with competitively priced domestic intermodal service options would reduce the need for interstate trucking and its associated costs.

4.8.1 Stakeholder Proposed Freight Projects

Stakeholders generally identified the potential for rail-related projects or initiatives to address:

- Maintenance and/or replacement of aging rail infrastructure (including upgrades to track and bridges on the state's short lines to accommodate railcars with a maximum allowable gross weight of 286,000 lbs.)
- Opportunities for economic development and maintaining Oklahoma's competitiveness in the global marketplace
- Bottlenecks associated with capacity on rail lines, in rail yards, and at railroad interchange locations
- Availability of additional state funding and financing for railroad improvement projects

Chapter 5: Rail Service and Investment Program

5.1 Introduction

This chapter includes a discussion of the state's rail vision, goals and objectives, program coordination, passenger and freight rail project benefits, planned investments, and funding sources. The chapter concludes with tables highlighting the proposed short term (1-4 year) and long term (5-20 year) program of projects. The Rail Service and Investment Program (RSIP) addresses the specific projects, programs, policies, laws, and funding necessary to achieve the rail vision and describes the related financial and physical impacts of these proposed actions.

5.2 Oklahoma's State Rail Vision, Goals and Objectives

5.2.1 Rail Vision

The development of Oklahoma's State Rail Vision was informed by an extensive public and stakeholder outreach process (described in Chapter 6 of the State Rail Plan). These efforts identified common themes relevant for setting a direction for rail planning in Oklahoma. Based on a consensus among stakeholders, the State Rail Vision statement is as follows:

> *"A safe, secure, and efficient rail system that ensures Oklahoma's economic competitiveness and development by maintaining the rail infrastructure and providing rail access and multimodal connectivity for people and goods in an environmentally sustainable manner."*

5.2.2 Supporting Goals and Objectives

The goals described in **Table 5-1** below are aligned with the State Rail Vision, consistent with comments received from public outreach activities, and based on consensus of the Oklahoma State Rail Plan Stakeholder Committee members. To more clearly define the Goals listed below, each Goal includes Objectives.

Table 5-1: State Rail Goals and Objectives

Goals	Objectives
1. Further develop and expand rail-based economic activity across Oklahoma and the region.	• Expand rail capacity to promote and meet projected growth in freight and passenger demand.
2. Maintain and develop a	• Provide a safe and secure rail system that employs advances in rail technology to protect both people and assets.

dynamic rail system that provides safe, efficient, and reliable movement of people.	• Recommend rail as part of a multi-modal transportation vision and comprehensive funding strategy throughout Oklahoma. • Create a cohesive door-to-door passenger network that grows with Oklahoma. • Re-establish passenger rail service where supported by demand. • Expand metropolitan area transportation options available for residents and visitors. • Continue use of federal policy-compliant project development procedures to advance viable passenger rail concepts. • Integrate Oklahoma's major population centers into the national passenger rail system.
3. Maintain and develop a dynamic rail system that provides safe, efficient, and environmentally sound movement of goods.	• Provide a safe and secure rail system that employs advances in rail technology to protect both people and assets. • Comply with all Federal Railroad Administration policies, procedures, and regulations. • Cost-effective programs to preserve the existing freight rail network and to meet expected future rail network capacity needs, including addressing potential chokepoints in the system. • Upgrade rail infrastructure as required to permit universal accommodation of higher capacity rail rolling stock and higher operating densities.
4. Identify, develop, and secure funding that promotes and enhances rail system investment.	• Identify stable and sufficient funding secured for a program of rail investments to support operating, constructing, and maintaining Oklahoma's rail network. • Develop statutory authority to enable the use of innovative funding sources such as public-private partnerships. • Secure additional funding for high-priority highway-rail grade crossing improvements that protects the public and enhances rail service.
5. Promote the understanding of both rail service as a cost-effective, safe, secure, environmentally sound, and energy efficient	• Promote effective safety and security partnerships with passenger and freight railroads. • Provide an open door to ODOT's planning process, and transparency in communicating with and educating the public. • Foster an appreciation of short and longer-term rail-related benefits by elected officials, the business community, and the public.

means of improving freight and passenger mobility, as well as its importance to Oklahoma's economy.	• Implement an expedited decision-making process to advance beneficial rail projects. • Create an understanding by elected officials, the business community, and the public of where and when passenger rail service is a viable transport alternative. • Generate an awareness of agriculture-related rail issues in Oklahoma by elected officials, the business community, and the public. • Continue education on the benefits of rail transportation and the opportunities to integrate rail and other modes of transportation.

Ultimately, the specific improvement projects listed in Section 5.9 will support the State Rail Vision, Goals and Objectives.

5.3 Program Coordination

5.3.1 Integration with other State Planning Efforts

This State Rail Plan is intended to integrate with and expand upon other Oklahoma transportation plans including:

- Oklahoma's 2017 State Freight Plan developed concurrently with the 2017 Oklahoma State Rail Plan
- Oklahoma's 2020-2045 Long Range Transportation Plan (LRTP)
- The Oklahoma Statewide Transportation Improvement Program (STIP)
- Recent studies and continuing work on:
    - Support for the current Amtrak *Heartland Flyer* passenger rail route between Fort Worth, Texas, and Oklahoma City and the potential for a service extension to Wichita and Newton, Kansas, and Kansas City, Missouri
    - Oklahoma City commuter rail planning studies
    - Tulsa commuter rail planning studies

5.3.2 National and Regional Rail Planning Integration

As Oklahoma shares rail corridors and services with other states, it is essential to coordinate with other states through both direct interaction and through comprehensive review and analysis of state or regional rail plans prepared by or in cooperation with other states in the region. Oklahoma has received information and thoughtful input from neighboring states that has been incorporated into this plan, including Kansas and Texas (ODOT is cooperating with KDOT to administer a federal Consolidated Rail Infrastructure and Safety Improvements Program (CRISI) grant and is coordinating with TxDOT and KDOT on studies regarding potential future expansion of the *Heartland Flyer*).

The 2008 Passenger Rail Investment and Improvement Act (PRIIA) directed the Federal Railroad Administration (FRA) to develop a Preliminary National Rail Plan to address the rail needs of the U.S. The preliminary plan, published in October 2009, provided objectives for rail as a means of improving the performance of the nation's transportation system, which included:

- Increased passenger and freight rail performance
- Integration of all transportation modes to form a more complementary transportation system
- Identification of projects of national significance
- Providing for increased public awareness

Since 2009, the concept of developing a National Rail Plan has evolved toward capturing state rail planning findings, and reflecting the issues and priorities addressed in various state rail plans. An outgrowth of this process is expected to be development of regional rail plans and multi-state corridor plans inclusive of solutions for freight and passenger service issues on a regional rather than state-by-state basis. ODOT will work with FRA and other states in the region to ensure that the region's rail perspectives and issues are adequately addressed within the national rail planning process.

5.3.2.1 National Strategic Rail Corridor Network

Oklahoma will also continue to coordinate as necessary with the U.S. Military Surface Deployment and Distribution Command's Transportation Engineering Agency (TEA), which oversees the federal National Strategic Rail Corridor Network (STRACNET). The STRACNET is comprised of an approximately 32,000-mile national, interconnected network of rail corridors and associated connector lines most important to national defense. **Figure 5-1** depicts the STRACNET system within Oklahoma. The lines shown provide main line corridor throughput capability as well as access to major defense contractors, logistics sites, and military facilities critical to national defense.

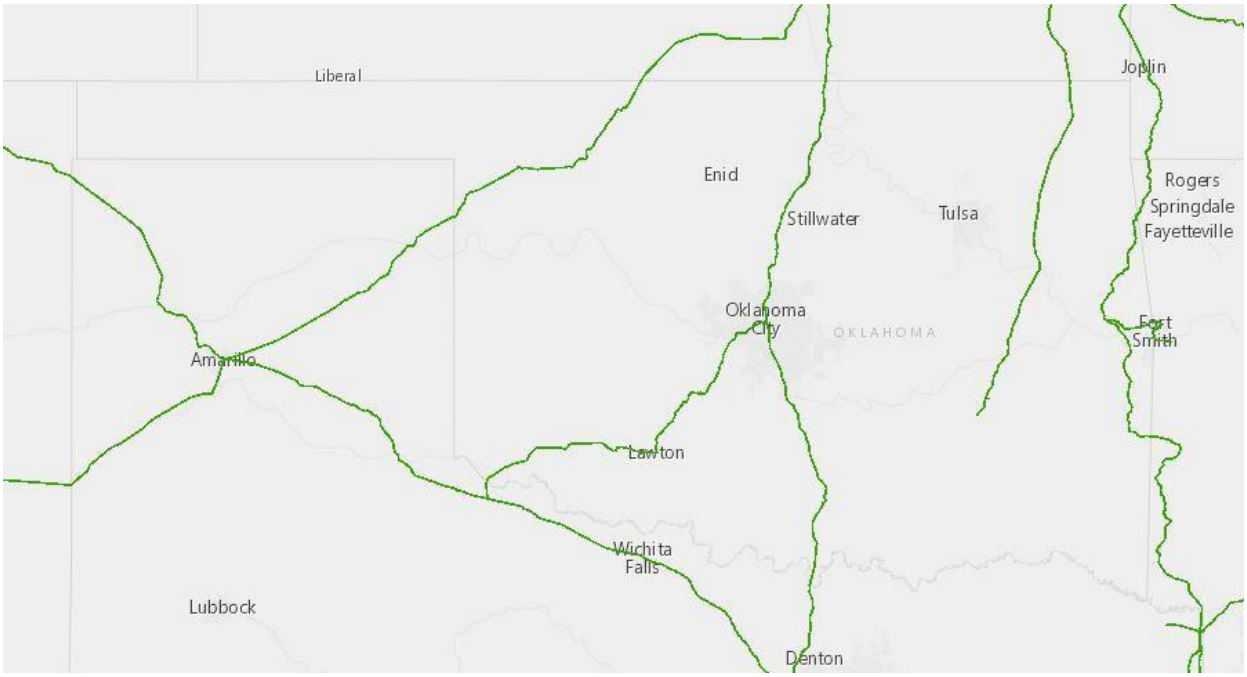

Figure 5-1: Oklahoma's Strategic Rail Corridor Network
Source: FRA

5.4 Rail Agencies

As noted in Chapter 1 of the State Rail Plan, ODOT's Rail Programs Division is responsible for acquiring and administering federal and state funds used to support operation of the Amtrak *Heartland Flyer* passenger service, highway construction projects that have an intersection with railroad property, highway-rail grade crossing safety improvements, and maintaining state-owned rail lines for current and potential future use. The division comprises five sections: State-Owned Rail Line Management, Safety, Passenger Rail, Construction, and Federal Programs. This update to the State Rail Plan does not recommend any changes to the Rail Programs Division, nor does it recommend the creation or abolition of any other agencies or authorities.

5.5 Program Effects

The short-term and long-term projects proposed in Section 5.9 are based on those activities that best support economic development, maintain the well-being of short line railroads operating in the state, support the reduction or elimination of major freight bottlenecks, improve rail safety, and support the preservation and expansion of passenger rail service. These projects may potentially offer substantial public socioeconomic benefits.

As the majority of intercity rail passengers are diverted from the automobile, passenger rail service improvements and expansion efforts will result in a more extensive and inclusive intercity transportation network, enhanced mobility, increased tourism and access to job opportunities, and increased energy efficiency compared to other modes.

For rail freight improvements, the public benefits involve increased transportation competition resulting in lower cost to shippers, less highway congestion and roadway

surface damage, and reduced environmental and energy impacts compared to other modes. Highway-rail grade crossing improvement projects, as well as other rail-related infrastructure improvements aimed at maintaining a state of good repair, both increase transportation safety.

5.5.1 Rail Program Impacts Summary

As noted in Chapter 2 of the State Rail Plan, freight and passenger rail services in Oklahoma provide sizable impacts in terms of freight transportation cost savings and resultant employment opportunities. Palpable benefits of rail improvements include lower transportation costs and enhanced mobility and multimodal connectivity. Oklahoma's proposed short-range and long-range rail investment plans are intended to have a high correlation between the public funding provided and their intended benefits.

The state's proposed short-range and long-range projects are generally focused on preserving and increasing the efficiency and capacity of rail operations of Oklahoma's short line railroads and improving and expanding intercity passenger rail services. Typical benefits from upgrading short line railroads are increased operating efficiency, enhanced capacity to serve current and future shippers, and expanded industrial development opportunities which can attract outside non-rail investment and create new non-rail employment opportunities. Investments made in passenger rail service expansion, likewise, can help spur urban commercial and residential development including infill and adaptive reuse in blighted areas centered around disused rail facilities. Rail line capacity as well as signaling and telecommunications improvements aimed at accommodating new passenger rail service on existing freight rail lines can also improve the performance of the overall rail network.

In general, any improvements in operating efficiency and access to rail service for either rail passengers or freight users achieved through continued investment in the rail network would enhance the existing economic and socio-environmental impacts of the state's freight and passenger services.

5.6 Passenger Element

FRA's 2013 State Rail Plan Guidance requires states to describe how capital projects were analyzed, regarding their impacts on passenger rail ridership, potential diversion from highway and air to rail, passenger rail revenues and costs, freight rail project benefits, etc. States are also required to describe their 4- and 20-year (or more) financing plans for passenger rail capital and operating costs. Discussion of these analytical areas for both passenger and freight rail projects included in the Rail Service and Investment Program are presented below. Details regarding the financial performance of the *Heartland Flyer* service in Oklahoma are provided in Section 2.1.4.2.

5.6.1 Passenger Rail Project Impact Analysis

The passenger rail projects identified for the short-range and long-range Rail Service and Investment Program pertain to improvements to the existing state-supported intercity passenger rail service, potential expansions of state-supported intercity passenger rail service consistent with the vision articulated by stakeholders, the potential implementation of commuter rail service centered on hubs at Oklahoma City and Tulsa, and the development of new passenger rail stations and multimodal hubs to support future transit connectivity.

Oklahoma currently has a limited amount of control over the rail passenger operations within the state. ODOT, in partnership with TXDOT, funds the operation of Oklahoma's *Heartland Flyer* service between Oklahoma City and Fort Worth, as required under PRIIA for intercity passenger rail corridors less than 750 miles. The two states share the cost of providing this service. These limitations also reduce the state's ability to significantly affect positive impacts on other modes or influence major modal diversion.

As noted in Chapter 3, ODOT is working with Amtrak as well as other state and local agencies to conduct service development planning studies for possible new intercity and commuter passenger rail services, which will allow Oklahoma to evaluate the estimated ridership, revenues, and costs for new services or service extensions. These studies provide the benchmark information necessary to determine whether further analysis and potential investment in the proposed services are merited.

Any projects seeking competitive federal discretionary grant funding will be subjected to a rigorous benefit-cost analysis (BCA) to quantify specific public benefits needed to justify the investment.

5.6.2 Passenger Rail Project Financing Plan

Oklahoma is limited in the means available to increase the frequency and level of service of its state-supported services or possible new long-distance passenger services. Any capital investments related to the overall corridors must be made at the regional level with concurrence by Amtrak, other states served by the route, and the rail line owners.

Many states, including Oklahoma, have opted to provide support to their passenger and commuter rail initiatives with state and federal funding mechanisms such as the state's dedicated public transit revolving fund and the federal Infrastructure for Rebuilding America (INFRA), Rebuilding American Infrastructure with Sustainability and Equity (RAISE – formerly known as BUILD and TIGER), and Consolidated Rail Infrastructure and Safety Improvements (CRISI) programs. Such investments help agencies implement passenger rail projects that provide new transportation and mobility options.

The addition of new, targeted federal funding programs to improve and expand intercity passenger rail would also potentially enable states such as Oklahoma to fund projects that have been previously studied but are presently on hold strictly due to the lack of available funding.

ODOT will continue to work with Amtrak, other states' departments of transportation, and regional agencies on projects to expand intercity passenger rail service, introduce commuter rail service, and create multimodal hubs such as the Santa Fe Depot in Oklahoma City. Federal, state, and local funding sources will continue to be assessed for future capital projects.

Capital projects should be carefully evaluated to assess how they would affect ridership, both in positive terms (developing a service that is attractive and reliable to encourage ridership) as well as in negative terms (discouraging travel due to construction-related disruptions).

5.6.3 Passenger Rail Operations Financing Plan

The ongoing *Heartland Flyer* passenger rail operation is funded through two sources:

- The General Revenue Fund (GRF) currently appropriates $2 million per year for Oklahoma's portion of *Heartland Flyer* operating costs (OS-68-2352, OS 1521)
- The Oklahoma Tourism and Passenger Rail Revolving Fund (OTPRR), which was established for the purpose of funding passenger rail service (OS 68-500.6), provides an additional $850,000 annually (OS-66-325, OS 68-500.6)

As noted in Chapter 2, since the enactment of PRIIA, ODOT has experienced a significant increase in the operating costs payable to Amtrak for providing the *Heartland Flyer* service. A strategy to control and manage ongoing operations and management costs in the future is essential for the continued viability of the service.

Considering rising costs for state-supported passenger rail services and uncertainties regarding prospective federal rail funding of long-distance passenger rail services, decisions to move ahead with an expanded passenger rail program should be supported by a comprehensive planning effort. The more detailed studies of expanded commuter and intercity rail will include a comprehensive examination of all potential funding sources and service alternatives.

5.6.4 Passenger Rail Economic Benefits

Most significant rail intercity and commuter rail projects have a positive impact on overall rail passenger ridership, rail passenger miles traveled, modal diversion from highway and air, and increased rail passenger revenues and/or reduced costs.

ODOT conducted an analysis in 2017 that examined the benefits and costs of the *Heartland Flyer* intercity passenger rail service between Oklahoma City and Fort Worth in a benefit-cost analysis framework. Benefits measured included highway congestion cost relief, highway accident cost savings, benefits from passengers who switched to rail from other modes (road, air, and bus), induced travel demand, passenger productivity, environmental benefits from reduced emissions, benefits in the form of agency revenues, and other public benefits such as the reduction in highway noise and highway pavement maintenance. To provide a comprehensive assessment of the service that could inform policy decisions regarding this service, the study examined recent performance as measured by benefits and costs over the

last five years, in addition to a benefit-cost analysis going forward for a hypothetical target ridership and service costs scenario. Among the key findings in the study were:

Over the period from 2012 to 2016, total benefits of the *Heartland Flyer* service were larger than total costs (discounted or undiscounted). Net benefits amounted to almost $3.0 million and the benefit-cost ratio was estimated at about 1.11, discounted at 7 percent.

According to the 2017 ODOT analysis, the *Heartland Flyer* service was expected to produce net benefits of $31.5 million undiscounted over the period 2017-2036, if ridership steadily returned to prior (2012) peak levels. The benefit-cost ratio was estimated in the range of 1.15 to 1.26 (depending on the discount factor).

The *Heartland Flyer* also generates other socio-economic benefits, which are more difficult to quantify and include in a formal benefit-cost analysis. In particular, the train service provides an affordable alternative travel option to individuals who do not drive, or who do not want to drive, including seniors, persons with disabilities, low-income individuals without access to a car, or students. The *Heartland Flyer* makes connections at Fort Worth that enable further travel by rail to and from Oklahoma beyond the *Heartland Flyer* corridor, both in the Dallas/Fort Worth region as well as throughout the United States and Canada. Expenditures that stem in some way from the provision and use of this service, including capital and operating expenditures as well as passengers' trip expenditures, each generate local economic activity and jobs. The station improvements and revitalization efforts as a result of the *Heartland Flyer* startup became a catalyst for further local economic development in communities on the route.

The results of the analysis showed that the *Heartland Flyer* was delivering benefits that exceeded the costs of service provision and that this performance is likely to continue. However, declining ridership translates into declining benefits which, when combined with increasing costs, lowers the net benefits.

As a result of the COVID-19 pandemic, 2020 ridership decreased by nearly half compared to 2019 due to the pandemic's impact on travel demand and social distancing measures imposed by Amtrak, whereby capacity was limited to 50% of available seating in coach accommodations. Ridership is anticipated to return to pre-pandemic levels in the coming years.

5.7 Freight Element

5.7.1 Freight Rail Project Impacts and Financing

The Rail Service and Investment Program contains freight rail projects identified for the short-range and long-range planning horizons that pertain to improvements to the infrastructure of Oklahoma's railroads and highway-rail grade crossing safety.

Class I railroads are generally considered capable of funding their own capital projects; however, potential future investments to be made to the state's rail network that were identified through coordination with the state's Class I railroads and identified by ODOT or

other stakeholders are shown in the list of potential future passenger and freight rail projects and studies in the RSIP later in this chapter.

Such self-funding is more challenging for Class III railroads, which tend to have a smaller customer base, thus limiting opportunities to generate revenue. Class III railroads typically earn a fee for picking up and delivering rail carloads to and from Class I railroads for forwarding to and from other points on the national rail network. Some Class III railroads in Oklahoma such as the Austin, Todd & Ladd Railroad or Wichita, Tillman and Jackson Railway have only one connecting Class I railroad. Accordingly, the internal cash flow for a Class III is often insufficient to enhance yard and line capacity to accommodate safer and more efficient train operations; provide improved rail access via enhanced or new transload facilities or industrial trackage; or upgrade legacy track and bridges to handle heavier loaded car weights of 286,000 pounds, which has become the standard for the national rail system.

Many states, including Oklahoma, have opted to provide support to their Class III railroads to upgrade their lines via state and federal funding mechanisms. ODOT currently offers a tax credit to railroads for railroad modernization and can help sponsor applications for federal funding through programs such as Infrastructure for Rebuilding America (INFRA), Rebuilding American Infrastructure with Sustainability and Equity (RAISE – formerly known as BUILD and TIGER), and Consolidated Rail Infrastructure and Safety Improvements (CRISI). Such investments ensure that these railroads can continue to serve their shippers, thus helping to retain shipper employment and prevent the diversion of traffic from rail to truck and the consequent maintenance impacts to the state highway system. Any projects seeking competitive federal discretionary grant funding will be subjected to a rigorous benefit-cost analysis (BCA) to quantify specific public benefits needed to justify the investment.

Another key area for state and federal investment is in highway-rail grade crossing safety. Improvements include upgrades to warning devices and crossing surfaces, as well as crossing closures and grade separations where appropriate. The impacts of such investments are the prevention and reduction of accidental deaths and injuries at highway-rail grade crossings.

The main financing mechanisms for state investments in rail lines and in highway-rail grade crossing safety improvements were identified in Chapter 2 of the State Rail Plan. These include:

- ODOT Rail Safety Program
- Railroad Modernization Tax Credit
- Rail Crossings Safety Initiative
- ODOT Construction Work Plan

All of these mechanisms, as well as various federal programs and local contributions, can potentially support the planned investments in the state rail network noted in Section 5.9 of this chapter.

5.7.2 Freight Rail Economic Benefits

The state of Oklahoma has long recognized the public value of a viable short line network. In the late 1970's and early 1980's, the state legislature had the foresight to pass legislation authorizing ODOT to purchase several former Class I branch lines and secondary main lines in the state that were slated for abandonment. Through a process detailed in Section 2.1.1.5 of Chapter 2, these lines were preserved for future use. The public benefits of state investment in the Oklahoma short line network include the transportation-related economic and socio-environmental benefits involved in providing competitive rail service itself, as well as the preservation and protection of irreplaceable rail assets. These rail lines have also steadily produced increased traffic levels which have resulted in both existing and new shippers receiving cost-efficient service.

Through this state rail planning process, ODOT has also developed a better understanding of the rail industry's plans for growth within the state and the projects deemed necessary to facilitate this growth. Therefore, private sector rail projects, if deemed to provide sufficient public benefits in the future, may receive increased public financial assistance in the future should additional funding become available.

As most proposed long-range projects have yet to be analyzed regarding their economic feasibility, it is premature to identify any correlation between the level of public investment and the expected benefits.

5.8 Rail Studies and Reports

Analysis of Oklahoma's rail network and comments provided at the State Rail Plan's outreach meetings resulted in a number of recommendations for studies to determine the feasibility of future projects or state-sponsored services to improve rail operations in Oklahoma.

Potential rail studies which will be considered in the future, pending the available staff and/or financial assets required, center on the following areas:

- Expansion of new regional intercity rail corridor services and improvements to existing services;
- Commuter rail services for Oklahoma City and Tulsa;
- Other rail freight service efficiency, safety enhancement, and tourist railroad marketing studies;
- Transload and intermodal facility feasibility, and identification of potential locations and potential partners;
- Research into governance and financing models for new rail services; and,
- Safety enhancements at highway-rail grade crossings

These are discussed in more detail below. Section 5.8 identifies these proposed studies and their estimated costs, if known.

5.8.1 Intercity Passenger Rail Studies

ODOT will continue working with Amtrak, local communities and agencies, its state partners in Kansas and Texas, and host freight railroads on studies and initiatives to expand intercity passenger rail service in the region. These initiatives are discussed in Chapter 3 of the State Rail Plan. Specific initiatives are identified in the short-range and long-range program of projects presented below.

5.8.2 Commuter Rail Studies

Conceptual commuter rail networks have been proposed and studied in both of Oklahoma's major metropolitan areas: Oklahoma City and Tulsa. The findings of these studies are detailed in Chapter 3 of the State Rail Plan. Work on advancing commuter rail service in Oklahoma City is ongoing, concurrent with the development of a multimodal rail hub at the downtown Santa Fe Depot. Efforts to develop commuter rail service in Tulsa have a comparatively longer planning horizon.

5.8.3 Financing and Governance Models Studies

To support all of the state's rail-related goals, an important area of study is to determine the financial sources and partnership arrangements necessary to implement the projects identified and service modifications desired. This may involve identifying legislative changes and funding sources that can establish a reliable and transparent source of funds that enable both the investments required and provide the public with proof that the funds are being utilized to produce visible public services and benefits.

Partnership arrangements, between the state and localities and with other states, must be carefully structured and coordinated to ensure the efficiency of project implementation and a fair division of both the level of investment and potential benefits.

5.8.4 Highway-Rail Grade Crossing Studies

Safety at highway-rail grade crossings is another important topic for further study at the state level.

In 2021, ODOT will prepare a Highway-Rail Grade Crossing State Action Plan (SAP) to detail its current efforts relating to highway-rail grade crossing safety, identify recent accident/incident trends, and specify actions that can be taken to help mitigate risk at highway-rail grade crossings. Each state is required to prepare and submit an SAP to the FRA no later than February 14, 2022.

Per the Final Rule[104] issued by the FRA on December 14, 2020, each SAP shall:

- Identify highway-rail and pathway grade crossings that:
    - Have experienced at least one accident/incident within the previous 3 years
    - Have experienced more than one accident/incident within the previous 5 years
    - Are at high-risk for accidents/incidents as defined in the Action Plan

  Each State or the District of Columbia that identifies highway-rail and pathway grade crossings that are at high-risk for accidents/incidents in its Action Plan shall provide a list of the factors that were considered when making this determination. At a minimum, these factors shall include:
    - Average annual daily traffic
    - Total number of trains per day that travel through each crossing
    - Total number of motor vehicle collisions at each crossing during the previous 5-year period
    - Number of main tracks at each crossing
    - Number of roadway lanes at each crossing
    - Sight distance (stopping, corner and clearing) at each crossing
    - Roadway geometry (vertical and horizontal) at each crossing
    - Maximum timetable speed
- Identify data sources used to categorize the highway-rail and pathway grade crossings in paragraph (e)(1) of this section
- Discuss specific strategies, including highway-rail grade crossing closures or grade separations, to improve safety at those crossings over a period of at least four years
- Provide an implementation timeline
- Designate an official responsible for managing implementation of the SAP

5.9 Passenger and Freight Rail Capital Program

This section identifies the short-range and long-range program of studies and projects, consistent with PRIIA requirements, with specific project detail. The short-range studies and projects have been limited to those for which funding will be available based on past legislative budget allocations for rail projects. Long-range studies and projects include specific projects or prospective projects which could arise from various studies for which funding has not been committed, but have been deemed important as part of a multi-year program that exceed the four-year short-range period. The projects, anticipated public benefits, and cost estimates are listed in the RSIP. The projects are prioritized in terms of short-range studies and projects, (those which will occur in the first four years from 2022 to 2025); and long-range studies and projects, that is, those which that will be considered over a 20-year period (2026 to 2041).

[104] https://www.govinfo.gov/content/pkg/FR-2020-12-14/pdf/2020-26064.pdf

Table 5-2 and **Table 5-3** contain the lists of short-range and long-range projects. The projects are listed by category (passenger and freight rail studies and projects) and time frame for potential implementation (short-range and long-range). The projects are discussed in the narrative that follows. The total costs identified in the RSIP to implement passenger rail service by corridor, if known, are conceptual planning estimates only. Further study and consultation with host railroads would be required to better understand and refine these cost estimates.

5.9.1 Short-Range Rail Investment Program

Oklahoma's proposed short-range RSIP is comprised of projects and studies for which estimated capital costs are known at this time have been evaluated on the basis of their respective potential sources of funding eligibility and the anticipated benefits to be realized from the completion of each project.

Projects identified for potential funding have been selected on the basis of preserving the state's past investments and improving the levels of service and financial performance of the state's railroads as well as the anticipated benefits expected for projects in terms of freight and passenger system capacity, efficiency, and safety; rail network access; economic development and competitiveness; job creation and retention; transportation savings; energy and environmental benefits; and other program-specific benefits.

5.9.1.1 Proposed Short-Range Rail Projects and Studies

Oklahoma's proposed short-range freight rail projects and studies include:

- Infrastructure upgrades to accommodate 286,000 lb. rail cars
- Infrastructure upgrades to improve operating speeds
- Highway-rail grade crossing improvements and grade separation projects
- Enhancements to the capacity of the state's rail network

Table 5-2 describes the proposed short-range projects and studies.

Table 5-2: Short-Range Studies and Projects (Years 1-4; 2022-2025)

Studies and Projects	Description	General Project Benefits	Estimated Capital Cost, if Known	Funding Source(s)
SHORT-RANGE PASSENGER RAIL PROJECTS AND STUDIES				
TBD				
SHORT-RANGE FREIGHT RAIL PROJECTS AND STUDIES				
Highway-Rail Grade Crossing State Action Plan (SAP)	ODOT will prepare a State Highway-Rail Grade Crossing Action Plan. Each state is required to prepare and submit an SAP to the FRA no later than February 14th, 2022 per the Final Rule issued by FRA on December 14, 2020.	The purpose of the SAP is to detail the state's current efforts relating to highway-rail grade crossing safety, identify recent accident/incident trends, and specify actions that can be taken to help mitigate risk at highway-rail grade crossings.	TBD	State Sources
Rural Industrial Park Rail Switching Enhancement Project	The City of Tulsa-Rogers County Port Authority will be awarded $6,189,327 to upgrade an industrial park in Inola, Oklahoma with new structures and rail, and construct a three-mile rail spur connecting to the freight mainline. The project includes adding new drop-pull tracks, installing power switches, building a new northbound wye track, constructing a new clear track loop, and safety improvements at three at-grade crossings.	Enhance operating capacity, efficiency, and safety to provide rail access to new shippers.	$15,000,000	INFRA 2020

Studies and Projects	Description	General Project Benefits	Estimated Capital Cost, if Known	Funding Source(s)
Port of Muskogee Rail Access	The project will construct rail and road access improvements at the Port of Muskogee including track upgrades, expansion, and realignment to meet current Class I railroad safety standards; State Highway 16 highway-rail grade crossing modernization; and approximately 9,700 feet of additional track to expand the capacity of the existing marshalling yard. Received BUILD I grant for $5,789,210.	Enhance operating capacity, efficiency, and safety and improves rail service for shippers.	$11,578,420	BUILD 2018
AOK Shawnee Subdivision Upgrade	Perform tie replacement, ballast placement, and surfacing to improve 35 miles AOK of track in Oklahoma and Pottawatomie Counties.	Enhance operating capacity, efficiency, and safety and improves rail service for shippers.	$1,500,000	State and Local Sources
BNSF rail bridges over Interstate 240 north of Flynn Yard (Oklahoma City)	Replace BNSF bridges over Interstate 240 to improve horizontal and vertical clearances and allow for potential capacity expansions of both interstate and railroad.	Enhanced rail capacity and a public benefit highway improvement.	TBD	Federal, State, and Local Sources
Replace GNBC bridge over North Canadian River between Southard and Eagle City	Replace 756-foot timber trestle over North Canadian River.	Public benefits include reduced transit times and capacity for larger freight cars; private benefits include reduced labor costs and lower operations and maintenance costs.	$4,200,000	TIGER 2017

Studies and Projects	Description	General Project Benefits	Estimated Capital Cost, if Known	Funding Source(s)
GNBC Okeene Passing Siding	Construct a passing siding at Okeene to allow for meets of opposing trains.	Public benefits include reduced transit times and capacity for larger freight cars; private benefits include reduced crew costs and lower maintenance costs	$1,100,000	TIGER 2017
Track rehab on KRR Paris Subdivision (Hugo, Oklahoma to Paris, Texas)	Perform tie replacement, ballast placement, and surfacing to increase operating speeds.	Public benefits include reduced transit times and greater reliability for shippers; private benefits include reduced labor costs and lower operations and maintenance costs.	$2,200,000	CRISI 2020
Upgrade rail for new customer in Durant on KRR	Upgrade track to include 115 lb. rail, tie replacement, ballast placement, and surfacing to increase operating speeds.	Public benefits include reduced transit times and capacity for larger freight cars; private benefits include reduced labor costs and lower operations and maintenance costs.	$3,100,000	CRISI 2020
Upgrade structures on KRR to 286,000 lbs. capacity	Rehabilitate and/or replace structural components of bridges to accommodate 286,000 lb. rail cars.	Public benefits include reduced transit times and capacity for larger freight cars; private benefits include reduced labor costs and lower operations and maintenance costs.	$1,700,000	CRISI 2020

Studies and Projects	Description	General Project Benefits	Estimated Capital Cost, if Known	Funding Source(s)
Upgrade rail on Ashdown Subdivision – Hugo, Oklahoma, to Ashdown, Arkansas	Upgrade main line track to include 115 lb. rail, tie replacement, ballast placement, and surfacing to increase operating speeds.	Public benefits include reduced transit times and capacity for larger freight cars; private benefits include reduced labor costs and lower operations and maintenance costs.	$13,000,000	CRISI 2020
Build wye to add north access from Port of Muskogee to Union Pacific Railroad	Construct new wye track to allow service to Port from the north.	Improved rail access for competitive shipping rates and more efficient operations.	$1,100,000	BUILD 2019
Construct new track to extend south to Industrial Park	Construct new track to the south to facilitate improved rail access for Port of Muskogee.	Improved rail access for more efficient operations.	$5,000,000	BUILD 2019
Capacity Upgrades at Port of Muskogee	Expand storage yard capacity and construct a third track to provide greater flexibility to rail customers at the Port.	Added capacity benefits shippers and improves efficiency.	TBD	BUILD 2019
Grade Separate State Highway 16 Crossing at Port of Muskogee	Construct a roadway overpass for State Highway 16 over the lead tracks at the Port of Muskogee.	Public benefit - highway and safety improvement.	TBD	BUILD 2019
Tie replacement on SKOL	Perform tie replacement, ballast placement, and surfacing to increase operating speeds.	Public benefits include reduced transit times and greater reliability for shippers; private benefits include reduced labor costs and lower operations and maintenance costs.	$9,800,000	CRISI 2019
State Highway 37 Grade Separation with BNSF in Moore	Construct a roadway overpass for State Highway 37 over the BNSF in Moore.	Public benefit - highway and safety improvement.	TBD	RAISE 2021

Studies and Projects	Description	General Project Benefits	Estimated Capital Cost, if Known	Funding Source(s)
Perform bridge and track maintenance on TSU system wide	Perform tie replacement, ballast placement, and surfacing to increase operating speeds. Upgrade bridges to accommodate 286,000 lb. rail cars.	Public benefits include reduced transit times and greater reliability for shippers; private benefits include reduced crew costs and lower operations and maintenance costs.	$2,000,000	Local Sources
Add Storage Track Capacity on TSU Systemwide	Expand storage yard capacity to provide greater flexibility to rail customers.	Added capacity benefits shippers and improves efficiency.	$250,000	Local Sources

5.9.2 Long-Range Rail Investment Program

Oklahoma's long-range RSIP is comprised of projects identified by ODOT and other rail stakeholders to address rail passenger and freight needs, rail system access, infrastructure enhancement or replacement, and grade crossing safety. These projects, however, are not expected to be implemented within the next four years due to a lack of potential funding or due to the need for further analysis and planning.

The long-range program includes prospective freight and passenger rail projects receiving support during the public outreach process, regardless of funding availability of analysis at this time, and other technical analysis. These projects are subject to additional feasibility analysis and evaluation of potential public and private benefits. Upon completion of these analyses, long-range program updates will reflect more current and accurate information, including capital cost estimates for implementation. Upon the availability of state or federal funding resources, projects selected for implementation may move to the short-range RSIP in the future.

5.9.2.1 Proposed Long-Range Rail Projects and Studies

For the long-range program (Year 5 through Year 20), projects previously identified in the short-range program will be further advanced toward implementation pending confirmation of construction and economic feasibility. Chief among these activities would be continued advancement of new or additional intercity passenger rail frequencies south of Oklahoma City to Texas and north of Oklahoma City to Kansas.

Additional proposed long-range passenger rail projects include:

- Implementation of intercity passenger rail service between Oklahoma City and Tulsa, either on the existing Sooner Subdivision or a new alignment roughly paralleling the Turner Turnpike (Interstate 44). This implementation may require additional feasibility studies and further planning prior to construction.
- Implementation of commuter rail service centered around Oklahoma City on routes extending north to Edmond; south to Norman; east to Midwest City; and west to El Reno and the Will Rogers World Airport.
- Implementation of commuter rail service centered around Tulsa on routes extending northeast to Owasso, southeast to Broken Arrow, south to Jenks, and west to Sand Springs.

Long-range freight rail projects will seek to improve the capacity, efficiency, and safety of the state's railroads, particularly in congested yard and terminal areas; enhance rail access by expanding or constructing transload and intermodal facilities for handling freight more economically and efficiently; and upgrade or replace legacy rail bridges.

Oklahoma's proposed long-range freight rail projects include:

- Enhancement to the capacity of the state's rail network
- Potential development of a new intermodal facility
- Enhancement of existing transload facilities or construction of new transload facilities
- Improvements to bridge infrastructure
- Improvements to track infrastructure
- Enhancement of existing rail access or development of new rail access for shippers/receivers
- Grade separation of highway-rail grade crossings
- Grade separation of two Class I main lines

Estimated capital costs for the long-range freight and passenger rail projects and studies may not be known at this time. To the extent that ODOT makes investments in support of the long-range projects identified, these investments will be included in future iterations of the RSIP as long as they remain relevant to affected stakeholders and continue to be necessary to help achieve Oklahoma's State Rail Vision. These projects are described in further detail in **Table 5-3**.

Table 5-3: Long-Range Studies and Projects (Years 5-20; 2026-2041)

Studies and Projects	Description	General Project Benefits	Estimated Capital Cost, if Known	Potential Funding Source(s)
LONG-RANGE PASSENGER RAIL PROJECTS AND STUDIES				
Extend *Heartland Flyer* to Newton, Kansas	Provide new passenger service to North Central Oklahoma and to Wichita, Kansas. Connections at Newton, Kansas, to Amtrak's *Southwest Chief*. Identified in Amtrak Connects US vision plan.	Enhance passenger transportation and mobility options.	TBD	Federal and State Sources
Add up to two additional round-trip passenger frequencies between Oklahoma City and Fort Worth, Texas	Provide up to two additional daily round-trip passenger trains between Oklahoma City and Fort Worth, supplementing the existing *Heartland Flyer* service in the corridor. Identified in Amtrak Connects US vision plan.	Enhance passenger transportation and mobility options.	TBD	Federal and State Sources
Thackerville Passenger Rail Station	Add a new intercity passenger rail station on the *Heartland Flyer* route to serve tourism and regional travel markets in South Central Oklahoma.	Enhance passenger transportation and mobility options.	TBD	Federal, State, and Local Sources
New daytime passenger rail service between Kansas City, Missouri and Fort Worth, Texas via Oklahoma City	Provide new daytime passenger service between Kansas City, Wichita, Oklahoma City, and Fort Worth. Passenger Rail Oklahoma preferred alternative.	Enhance passenger transportation and mobility options.	TBD	Federal and State Sources
Add commuter rail service from Oklahoma City north to Edmond and south to Norman	Add BNSF main line track, station facilities at Edmond, and various crossing improvements.	Enhance commuter transportation and mobility options.	TBD	Federal, State, and Local Sources

Studies and Projects	Description	General Project Benefits	Estimated Capital Cost, if Known	Potential Funding Source(s)
Add commuter rail service from Oklahoma City on West Corridor to El Reno	Add UP main line track, station facilities in Mustang and Yukon and other locations, various crossing improvements	Enhance commuter transportation and mobility options.	TBD	Federal, State, and Local Sources
Add commuter rail service from Oklahoma City on Airport Corridor to Will Rogers World Airport	Track rehabilitation, Station facilities, and various crossing improvements.	Enhance commuter transportation and mobility options.	TBD	Federal, State, and Local Sources
Add commuter rail service from Oklahoma City on East Transit Corridor to Midwest City	Track rehabilitation, Station facilities in Midwest City and Del City, and various crossing improvements.	Enhance commuter transportation and mobility options	TBD	Federal, State, and Local Sources
Tulsa Commuter Rail to Jenks	Add UP and TSU main line track, station facilities, and various crossing improvements.	Enhance commuter transportation and mobility options.	TBD	Federal, State, and Local Sources
Tulsa Commuter Rail to Broken Arrow	Add UP main line track, station facilities, and grade crossing improvements.	Enhance commuter transportation and mobility options.	TBD	Federal, State, and Local Sources
Tulsa Commuter Rail to Sand Springs	Add short line and Class I main line tack, station facilities, and grade crossing improvements.	Enhance commuter transportation and mobility options.	TBD	Federal, State, and Local Sources
Tulsa Commuter Rail to Owasso	Add SKOL main line track, station facilities, and grade crossing improvements.	Enhance commuter transportation and mobility options.	TBD	Federal, State, and Local Sources
Sealed rail corridor through downtown Tulsa linking UP and BNSF main lines	Add main line track and roadway and pedestrian grade separations through downtown Tulsa between UP and BNSF main lines to accommodate passenger rail service.	Enhance intercity passenger and commuter rail transportation and mobility options.	TBD	Federal, State, and Local Sources

Studies and Projects	Description	General Project Benefits	Estimated Capital Cost, if Known	Potential Funding Source(s)
Implement intercity passenger rail service between Oklahoma City and Tulsa	Oklahoma City station and platform improvements, construct wye connection from elevated BNSF tracks to UP tracks in former CRI&P freight yard, rehabilitate track from BNSF connection to NE 50th Street, address crossing and grade separation improvements, construct new trackage NE 50th Street to Sapulpa, potential new stations near Arcadia and Sapulpa and other locations, new main line track from Tulsa to Sapulpa, station facilities in Tulsa, and new trackage around Cherokee Yard.	Enhance passenger transportation and mobility options.	TBD	Federal, State, and Local Sources
LONG-RANGE FREIGHT RAIL PROJECTS AND STUDIES				
Oklahoma Intermodal Facility	Develop a new intermodal facility in the state of Oklahoma at a location to be determined.	Enhance multimodal capacity, availability of transloading and intermodal service, and rail system access.	TBD	Federal, State, and Local Sources
AOK Bridge Upgrades	Rehabilitate and/or replace structural components of two bridges AOK bridges in Wilburton.	Preserves state investment in the state rail network and improves freight service for shippers.	$250,000	State and Local Sources

Studies and Projects	Description	General Project Benefits	Estimated Capital Cost, if Known	Potential Funding Source(s)
BNGR Rail Improvements	Upgrade main line track to include 115 lb. rail, tie replacement, ballast placement, and surfacing to increase operating speeds on 17 miles of track from Blackwell to OK/KS state line.	Preserves state investment in the state rail network and improves freight service for shippers.	$27,000,000	State and Local Sources
Add a Second BNSF Railroad Bridge over Arkansas River in Tulsa	Presently there is only one freight rail crossing of the Arkansas River in Tulsa.	Added capacity benefits shippers and improves efficiency.	TBD	Federal, State, and Local Sources
Add a second main track on BNSF between Edmond and BNSF Flynn Yard, south of Oklahoma City	Add a second main track on BNSF between Edmond and BNSF Flynn Yard, south of Oklahoma City.	Added capacity benefits shippers and improves efficiency; improves reliability of Heartland Flyer passenger rail service.	TBD	Federal, State, and Local Sources
BNSF Grade Separation of US 64/77 in Perry	Presently, no grade-separated crossings of the BNSF exist in Perry.	Public benefit - highway and safety improvement.	TBD	Federal, State, and Local Sources
Siding extensions along BNSF Cherokee Subdivision	Extend sidings to accommodate longer trains and enhance capacity for meet-pass events between trains.	Added capacity benefits shippers and improves efficiency.	TBD	Federal, state, and local sources
BNSF Red Rock Subdivision Double-Tracking	Add second main track to BNSF Red Rock Subdivision to alleviate rail traffic and grade crossing congestion.	Public benefits include reduced crossing delays and safety; private benefits include reduced train delays and lower cost of operations.	TBD	Federal, State, and Local Sources
Grade Separate U.S. Highway 64 / BNSF Crossing in Enid	Construct a roadway overpass for U.S Highway 64 over the BNSF in Enid.	Public benefit - highway and safety improvement.	TBD	Federal, State, and Local Sources

Studies and Projects	Description	General Project Benefits	Estimated Capital Cost, if Known	Potential Funding Source(s)
Improve overall capacity on BNSF, UP, AOK, and SLWC in Oklahoma City	Improve overall capacity on all railroads in Oklahoma City.	Added capacity benefits shippers and improves operating efficiency; improves reliability of *Heartland Flyer* passenger rail service.	TBD	Federal, State, and Local Sources
Improve overall capacity on BNSF, UP, and GNBC in Enid.	Improve overall capacity on all railroads in Enid; lengthen or add tracks to accommodate unit trains (typically 100 to 120 cars; up to 8,000 feet clear for each track). This will allow for the efficient interchange of unit trains between Grainbelt and its Class I partners.	Added capacity benefits shippers and improves efficiency.	TBD	State and Local Sources
Improve main line capacity on KCS between Shady Point and Heavener	Improve main line capacity on KCS between Shady Point and Heavener by constructing passing siding(s) or a second main track.	Added capacity benefits shippers and improves efficiency.	TBD	State and Local Sources
Bridge Upgrades on NOKL in Woodward	Rehabilitate and/or replace structural components of bridges to accommodate 286,000 lb. rail cars.	Public benefits include reduced transit times and capacity for larger freight cars; private benefits include reduced labor costs and lower operations and maintenance costs.	$1,000,000	State and Local Sources

Studies and Projects	Description	General Project Benefits	Estimated Capital Cost, if Known	Potential Funding Source(s)
Upgrade 0.4 miles of track on NOKL in Woodward	Perform tie replacement, ballast placement, and surfacing to increase operating speeds.	Public benefits include reduced transit times and capacity for larger freight cars; private benefits include reduced crew costs and lower operations and maintenance costs.	TBD	State and Local Sources
SLWC River Bridge in Oklahoma City	Add second bridge over river in Oklahoma City to provide SWLC with its own river crossing.	Added capacity benefits shippers and improves efficiency.	TBD	Federal, State, and Local Sources
Add track capacity on SLWC in Oklahoma City area	Expand number and length of tracks available in Oklahoma City area to accommodate greater volumes of traffic.	Added capacity benefits shippers and improves efficiency.	TBD	Federal, State, and Local Sources
Redevelop Former Gerdau Mill Site in Sand Springs	Redevelop brownfield site for potential new customers.	Enhance rail capacity and access.	$1,000,000	Federal, State, and Local Sources
Construct customer-funded transload facility on TSU in Tulsa area	Develop a new transload facility in Oklahoma.	Enhance rail capacity and access.	TBD	Local Sources
Construct UP Washita/Chickasha Run-Through Terminal	Construct terminal upgrades on UP at Chickasha.	Terminal improvements benefit shippers by reducing total time; private benefits include improved safety and reduced costs.	$43,000,000	Federal, State, and Local Sources
Grade Separate State Route 66 / UP Crossing in Claremore	Grade separate State Route 66 and UP crossing in Claremore.	Public benefits include reduced crossing delays and safety; private benefits include reduced train delays.	TBD	Federal, State, and Local Sources

Studies and Projects	Description	General Project Benefits	Estimated Capital Cost, if Known	Potential Funding Source(s)
Restore out of service UP track from Shawnee to McAlester	Clear vegetation, repair washouts, replace ties, and upgrade rail and bridges as necessary to return track to service	Public benefits through new east-west service and enhanced rail access and capacity.	$39,500,000	Federal, State, and Local Sources
Grade Separate BNSF and UP Crossing in Claremore	Construct a rail overpass to grade separate the UP and BNSF main lines in Claremore.	Public benefits include reduced crossing delays and safety; private benefits include reduced train delays and enhanced capacity.	$63,700,000	Federal, State, and Local Sources

Chapter 6: Chapter 6: Public Involvement and Coordination

6.1 Introduction

This chapter describes how the Oklahoma Department of Transportation (ODOT) involved stakeholders in the coordination necessary to develop the Oklahoma State Rail Plan (Rail Plan).

ODOT actively engaged stakeholders at the earliest stages of the project. Stakeholders included individuals, organizations, and groups either affected or with an interest in particular projects or actions. For the Rail Plan, stakeholders involved were shippers, modal operators, transportation academics, logistics organizations and service providers, current and potential rail passenger users, various industrial and manufacturing sectors, state, regional, county and city government agencies, elected and appointed public officials, economic development and business interests, special interest and advocacy groups, and the general public. Stakeholder involvement included participation in freight and passenger rail planning activities, identifying the freight and passenger rail priorities and goals for Oklahoma, identifying issues, needs and potential investments for rail, and helping to define policies and performance metrics for rail to ensure improved freight and passenger rail service into the future.

ODOT facilitated specific, targeted outreach efforts including participation from key freight and passenger rail stakeholder groups. Stakeholders received email invitations, updates, and reminders that corresponded with each outreach activity. Those who participated in the shipper interviews received notification through phone calls and emails.

6.2 Stakeholder Engagement

Stakeholder engagement activities were important in order for the team to understand current freight and passenger rail movements throughout Oklahoma and to gain an understanding of critical issues affecting those who have a vested interest in freight and passenger rail.

Outreach efforts included the creation of a stakeholder committee, facilitating shipper interviews, and hosting an online meeting.

6.2.1 Stakeholder Meetings

Stakeholders were identified and invited to participate early in the Rail Plan development through invitation by ODOT. The stakeholders were engaged to help in the identification of freight and passenger rail goals and objectives, strategies for improvements, and location-specific improvement projects relative to each goal, once defined.

Stakeholder members included representatives from ODOT, industries related to freight and passenger rail transportation, metropolitan planning organization/transportation planning organization, and special interest groups. The stakeholder outreach emails, presentations, meeting summaries, and attendee lists can be found in Appendix E-1.

The first committee meeting was held virtually on Tuesday, April 13, 2021 via Webex. The April meeting focused on three interactive exercises, which included:

- Identifying bottlenecks, chokepoints, and economic development areas in Oklahoma.
- Prioritizing the types of freight and passenger rail projects needed in Oklahoma.
- Determining the level of effort and impact of the Statewide Rail Plan strategies.

The second meeting was held virtually on Wednesday, June 16, 2021 via Webex, and consisted of two interactive exercises that focused on reviewing the Rail Plan's draft goals and priorities, and examining freight and passenger rail projects in Oklahoma.

6.2.2 Oklahoma State Rail Plan Web Page

A project webpage (www.oklahoma.gov/odot/programs-and-projects/rail-programs.html) was used to serve as an online information center for all potential stakeholders providing ongoing information about the Rail Plan. The page provided general information regarding the plan and included meeting summaries, meeting materials, and meeting comments/polling results. The website was created and hosted by ODOT; screenshots of the website can be found in Appendix E-2.

6.2.3 Passenger Rail Interviews

An interview of a passenger rail advocacy group in Oklahoma was conducted by phone during July 2021. ODOT arranged and conducted the interview. The participants received an initial contact email with details and background about the Oklahoma State Rail Plan, the role of passenger rail user interviews in the state rail plan development process, how the interview process would be conducted, and an invitation to participate. Only one participant participated in the confidential interview, which lasted approximately one hour. An overview of the responses from the call that were used as the basis for this summary report is in Appendix E-3.

6.2.4 Freight Rail Shipper Interviews

ODOT staff reviewed and approved interview questions, as well as an initial list of candidate freight rail shippers, to be interviewed in order to gather insight and perspective on the current state of freight rail service in Oklahoma. ODOT representatives arranged and conducted these interviews. The candidate shippers received an initial contact email or phone call with details and background about the Oklahoma State Rail Plan, an explanation of how the interview process would be conducted, and an invitation to participate. Five Oklahoma shippers participated in the confidential interviews, which lasted approximately 30 minutes each. An overview of the responses from these calls that were used as the basis for this summary report are also in Appendix E-3.

The freight rail shipper interviews were completed between March and June 2021. These interviews included an aggregate supplier, a paper products manufacturer, a roofing materials manufacturer, and two agricultural shippers.

Shippers that were interviewed used a mix of Class I and Class III railroads, as well as trucks to transport their freight. They were asked 12 questions, falling into the following general categories:

- Type of business
- Reasons for shipping by rail
- Access to rail service competition
- Rail service satisfaction
- Potential rail service improvement projects
- Future outlook on freight rail

6.2.5 Coordination with Neighboring States

ODOT regularly interacts with neighboring states through involvement in national and regional transportation organizations and to address specific transportation service and facility issues and planning initiatives. ODOT representatives routinely participate in meetings and conference calls with Kansas and Texas to discuss rail opportunities and issues. Representatives from neighboring states' transportation planning organizations had the opportunity to participate in the virtual stakeholder meetings and online public meeting.

6.2.6 Public Meetings

See Section 6.2.7 for information regarding the Online Public Meeting format.

6.2.7 Online Public Meeting

In place of an in-person public meeting, ODOT hosted an online public meeting between July 29, 2021 and August 26, 2021 at www.ok2021railplan.com. The online meeting included an overview of the Rail Plan, goals and objectives, schedule, and proposed passenger and freight rail project maps, as well as a comment form to solicit input.

A series of social media posts, email updates, and a news release promoting the online public meeting were published to alert stakeholders and the general public about the meeting and ODOT's desire to receive their feedback. The online meeting outreach promotion, presentation, and statistics are located in Appendix E-4.

6.2.8 Public and Stakeholder Written Comments

ODOT received several comments by e-mail and web comment forms during the course of the plan's development.

Comments were received from members of the public and representatives from railroads, ports, and transportation planning organizations, among others. The comments received are included in Appendix E-5.

6.3 Input Received from the Stakeholder Engagement Process

Information gathered from stakeholder engagement was used to develop several components of the Rail Plan including the plan's vision, goals, objectives, and proposed projects. Comments were received by online polling and through interactive maps throughout the Rail Plan's development.

The following sections include summaries of the themes raised during the outreach process regarding existing rail issues at the local, regional, and/or state levels. Input received was organized into the following themes:

- General benefits, opportunities, and threats
- Passenger rail service
- Freight rail service
- Safety and security
- Economic development
- Environmental protection
- Financing

6.3.1 General Benefits, Opportunities, and Threats

The stakeholder committee convened twice throughout the planning process. From the stakeholder meetings, participants offered feedback on the following six main project categories for capital investments:

1. Economic development
2. Reliability, capacity, congestion relief, and safety
3. Bottlenecks and chokepoints
4. Environmental
5. Passenger rail service
6. Corridor studies

Comments received during the outreach process acknowledged the importance of rail transportation in Oklahoma and the need to continue to conduct corridor studies to identify potential freight and passenger rail service improvements.

During the stakeholder workshops, participants were asked to identify the state's rail bottlenecks, potential passenger rail projects or service development opportunities, potential Class I and Class III freight rail improvements, and potential rail-driven economic development opportunities in Oklahoma. Participants had the opportunity to identify their responses through various online tools, including a virtual whiteboard. Participants identified several bottlenecks near Oklahoma City and Tulsa, as well as in areas at the Oklahoma-Texas border where single-track bridges over the Red River pose unique capacity constraints.

Participants indicated opportunities for economic development highlighted in Section 6.3.5.

Participants were also asked to discuss what improvements should be prioritized, whether the improvements would have a high or low level of impact on rail in Oklahoma, and whether the improvements warrant a high or low level of effort. While all of the impact level results ranked high, the data collected indicated that safety and security and reliability and efficiency would have the most impact. For level of effort, reliability and efficiency, mobility, economic competitiveness, and development ranked the highest, indicating that these categories should demand the most resources.

Participants helped in the development of the draft vision and goals of the Rail Plan, strategies for improvements, and location-specific improvement projects relative to each goal. **Table 6-1** lists the goals and objectives identified for the Rail Plan.

Table 6-1: State Rail Goals and Objectives

Goals	Objectives
Economic Competitiveness	• Expand rail capacity to support economic growth opportunities. • Accommodate freight and passenger transportation demand.
Multimodal Connectivity	• Provide and maintain freight and passenger modal choice by improving the rail system. • Expand multimodal transportation options in and between major population centers.
Asset Management and Safety	• Provide a safe and secure rail system that complies with all applicable policies, procedures, and regulations to ensure Oklahoma's rail infrastructure is maintained in a state of good repair.
Secure Funding	• Identify stable and sufficient funding secured for a program of rail investments to support constructing, operating, and maintaining Oklahoma's rail network.
Promote Rail	• Foster understanding and appreciation of the benefits of rail as a cost-effective, safe, secure, environmentally sound and energy efficient means of freight and passenger transportation among elected officials, the business community, and the public.

6.3.2 Passenger Rail Service

Key initiatives identified for passenger rail in the state include the opportunity to develop service that can cater to short trips, as well as long distance intercity travel. Stakeholders highlighted the potential to relieve traffic congestion. Participants concluded that Oklahoma should prioritize opportunities for passenger rail in Oklahoma City, Tulsa, and other cities to connect throughout the state and to neighboring states, such as Missouri, Kansas, and Texas.

Further details about passenger rail needs and concepts identified during the outreach conducted for the Oklahoma State Rail Plan can be found in Chapter 3.

6.3.3 Freight Rail Service

Issues identified for freight in the state include alleviating the network bottlenecks.

Further details about freight rail needs and concepts identified during the outreach conducted for the Oklahoma State Rail Plan can be found in Chapter 4.

6.3.4 Safety and Security

Stakeholders indicated that safety was an important factor in the plan and that Oklahoma should provide a safe and secure rail system that employs advances in rail technology to protect both people and assets.

6.3.5 Economic Development

At the first stakeholder workshop, participants were asked to identify issues and improvements. Participants were given the opportunity to discuss and identify opportunities for economic development, among other topics. A number of different areas where economic growth could stem as a result of future projects were identified, including near Sayre, Altus, Clinton, Weatherford, Newkirk, Guthrie, Oklahoma City, Norman, Ardmore, Davenport, Seminole, Sand Springs, Tulsa, Broken Arrow, McAlester, Atoka, Muskogee, and Antlers.

6.3.6 Environmental Protection

Projects that address bottlenecks and the fluidity of the rail network assist with promoting freight and passenger rail transportation. The movement of goods and people by rail yield environmental benefits by reducing air and noise pollution and fuel consumption.

6.3.7 Financing

Priorities identified during outreach included emphasizing safety and enabling the use of innovative funding sources, such as public-private partnerships that benefit the public as well as the railroads. Stakeholders also discussed the importance of identifying stable and sufficient funding for a rail investment program to support operating, constructing, and maintaining Oklahoma's rail network.

During the second stakeholder workshop, participants discussed which projects were important and would add economic value to Oklahoma and their organization. A GIS-based map was used to collect stakeholder responses on a variety of categories, including long-term freight projects, short-term freight projects, long-term passenger rail projects, and open public comments. Results from the interactive map are included in Appendix E-6.

Further information about existing funding options for rail projects in the state can be found in Chapter 2.

6.4 Consideration of Recommendations Identified During the Rail Plan Process

The comments and recommendations received through all aspects of the public outreach process conducted during the development of the Rail Plan have been consolidated into recommended actions for ODOT. Input from the stakeholder groups and comments obtained through the outreach process identified several actions that ODOT could take to address rail-related issues in the state.

6.4.1 State Rail Planning Coordination

While the ODOT Rail Programs Division has the primary responsibility for rail planning and policy within ODOT and administers various federal and state rail-related programs, some aspects of rail planning occur within a number of other offices within ODOT:

- Capital programs
- Policy and legislation
- Research and implementation
- Strategic asset and performance management
- Project management
- Facilities management
- Tribal liaison
- Local government
- Waterways program

Effective and continued coordination between these offices is necessary to maximize efficiency and eliminate redundancies.

Oklahoma coordinates its state transportation planning and associated processes with other transportation planning programs and activities of the state and metropolitan areas in accordance with the federal law concerning coordinated planning.[105] These codes generally require the:

- Coordination of transportation planning and processes between state departments of transportation, metropolitan planning organizations, and public transit operators.
- Encouragement of economic development and environmental sustainability for transportation.
- Promotion and integration of the management and operation of transportation systems and facilities to ensure an intermodal transportation system for the United States.
- Establishment of requirements for long-range transportation planning.

[105] Title 23 of U.S. Code Sections 134 and 135; Title 49 of U.S. Code Sections 5303 and 5304

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Appendix A: Profile of Oklahoma's Railroad Network

Appendix A: Profile of Oklahoma's Railroad Network

A.1 Introduction

The primary purpose of this appendix is to provide an inventory and description of the assets of the Oklahoma railroad network for railroads of all classes and for non-operating railroad owners that includes background and details about the physical and operating characteristics of each railroad and rail line segment in the state. This data is used to understand potential freight capacity, service velocity and versatility, and to ascertain potentially what types of business and levels of service can be accommodated over each line segment. Furthermore, this inventory will be used as a tool later to identify and prioritize potential rail infrastructure improvements that eliminate bottlenecks and operating and safety conflicts, expand capacity, promote rail access, enhance connectivity between railroads and between railroads and other transportation modes, and encourage growth in the railroad transportation sector that is consistent with the needs of Oklahoma's people, businesses, industries, and the vision of the Oklahoma State Rail Plan.

Included in the inventory for each railroad in the state, to the extent known during development of the Oklahoma State Rail Plan, are key physical and operating characteristics for each Oklahoma railroad subdivision or railroad line segment. This information, identified in the list below, was collected through coordination with Oklahoma's railroads in 2021, and via analysis of Oklahoma Department of Transportation (ODOT) data (including Oklahoma Railroad Annual Reports submitted by the state's railroads to ODOT annually and rail maps generated by ODOT), Class I Railroad Annual Report R-1s (submitted by the state's Class I railroads to the federal Surface Transportation Board annually), railroad timetables, and other publicly available data.

A.2 Railroad Glossary

Line Heritage – identifies the historic railroad ownership of each subdivision.

Subdivision Route / Mileage – identifies the subdivision endpoints and route mileage within Oklahoma. Note that railroad miles as portrayed in the railroad timetable and other public sources can vary from the route-mile calculations presented in the State Rail Plan.

FRA Track Class – identifies the likely applicable Federal Railroad Administration (FRA) Class of Track designation on the main track(s) for each subdivision.

Track Configuration – identifies the number of main tracks and the presence of sidings for train meet-pass events on each subdivision, within Oklahoma.

Maximum Authorized Speed for Freight Trains – identifies the maximum speed freight trains can travel over each subdivision. Note that speeds may be further restricted owing to track geometry, bridge restrictions, limited sight distances, challenges of rail operations in

urban and rail terminal areas, and other safety and operating considerations not identified in this inventory. Maximum authorized speeds for freight trains may also be lower than the maximum authorized speed by the FRA's Class of Track regulations.

Maximum Authorized Speed for Passenger Trains – identifies the maximum speed passenger trains can travel over each subdivision; note that speeds may be further restricted owing to track geometry, bridge restrictions, limited sight distances, challenges of rail operations in urban and rail terminal areas, and other safety and operating considerations not identified in this inventory. Speeds are identified only for railroad subdivisions presently hosting Amtrak intercity and long-distance passenger trains in Oklahoma, and on other segments as designated by Oklahoma's railroads.

Wayside Signals – indicates the presence of a wayside signal system on each subdivision (see operational authority below for wayside signal types), which is used to convey operating authority to trains and equipment and / or show occupation of main track(s) by trains and equipment.

Method of Operation – identifies generally the railroad operating system or practice employed on each segment, to the extent known, including the presence of:

Centralized Traffic Control (CTC) – A train control system whereby a train dispatcher provides operational authority to trains remotely via a wayside signal system and radio communication.

Automatic Train Control (ATC) – A train control system integrated with a cab signaling system that applies train speed control. An alarm in the train locomotive notifies the engineer when the train has exceeded the maximum allowable speed for a given portion of track, and if the engineer fails to reduce speed or apply the air brake system, a penalty brake application is made automatically by the ATC system. ATC typically exists as an overlay to a CTC system, which provides operational authority.

Automatic Block Signals (ABS) – A wayside signal system that indicates block occupancy and minimizes the likelihood of collisions between trains. ABS is not controlled by a train dispatcher, but a train's entry to into a segment of ABS may be controlled by a train dispatcher. Typically requires that operational authority be provided as an overlay through a track warrant or track authority issued by a train dispatcher via radio communication.

Track Warrant Control (TWC) or Track Authority (TA); designations may vary by railroad – System of operational authority issued to trains remotely by a train dispatcher via radio communication.

Restricted Limits (RL), Restricted Speed (RS), GCOR Rule 6.28, Yard Limits (YL), and Rule 520 (Non-Main Track); designations may vary by railroad – Typically slow speed operations (not more than 20 mph, but may be much slower, depending upon designation, sight distance, congestion, and operating conditions) within and at the approach to railroad yards and on industrial leads and other trackage that does not require operational authority from a train dispatcher. Trains operating within these limits typically coordinate operations with the train dispatcher and other trains operating within the limits via radio communication.

Maximum Allowable Gross Weight – identifies loaded railcar weight limitations, as dictated by the likely condition of mainline bridges and track.

Clearances – identifies the known vertical clearance potential for accommodating specific types of railcar equipment and/or the vertical clearance above top of rail (ATR) in feet and inches. Reporting by railroad varies. Some equipment types identified include:

Trailer on Flat Car (TOFC) – railroad flat car on which a truck semi-trailer is transported; known also as piggyback.

Double-Stack Car / Container on Flat Car (COFC) – intermodal railcar that typically accommodates shipping containers of up to 53 feet in length stacked one or two high.

Tri-Level / Hi-Trilevel –railcar equipped with racks accommodating two or three decks of automobiles or light trucks.

AutoMax – automobile rack railcar with adjustable deck heights for accommodating bi-level or tri-level configurations.

Current Traffic Density (2020) – identifies the rail traffic density by subdivision in annual Gross Ton-Miles (GTM) in millions. GTM includes the number of trailing tons in a train behind the locomotives (including railcars and lading, railroad company service equipment, and cabooses) times the distance moved in road freight trains. Traffic density for tenant railroads with trackage rights over subdivisions of an owning (or host) railroad are identified, if known.

Average Number of Trains per Day – identifies a range of likely average daily train volumes for each subdivision.

Commodities Transported – identifies typical commodities or commodity groups transported over each subdivision. Note that commodities and the rail routes they travel over can change at any time due to markets, rail capacity, and other considerations. A more detailed discussion of current traffic flows and primary commodities transported by rail in and through Oklahoma can be found in Chapter 2 of the Oklahoma State Rail Plan.

Industrial Leads – identifies railroad-designated industrial leads (or spurs, as designated by some railroads) which are used to access rail customers off the subdivision mainline and extend the reach of rail service in Oklahoma; mileage of industrial leads (and spurs) is not included in route-mile calculations for the state owing to their designation.

FRA Excepted Track – identifies segments of FRA Excepted Track over which railroads operate under the following conditions: Trains will be operated at 10 mph or less; no occupied passenger trains will be operated; no freight train will be operated that contains more than five railcars required to be placarded as hazardous materials shipments; and track gage (distance between the rails) will not be more than 4 feet 10 ¼ inches (standard gage is 4 feet 8 ½"). FRA Excepted Track in Oklahoma is typically found on lightly used industrial leads.

A.3 Railroad Overview

Table A-1 identifies Oklahoma's railroads and non-operating railroad owners that own a total of approximately 2,871 route miles in the state, and which are detailed in this appendix. The table also identifies by entity – railroad class (if applicable), standard alpha carrier code (an industry standard two- to four-letter abbreviation), total miles of railroad owned and operated in Oklahoma (including lines leased, operated under contract, trackage rights, and haulage rights, as applicable), and the percentage of the total Oklahoma rail network that each railroad ownership represents. Note that miles leased and/or operated under contract, miles operated under trackage rights, and miles operated under haulage rights are included in the total miles operated figures, allowing total miles operated to exceed total miles owned. Industrial railroads and private track ownership provide transportation service at industrial installations in Oklahoma, but, due to their classification, the mileage of privately owned industrial track is not included in calculations of the state's rail network. Similarly, the industrial track (including designated industrial leads and spurs) of Class I and III rail carriers is also not included in the route-mile calculations.

Also identified in the context of each railroad's network in Oklahoma is the existence of trackage rights which provide authority for one railroad (a tenant) to operate over the line of another railroad (host); haulage rights which is an arrangement whereby one railroad markets service over a route owned by another, but does not operate its own trains over the host railroad; and connections (or interchanges) between railroads where railcars are exchanged. Major railroad yards/terminals and rail facilities as well as rail-port connections in the state are also identified.

Table A-1: Oklahoma Route Mileage by Railroad and Non-Operating Railroad Owner

Railroad	Standard Carrier Alpha Code	Railroad Class	Total Route Miles Owned	Percent of Total OK Rail Network Owned	Route Miles Leased / Operated Under Contract	Route Miles Operated Under Trackage Rights	Route Miles Operated Under Haulage Rights	Total Route Miles Operated
BNSF Railway	BNSF	Class I	957	33.3%	0	330	46	957
Kansas City Southern Railway	KCS	Class I	127	4.4%	0	1	0	128
Union Pacific Railroad	UP	Class I	513	17.9%	307	420	0	820
Subtotal (Class I)			**1,597**	**55.6%**	**307**	**751**	**46**	**1,905**
Arkansas-Oklahoma Railroad	AOK	Class III	70	2.4%	54	4	0	122
Arkansas Southern Railroad	ARS	Class III	0	0.0%	5	4	0	9
Austin, Todd & Ladd Railroad	ATL	Class III	39	1.4%	4	29	0	44

Railroad	Standard Carrier Alpha Code	Railroad Class	Total Route Miles Owned	Percent of Total OK Rail Network Owned	Route Miles Leased / Operated Under Contract	Route Miles Operated Under Trackage Rights	Route Miles Operated Under Haulage Rights	Total Route Miles Operated
Blackwell Northern Gateway Railroad	BNGR	Class III	0	0.0%	18	0	0	17
Cimarron Valley Railroad	CVR	Class III	35	1.2%	0	0	0	35
Farmrail Corporation	FMRC	Class III	97	3.4%	87	0	0	184
Grainbelt Corporation	GNBC	Class III	179	6.2%	0	37	0	179
Gateway Eastern Railroad	GWER	Class III	23	0.8%	0	0	0	14
Hollis & Eastern Railroad	HE	Class III	14	0.5%	0	0	0	0
Kiamichi Railroad	KRR	Class III	156	5.4%	0	34	0	143
Northwestern Oklahoma Railroad	NOKL	Class III	5	0.2%	0	0	0	4
Port of Catoosa Railroad	POC	Class III	28	1.0%	0	0	0	28
Sand Springs Railway	SS	Class III	8	0.3%	0	0	0	8
South Kansas & Oklahoma Railroad	SKOL	Class III	68	2.4%	0	0	0	68
Stillwater Central Railroad	SLWC	Class III	257	9.0%	38	0	0	281
Texas, Oklahoma & Eastern Railroad	TOE	Class III	40	1.4%	0	0	0	40
Tulsa Sapulpa Union Railway	TSU	Class III	10	0.3%	13	0	0	23
Western Farmers Electric Corp.	WFEC	Class III	14	0.5%	0	0	0	0
Wichita, Tillman & Jackson Railway	WTJR	Class III	61	2.1%	0	0	0	61
Subtotal (Class III)			**1,104**	**38.5%**	**219**	**145**	**0**	**1,260**
State of Oklahoma	N/A	N/A	150	5.2%	0	0	0	0
Port of Muskogee	MCCA	Industry	9	0.3%	0	0	0	9
Public Service of Oklahoma	PSO	Industry	11	0.4%	0	0	0	11

Railroad	Standard Carrier Alpha Code	Railroad Class	Total Route Miles Owned	Percent of Total OK Rail Network Owned	Route Miles Leased / Operated Under Contract	Route Miles Operated Under Trackage Rights	Route Miles Operated Under Haulage Rights	Total Route Miles Operated
Subtotal (Other Railroads)			**170**	**5.9%**	**0**	**0**	**0**	**20**
Total - All Railroads			**2,871**	**100.0%**	**526**	**859**	**46**	**3,185**

Source: ODOT; Class I Railroad Annual Reports R-1 (2019); Oklahoma Class I, II, and III railroads
Note: 17 miles owned by the State and other railroads are presently not operated

A.4 Class I Railroads in Oklahoma

The section describes Oklahoma's three Class I railroads. Included are data and operating subdivision tables for each railroad, showing such details as ownership, miles owned and operated, trackage and haulage rights, physical characteristics of operating subdivisions, facilities, commodities handled, connections with other railroads, and more. In 2017, Oklahoma's Class I railroads were asked to confirm much of the data appearing in this section and to provide additional input, as appropriate. All of Oklahoma's three Class I railroads participated in the data gathering. No physical inspections of the Class I railroads were conducted during development of the Oklahoma State Rail Plan.

A.4.1 BNSF Railway (BNSF)

A summary of statistical information for BNSF Railway (BNSF) within Oklahoma is as follows:

- Line owned: 957 miles
- Line operated under lease: 0 miles
- Line operated under contract: 0 miles
- Line operated under trackage rights: 330 miles
- Line operated under haulage rights: 46 miles
- Total mileage operated: 1,287 miles
- Line owned, not operated, by respondent: 0 miles

BNSF Interchanges

Interchanges are locations where railroads intersect and exchange railcars. BNSF has the ability to interchange freight rail traffic with one Class I carrier (UP) and 12 Class III carriers (AOK, CVR, FMRC, GNBC, KRR, NOKL, SS, SKOL, SLWC, TSU, WT&J). Designated interchange point locations and connecting carriers are listed below:

- Altus – Farmrail Corporation (FMRC), Grainbelt Corporation (GNBC), Stillwater Central Railroad (SLWC), Wichita, Tillman & Jackson Railway (WT&J)
- Boise City – Cimarron Valley Railroad (CVR)
- Claremore – Union Pacific Railroad (UP)
- Enid – FMRC, GNBC, UP
- Madill – Kiamichi Railroad (KRR)
- Muskogee – UP
- Oklahoma City – Austin, Todd & Ladd Railroad (AT&L), SLWC, UP
- Pawnee – SLWC
- Sapulpa – SLWC, Tulsa Sapulpa Union Railway (TSU)
- Sequoyah – Public Service of Oklahoma (PSO)
- Shawnee – Arkansas-Oklahoma Railroad (AOK), UP
- Snyder – GNBC
- Tulsa – South Kansas & Oklahoma Railroad (SKOL), Sand Springs Railway (SS), UP
- Wellington, KS – Blackwell Northern Gateway Railroad (BNGR)
- Woodward – Northwestern Oklahoma Railroad (NOKL)

BNSF Trackage Rights and Joint Trackage

BNSF has trackage rights over the following line segments and connecting railroads:

Haulage rights over Union Pacific Railroad Tulsa Subdivision between Tulsa, Oklahoma and Muskogee, Oklahoma; approximately 46.0 miles.

Trackage rights over Union Pacific Railroad Oklahoma City Subdivision between Oklahoma City, Oklahoma and Shawnee, Oklahoma; approximately 37.0 miles.

Trackage rights over Union Pacific Railroad Pratt Subdivision between Kansas / Oklahoma state line near Tyrone, Oklahoma–Oklahoma / Texas state line near Texhoma; approximately 52.0 miles.

Stillwater Central Railroad (SLWC) between Sapulpa, Oklahoma and Oklahoma City, Oklahoma; approximately 130.0 miles.

Stillwater Central Railroad (SLWC) between Oklahoma City, Oklahoma and Snyder, Oklahoma; approximately 94.0 miles.

BNSF Divisions and Subdivisions in Oklahoma

BNSF's Oklahoma network is comprised of part of three operating divisions:

- Heartland Division
- Kansas Division
- Red River Division

BNSF's nine operating subdivisions in Oklahoma are shown in **Figure A-1** below. BNSF's Oklahoma subdivisions are presented by division and described in the tables below.

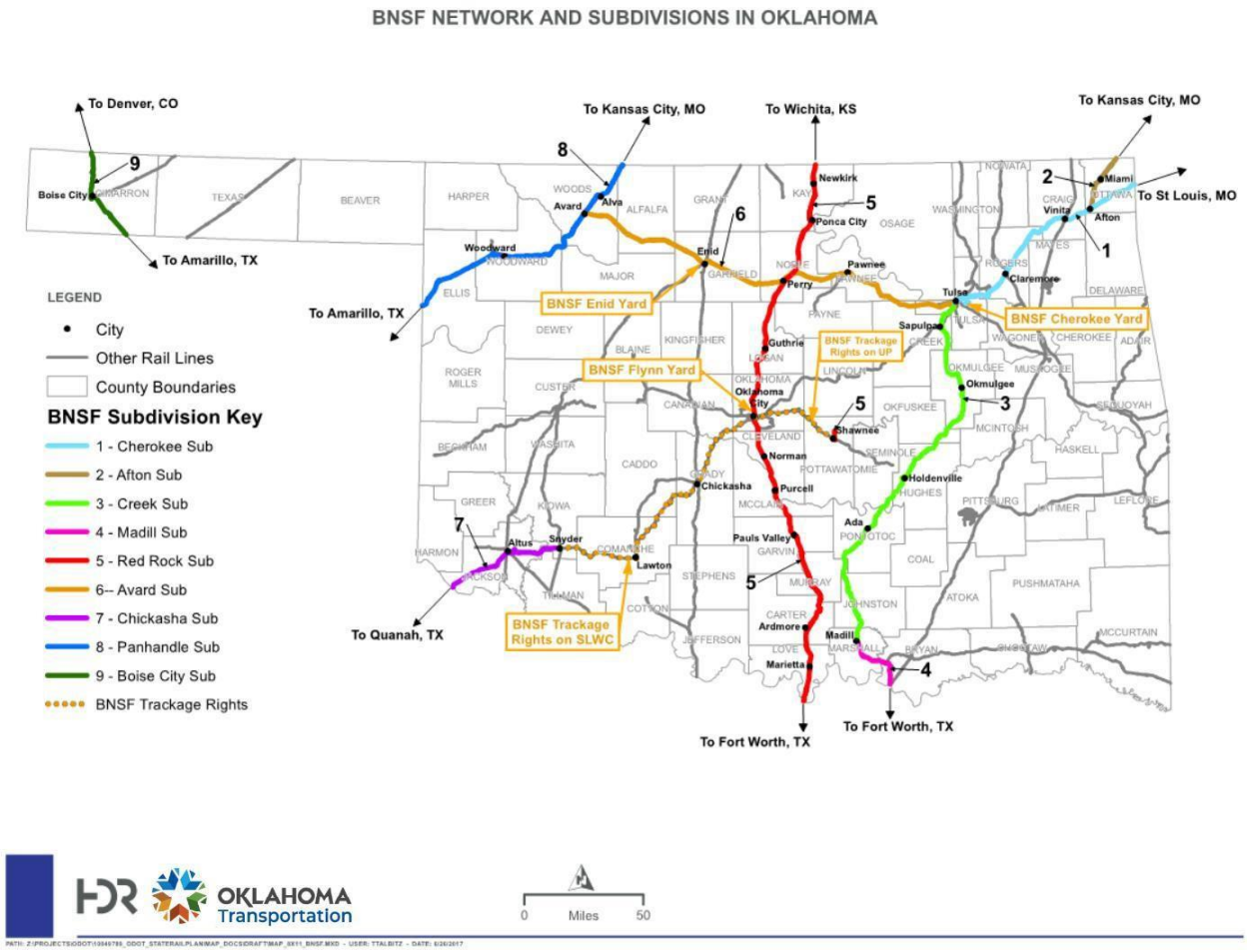

Figure A-1: BNSF Network and Subdivisions in Oklahoma
Source: BNSF and HDR

The Oklahoma subdivisions shown in **Table A-2** are components of the BNSF Heartland Division.

Table A-2: Descriptions of BNSF Subdivisions in Oklahoma – Heartland Division

Subdivision	Cherokee Subdivision
Division	Heartland
Owner	BNSF
Operator	BNSF
Line Heritage	St. Louis-San Francisco Railway (SLSF)
Subdivision Route / Mileage	Portion of Subdivision in Oklahoma: Oklahoma / Missouri state line near Seneca, Missouri–Tulsa, Oklahoma; 101.1 miles
FRA Track Class	Class 4
Track Configuration	One main track with passing sidings, limited sections of two main tracks
Maximum Authorized Speed Freight	50 mph freight
Maximum Authorized Speed Passenger	N/A
Wayside Signals	Centralized Traffic Control (CTC)
Method of Operation	Centralized Traffic Control (CTC) / Positive Train Control (PTC)
Maximum Allowable Gross Weight	286,000 lbs.
Clearances	Cleared for trailers (TOFC), double-stacks (COFC), hi-trilevel, and automax equipment
Average Number of Trains per Day	16-28
Commodities Transported	Coal, farm products, food and kindred products, chemical and allied products, intermodal, ethanol, and general merchandise freight traffic
Industrial Leads	Howard Spur: Tulsa, Oklahoma; approximately 1.0 mile
FRA Excepted Track	Howard Spur

Subdivision	Afton Subdivision
Division	Heartland
Owner	BNSF
Operator	BNSF
Line Heritage	St. Louis-San Francisco Railway (SLSF)
Subdivision Route / Mileage	Portion of Subdivision in Oklahoma: Oklahoma / Kansas state line near Quapaw, Oklahoma–Afton, Oklahoma; 24.8 miles
FRA Track Class	Class 4
Track Configuration	One main track with passing sidings
Maximum Authorized Speed Freight	50 mph freight
Maximum Authorized Speed Passenger	N/A
Wayside Signals	Centralized Traffic Control (CTC)
Method of Operation	Centralized Traffic Control (CTC) / Positive Train Control (PTC)
Maximum Allowable Gross Weight	286,000 lbs.
Clearances	Cleared for trailers (TOFC), double-stacks (COFC), hi-trilevel, and automax equipment
Average Number of Trains per Day	8
Commodities Transported	Coal, farm products, food and kindred products, chemical and allied products, intermodal, ethanol, and general merchandise freight traffic

Industrial Leads	• Miami Lead: Miami, Oklahoma; approximately 3.0 miles; 286,000 lbs. maximum allowable gross weight; line density unknown.
FRA Excepted Track	Miami Lead Yard tracks at Tiger

The Oklahoma subdivisions shown in **Table A-3** are components of the BNSF Chicago Division.

Table A-3: Descriptions of BNSF Subdivisions in Oklahoma – Red River Division

Subdivision	Creek Subdivision
Division	Red River
Owner	BNSF
Operator	BNSF
Line Heritage	St. Louis-San Francisco Railway (SLSF)
Subdivision Route / Mileage	Portion of Subdivision in Oklahoma: Tulsa, Oklahoma–Madill, Oklahoma; 175.7 miles
FRA Track Class	Class 4
Track Configuration	One main track with passing sidings, limited sections of two main tracks
Maximum Authorized Speed Freight	55 mph freight
Maximum Authorized Speed Passenger	N/A
Wayside Signals	Centralized Traffic Control (CTC)
Method of Operation	Centralized Traffic Control (CTC), GCOR Rule 6.28 at Cherokee Yard
Maximum Allowable Gross Weight	286,000 lbs.
Clearances	Cleared for trailers (TOFC), double-stacks (COFC), hi-trilevel, and automax equipment
Average Number of Trains per Day	6
Commodities Transported	Intermodal, automobiles, coal, farm products, food and kindred products, chemical and allied products, ethanol, and general merchandise freight traffic
Industrial Leads	Okmulgee, Oklahoma; approximately 2.2 miles
FRA Excepted Track	West Cherokee, tracks 0141, 0143, 0151, and 0150 (Industry tracks)

Subdivision	Madill Subdivision
Division	Red River
Owner	BNSF
Operator	BNSF
Line Heritage	St. Louis-San Francisco Railway (SLSF)
Subdivision Route / Mileage	Portion of Subdivision in Oklahoma: Tulsa, Oklahoma–Oklahoma / Texas state line near Colbert, Oklahoma; 28.7 miles
FRA Track Class	Class 3
Track Configuration	One main track
Maximum Authorized Speed Freight	40 mph freight
Maximum Authorized Speed Passenger	N/A
Wayside Signals	Centralized Traffic Control (CTC)
Method of Operation	Centralized Traffic Control (CTC)
Maximum Allowable Gross Weight	286,000 lbs.

Clearances	Cleared for trailers (TOFC), double-stacks (COFC), hi-trilevel, and automax equipment
Average Number of Trains per Day	6-8
Commodities Transported	Intermodal, automobiles, coal, farm products, food and kindred products, chemical and allied products, ethanol, and general merchandise freight traffic
Industrial Leads	None
FRA Excepted Track	None

Subdivision	Red Rock Subdivision
Division	Red River
Owner	BNSF
Operator	BNSF
Line Heritage	Atchison, Topeka & Santa Fe Railway (AT&SF)
Subdivision Route / Mileage	Portion of Subdivision in Oklahoma: Oklahoma / Kansas state line near Arkansas City, Kansas–Oklahoma / Texas state line near Thackerville, Oklahoma; 248.7 miles
FRA Track Class	Class 4
Track Configuration	One main track with passing sidings
Maximum Authorized Speed Freight	55 mph freight
Maximum Authorized Speed Passenger	79 mph passenger
Wayside Signals	Centralized Traffic Control (CTC)
Method of Operation	Centralized Traffic Control (CTC) / Positive Train Control (PTC)
Maximum Allowable Gross Weight	286,000 lbs.
Clearances	Cleared for trailers (TOFC), double-stacks (COFC), hi-trilevel, and automax equipment
Average Number of Trains per Day	20–24
Commodities Transported	Intermodal, automobiles, coal, farm products, food and kindred products, chemical and allied products, ethanol, and general merchandise freight traffic
Industrial Leads	Shawnee Industrial Spur: Aydelotte, Oklahoma–Shawnee, OK; approximately 8.9 miles (former Atchison, Topeka & Santa Fe Railway) Flynn Industrial Spur: Flynn (Oklahoma City), Oklahoma; approximately 4.7 miles (former Atchison, Topeka & Santa Fe Railway)
FRA Excepted Track	Various yard tracks

Subdivision	Avard Subdivision
Division	Red River
Owner	BNSF
Operator	BNSF
Line Heritage	St. Louis-San Francisco Railway (SLSF)
Subdivision Route / Mileage	Tulsa, Oklahoma–Avard, Oklahoma; 176.0 miles
FRA Track Class	Class 4
Track Configuration	One main track with passing sidings
Maximum Authorized Speed Freight	70 mph freight
Maximum Authorized Speed Passenger	N/A
Wayside Signals	Centralized Traffic Control (CTC)
Method of Operation	Centralized Traffic Control (CTC) / Positive Train Control (PTC)
Maximum Allowable Gross Weight	286,000 lbs.

Clearances	Cleared for trailers (TOFC), double-stacks (COFC), hi-trilevel, and automax equipment
Average Number of Trains per Day	14
Commodities Transported	Intermodal, automobiles, coal, farm products, food and kindred products, chemical and allied products, ethanol, and general merchandise freight traffic
Industrial Leads	None
FRA Excepted Track	Tracks 4001, 4006 through 4020 in Enid

Subdivision	Chickasha Subdivision
Division	Red River
Owner	BNSF
Operator	BNSF
Line Heritage	St. Louis-San Francisco Railway (SLSF)
Subdivision Route / Mileage	Portion of Subdivision in Oklahoma: Altus, Oklahoma–Oklahoma / Texas state line near Eldorado, Oklahoma; 47.2 miles
FRA Track Class	Class 2
Track Configuration	One main track
Maximum Authorized Speed Freight	25 mph freight
Maximum Authorized Speed Passenger	N/A
Wayside Signals	None
Method of Operation	Track Warrant Control (TWC)
Maximum Allowable Gross Weight	268,000 lbs.
Clearances	Cleared for trailers (TOFC), double-stacks (COFC), hi-trilevel, and automax equipment
Average Number of Trains per Day	2
Commodities Transported	Farm products, food and kindred products, chemical and allied products, ethanol, and general merchandise freight traffic
Industrial Leads	None
FRA Excepted Track	None

The Oklahoma subdivisions shown in **Table A-4** are components of the BNSF Kansas Division.

Table A-4: Descriptions of BNSF Subdivisions in Oklahoma – Kansas Division

Subdivision	Panhandle Subdivision
Division	Kansas
Owner	BNSF
Operator	BNSF
Line Heritage	Atchison, Topeka & Santa Fe Railway (AT&SF)
Subdivision Route / Mileage	Portion of Subdivision in Oklahoma: Oklahoma / Kansas state line near Kiowa, Kansas–Oklahoma / Texas state line near Higgins, Texas; 118.9 miles
FRA Track Class	Class 5
Track Configuration	Two main tracks
Maximum Authorized Speed Freight	70 mph freight
Maximum Authorized Speed Passenger	N/A
Wayside Signals	Centralized Traffic Control (CTC)
Method of Operation	Centralized Traffic Control (CTC) / Positive Train Control (PTC)
Maximum Allowable Gross Weight	286,000 lbs.

Clearances	Cleared for trailers (TOFC), double-stacks (COFC), hi-trilevel, and automax equipment
Average Number of Trains per Day	52-64
Commodities Transported	Intermodal, automobiles, coal, farm products, food and kindred products, chemical and allied products, ethanol, and general merchandise freight traffic
Industrial Leads	None
FRA Excepted Track	None

Subdivision	Boise City Subdivision
Division	Kansas
Owner	BNSF
Operator	BNSF
Line Heritage	Atchison, Topeka & Santa Fe Railway (AT&SF)
Subdivision Route / Mileage	Portion of Subdivision in Oklahoma: Oklahoma / Colorado state line near Campo, Colorado–Oklahoma / Texas state line near Kerrick, Texas; 42.9 miles
FRA Track Class	Class 4
Track Configuration	One main track with passing sidings
Maximum Authorized Speed Freight	49 mph freight
Maximum Authorized Speed Passenger	N/A
Wayside Signals	None
Method of Operation	Track Warrant Control (TWC)
Maximum Allowable Gross Weight	286,000 lbs.
Clearances	Cleared for trailers (TOFC), double-stacks (COFC), hi-trilevel, and automax equipment
Average Number of Trains per Day	10
Commodities Transported	Intermodal, automobiles, coal, farm products, food and kindred products, chemical and allied products, ethanol, and general merchandise freight traffic
Industrial Leads	None
FRA Excepted Track	None

A.4.2 Kansas City Southern Railway (KCS)

A summary of statistical information for Kansas City Southern Railway (KCS) within Oklahoma is as follows:

- Line owned: 127 miles
- Line operated under lease: 0 miles
- Line operated under contract: 0 miles
- Line operated under trackage rights: 1 miles
- Line operated under haulage rights: 0 miles
- Total mileage operated: 128 miles
- Line owned, not operated, by respondent: 0 miles

KCS Interchanges

Interchanges are locations where railroads intersect and exchange railcars. KCS has the ability to interchange freight rail traffic with one Class I carriers (UP), and two Class III carriers (AOK, ARS, KRR, TOE, UP). Designated interchange point locations and connecting carriers are listed below:

- Heavener – Arkansas Southern Railroad (ARS)
- Howe – Arkansas-Oklahoma Railroad (AOK)
- Sallisaw – Union Pacific Railroad (UP)

KCS Divisions and Subdivisions in Oklahoma

KCS's Oklahoma network is comprised of part of one operating division:

- Midwest Division

KCS's two operating subdivisions in Oklahoma are shown in **Figure A-2** below. KCS's Oklahoma subdivisions are presented by division and described in the tables below.

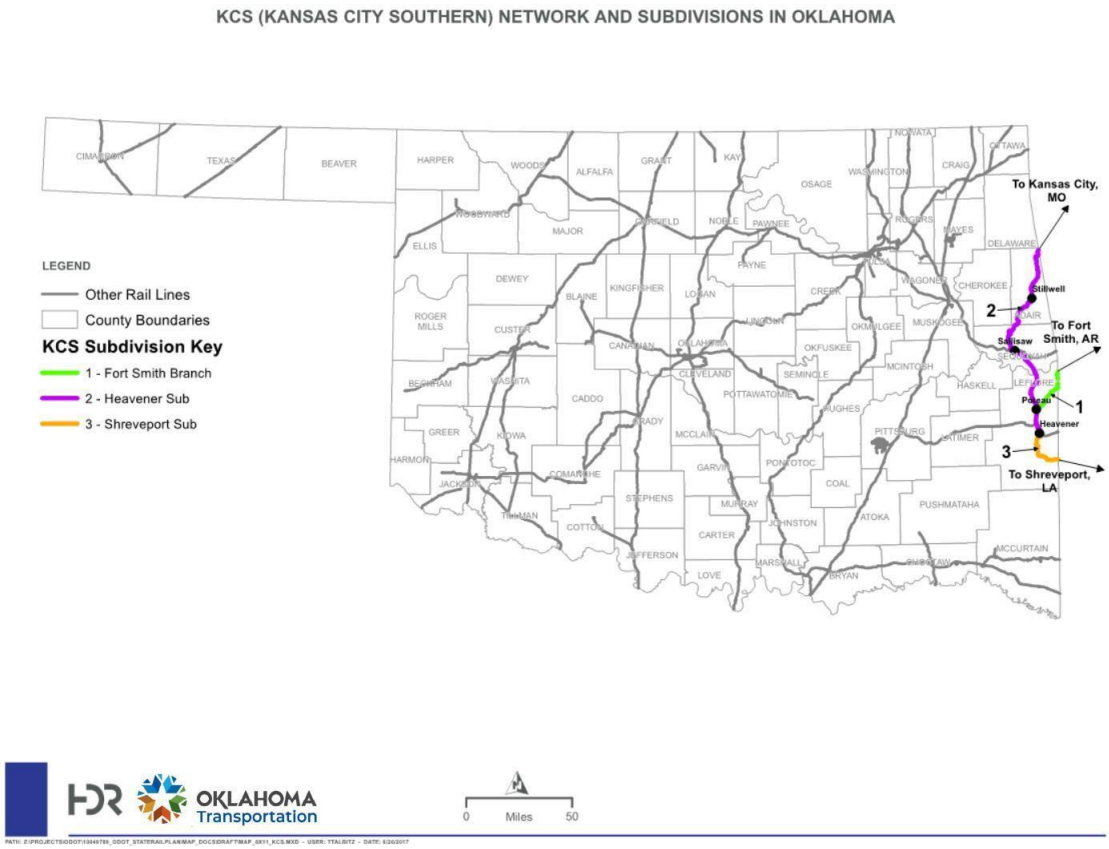

Figure A-2: KCS Network in Oklahoma
Source: KCS and ODOT

The Oklahoma subdivisions shown in **Table A-5** are components of the KCS Midwest Division.

Table A-5: Descriptions of KCS Subdivisions in Oklahoma – Midwest Division

Subdivision	Heavener Subdivision
Division	Midwest
Owner	KCS
Operator	KCS
Line Heritage	Kansas City, Pittsburg & Gulf Railroad (KCP&G)
Subdivision Route / Mileage	Portion of Subdivision in Oklahoma: Oklahoma / Arkansas state line near Watts, Oklahoma–Heavener, Oklahoma; 105.2 miles
FRA Track Class	Class 3 (MP 236.0–MP 301.0) Class 4 (MP 301.0–MP 331.7) Class 2/3 (MP 331.7–MP 338.4)
Track Configuration	One main track with passing sidings
Maximum Authorized Speed Freight	40 mph freight
Maximum Authorized Speed Passenger	N/A
Wayside Signals	Centralized Traffic Control (CTC)
Method of Operation	Centralized Traffic Control (CTC) / Positive Train Control (PTC)
Maximum Allowable Gross Weight	286,000 lbs.
Clearances	Cleared for trailers (TOFC), double-stacks (COFC), hi-trilevel, and automax equipment
Average Number of Trains per Day	Unknown
Commodities Transported	Coal, intermodal, farm products, food and kindred products, chemical and allied products, ethanol, and general merchandise freight traffic
Industrial Leads	None
FRA Excepted Track	None

Subdivision	Shreveport Subdivision
Division	Midwest
Owner	KCS
Operator	KCS
Line Heritage	Kansas City, Pittsburg & Gulf Railroad (KCP&G)
Subdivision Route / Mileage	Portion of Subdivision in Oklahoma: Heavener, Oklahoma–Oklahoma / Arkansas state line near Page, Oklahoma; 22.0 miles
FRA Track Class	Class 3
Track Configuration	One main track with passing sidings
Maximum Authorized Speed Freight	40 mph freight
Maximum Authorized Speed Passenger	N/A
Wayside Signals	Centralized Traffic Control (CTC)
Method of Operation	Centralized Traffic Control (CTC) / Positive Train Control (PTC)
Maximum Allowable Gross Weight	286,000 lbs.
Clearances	Cleared for trailers (TOFC), double-stacks (COFC), hi-trilevel, and automax equipment
Average Number of Trains per Day	Unknown
Commodities Transported	Coal, intermodal, farm products, food and kindred products, chemical and allied products, ethanol, and general merchandise freight traffic
Industrial Leads	None
FRA Excepted Track	None

A.4.3 Union Pacific Railroad (UP)

A summary of statistical information for Union Pacific Railroad (UP) within Oklahoma is as follows:[106]

- Line owned: 513 miles
- Line operated under lease: 307 miles
- Line operated under contract: 0 miles
- Line operated under trackage rights: 420 miles
- Line operated under haulage rights: 0 miles
- Total mileage operated: 1,240 miles
- Line owned, not operated, by respondent: 73 miles

UP Interchanges

Interchanges are locations where railroads intersect and exchange railcars. UP has the ability to interchange freight rail traffic with two Class I carriers (BNSF, KCS) and eight Class III carriers (AOK, AT&L, GNBC, KRR, SS, SKOL, SLWC, TOE, TSU) in Oklahoma. Designated interchange point locations and connecting carriers in Oklahoma are listed below:

- Chickasha – Stillwater Central Railroad (SLWC)
- DeQueen, Arkansas – Texas, Oklahoma & Eastern Railroad (TOE)
- Durant – Kiamichi Railroad (KRR)
- El Reno – Austin, Todd & Ladd (AT&L)
- Enid – Grainbelt Corporation (GNBC)
- Hope, Arkansas – KRR
- Howe – Kansas City Southern Railway (KCS)
- McAlester – Arkansas-Oklahoma Railroad (AOK)
- Midwest City - SLWC
- Muskogee – Port of Muskogee Railroad (PMR), BNSF
- Oklahoma City – AOK, BNSF, Oklahoma Railway Museum (ORM)
- Sallisaw – Kansas City Southern Railway (KCS)
- Shawnee – BNSF Railway (BNSF)
- Tulsa – Sand Springs Railway (SS), South Kansas and Oklahoma Railroad (SKOL), Tulsa Sapulpa Union Railway (TSU)

[106] UP Class I Railroad Annual Report R-1, 2019

UP Trackage Rights and Joint Trackage

UP has trackage rights over the following line segments and connecting railroads:

- BNSF Railway (BNSF) Red Rock Subdivision between the Oklahoma / Kansas state line and the Oklahoma / Texas state line; approximately 248.7 miles.
- BNSF Railway (BNSF) Boise City Subdivision between Oklahoma / Colorado state line near Campo, Colorado-Oklahoma / Texas state line near Kerrick, Texas; 42.9 miles.
- BNSF Railway (BNSF) Creek Subdivision between Tulsa, Oklahoma, and Henryetta, Oklahoma; approximately 59.0 miles.
- Tulsa Sapulpa Railway (TSU) Jenks Lead between Tulsa, Oklahoma, and Jenks, Oklahoma; approximately 12.9 miles.

UP Divisions and Subdivisions in Oklahoma

UP's Oklahoma network is comprised of all or part of three operating divisions:

- Kansas City Area
- Dallas-Ft. Worth Area
- Salina Area

UP's 9 operating subdivisions in Oklahoma are shown in **Figure A-3** below. UP's Oklahoma subdivisions are presented by division and described in the tables below.

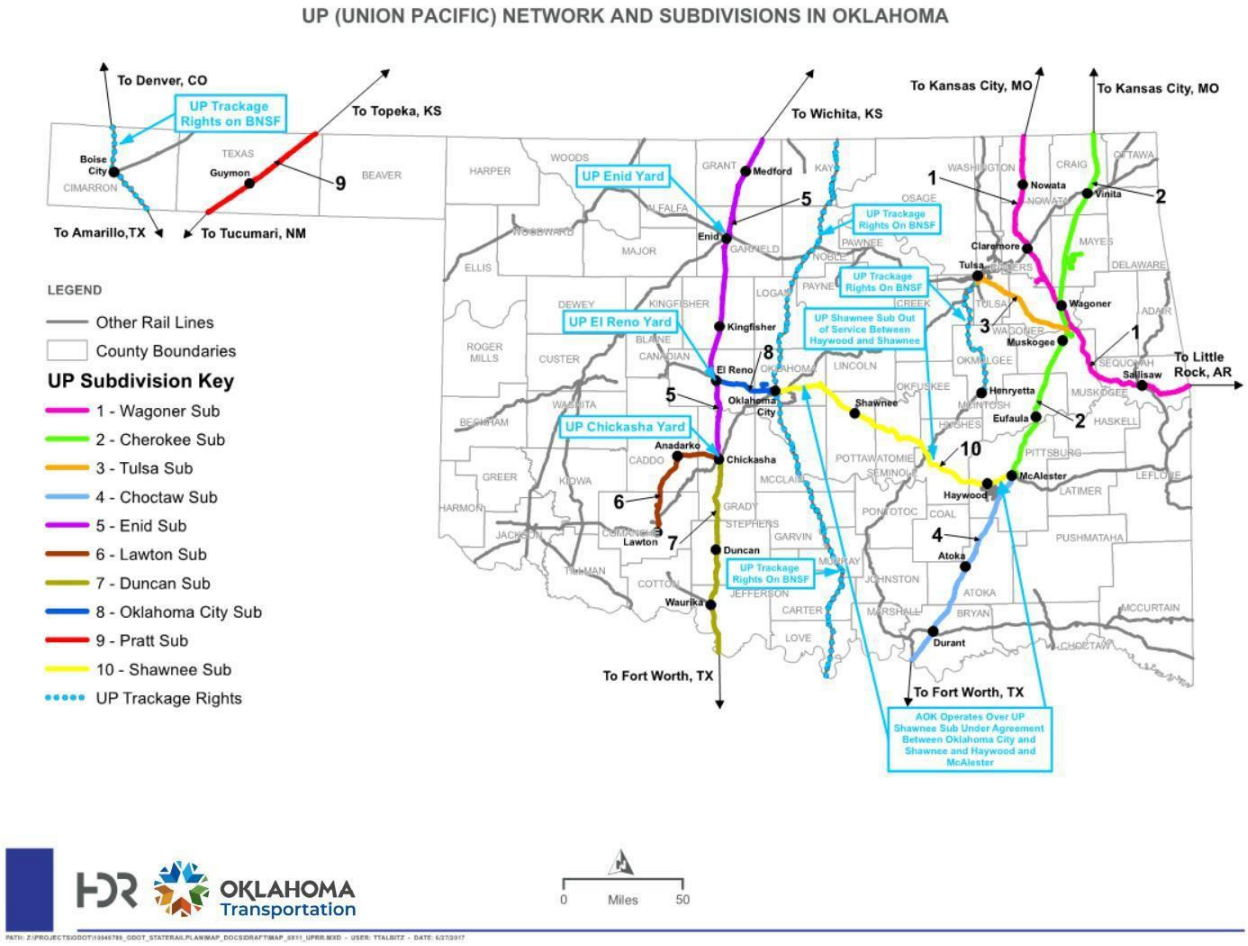

Figure A-3: UP Network and Subdivisions in Oklahoma
Source: UP and HDR

The Oklahoma subdivision shown in **Table A-6** below is a component of the UP Kansas City Area.

Table A-6: Descriptions of UP Subdivisions in Oklahoma – Kansas City Area

Subdivision	Wagoner Subdivision
Division	Kansas City Area
Owner	UP
Operator	UP
Line Heritage	Missouri Pacific Railroad (MP)
Subdivision Route / Mileage	Portion of Subdivision in Oklahoma: Oklahoma / Kansas state line at South Coffeyville, Oklahoma–Oklahoma / Arkansas state line near Roland, Oklahoma; 157.4 miles
FRA Track Class	Class 4
Track Configuration	One main track with passing sidings
Maximum Authorized Speed Freight	60 mph freight
Maximum Authorized Speed Passenger	N/A
Wayside Signals	Centralized Traffic Control (CTC) Kansas / Oklahoma state line at South Coffeyville, Oklahoma–Okay, Oklahoma Automatic Block Signals (ABS) Okay, Oklahoma–Oklahoma / Arkansas state line near Roland, Oklahoma

Method of Operation	Centralized Traffic Control (CTC) Kansas / Oklahoma state line at South Coffeyville, Oklahoma–Okay, Oklahoma Track Warrant Control (TWC) Okay, Oklahoma–Oklahoma / Arkansas state line near Roland, Oklahoma / Positive Train Control (PTC) Kansas / Oklahoma state line at South Coffeyville, Oklahoma–Wagoner, Oklahoma.
Maximum Allowable Gross Weight	286,000 lbs.
Clearances	Unknown
Average Number of Trains per Day	9-13
Commodities Transported	Coal, automobiles, farm products, food and kindred products, chemical and allied products, ethanol, and general merchandise freight traffic
Industrial Leads	None
FRA Excepted Track	None

Subdivision	Cherokee Subdivision
Division	Kansas City Area
Owner	UP
Operator	UP
Line Heritage	Missouri-Kansas-Texas Railroad (MKT)
Subdivision Route / Mileage	Oklahoma / Kansas state line near Chetopa, Kansas–McAlester, Oklahoma; 152.0 miles
FRA Track Class	Class 4
Track Configuration	Mix of two main tracks and one main track with passing sidings
Maximum Authorized Speed Freight	60 mph freight
Maximum Authorized Speed Passenger	N/A
Wayside Signals	Automatic Block Signals (ABS) Kansas / Oklahoma state line Chetopa, Kansas–Wagoner, Oklahoma Centralized Traffic Control (CTC) Wagoner, Oklahoma–McAlester, Oklahoma
Method of Operation	Track Warrant Control (TWC) Kansas / Oklahoma state line near Chetopa, Kansas–Wagoner, Oklahoma Centralized Traffic Control (CTC) Wagoner, Oklahoma–McAlester, Oklahoma / Positive Train Control (PTC)
Maximum Allowable Gross Weight	286,000 lbs.
Clearances	Unknown
Average Number of Trains per Day	11-15
Commodities Transported	Coal, automobiles, farm products, food and kindred products, chemical and allied products, ethanol, and general merchandise freight traffic
Industrial Leads	Pryor Industrial Lead: Beverly, Oklahoma–Otis, Oklahoma; approximately 9.0 miles (former Missouri-Kansas-Texas Railroad); maximum allowable gross weight unknown; line density unknown
FRA Excepted Track	• Pryor Industrial Lead: from wye at MP 4.0 to end of tracks. • Muskogee Yard: All industry tracks except the Port Lead.

Subdivision	Tulsa Subdivision
Division	Kansas City Area
Owner	UP
Operator	UP
Line Heritage	Missouri-Kansas-Texas Railroad (MKT)
Subdivision Route / Mileage	Muskokee, Oklahoma–Tulsa, Oklahoma; 45.8 miles
FRA Track Class	Class 2
Track Configuration	One main track
Maximum Authorized Speed Freight	25 mph freight
Maximum Authorized Speed Passenger	N/A
Wayside Signals	None
Method of Operation	Track Warrant Control (TWC)
Maximum Allowable Gross Weight	268,000 lbs.
Clearances	Unknown
Average Number of Trains per Day	2
Commodities Transported	Automobiles, farm products, food and kindred products, chemical and allied products, and general merchandise freight traffic
Industrial Leads	Tulsa Industrial Lead: 13.7 miles (former Midland Valley Railroad); 286,000 lbs. maximum allowable gross weight; line density unknown
FRA Excepted Track	Most industry tracks

The Oklahoma subdivision shown in **Table A-7** below is a component of the UP Dallas-Ft. Worth Area.

Table A-7: Descriptions of UP Subdivisions in Oklahoma – Dallas-Ft. Worth Area

Subdivision	Choctaw Subdivision
Division	Dallas-Ft. Worth Area
Owner	UP
Operator	UP
Line Heritage	Missouri-Kansas-Texas Railroad (MKT)
Subdivision Route / Mileage	McAlester, Oklahoma-Oklahoma/Texas state line near Colbert, TX; 91.3 miles
FRA Track Class	Class 3
Track Configuration	One main track with passing sidings
Maximum Authorized Speed Freight	60 mph freight
Maximum Authorized Speed Passenger	N/A
Wayside Signals	Centralized Traffic Control (CTC)
Method of Operation	Centralized Traffic Control (CTC) / Positive Train Control (PTC)
Maximum Allowable Gross Weight	286,000 lbs.
Clearances	Unknown
Average Number of Trains per Day	17
Commodities Transported	Farm products, food and kindred products, chemical and allied products, ethanol, and general merchandise freight traffic
Industrial Leads	None
FRA Excepted Track	• Multiple yard tracks at Ray • Entire track at Perrin Field

Subdivision	Enid Subdivision
Division	Dallas-Ft. Worth Area
Owner	UP
Operator	UP
Line Heritage	Chicago, Rock Island & Pacific Railroad (CRI&P)
Subdivision Route / Mileage	Kansas / Oklahoma state line near Caldwell, Kansas–Chickasha, Oklahoma; 141.6 miles
FRA Track Class	Class 4
Track Configuration	One main track with passing sidings
Maximum Authorized Speed Freight	49 mph freight
Maximum Authorized Speed Passenger	N/A
Wayside Signals	None
Method of Operation	• Track Warrant Control (TWC) • Areas of Yard Limits (YL) at Enid, Oklahoma; El Reno, Oklahoma; Chickasha, Oklahoma
Maximum Allowable Gross Weight	286,000 lbs.
Clearances	Unknown
Average Number of Trains per Day	5-9
Commodities Transported	Farm products, food and kindred products, chemical and allied products, ethanol, and general merchandise freight traffic
Industrial Leads	None
FRA Excepted Track	El Reno: Most tracks in Big Yard

Subdivision	Lawton Subdivision
Division	Dallas-Ft. Worth Area
Owner	UP
Operator	UP
Line Heritage	Chicago, Rock Island & Pacific Railroad (CRI&P)
Subdivision Route / Mileage	Chickasha, Oklahoma–Lawton, Oklahoma; 48.8 miles
FRA Track Class	Class 3
Track Configuration	One main track
Maximum Authorized Speed Freight	40 mph freight
Maximum Authorized Speed Passenger	N/A
Wayside Signals	None
Method of Operation	Track Warrant Control (TWC)
Maximum Allowable Gross Weight	268,000 lbs.
Clearances	Unknown
Average Number of Trains per Day	4
Commodities Transported	Farm products, aggregate, food and kindred products, chemical and allied products, ethanol, and general merchandise freight traffic
Industrial Leads	Lawton Industrial Lead: Lawton, Oklahoma–Ft. Sill, Oklahoma; 6.6 miles including 0.4 miles over Stillwater Central Lawson Subdivision (former St. Louis-San Francisco Railway); 238,000 lbs. maximum allowable gross weight; line density unknown
FRA Excepted Track	• All tracks at Apache and Andarko except main track • Main track between MP 41.2 and MP 42.7

Subdivision	Duncan Subdivision
Division	Dallas-Ft. Worth Area
Owner	UP
Operator	UP
Line Heritage	Chicago, Rock Island & Pacific Railroad (CRI&P)
Subdivision Route / Mileage	Portion of Subdivision in Oklahoma: Chickasha, Oklahoma-Oklahoma / Texas state line near Terral, Oklahoma; 79.2 miles
FRA Track Class	Class 4
Track Configuration	One main track with passing sidings
Maximum Authorized Speed Freight	49 mph freight
Maximum Authorized Speed Passenger	N/A
Wayside Signals	None
Method of Operation	Track Warrant Control (TWC)
Maximum Allowable Gross Weight	286,000 lbs.
Clearances	Unknown
Average Number of Trains per Day	5
Commodities Transported	Farm products, food and kindred products, chemical and allied products, ethanol, and general merchandise freight traffic
Industrial Leads	None
FRA Excepted Track	None

Subdivision	Oklahoma City Subdivision
Division	Dallas-Ft. Worth Area
Owner	UP
Operator	UP
Line Heritage	Chicago, Rock Island & Pacific Railroad (CRI&P)
Subdivision Route / Mileage	El Reno, Oklahoma-Oklahoma City, Oklahoma; 33.0 miles
FRA Track Class	Class 4
Track Configuration	One main track
Maximum Authorized Speed Freight	49 mph freight
Maximum Authorized Speed Passenger	N/A
Wayside Signals	None
Method of Operation	Track Warrant Control (TWC)
Maximum Allowable Gross Weight	286,000 lbs.
Clearances	Unknown
Average Number of Trains per Day	3-5
Commodities Transported	Farm products, food and kindred products, chemical and allied products, ethanol, and general merchandise freight traffic
Industrial Leads	None
FRA Excepted Track	All tracks within the Oklahoma City Yard area except the main track

The Oklahoma subdivision shown in **Table A-8** below is a component of the UP Salina Area.

Table A-8: Descriptions of UP Subdivision in Oklahoma – Salina Area

Subdivision	Pratt Subdivision
Division	Salina Area
Owner	UP
Operator	UP
Line Heritage	Chicago, Rock Island & Pacific Railroad (CRI&P)
Subdivision Route / Mileage	Portion of Subdivision in Oklahoma: Kansas / Oklahoma state line near Tyrone, Oklahoma–Oklahoma / Texas state line near Texhoma, Oklahoma; 51.69 miles
FRA Track Class	Class 5
Track Configuration	One main track with passing sidings
Maximum Authorized Speed Freight	70 mph freight
Maximum Authorized Speed Passenger	N/A
Wayside Signals	Centralized Traffic Control (CTC)
Method of Operation	Centralized Traffic Control (CTC)
Maximum Allowable Gross Weight	286,000 lbs.
Clearances	Unknown
Average Number of Trains per Day	13
Commodities Transported	Intermodal, automobiles, coal, farm products, food and kindred products, chemical and allied products, ethanol, and general merchandise freight traffic
Industrial Leads	None
FRA Excepted Track	None

A.5 Class II Railroads in Oklahoma

Oklahoma is not currently served by any Class II (or regional) railroads.

A.6 Class III Railroads in Oklahoma

This section identifies and describes Oklahoma's Class III (or short line) railroads. All of these Class III railroads currently provide railroad service. Included is a data sheet for the Class III railroads providing railroad service, showing such details as ownership, miles owned and operated, physical characteristics of rail lines, commodities and carloads handled, connections with other railroads, potential improvement needs, and more. In 2017 initially and again in 2021, the Class III railroads currently providing railroad service in Oklahoma were asked to confirm the data appearing in the data sheets and to provide additional input, as appropriate. No physical inspections of Oklahoma's Class III railroads were conducted during development of the Oklahoma State Rail Plan.

Figure A-4 identifies the networks of the state's Class III railroads described in this section, and also identifies non-operating railroad owners that will be described in Section A.7.

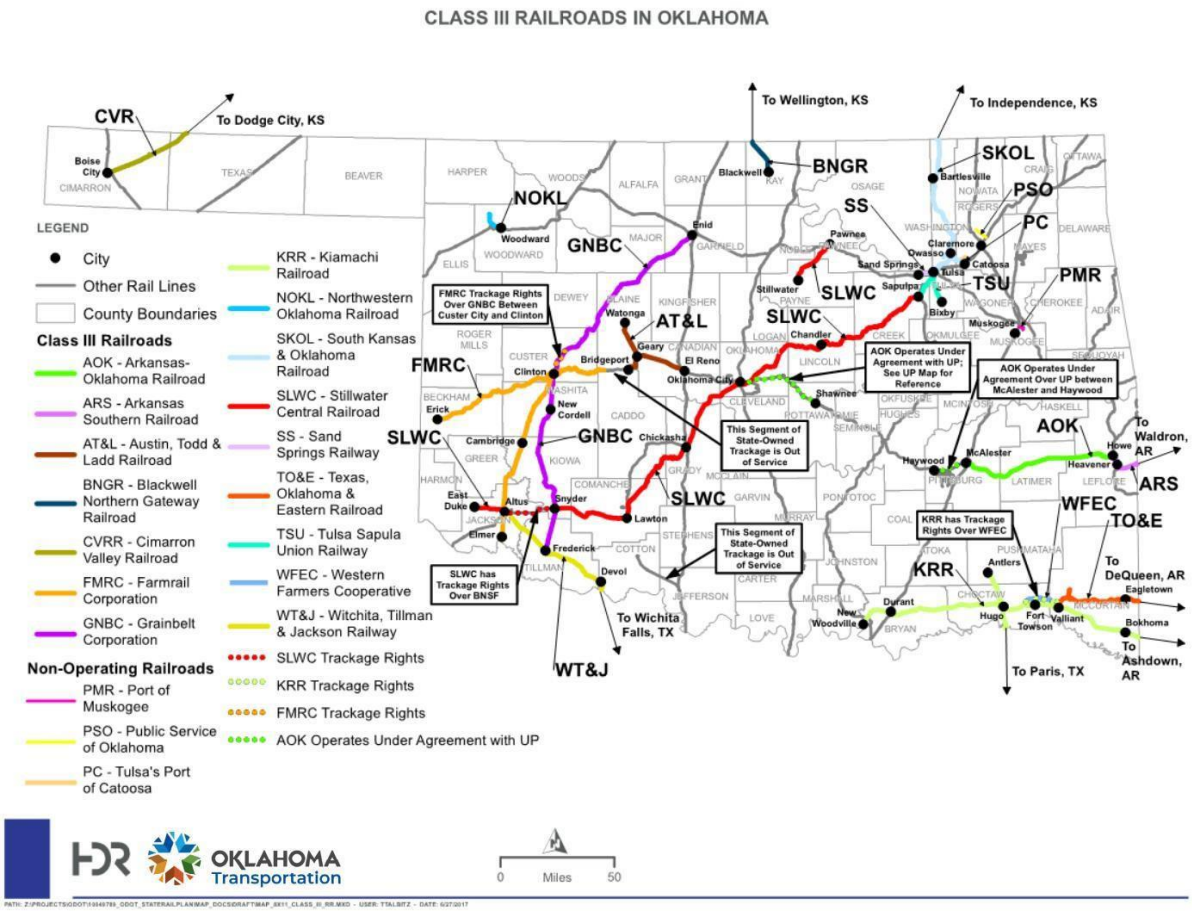

Figure A-4: Oklahoma's Class III Railroads and Non-Operating Railroad Owners
Source: HDR and ODOT

Each of the railroads identified in **Figure A-4** above are described in this section.

A.6.1 Arkansas-Oklahoma Railroad (AOK)

The Arkansas-Oklahoma Railroad (AOK) is a Class III railroad headquartered in Centerville, Oklahoma. The AOK was established in 1996 to operate segments of former Chicago, Rock Island & Pacific Railroad trackage running from Howe, Oklahoma to McAlester, Oklahoma and Shawnee, Oklahoma to Oklahoma City, Oklahoma under a lease agreement with Union Pacific. AOK operates 123.5 miles of railroad in Oklahoma.

Table A-9 includes a datasheet for AOK identifying additional details and operating and physical characteristics of the AOK network in Oklahoma.

Table A-9: AOK Datasheet

Railroad	Arkansas-Oklahoma Railroad
Alpha Code:	AOK
Operator:	Arkansas-Oklahoma Railroad
Parent Company:	N/A
Contact:	Heather Watson
Phone:	(918) 465-0299
Email:	heather@aokrr.com
Company Website:	www.aokrr.com
Service Area	
Counties in Oklahoma:	Oklahoma, Lincoln, Pottawatomie, Pittsburg, Latimer, Le Flore
Principal Stations in Oklahoma:	Midwest City, Shawnee, McAlester, Wilburton, Howe
Rail Traffic	
Principal Commodities:	Aggregate, Decorative Stone, Wheat, Corn, Oats, CSM, Feed Ingredients, Automobiles, Plastic Pellets, drilling Fluid, Hydro Processing Catalyst, Propane
Annual Carloadings in Oklahoma (2020)	5,000

Oklahoma Route Miles

Subdivision or Segment and Limits	Length	Operated	Out of Service	Owned	Leased	Trackage Rights	Average Number of Trains per Day
Shawnee	37	37	0	0	37	0	2
Wilburton	70	70	0	70	0	0	1
McAlester	15	15	0	0	15	4	1
Krebs Branch	1.5	1.5	0	0	1.5	0	1
Total	123.5	123.5	0	70	53.5	4	

Track Characteristics (As Necessary by Line Segment)	
FRA Track Class:	Class 1 and Excepted Track
Operating Speed:	10 mph
Method of Operation:	Track Warrant Control
Line Density (2020):	N/A
Weight Limits:	263,000 lbs. and 268,000 lbs. (286,000 lbs. may be allowed with special waiver)
Vertical Clearance and Restrictions:	None on AOK main line

Interchange Points	
Location:	**Railroad:**
Shawnee, Oklahoma	BNSF
Oklahoma City, Oklahoma	BNSF, UP
McAlester, Oklahoma	UP
Howe, Oklahoma	KCS

Facilities	
Type:	**Location:**
Classification Yards	Oklahoma City, Shawnee, McAlester
Transload Facility	Shawnee, McAlester, Howe
Intermodal Facility	None
Mechanical Facility	Wilburton
Bridges	
Number of Bridges on AOK in Oklahoma: 120	**Number of Bridges in Need of Repair:** 20
Number of Bridges in Need of Upgrade to Handle 286K Loads: 120	**Other Bridge Comments, if applicable:** N/A
Present Capacity Constraints and Operational Bottlenecks	
Location:	**Description:**
Oklahoma City, Oklahoma	Limited space for interchange from both UP and BNSF
McAlester, Oklahoma	Limited inbound/outbound train size from UP
Funded Capital Projects (Infrastructure and Other Improvements)	
Identification and Description:	**Estimated Costs, if known:**
Bridge Repairs, 10	150k
Future Planned Improvements (Infrastructure and Other Improvements)	
Identification and Description:	**Estimated costs, if known:**
Bridge Repairs, 10	150k
Tie renewal 7000 ties on Shawnee Sub	700,000
Other Improvement and Infrastructure Needs (Not Yet Funded or Planned), Including Rehabilitation or Construction of Spur Tracks for Increased or Renewed Use By Rail Shippers	
Identification and Description:	**Estimated costs, if known:**
Upgrade Bridges to 286k, Shawnee Sub	10 million
Tie Replacement, 25000	2.9 million
Upgrade 76 Bridges to 286, Wilburton Sub	TBD
Tie Replacement, Wilburton Sub 56,000 ties	5.6 million
Upgrade line from Shawnee to Wewoka	31 million not counting signals/at grade crossing improvements.
Railcar Storage	
Has the railroad engaged in short-term or long-term railcar storage in 2020? If so, what is/was the volume of cars stored on the railroad?	**What is the railroad's capacity for railcar storage? Any other comments about the present railcar storage market?**
Currently near capacity	2,000 railcar total capacity, Rail Car Storage is a necessity for generating revenue to replace frac sand and coal.
Other Comments	
Identification:	**Description:**
Upgrading Rail will be a future need on the Shawnee Sub	Rail renewal, 110, 112 lb
Flooding, City of Choctaw and surrounding communities.	We continue to see flooding around the city of Choctaw, causing service outages and hundreds of thousands of dollars in repair each year. We also continue to monitor the North Canadian River for embankment erosion issues. Major drift builds up on the I40 Railroad bridge due to flooding as well.
Drift builds up on I40 Railroad Bridge.	We've had many complaints from landowners about trees falling on their property from RR right-of-way from the recent ice storm. This is an unforeseen expense and we didn't qualify for disaster relief.
Rural Broadband	Using RR ROW will come into play and we need to be proactive. This may be a OCC issue, not sure.

Source: AOK and ODOT

A.6.2 Arkansas Southern Railroad (ARS)

The Arkansas Southern Railroad (ARS) is a Class III railroad based in Nashville, Arkansas. ARS operates two branches, one of which is partially in Oklahoma. The track that originally made up the ARS from Ashdown to Nashville, AR started in 1907 as a freight and passenger line known as the MP&G (Memphis, Paris & Gulf) Railroad. The line was later restructured to be the GN&A (Graysonia, Nashville & Ashdown) Railroad. By 1954, 75% of the GN&A business came from quarry rock and cement. From 1960-1966, the GN&A worked with the Army Corps of Engineers to move the track to make room for the Millwood dam. The line was successfully relocated from MP 7.1 to 31.1, resulting in continuing operation of the railroad and the cement quarry. In 1998, KCS purchased the track from Ashdown to Nashville from the GN&A Railroad. The ARS started operating in October of 2005 after Watco acquired the ARS from KCS through a lease agreement.

Table A-10 below includes a datasheet for ARS identifying additional details and operating and physical characteristics of the ARS network in Oklahoma.

Table A-10: ARS Datasheet

Railroad	**Arkansas Southern Railroad**						
Alpha Code:	ARS						
Operator:	Arkansas Southern Railroad						
Parent Company:	Watco						
Contact:	Jeffery Buck						
Phone:	(601) 670-1500						
Email:	jbuck@watco.com						
Company Website:	https://www.watco.com						
Service Area							
Counties in Oklahoma:	Le Flore						
Principal Stations in Oklahoma:	Heavener						
Rail Traffic							
Principal Commodities:	Grain						
Annual Carloadings in Oklahoma (2020)	1,400						
Oklahoma Route Miles							
Subdivision or Segment and Limits	**Length**	**Operated**	**Out of Service**	**Owned**	**Leased**	**Trackage Rights**	**Average Number of Trains per Day**
Heavener– OK/AR state line	9	9	0	0	5	4	1
Total	9	9	0	0	5	4	1
Track Characteristics (As Necessary by Line Segment)							
FRA Track Class:	Class 1						
Operating Speed:	10 mph						
Method of Operation:	GCOR 6.28 Other than Main Track						
Line Density (2020):	0.18 GTM						
Weight Limits:	286,000 lbs.						
Vertical Clearance and Restrictions:	None						
FRA Excepted Track	None						
Interchange Points							
Location:			**Railroad:**				

Heavener	Kansas City Southern
Facilities	
Type:	**Location:**
Classification Yards	None
Transload Facility	None
Intermodal Facility	None
Mechanical Facility	None
Bridges	
Number of Bridges on ARS in Oklahoma: 1	**Number of Bridges in Need of Repair:** 1
Number of Bridges in Need of Upgrade to Handle 286K Loads: 0	**Other Bridge Comments, if applicable:** Stringer upgrades needed
Present Capacity Constraints and Operational Bottlenecks	
Location:	**Description:**
Frequent wash outs in Waldren	Wash outs disrupt service at end of line in Waldren
Funded Capital Projects (Infrastructure and Other Improvements)	
Identification and Description:	**Estimated Costs, if known:**
None	N/A
Future Planned Improvements (Infrastructure and Other Improvements)	
Identification and Description:	**Estimated costs, if known:**
None	N/A
Other Improvement and Infrastructure Needs (Not Yet Funded or Planned), Including Rehabilitation or Construction of Spur Tracks for Increased or Renewed Use by Rail Shippers	
Identification and Description:	**Estimated costs, if known:**
Frequent wash outs in Waldren. Additional track substructure/ballast needed.	$200,000
Tie Replacement (5 miles)	$350,000
Stringer Upgrades for Bridge	$150,000
Railcar Storage	
Has the railroad engaged in short-term or long-term railcar storage in 2020? If so, what is/was the volume of cars stored on the railroad?	**What is the railroad's capacity for railcar storage? Any other comments about the present railcar storage market?**
None	70 cars
Other Comments	
Identification:	**Description:**
None	N/A

Source: ARS and ODOT

A.6.3 Austin, Todd & Ladd Railroad (AT&L)

The Austin, Todd & Ladd Railroad (AT&L) is a Class III railroad headquartered in Watonga, Oklahoma. The AT&L was established to provide rail service over former Chicago, Rock Island & Pacific Railroad trackage in Oklahoma. AT&L owns a branch from Geary to Watonga and operates a state-owned line from El Reno to Bridgeport.

Table A-11 includes a datasheet for AT&L identifying additional details and operating and physical characteristics of the AT&L network in Oklahoma.

Table A-11: AT&L Datasheet

Railroad	Austin, Todd & Ladd Railroad						
Alpha Code:	AT&L						
Operator:	AT&L Railroad						
Parent Company:	AT&L Railroad						
Contact:	Danny Williams						
Phone:	(580) 623-5477						
Email:	atlrr@wheelerbrothers.com						
Company Website:							
Service Area							
Counties in Oklahoma:	Canadian, Blaine, Caddo						
Principal Commodities:	Grain						
Annual Carloadings in Oklahoma (2020)	2015 – 2,293; 2016 – 3,323						
Oklahoma Route Miles							
Subdivision or Segment and Limits	**Length**	**Operated**	**Out of Service**	**Owned**	**Leased**	**Trackage Rights**	**Average Number of Trains per Day**
El Reno to Watonga	39.0	39.0	0	39.0	0	0	1
Geary to Bridgeport	9.5	5.0	4.5	0	9.5	0	>1
Total	48.5	44	4.5	39.0	0	0	1
Track Characteristics (As Necessary by Line Segment)							
FRA Track Class:	Class 1 and Class 2						
Operating Speed:	10-20 mph						
Method of Operation:	None						
Line Density (2020):	Not provided						
Weight Limits:	286,000 lbs.						
Vertical Clearance and Restrictions:	None noted						
FRA Excepted Track	None						
Interchange Points							
Location:	**Railroad:**						
El Reno	UP						
Facilities							
Type:	**Location:**						
Classification Yards	N/A						
Transload Facility	N/A						
Intermodal Facility	N/A						
Mechanical Facility	N/A						
Bridges							
Number of Bridges on AT&L in Oklahoma: N/A	**Number of Bridges in Need of Repair: N/A**						

Number of Bridges in Need of Upgrade to Handle 286K Loads: N/A	**Other Bridge Comments, if applicable: N/A**
Present Capacity Constraints and Operational Bottlenecks	
Location:	**Description:**
N/A	N/A
Funded Capital Projects (Infrastructure and Other Improvements)	
Identification and Description:	**Estimated Costs, if known:**
Rail Replacement Watonga to Greenfield	$770,784
Tie Replacement Geary to El Reno	$275,800
Future Planned Improvements (Infrastructure and Other Improvements)	
Identification and Description:	**Estimated costs, if known:**
Rail Replacement Greenfield to Geary	$956,831
Tie Replacement Geary to Watonga	$275,800
Other Improvement and Infrastructure Needs (Not Yet Funded or Planned), Including Rehabilitation or Construction of Spur Tracks for Increased or Renewed Use by Rail Shippers	
Identification and Description:	**Estimated costs, if known:**
N/A	N/A
Railcar Storage	
Has the railroad engaged in short-term or long-term railcar storage in 2020? If so, what is/was the volume of cars stored on the railroad?	**What is the railroad's capacity for railcar storage? Any other comments about the present railcar storage market?**
200 to 300	300
Other Comments	
Identification:	**Description:**
N/A	N/A

Source: AT&L and ODOT

A.6.4 Blackwell Northern Gateway Railroad (BNGR)

The Blackwell Northern Gateway Railroad (BNGR) is a Class III railroad operator of state-owned trackage. The line was purchased by the Blackwell Industrial Authority (BIA) and the State of Oklahoma (ODOT) in 1997 with ODOT acquiring the portion located in Oklahoma (the Blackwell Line), and BIA acquiring the portion located in Kansas that goes to Wellington, Kansas.

On October 17, 1997, on behalf of both BIA and itself, the ODOT entered into a track lease agreement with South Kansas and Oklahoma Railroad, Inc. (SKOL) to operate the Blackwell Subdivision. SKOL subsequently assigned all of its lease and operating rights to Blackwell & Northern Railway Company, Inc. (BNGR). The lease expired on November 30, 2015. BNGR continues to occupy and operate the Blackwell Line under the terms of the expired first lease.

BNGR currently uses the Line primarily for railcar storage. One remaining customer on the line is A-Line T.D.S., a contractor in the decommissioning and disposal industry that ships mineral oil on the Blackwell Line.

Table A-12 includes a datasheet for BNGR identifying additional details and operating and physical characteristics of the BNGR network in Oklahoma.

Table A-12: BNGR Datasheet

Railroad	Blackwell Northern Gateway Railroad						
Alpha Code:	BNGR						
Operator:	Blackwell Northern Gateway Railroad						
Parent Company:	U.S. Rail Partners, Ltd.						
Contact:	Scott Nauer						
Phone:	(815) 355-0754						
Email:	s.naur@blackwellrr.com						
Company Website:	https://www.blackwellrr.com/						
Service Area							
Counties in Oklahoma:	Kay						
Principal Stations in Oklahoma:	Blackwell						
Rail Traffic							
Principal Commodities:	Mineral Oil						
Annual Carloadings in Oklahoma (2020)	388						
Oklahoma Route Miles							
Subdivision or Segment and Limits	**Length**	**Operated**	**Out of Service**	**Owned**	**Leased**	**Trackage Rights**	**Average Number of Trains per Day**
KS / OK state line to Blackwell	18	18	0	0	0	0	1
Total	18	18	0	0	0	0	1

Track Characteristics (As Necessary by Line Segment)	
FRA Track Class:	Excepted
Operating Speed:	10 mph
Method of Operation	Yard Limits
Line Density (2020):	0.05 GTM
Weight Limits:	263,000 lbs.
Vertical Clearance and Restrictions:	24'
FRA Excepted Track:	All

Interchange Points	
Location:	**Railroad:**
Wellington, KS	BNSF

Facilities	
Type:	**Location:**
Classification Yards	None
Transload Facility	Blackwell
Intermodal Facility	None
Mechanical Facility	Blackwell

Bridges	
Number of Bridges on BNGR in Oklahoma: 30	**Number of Bridges in Need of Repair: 25**
Number of Bridges in Need of Upgrade to Handle 286K Loads: 20	**Other Bridge Comments, if applicable: None**

Present Capacity Constraints And Operational Bottlenecks	
Location:	**Description:**
MP 33.95	Tight curve restricting longer cars
MP 34.7	Tight curve restricting longer cars

Funded Capital Projects (Infrastructure and Other Improvements)	
Identification and Description:	**Estimated Costs, if known:**
None	N/A

Future Planned Improvements (Infrastructure and Other Improvements)	
Identification and Description:	**Estimated costs, if known:**
None	N/A

Other Improvement and Infrastructure Needs (Not Yet Funded or Planned), Including Rehabilitation or Construction of Spur Tracks for Increased or Renewed Use by Rail Shippers	
Identification and Description:	**Estimated costs, if known:**
Upgrade bridges to 286k	XXXX
Upgrade track to class 1	XXXX

Railcar Storage	
Has the railroad engaged in short-term or long-term railcar storage in 2020? If so, what is/was the volume of cars stored on the railroad?	**What is the railroad's capacity for railcar storage? Any other comments about the present railcar storage market?**
425 cars	300-500 cars

Other Comments	
Identification:	**Description:**
None	N/A

Source: BNGR and ODOT

A.6.5 Cimarron Valley Railroad (CVR)

The Cimarron Valley Railroad (CVR) is a Class III railroad based in Satanta, Kansas. Operating former Atchison, Topeka & Santa Fe Railway branch lines in southwestern Kansas and the Oklahoma Panhandle, it serves as a carrier of grain.

Table A-13 includes a datasheet for CVR identifying additional details and operating and physical characteristics of the CVR network in Oklahoma.

Table A-13: CVR Datasheet

Railroad	Cimarron Valley Railroad						
Alpha Code:	CVR						
Operator:	Cimarron Valley Railroad						
Parent Company:	Jaguar Transport						
Contact:	Stu Towner						
Phone:	(417) 622-0384						
Email:							
Company Website:	http://www.jag-transport.com						
Service Area							
Counties in Oklahoma:	Texas, Cimarron						
Principal Stations in Oklahoma:	Keyes, Boise City						
Rail Traffic							
Principal Commodities:	Grain						
Annual Carloadings in Oklahoma (2020)	0						
Oklahoma Route Miles							
Subdivision or Segment and Limits	**Length**	**Operated**	**Out of Service**	**Owned**	**Leased**	**Trackage Rights**	**Average Number of Trains per Day**
West CV Subdivision	34.5	34.5	0	3.45	0	0	>1
Total	34.5	34.5	0	3.45	0	0	>1
Track Characteristics (As Necessary by Line Segment)							
FRA Track Class:	Class 1						
Operating Speed:	10 mph						
Method of Operation:	None						
Line Density (2020):	0 GTM						
Weight Limits:	286,000 lbs.						
Vertical Clearance and Restrictions:	None						
FRA Excepted Track	Some other-than-main-track is FRA excepted						
Interchange Points							
Location:				**Railroad:**			
Boise City (inactive)				BNSF			
Facilities							
Type:				**Location:**			
Classification Yards							
Transload Facility							
Intermodal Facility							
Mechanical Facility							

Bridges	
Number of Bridges on CVR in Oklahoma: 18	**Number of Bridges in Need of Repair:** 8
Number of Bridges in Need of Upgrade to Handle 286K Loads: 3	**Other Bridge Comments, if applicable:** N/A
Present Capacity Constraints and Operational Bottlenecks	
Location:	**Description:**
None	None
Funded Capital Projects (Infrastructure And Other Improvements)	
Identification and Description:	**Estimated Costs, if known:**
None	None
Future Planned Improvements (Infrastructure And Other Improvements)	
Identification and Description:	**Estimated costs, if known:**
None	None
Other Improvement and Infrastructure Needs (Not Yet Funded or Planned), Including Rehabilitation or Construction of Spur Tracks for Increased or Renewed Use by Rail Shippers	
Identification and Description:	**Estimated costs, if known:**
Bridge Repairs	$200,000
Siding restoration - Keyes	$250,000
Railcar Storage	
Has the railroad engaged in short-term or long-term railcar storage in 2020? If so, what is/was the volume of cars stored on the railroad?	**What is the railroad's capacity for railcar storage? Any other comments about the present railcar storage market?**
N/A	N/A
Other Comments	
Identification:	**Description:**

Source: CVR and ODOT

A.6.6 Farmrail Corporation (FMRC)

Farmrail Corporation (FMRC) has acted since 1981 as a lessee-operator for Oklahoma Department of Transportation, managing an 82-mile east-west line of Chicago, Rock Island & Pacific Railroad heritage between Weatherford and Erick. An additional 89 miles of former Atchison, Topeka & Santa Fe Railway line between Westhom and Elmer, was purchased from the state in 2013 after 20 years of operation under lease. Farmrail System, Inc. is an employee-owned holding company based in Clinton, Oklahoma for two Class III common-carrier railroads comprising "Western Oklahoma's Regional Railroad."

Table A-14 below includes a datasheet for FMRC identifying additional details and physical and operating characteristics of the FMRC network in Oklahoma

Table A-14: FMRC Datasheet

Railroad	Farmrail Corporation						
Alpha Code:	FMRC						
Operator:	Farmrail Corporation						
Parent Company:	Farmrail System, Inc.						
Contact:	Judy Petry						
Phone:	(580) 323-1234						
Email:	judypetry@farmrail.com						
Company Website:	www.farmrail.com						
Service Area							
Counties in Oklahoma:	Beckham, Washita, Custer, Caddo, Kiowa, Greer, Jackson						
Principal Stations in Oklahoma:	Clinton, Elk City, Weatherford, Altus, Lonewolf, Westhom						
Rail Traffic							
Principal Commodities:	Frac sand, aggregate, oilfield products, feed						
Annual Carloadings in Oklahoma (2020)	3,234						
Oklahoma Route Miles							
Subdivision or Segment and Limits	**Length**	**Operated**	**Out of Service**	**Owned**	**Leased**	**Trackage Rights**	**Average Number of Trains per Day**
Sunbelt	87.0	79.5	7.5	0	87.0	0	2-3
Orient	97.0	93.1	3.9	97.0	0	0	2-3
Total	184.0	172.6	11.4	97.0	87.0	0	4-6
Track Characteristics (As Necessary by Line Segment)							
FRA Track Class:	Orient Division – Class 1; Sunbelt Division: Weatherford to Clinton – excepted, Clinton to Sayre – Class 2, Sayre to Erick – Class 1						
Operating Speed:	Orient Division – 10 mph; Sunbelt Division: Weatherford to Clinton – 10 mph, Clinton to Sayre – 25 mph, Sayre to Erick – 10 mph						
Method of Operation	Track Warrant Control						
Line Density (2020):	Not Provided						
Weight Limits:	Orient Division: Foley to Westhom – 286,000 lbs, Clinton to Elmer – 268,000 lbs Sunbelt Division: Clinton to Weatherford – 268,000 lbs, Clinton to Elk City – 286,000 lbs, Elk City to Erick – 268,000 lbs.						
Vertical Clearance and Restrictions:	N/A						
FRA Excepted Track:	Sunbelt Division – Clinton to Weatherford						

Interchange Points	
Location:	**Railroad:**
Altus	BNSF, GNBC, WTJR
Clinton	GNBC
Facilities	
Type:	**Location:**
Classification Yards	Altus, Clinton
Transload Facility	Westhom
Intermodal Facility	None
Mechanical Facility	Clinton, Elk City
Bridges	
Number of Bridges on FMRC in Oklahoma: 131	**Number of Bridges in Need of Repair**: 36
Number of Bridges in Need of Upgrade to Handle 286K Loads: 76	**Other Bridge Comments, if applicable:** Bridges are inspected annually by Koppers
Present Capacity Constraints and Operational Bottlenecks	
Location:	**Description:**
None	N/A
Funded Capital Projects (Infrastructure and Other Improvements)	
Identification and Description:	**Estimated Costs, if known:**
Build 2 double-ended passing sidings in Elk City	$1.23M
Future Planned Improvements (Infrastructure and Other Improvements)	
Identification and Description:	**Estimated costs, if known:**
None	N/A
Other Improvement and Infrastructure Needs (Not Yet Funded or Planned), Including Rehabilitation or Construction of Spur Tracks for Increased or Renewed Use by Rail Shippers	
Identification and Description:	**Estimated costs, if known:**
None	N/A
Railcar Storage	
Has the railroad engaged in short-term or long-term railcar storage in 2020? If so, what is/was the volume of cars stored on the railroad?	**What is the railroad's capacity for railcar storage? Any other comments about the present railcar storage market?**
2,508 cars	2,959 cars
Other Comments	
Identification:	**Description:**
None	N/A

Source: FMRC and ODOT

A.6.7 Grainbelt Corporation (GNBC)

Grainbelt Corporation (GNBC), was formed in 1987 to purchase from Burlington Northern Railroad Company 178 miles of line linking Enid and Frederick.

Table A-15 includes a datasheet for GNBC identifying additional details and operating and physical characteristics of the GNBC network in Oklahoma.

Table A-15: GNBC Datasheet

Railroad	Grainbelt Corporation
Alpha Code:	GNBC
Operator:	Grainbelt Corporation
Parent Company:	Farmrail System, Inc.
Contact:	Judy Petry
Phone:	(580) 323-1234
Email:	judypetry@farmrail.com
Company Website:	www.farmrail.com
Service Area	
Counties in Oklahoma:	Garfield, Major, Blaine, Dewey, Custer, Washita, Kiowa, Tillman
Principal Stations in Oklahoma:	Enid, Okeene, Southard, Thomas, Clinton, Snyder, Frederick
Rail Traffic	
Principal Commodities:	Frac sand, grain, aggregate, gypsum, oilfield products, feed
Annual Carloadings in Oklahoma (2020)	5,147

Oklahoma Route Miles

Subdivision or Segment and Limits	Length	Operated	Out of Service	Owned	Leased	Trackage Rights	Average Number of Trains per Day
GNBC	178.9	177.2	1.5	178.9	0	37.3	6-7
Total	178.9	177.2	1.5	178.9	0	37.3	

Track Characteristics (As Necessary by Line Segment)	
FRA Track Class:	Class 2
Operating Speed:	25 mph
Method of Operation:	Track Warrant Control
Line Density (2020):	Not Provided
Weight Limits:	286,000 lbs Enid to north end of North Canadian River Bridge; 286,000 lbs from the south end of the North Canadian River Bridge to Clinton; 268,000 lbs Clinton to Frederick
Vertical Clearance and Restrictions:	16'8" MP 663.2 Deer Creek Bridge
FRA Excepted Track	None

Interchange Points	
Location:	**Railroad:**
Enid	BNSF (and UP via BNSF)
Clinton	FMRC
Snyder	BNSF, SLWC
Frederick	WTJR
Altus	BNSF via trackage rights

Facilities	
Type:	**Location:**
Classification Yards	Okeene, Clinton, Snyder, Altus
Transload Facility	Thomas (via FMRC)
Intermodal Facility	None

Mechanical Facility	Clinton
Bridges	
Number of Bridges on GNBC in Oklahoma: 108	**Number of Bridges in Need of Repair:** 69
Number of Bridges in Need of Upgrade to Handle 286K Loads: 53	**Other Bridge Comments, if applicable:** Bridges are inspected annually by Koppers
Present Capacity Constraints and Operational Bottlenecks	
Location:	**Description:**
None	N/A
Funded Capital Projects (Infrastructure and Other Improvements)	
Identification and Description:	**Estimated Costs, if known:**
New construction of the North Canadian River Bridge	$3,400,000
Construction of 6000' passing siding at Okeene	$1,100,000
Future Planned Improvements (Infrastructure and Other Improvements)	
Identification and Description:	**Estimated costs, if known:**
None	N/A
Other Improvement and Infrastructure Needs (Not Yet Funded or Planned), Including Rehabilitation or Construction of Spur Tracks for Increased or Renewed Use by Rail Shippers	
Identification and Description:	**Estimated costs, if known:**
Railcar Storage	
Has the railroad engaged in short-term or long-term railcar storage in 2020? If so, what is/was the volume of cars stored on the railroad?	**What is the railroad's capacity for railcar storage? Any other comments about the present railcar storage market?**
161 cars	161 cars
Other Comments	
Identification:	**Description:**
None	N/A

Source: GNBC and ODOT

A.6.8 Gateway Eastern Railroad (GWER)

The Gateway Eastern Railroad (GWER) is a Class III railroad that is a wholly owned subsidiary of Class I railroad Kansas City Southern. GWER owns and operates a former KCS branch between Poteau, Oklahoma and Fort Smith, Arkansas.

Table A-16 includes a datasheet for GWER identifying additional details and operating and physical characteristics of the ARS network in Oklahoma.

Table A-16: GWER Datasheet

Railroad	Gateway Eastern Railroad						
Alpha Code:	GWER						
Operator:	Gateway Eastern Railroad						
Parent Company:	KCS						
Contact:							
Phone:							
Email:							
Company Website:							
Service Area							
Counties in Oklahoma:	Le Flore						
Principal Stations in Oklahoma:	Poteau						
Rail Traffic							
Principal Commodities:							
Annual Carloadings in Oklahoma (2020)							
Oklahoma Route Miles							
Subdivision or Segment and Limits	**Length**	**Operated**	**Out of Service**	**Owned**	**Leased**	**Trackage Rights**	**Average Number of Trains per Day**
Poteau– OK/AR state line	14	14	0	0	0	0	1
Total	14	14	0	0	0	0	1
Track Characteristics (As Necessary by Line Segment)							
FRA Track Class:	Class 2						
Operating Speed:	25 mph						
Method of Operation:	Track Warrant Control						
Line Density (2020) in Annual Million Gross Tons per Mile (MGT)							
Weight Limits:	263,000 lbs.						
Vertical Clearance and Restrictions:	None						
FRA Excepted Track	None						

Interchange Points	
Location:	**Railroad:**
Poteau	Kansas City Southern

Facilities	
Type:	**Location:**
Classification Yards	None
Transload Facility	None

Intermodal Facility	None
Mechanical Facility	None
Bridges	
Number of Bridges on GWER in Oklahoma:	**Number of Bridges in Need of Repair:**
Number of Bridges in Need of Upgrade to Handle 286K Loads:	**Other Bridge Comments, if applicable:**
Present Capacity Constraints and Operational Bottlenecks	
Location:	**Description:**
Funded Capital Projects (Infrastructure and Other Improvements)	
Identification and Description:	**Estimated Costs, if known:**
None	N/A
Future Planned Improvements (Infrastructure and Other Improvements)	
Identification and Description:	**Estimated costs, if known:**
None	N/A
Other Improvement and Infrastructure Needs (Not Yet Funded or Planned), Including Rehabilitation or Construction of Spur Tracks for Increased or Renewed Use by Rail Shippers	
Identification and Description:	**Estimated costs, if known:**
Railcar Storage	
Has the railroad engaged in short-term or long-term railcar storage in 2020? If so, what is/was the volume of cars stored on the railroad?	**What is the railroad's capacity for railcar storage? Any other comments about the present railcar storage market?**
Other Comments	
Identification:	**Description:**
None	N/A

Source: GWER and ODOT

A.6.9 Hollis & Eastern Railroad (H&E)

The Hollis & Eastern (H&E) was established in 1958 to purchase a 34-mile section of the Missouri-Kansas-Texas Railroad slated for abandonment from Hollis, Oklahoma to Altus, Oklahoma. The portion from Hollis to Duke was later abandoned. Now owned by American Gypsum, the portion from Duke to Altus is operated by the Stillwater Central Railroad today. Details about the operating and physical characteristics of the H&E in Oklahoma can be found in the SLWC section presented later this Appendix.

Source: Oklahoma Historical Society

A.6.10 Kiamichi Railroad (KRR)

The Kiamichi Railroad operates in southeastern Oklahoma over former St. Louis-San Francisco Railroad branch lines. It is a subsidiary of Genesee & Wyoming, a large short line holding company. Its primary commodities include coal, clay, concrete, food and kindred products, glass and stone, lumber and wood products, pulp and paper, and non-metallic minerals.

Source: Genesee & Wyoming

Table A-17 includes a datasheet for KRR identifying additional details and operating and physical characteristics of the IKRR network in Oklahoma.

Table A-17: KRR Datasheet

Railroad	Kiamichi Railroad						
Alpha Code:	KRR						
Operator:	Kiamichi Railroad Company L.L.C.						
Parent Company:	Genesee & Wyoming Inc.						
Contact:	Stephen Wellman, General Manager						
Phone:	(513) 505-9553						
Email:	stephen.wellman@gwrr.com						
Company Website:	https://www.gwrr.com/railroads/north_america/kiamichi_railroad#m_tab-one-panel						
Service Area							
Counties in Oklahoma:	Bryan, Choctaw, McCurtain, Pushmataha						
Principal Stations in Oklahoma:	Madill, Lakeside, Durant, Hugo, Antlers, Valiant						
Rail Traffic							
Principal Commodities:	Coal, clay, concrete, food, glass and stone, lumber, pulp and paper, minerals						
Annual Carloadings in Oklahoma (2020)	Not Provided						
Oklahoma Route Miles							
Subdivision or Segment and Limits	**Length**	**Operated**	**Out of Service**	**Owned**	**Leased**	**Trackage Rights**	**Average Number of Trains per Day**
Lake – Hugo	65	65	0	65	0	0	2-3
Hugo – Oklahoma / Arkansas State Line	65	65	0	65	0	0	3
Hugo – Antlers	16	3	13	16	0	0	1
Hugo – Oklahoma / Texas State Line (Paris Branch)	10	10	0	10	0	0	2
Total	156	143	0	156	0	0	

Interchange Points	
Location:	**Railroad:**
Madill	BNSF
Durant	UP
Facilities	
Type:	**Location:**
Classification Yards	Hugo
Transload Facility	N/A
Intermodal Facility	N/A
Mechanical Facility	N/A
Bridges	
Number of Bridges on KRR in Oklahoma: 80	**Number of Bridges in Need of Repair:** 24
Number of Bridges in Need of Upgrade to Handle 286K Loads: 24	**Other Bridge Comments, if applicable:** Several bridge projects funded by FY 2020 CRISI grant
Present Capacity Constraints and Operational Bottlenecks	
Location:	**Description:**
None	None
Funded Capital Projects (Infrastructure and Other Improvements)	
Identification and Description:	**Estimated Costs, if known:**
2020 CRISI Grant	$20,012,000
2021 CAPEX	$1,500,000
Future Planned Improvements (Infrastructure and Other Improvements)	
Identification and Description:	**Estimated costs, if known:**
2022 CAPEX	$1,500,000
Other Improvement and Infrastructure Needs (Not Yet Funded or Planned), Including Rehabilitation or Construction of Spur Tracks for Increased or Renewed Use by Rail Shippers	
Identification and Description:	**Estimated costs, if known:**
None	None
Railcar Storage	
Has the railroad engaged in short-term or long-term railcar storage in 2020? If so, what is/was the volume of cars stored on the railroad?	**What is the railroad's capacity for railcar storage? Any other comments about the present railcar storage market?**
Yes – 343	Approx. 600
Other Comments	
Identification:	**Description:**
None	N/A

Source: KRR and ODOT

A.6.11 Northwestern Oklahoma Railroad (NOKL)

The Northwestern Oklahoma Railroad (NOKL) is a Class III railroad based in Woodward, Oklahoma near the Texas and Kansas borders. The BNSF serves as the NOKL Railroad's Class I interchange partner.

Table A-18 below includes a datasheet for NOKL identifying additional details and operating and physical characteristics of the NOKL network in Oklahoma.

Table A-18: NOKL Datasheet

Railroad	Northwestern Oklahoma Railroad						
Alpha Code:	NOKL						
Operator:	Northwestern Oklahoma Railroad						
Parent Company:	NOKL						
Contact:	Mark Clemence						
Phone:	(580) 256-8901						
Email:	mark@noklrailroad.com						
Company Website:	www.noklrailroad.com						
Service Area							
Counties in Oklahoma:	Woodward						
Principal Stations in Oklahoma:	Woodward						
Rail Traffic							
Principal Commodities:	Oilfield Products						
Annual Carloadings in Oklahoma (2020)	2016 – 0						
Oklahoma Route Miles							
Subdivision or Segment and Limits	**Length**	**Operated**	**Out of Service**	**Owned**	**Leased**	**Trackage Rights**	**Average Number of Trains per day**
All Tracks	4.5	4.1	0.4	4.5	0	0	0
Total							
Track Characteristics (As Necessary by Line Segment)							
FRA Track Class:	Excepted Track						
Operating Speed:	10 mph						
Method of Operation:	None						
Line Density (2020):							
Weight Limits:	286,000 lbs.						
Vertical Clearance and Restrictions:	None						
FRA Excepted Track:	All						
Interchange Points							
Location:	**Railroad:**						
Woodward	BNSF						
Facilities							
Type:	**Location:**						
Classification Yards							
Transload Facility							
Intermodal Facility							
Mechanical Facility							
Bridges							
Number of Bridges on NOKL in Oklahoma: 2	**Number of Bridges in Need of Repair:** 2						
Number of Bridges in Need of Upgrade to Handle 286K Loads: 1	**Other Bridge Comments, if applicable:** One bridge needs minor upgrade, the other needs a total rebuild.						

Present Capacity Constraints and Operational Bottlenecks	
Location:	**Description:**
None	
Funded Capital Projects (Infrastructure and Other Improvements)	
Identification and Description:	**Estimated Costs, if known:**
None	
Future Planned Improvements (Infrastructure and Other Improvements)	
Identification and Description:	**Estimated costs, if known:**
None	
Other Improvement and Infrastructure Needs (Not Yet Funded or Planned), Including Rehabilitation or Construction of Spur Tracks for Increased or Renewed Use by Rail Shippers	
Identification and Description:	**Estimated costs, if known:**
Bridge Rebuild	$1 Million
0.4-Mile Track Rebuild	Not known
Bridge Minor Upgrades	Not known
Railcar Storage	
Has the railroad engaged in short-term or long-term railcar storage in 2020? If so, what is/was the volume of cars stored on the railroad?	**What is the railroad's capacity for railcar storage? Any other comments about the present railcar storage market?**
No	
Other Comments	
Identification:	**Description:**

Source: NOKL and ODOT

A.6.12 Sand Springs Railway (SS)

The Sand Springs Railway (SS) is a Class III railroad based in Tulsa, Oklahoma. The Sand Springs Railway has direct connections with Union Pacific, BNSF and South Kansas Oklahoma Railroad. The Sand Springs Railway Company is a Class III railroad operating freight rail service between Sand Springs and Tulsa over a 32-mile route. Traffic handled includes steel, pulpboard, scrap iron, scrap paper, petroleum products, plastics and lumber. Key customers of Sand Springs Railway Company include Yaffe Metals, Baker Petrolite, Webco Industries and Ranger Steel.

Table A-19 includes a datasheet for SS identifying additional details and operating and physical characteristics of the SS network in Oklahoma.

Table A-19: SS Datasheet

Railroad	Sand Springs Railway						
Alpha Code:	SS						
Operator:	Sand Springs Railway						
Parent Company:	OmniTRAX						
Contact:	Bryce Anderson						
Phone:	(918) 399-2681						
Email:	banderson@omnitrax.com						
Company Website:	www.omnitrax.com						
Service Area							
Counties in Oklahoma:	Tulsa						
Principal Stations in Oklahoma:	Tulsa, Sand Springs						
Rail Traffic							
Principal Commodities:	Steel, plastic, lumber, petroleum products, scrap paper						
Annual Carloadings in Oklahoma (2020)	3,712						
Oklahoma Route Miles							
Subdivision or Segment and Limits	**Length**	**Operated**	**Out of Service**	**Owned**	**Leased**	**Trackage Rights**	**Average Number of Trains per day**
Main Track	8	8	0	8	0	0	1-3
Total	8	8	0	8	0	0	
Track Characteristics (As Necessary by Line Segment)							
FRA Track Class:	Class 1						
Operating Speed:	10 mph						
Method of Operation:	None						
Line Density (2020):	2948 GTM						
Weight Limits:	286,000 lbs.						
Vertical Clearance and Restrictions:	Plate F						
FRA Excepted Track:	Storage Tracks only						
Interchange Points							
Location:				Railroad:			
Tulsa				BNSF, UP			
Facilities							
Type:				Location:			
Classification Yards				Sand Springs and Tulsa			
Transload Facility				Sand Springs			
Intermodal Facility				N/A			
Mechanical Facility				N/A			

Bridges	
Number of Bridges on SS in Oklahoma: 0	**Number of Bridges in Need of Repair:** 0
Number of Bridges in Need of Upgrade to Handle 286K Loads: 0	**Other Bridge Comments, if applicable:** N/A
Present Capacity Constraints and Operational Bottlenecks	
Location:	**Description:**
N/A	
Funded Capital Projects (Infrastructure and Other Improvements)	
Identification and Description:	**Estimated Costs, if known:**
SS Coal Traffic Relay Main Line	$750,000
SFX and main line rehab	$350,000
Future Planned Improvements (Infrastructure and Other Improvements)	
Identification and Description:	**Estimated costs, if known:**
New Shop Construction	$600,000
Other Improvement and Infrastructure Needs (Not Yet Funded or Planned), Including Rehabilitation or Construction of Spur Tracks for Increased or Renewed Use by Rail Shippers	
Identification and Description:	**Estimated costs, if known:**
Interchange Rehabilitation	$150,000
Railcar Storage	
Has the railroad engaged in short-term or long-term railcar storage in 2020? If so, what is/was the volume of cars stored on the railroad?	**What is the railroad's capacity for railcar storage? Any other comments about the present railcar storage market?**
Yes – 94 cars	200 cars
Other Comments	
Identification:	**Description:**
Butane storage of up to 90 carloads	N/A

Source: SS and ODOT

A.6.13 South Kansas & Oklahoma (SKOL)

The South Kansas & Oklahoma (SKOL) is a Class III railroad based in Cherryvale, Kansas. Operating on more than 433 miles and carrying more than 50,000 loaded railcars, the SKOL serves a diverse customer base. More than 30 locomotives and up to 10 train crews (assembling and hauling) are in operation at any time, making the SKOL one of the busiest short line operations in the industry. Our diverse commodity base is comprised of grain and grain products, cement, coal, chemicals, steel and plastics. Three-dimensional shippers are also located on the SKOL.

Table A-20 includes a datasheet for SKOL identifying additional details and operating and physical characteristics of the SKOL network in Oklahoma.

Table A-20: SKOL Datasheet

Railroad	South Kansas & Oklahoma						
Alpha Code:	SKOL						
Operator:	South Kansas & Oklahoma Railroad						
Parent Company:	Watco						
Contact:	Carla Ewing						
Phone:	(620) 687-3769						
Email:	crice@watco.com						
Company Website:	www.watco.com						
Service Area							
Counties in Oklahoma:	Washington, Tulsa						
Principal Stations in Oklahoma:	Owasso, Port of Catoosa						
Rail Traffic							
Principal Commodities:	Cement Powder, Sand, Gypsum, Rock, Butane, Grain						
Annual Carloadings in Oklahoma (2020)	18,499						
Oklahoma Route Miles							
Subdivision or Segment and Limits	**Length**	**Operated**	**Out of Service**	**Owned**	**Leased**	**Trackage Rights**	**Average Number of Trains per day**
Tulsa Subdivision	67.7	67.7	0	67.7	0	0	3–4
Total	67.7	67.7	0	67.7	0	0	3-4
Track Characteristics (As Necessary by Line Segment)							
FRA Track Class:	Class 2						
Operating Speed:	25 mph						
Method of Operation:	Track Warrant Control, Yard Limits						
Line Density (2020) in Annual Million Gross Tons per Mile (MGT)	Not Provided						
Weight Limits:	263,000 lbs.						
Vertical Clearance and Restrictions:	None						
FRA Excepted Track:	Dewey, Bartlesville, and Cherokee Industrial Spurs						

Interchange Points	
Location:	**Railroad:**
Tulsa	BNSF
Tulsa	SLWC
Tulsa	UP (handoff to BNSF for delivery to UP)
Owasso	Port of Catoosa (Tulsa Port Authority)
Facilities	
Type:	**Location:**
Classification Yards	Owasso, Tulsa
Transload Facility	
Intermodal Facility	
Mechanical Facility	
Bridges	
Number of Bridges on SKOL in Oklahoma: 69	**Number of Bridges in Need of Repair:** 42
Number of Bridges in Need of Upgrade to Handle 286K Loads: 43	**Other Bridge Comments, if applicable:** Bridge 80.2 requires detailed inspection.
Present Capacity Constraints and Operational Bottlenecks	
Location:	**Description:**
Tulsa Sub	One way traffic
Funded Capital Projects (Infrastructure and Other Improvements)	
Identification and Description:	**Estimated Costs, if known:**
SKOL CRISI – 286K	$40.6M (roughly half will be spent in Oklahoma)
Future Planned Improvements (Infrastructure and Other Improvements)	
Identification and Description:	**Estimated costs, if known:**
None	N/A
Other Improvement and Infrastructure Needs (Not Yet Funded Or Planned), Including Rehabilitation Or Construction Of Spur Tracks For Increased Or Renewed Use By Rail Shippers	
Identification and Description:	**Estimated costs, if known:**
None	N/A
Railcar Storage	
Has the railroad engaged in short-term or long-term railcar storage in 2020? If so, what is/was the volume of cars stored on the railroad?	**What is the railroad's capacity for railcar storage? Any other comments about the present railcar storage market?**
150	150
Other Comments	
Identification:	**Description:**
None	N/A

Source: SKOL and ODOT

A.6.14 Stillwater Central Railroad (SLWC)

The Stillwater Central Railroad (SLWC) is a Class III railroad based in Oklahoma City, Oklahoma. The SLWC operates over 275 miles of track in Oklahoma, stretching from Tulsa in the upper northeast corner to Duke in the southwest, with an additional branch running from Pawnee to Stillwater. The SLWC transports commodities such as fuels, minerals, and industrial products across the Sooner State. Transloading facilities in Stroud, Lawton and Oklahoma City have added to the services available on the SLWC line.

Table A-21 below includes a datasheet for SLWC identifying additional details and operating and physical characteristics of the SLWC network in Oklahoma.

Table A-21: SLWC Datasheet

Railroad	Stillwater Central Railroad						
Alpha Code:	SLWC						
Operator:	Stillwater Central Railroad						
Parent Company:	Watco						
Contact:	Nathan Champion and Carla Ewing						
Phone:	(405) 616-3000						
Email:	nchampion@watco.com, crice@watco.com						
Company Website:	https://www.watco.com						
Service Area							
Counties in Oklahoma:	Pawnee, Payne, Creek, Lincoln, Oklahoma, Canadian, Grady, Caddo, Comanche, Kiowa						
Principal Stations in Oklahoma:	Owasso, Oklahoma City, Lawton, Cyril, Chickasha						
Rail Traffic							
Principal Commodities:	Granite, limestone, construction sand, frac sand, gypsum, cement, lumber, crude oil, wallboard, paperboard						
Annual Carloadings in Oklahoma (2020)	39,764						
Oklahoma Route Miles							
Subdivision or Segment and Limits	**Length**	**Operated**	**Out of Service**	**Owned**	**Leased**	**Trackage Rights**	**Average Number of Trains per day**
Cowboy Subdivision	23.6	23.6	0	0	23.6	0	0
Sooner Subdivision	130.1	130.1	0	130.1	0	0	5/day
Lawton Subdivision	127.3	127.3	0	127.3	0	0	6/day
Hollis & Eastern Line	14	14	0	0	14	0	1/week
Total	281	281	0	257.4	37.6	0	12/day
Track Characteristics (As Necessary by Line Segment)							
FRA Track Class:	Class 2, Excepted						
Operating Speed:	25 mph, Restricted Speed						
Method of Operation:	Track Warrant Control, Yard Limits						
Line Density (2020) in Annual Million Gross Tons per Mile (MGT)	5.1 MGT						
Weight Limits:	286,000 lbs. and 268,000 lbs.						
Vertical Clearance and Restrictions:	Vertical clearance is 18' anything above requires permit						
FRA Excepted Track:	HE Industrial Spur, Dayton Industrial Spur, Midwest City Industrial Spur						
Interchange Points							
Location:	**Railroad:**						
Oklahoma City	BNSF, UP						

Sapulpa	BNSF, SKOL
Chickasha	UP
Altus	BNSF
Facilities	
Type:	**Location:**
Classification Yards	Oklahoma City, Eagle Yard, Cyril
Transload Facility	Watco Terminal and Port services / Transload and logistics / Rock and Rail
Intermodal Facility	None
Mechanical Facility	Oklahoma City
Bridges	
Number of Bridges on SLWC in Oklahoma: 239	**Number of Bridges in Need of Repair:** 141
Number of Bridges in Need of Upgrade to Handle 286K Loads: 10	**Other Bridge Comments, if applicable:** Other Bridges will need priority work to maintain 286K
Present Capacity Constraints and Operational Bottlenecks	
Location:	**Description:**
Sapulpa to Stroud	East and West bound Loaded and empty Oil Trains 104 cars
Oklahoma City North Yard	531 cars
Eagle yard, Lawton	223 cars
Cyril yard, Cyril	95 cars
Funded Capital Projects (Infrastructure and Other Improvements)	
Identification and Description:	**Estimated Costs, if known:**
Crossings	$500,000
Bridges	TBD
Track infrastructure	TBD
Future Planned Improvements (Infrastructure and Other Improvements)	
Identification and Description:	**Estimated costs, if known:**
Crossings	$150,000
Bridges	$335,000
Track infrastructure	$1,711,000
Fences	$72,000
Other Improvement and Infrastructure Needs (Not Yet Funded or Planned), Including Rehabilitation or Construction of Spur Tracks for Increased or Renewed Use by Rail Shippers	
Identification and Description:	**Estimated costs, if known:**
Crossing in Kellyville	$50,000
Crossing in Lawton	$135,000
Bridge repair/rehabilitation	$10,100,000
Railcar Storage	
Has the railroad engaged in short-term or long-term railcar storage in 2020? If so, what is/was the volume of cars stored on the railroad?	**What is the railroad's capacity for railcar storage? Any other comments about the present railcar storage market?**
595 cars	850 cars
Other Comments	
Identification:	**Description:**
None	N/A

Source: SLWC and ODOT

A.6.15 Texas, Oklahoma & Eastern Railroad (TO&E)

The Texas, Oklahoma & Eastern Railroad (TO&E) is a Class III railroad subsidiary of the DeQueen & Eastern Railroad based in DeQueen, Arkansas. The TO&E operates 40 miles of track in the state of Oklahoma and interchanges with Kiamichi Railroad and Western Farmers Electric Corporation.

Table A-22 includes a datasheet for TO&E identifying additional details and operating and physical characteristics of the TO&E network in Oklahoma.

Table A-22: TO&E Datasheet

Railroad	Texas, Oklahoma & Eastern Railroad
Alpha Code:	TOE
Operator:	DQE (De Queen & Eastern Railroad)
Parent Company:	Patriot Rail Company
Contact:	Robert Turnauckas
Phone:	(904) 421-9283
Email:	Bob.turnauckas@patriotrail.com
Company Website:	www.patriotrail.com
Service Area	
Counties in Oklahoma:	McCurtain
Principal Stations in Oklahoma:	Broken Bow, Wright City, Valliant
Rail Traffic	
Principal Commodities:	Corn, Paper, Pulp Board, Wood Chips
Annual Carloadings in Oklahoma (2020)	21,508

Oklahoma Route Miles

Subdivision or Segment and Limits	Length	Operated	Out of Service	Owned	Leased	Trackage Rights	Average Number of Trains per day
Valiant to Arkansas border	40	40	0	40	0	0	2
Total	40	40	0	40	0	0	2

Track Characteristics (As Necessary by Line Segment)	
FRA Track Class:	Class 2
Operating Speed:	25 mph
Method of Operation:	Block Register
Line Density (2020):	537 GTM
Weight Limits:	286,000 lbs.
Vertical Clearance and Restrictions:	None in Oklahoma
FRA Excepted Track:	None

Interchange Points	
Location:	**Railroad:**
Valliant, Oklahoma	KRR
De Queen, Arkansas	KCS
Perkins, Arkansas	UPRR

Facilities	
Type:	**Location:**
Classification Yards	None
Transload Facility	None
Intermodal Facility	None
Mechanical Facility	Valliant, Oklahoma and De Queen, Arkansas

Bridges	
Number of Bridges on TO&E in Oklahoma: 30	**Number of Bridges in Need of Repair:** 23
Number of Bridges in Need of Upgrade to Handle 286K Loads: None	**Other Bridge Comments, if applicable:** N/A
Present Capacity Constraints and Operational Bottlenecks	
Location:	**Description:**
Interchange Capacity at Valiant with the KRR	Track Footage
Funded Capital Projects (Infrastructure and Other Improvements)	
Identification and Description:	**Estimated Costs, if known:**
2500 Track Ties	$215,833
159 Switch Ties	$47,606
4 Miles of Surfacing	$79,624
4 Road Crossing Repairs	$115,200
Future Planned Improvements (Infrastructure and Other Improvements)	
Identification and Description:	**Estimated costs, if known:**
3,000 Track Ties	$266,000
50 Switch Ties	$16,300
12 Miles Surfacing	$98,500
4,000 LF of Rail	$187,000
Other Improvement and Infrastructure Needs (Not Yet Funded or Planned), Including Rehabilitation or Construction of Spur Tracks for Increased or Renewed Use by Rail Shippers	
Identification and Description:	**Estimated costs, if known:**
Craig yard Upgrade rail from 75lb	Unknown
MP 12.0 Water erosion from Golden River	Unknown
Extend the Connection track at Valiant from 30 car lengths to 115 car lengths, allow chambering yard for unit trains	Unknown
Railcar Storage	
Has the railroad engaged in short-term or long-term railcar storage in 2020? If so, what is/was the volume of cars stored on the railroad?	**What is the railroad's capacity for railcar storage? Any other comments about the present railcar storage market?**
100 railcars	300 railcars
Other Comments	
Identification:	**Description:**

Source: TO&E and ODOT

A.6.16 Tulsa Sapulpa Union Railway (TSU)

The Tulsa Sapulpa Union Railway (TSU) is a Class III railroad based in Tulsa, Oklahoma. It operates between Sapulpa and Tulsa, Oklahoma. It is one of Oklahoma's oldest operating railroads with origins dating back to 1907. The railroad operates trackage between Tulsa and Sapulpa serving multiple industrial customers. The railway also operates trackage between Tulsa and Jenks, Oklahoma on behalf of the Union Pacific Railroad (UP).

Table A-23 includes a datasheet for TSU identifying additional details and operating and physical characteristics of the TSU network in Oklahoma.

Table A-23: TSU Datasheet

Railroad	Tulsa Sapulpa Union Railway						
Alpha Code:	TSU						
Operator:	TSU						
Parent Company:	N/A						
Contact:	Kevin Tucker						
Phone:	(918) 224-1515						
Email:	Ktucker@tsurailway.com						
Company Website:	www.tsurailway.com						
Service Area							
Counties in Oklahoma:	Creek, Tulsa						
Principal Stations in Oklahoma:	Sapulpa						
Rail Traffic							
Principal Commodities:	Silica sand, pulp paper, soda ash, limestone, plastic						
Annual Carloadings in Oklahoma (2020)	4,000						
Oklahoma Route Miles							
Subdivision or Segment and Limits	**Length**	**Operated**	**Out of Service**	**Owned**	**Leased**	**Trackage Rights**	**Average Number of Trains per day**
Sapulpa	10	10	0	10	0	0	1
Jenks	13	13	0	0	13	0	1
Total	23	23	0	10	13	0	2
Track Characteristics (As Necessary by Line Segment)							
FRA Track Class:	Class 3						
Operating Speed:	10 mph						
Method of Operation:	None						
Line Density (2020) in Annual Million Gross Tons per Mile (MGT)	0.4 MGT						
Weight Limits:	263,000 lbs.						
Vertical Clearance and Restrictions:	Height – 18'6"						
FRA Excepted Track:	Yes						
Interchange Points							
Location:	**Railroad:**						
Sapulpa	BNSF						
Tulsa	UP						
Facilities							
Type:	**Location:**						
Classification Yards	2 – 41st Street – Tulsa, OK, and Lakeside @ Sapulpa, OK						

Transload Facility	2 – Asphalt Fuel Supply, and Premiere Logistics
Intermodal Facility	None
Mechanical Facility	None
Bridges	
Number of Bridges on TSU in Oklahoma: 13	**Number of Bridges in Need of Repair:** 13
Number of Bridges in Need of Upgrade to Handle 286K Loads: 13	**Other Bridge Comments, if applicable:** TSU has a bridge repair program in place./A
Present Capacity Constraints and Operational Bottlenecks	
Location:	**Description:**
Ardagh Glass Facility – Sapulpa, OK - Creek, Co	Ardagh Glass Facility – Sapulpa, OK - Creek, Co
Close clearances to navigate oversized or long hauls.	Close clearances to navigate oversized or long hauls.
Land Road Overpass – Sapulpa, OK - Creek, Co	Land Road Overpass – Sapulpa, OK - Creek, Co
Close clearances to navigate oversized or long hauls.	Close clearances to navigate oversized or long hauls.
Funded Capital Projects (Infrastructure and Other Improvements)	
Identification and Description:	**Estimated Costs, if known:**
Ongoing maintenance program	$500,000.00
Future Planned Improvements (Infrastructure and Other Improvements)	
Identification and Description:	**Estimated costs, if known:**
Construct new 15 car storage siding in Creek County	Construct new 15 car storage siding in Creek County
Other Improvement and Infrastructure Needs (Not Yet Funded or Planned), Including Rehabilitation or Construction of Spur Tracks for Increased or Renewed Use by Rail Shippers	
Identification and Description:	**Estimated costs, if known:**
Continue to upgrade track and tie installations and improve drainage along right of way and track. Remove unnecessary Vegetation	Unknown at this time
Railcar Storage	
Has the railroad engaged in short-term or long-term railcar storage in 2020? If so, what is/was the volume of cars stored on the railroad?	**What is the railroad's capacity for railcar storage? Any other comments about the present railcar storage market?**
69 cars	75 cars, possibility for further expansion with storage tracks
Other Comments	
Identification:	**Description:**
None	N/A

Source: TSU and ODOT

A.6.17 Western Farmers Electric Corp. (WFEC)

The Western Farmers Electric Corp. (WFEC) is a Class III railroad based in Andarko, Oklahoma. The line is operated under agreement by Kiamichi Railroad (KRR).

Table A-24 includes a datasheet for WFEC identifying additional details and operating and physical characteristics of the WFEC network in Oklahoma.

Table A-24: WFEC Datasheet

Railroad	Western Farmers Electric Corp.						
Alpha Code:	WFEC						
Operator:	Kiamichi Railroad (KRR)						
Parent Company:	Western Farmers Electric Cooperative						
Contact:	Ben Wetherill						
Phone:	580-873-2201 x140						
Email:	B_wetherill@wfec.com						
Company Website:	www.wfec.com						
Service Area							
Counties in Oklahoma:	McCurtain, Choctaw						
Principal Stations in Oklahoma:							
Rail Traffic							
Principal Commodities:							
Annual Carloadings in Oklahoma (2020)							
Oklahoma Route Miles							
Subdivision or Segment and Limits	**Length**	**Operated**	**Out of Service**	**Owned**	**Leased**	**Trackage Rights**	**Average Number of Trains per day**
Mainline	14.1	14.1	0	14.1	0	0	N/A
Total							
Track Characteristics (As Necessary by Line Segment)							
FRA Track Class:	Class 2						
Operating Speed:	Unknown						
Method of Operation:	N/A						
Line Density (2020):	0 GTM						
Weight Limits:	286,000 lbs.						
Vertical Clearance and Restrictions:							
FRA Excepted Track:							
Interchange Points							
Location:				**Railroad:**			
				KRR			
Facilities							
Type:				**Location:**			
Classification Yards				None			
Transload Facility				None			
Intermodal Facility				None			
Mechanical Facility				None			
Bridges							
Number of Bridges on WFEC in Oklahoma: 5				**Number of Bridges in Need of Repair:**			
Number of Bridges in Need of Upgrade to Handle 286K Loads: 0				**Other Bridge Comments, if applicable:**			

Present Capacity Constraints and Operational Bottlenecks	
Location:	**Description:**
Funded Capital Projects (Infrastructure and Other Improvements)	
Identification and Description:	**Estimated Costs, if known:**
Future Planned Improvements (Infrastructure and Other Improvements)	
Identification and Description:	**Estimated costs, if known:**
Other Improvement and Infrastructure Needs (Not Yet Funded or Planned), Including Rehabilitation or Construction of Spur Tracks for Increased or Renewed Use by Rail Shippers	
Identification and Description:	**Estimated costs, if known:**
Railcar Storage	
Has the railroad engaged in short-term or long-term railcar storage in 2020? If so, what is/was the volume of cars stored on the railroad?	**What is the railroad's capacity for railcar storage? Any other comments about the present railcar storage market?**
Other Comments	
Identification:	**Description:**

Source: WFEC and ODOT

A.6.18 Wichita, Tillman & Jackson Railway (WT&J)

The Wichita, Tillman & Jackson Railway (WT&J) is a Class III railroad based in Wichita Falls, Texas. It is composed of a former UP branch line operating in Texas and Oklahoma. The railroad interchanges with the UP and BNSF in Wichita Falls, Texas and Altus, Okla. Shipments are predominately grain, chemicals and agricultural products. Rio Grande Pacific Corporation maintains a 100% equity interest in this property.

Table A-25 includes a datasheet for WT&J identifying additional details and operating and physical characteristics of the WT&J network in Oklahoma.

Table A-25: WT&J Datasheet

Railroad	Wichita, Tillman & Jackson Railway						
Alpha Code:	WT&J						
Operator:	Wichita, Tillman & Jackson Railway						
Parent Company:	Rio Grande Pacific Corp.						
Contact:	Scott Traylor						
Phone:	(817) 737-7288 x 3107						
Email:	scott@rgpc.com						
Company Website:	http://rgpc.com/railroads/wichita-tillman-and-jackson-railway-company/						
Service Area							
Counties in Oklahoma:	Jackson, Tillman						
Principal Stations in Oklahoma:	Altus, Fredrick, Grandfield						
Rail Traffic							
Principal Commodities:	Grain, scrap metal, fertilizer, animal feed						
Annual Carloadings in Oklahoma (2020)	276						
Oklahoma Route Miles							
Subdivision or Segment and Limits	**Length**	**Operated**	**Out of Service**	**Owned**	**Leased**	**Trackage Rights**	**Average Number of Trains per day**
Red River Subdivision: Milepost 17.5 – Milepost 78.6	61.1	61.1	0	61.1	0	0	0-2
Total	61.1	61.1	0	61.1	0	0	0-2
Track Characteristics (As Necessary by Line Segment)							
FRA Track Class:	Class 1						
Operating Speed:	10 mph						
Method of Operation:	Restricted Limits						
Line Density (2020) in Annual Million Gross Tons per Mile (MGT)	2.5 MGT						
Weight Limits:	286,000 lbs.						
Vertical Clearance and Restrictions:	19 feet above top of rail						
FRA Excepted Track:	None						
Interchange Points							
Location:	**Railroad:**						
Altus	BNSF, FMRC, SLWC						
Frederick	GNBC						
Facilities							
Type:	**Location:**						
Classification Yards	Altus						

Transload Facility	N/A
Intermodal Facility	N/A
Mechanical Facility	N/A
Bridges	
Number of Bridges on WT&J in Oklahoma: 21	**Number of Bridges in Need of Repair:** 10
Number of Bridges in Need of Upgrade to Handle 286K Loads: 0	**Other Bridge Comments, if applicable:** Red River bridge needs south side stream bank stabilization and reclamation. Several bridges need stringers and deck ties replaced.
Present Capacity Constraints and Operational Bottlenecks	
Location:	**Description:**
Funded Capital Projects (Infrastructure and Other Improvements)	
Identification and Description:	**Estimated Costs, if known:**
Surfacing work	$50,000
Future Planned Improvements (Infrastructure and Other Improvements)	
Identification and Description:	**Estimated costs, if known:**
Br. 64.8 – Replace stringers & deck ties	$150,000
Br. 31.4 - Replace stringers & deck ties	$60,000
Other Improvement and Infrastructure Needs (Not Yet Funded or Planned), Including Rehabilitation or Construction of Spur Tracks for Increased or Renewed Use by Rail Shippers	
Identification and Description:	**Estimated costs, if known:**
Streambank Stabilization south side of Red River bridge	$1,000,000
Railcar Storage	
Has the railroad engaged in short-term or long-term railcar storage in 2020? If so, what is/was the volume of cars stored on the railroad?	**What is the railroad's capacity for railcar storage? Any other comments about the present railcar storage market?**
546	612
Other Comments	
Identification:	**Description:**
None	N/A

Source: WT&J and ODOT

A.7 Non-Operating Railroad Owners in Oklahoma

The following entities own trackage in Oklahoma that is part of the state rail network, but are considered non-operators. Each non-operating railroad owner has established an agreement with an operator to provide rail service. The location of these segments within the Oklahoma rail network was identified previously in **Figure A-4** in Section A.6. The general physical characteristics for the networks of each non-operating railroad owner are included in the discussion for the designated Class III railroad operator of each segment included earlier in Section A.6.

A.7.1 State of Oklahoma (OK)

The State of Oklahoma stepped in and assisted in saving many rail lines from being abandoned and dismantled in the 1980s after several Class I railroads declared bankruptcy. CRIP discontinued service in late 1979. In 1980 and 1981, the Oklahoma legislature appropriated $12 million and $10 million, respectively, to be invested in the Oklahoma rail system. The State of Oklahoma acquired nearly 500 miles of railroads from CRIP and the Missouri-Kansas-Texas Railroad Company in 1981–1983. To this date, the state continues to own track and leases the majority of these tracks to Class III railroads in order to have continued rail service for many Oklahoma communities and businesses.

A.7.2 Port of Muskogee Railroad (PMR)

The Port of Muskogee Railroad (PMR) is a private railroad based in Muskogee, Oklahoma. The railroad operates approximately 5.5 miles of trackage serving port customers and interchanges with both BNSF Railway and Union Pacific Railroad.

A.7.3 Public Service of Oklahoma (PSO)

Public Service of Oklahoma (PSO) is a private railroad based in Sequoyah, Oklahoma. It was built to serve the PSO generating station at Oologah and is served by both BNSF Railway and the Union Pacific Railroad.

A.7.4 Tulsa Ports

Tulsa's Port of Catoosa (POCA) in Rogers County, Oklahoma owns and operates trackage within the port. It is served by both BNSF Railway and the South Kansas and Oklahoma Railroad. Tulsa Ports also owns trackage within the Port of Inola, which is currently being redeveloped at the site of a former unbuilt nuclear generating station.

A.8 Industrial Railroads in Oklahoma

Industrial railroads exist in Oklahoma that typically provide intraplant and interplant rail switching service to industrial and manufacturing customers and to coordinate and facilitate carload interchange with Class I or III railroads. These small privately owned switching railroads operate over short segments of private industrial track on private property, and exist at many grain elevators, ethanol plants, and other manufacturing and industrial facilities in Oklahoma. These operations can be owned and operated by the company they serve or can be operated under a contract agreement with an outside party. Due to their classification, the mileage of privately owned industrial track is not included in route-mile calculations of the Oklahoma rail network. Specific industrial railroad applications and private track ownership in Oklahoma are not identified in the Oklahoma State Rail Plan.

A.9 Major Railroad Yards and Facilities in Oklahoma

The section identifies the location of known major Class I, II, and III railroad yards and facilities in Oklahoma, including the following shown in **Figure A-5**:

Yard/Terminal – Locations with yards where railcars are switched, classified, and stored and where trains are built and staged. Oklahoma's principal rail yards are located throughout the state.

Intermodal Facility – Location where the transfer of trailers and containers between road and rail modes occurs. There are presently no intermodal facilities in Oklahoma.

Transload Facility – Location where bulk freight is transferred between two modes of transportation. There are several bulk transload facilities on the Oklahoma rail network. Commonly transloaded commodities include crude oil, hydraulic fracturing material, finished and unfinished goods, lumber, building materials, and other bulk commodities. Transloading enables shippers without direct access to the rail network to access rail via a secondary mode.

Freight Car Repair Facilities – Locations where railcars used for freight transportation may be repaired in Oklahoma.

Locomotive Repair and Servicing Facilities – Locations where railroad locomotives may be repaired and / or serviced (which may include fueling) in Oklahoma.

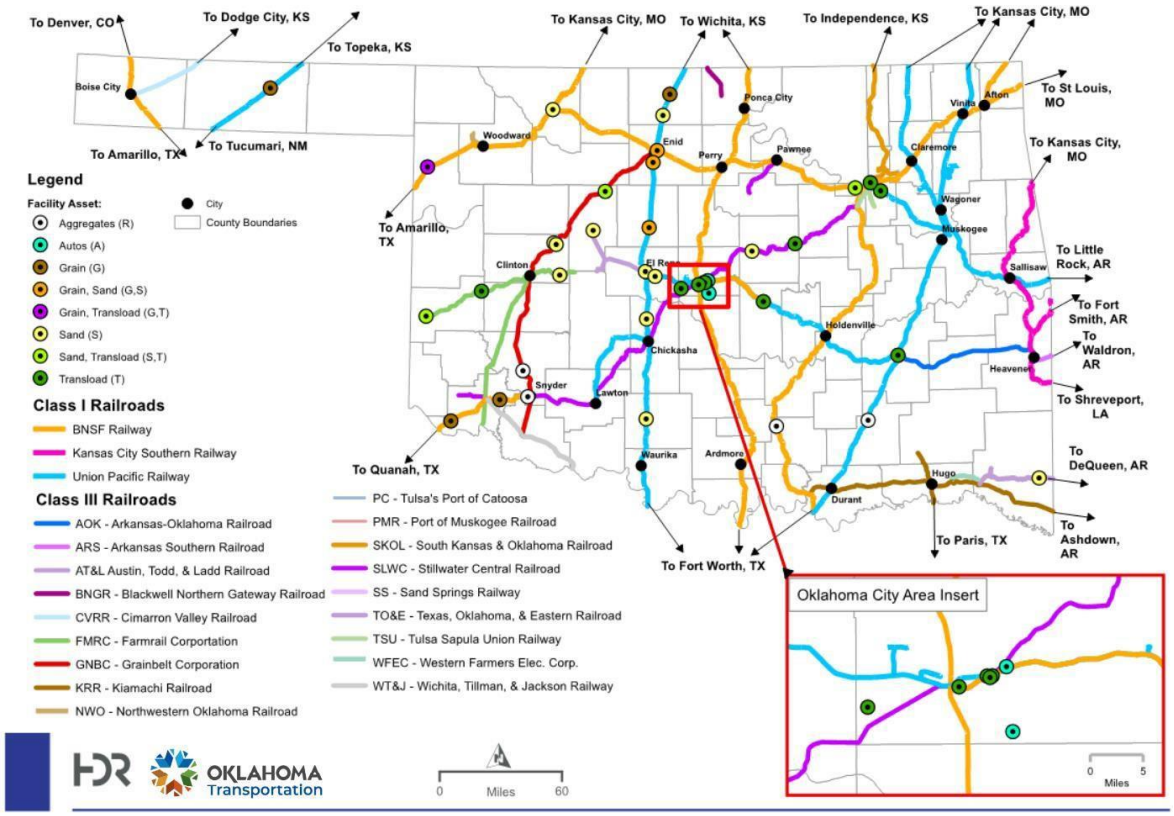

Figure A-5: Rail Asset and Network Map in Oklahoma
Source: ODOT and HDR

A.9.1 Class I Railroads

Major freight rail yards and facilities of Class I railroads in Oklahoma, to the extent known through coordination with the state's railroads, are shown in **Table A-26**.

Table A-26: Oklahoma Class I Railroads Major Freight Rail Yards and Facilities in Oklahoma

Railroad	Yard/ Terminal	Mechanical Facility	Automotive Facility	Unit Grain Loading Facility	Aggregate Loading Facility	Transload Facility
BNSF Railway (BNSF)	Enid; OKC; Ponca City; Tulsa	OKC; Tulsa	Oklahoma City	El Dorado; Headrick; Enid; Shattuck	Avard; Enid; Mill Creek; Snyder	OKC
Kansas City Southern Railway (KCS)	Heavener; Watts	Heavener				
Union Pacific Railroad (UP)	Chickasha; El Reno; Enid; Muskogee; OKC		Midwest City	Enid; Kingfisher; Medford; Optima	Enid; El Reno; Kingfisher; Yukon; Duncan; Pocasset; Pond Creek; Stringtown	OKC; Tulsa

Source: BNSF, KCS, UP, ODOT

A.9.2 Class III Railroads

Major freight rail yards and facilities of Class III railroads in Oklahoma, to the extent known through coordination with the state's railroads, are shown in **Table A-27**.

Table A-27: Oklahoma Class III Railroads Major Freight Rail Yards and Facilities in Oklahoma

Railroad	Yard/ Terminal	Mechanical Facility	Automotive Facility	Unit Grain Loading Facility	Aggregate Loading Facility	Transload Facility
Arkansas-Oklahoma Railroad (AOK)	Shawnee; McAlester		Oklahoma City			Shawnee; McAlester
Arkansas Southern Railroad (ARS)	Heavener	Waldron, AR				
Austin, Todd & Ladd Railroad (AT&L)				Watonga		
Blackwell Northern Gateway Railroad (BNGR)						
Cimarron Valley Railroad (CVR)						
Farmrail Corporation (FMRC)	Altus; Clinton	Clinton; Elk City			Elk City; Weatherford; Thomas	Erick
Grainbelt Corporation (GNBC)	Clinton; Snyder; Frederick	Clinton			Okeene; Roosevelt; Thomas	

Railroad	Yard/ Terminal	Mechanical Facility	Automotive Facility	Unit Grain Loading Facility	Aggregate Loading Facility	Transload Facility
Kiamichi Railroad (KRR)	Hugo	Hugo				Paris, TX
Northwestern Oklahoma Railroad (NOKL)	Woodward	Woodward				
Sand Springs Railway (SS)	Sand Springs; Tulsa	Sand Springs				Sand Springs
South Kansas & Oklahoma Railroad (SKOL)	Owasso; Tulsa					Tulsa
Stillwater Central Railroad (SLWC)	OKC	OKC				Del City; Midwest City; OKC; Wellston; Stroud
Texas, Oklahoma & Eastern Railroad (TO&E)	Valliant	Valliant; De Queen, AR				
Tulsa Sapulpa Union Railway (TSU)						
Western Farmers Electric Corp. (WFEC)						
Wichita, Tillman & Jackson Railway (WT&J)	Altus					

Source: Class III railroad outreach, ODOT

A.9.3 Rail Intermodal Facilities

Oklahoma does not have any active Class I intermodal facilities, but it is located in proximity to other intermodal facilities operated by BNSF, UP, and KCS in the Dallas/Fort Worth and Kansas City areas; BNSF also operates a facility in the Memphis area. Oklahoma's central location in the Midwest could potentially make it a hub for the development of an additional facility on various domestic intermodal rail corridor services extending to the southern, eastern, and western U.S. and various international ports, thus enhancing access to the rail network in Oklahoma and the reach of Oklahoma's shippers and receivers in the national and global marketplace.

The need for intermodal facilities within Oklahoma was identified in the *2005-2030 Oklahoma Statewide Intermodal Transportation Plan*. Stakeholders would need to identify locations, funding sources, and levels of service, among other issues. Partnerships with railroads, specifically the short line railroads in which the state is already in partnership will be critical to the success of any plan.[107]

BNSF operates one automotive facility in the state, in Oklahoma City. Facilities also exist in adjacent states at Kansas City, Kansas; Amarillo, Texas; and Alliance, Texas.[108]

[107] 2005-2030 Oklahoma Statewide Intermodal Transportation Plan
[108] http://bnsf.com/customers/where-can-i-ship/

UP operates one automotive facility in the state, in Oklahoma. Facilities also exist in adjacent states at Kansas City, Kansas and in the Dallas-Fort Worth area of Texas.[109]

A.10 Rail-Port Connections in Oklahoma

Oklahoma does not have any seaports, but its two river ports on the McClellan-Kerr Arkansas River Navigation System have a physical connection to the Oklahoma rail network. This waterway, the McClellan-Kerr Arkansas River Navigation System, provides a 445-mile navigable waterway connecting Oklahoma to the Mississippi River and the Gulf of Mexico[110].

Oklahoma has three public river ports or barge terminals on the McClellan-Kerr Arkansas River Navigation System[111]. Both of these facilities have active multimodal connections to the Oklahoma rail network. River barge terminals in Oklahoma with known connections to the Oklahoma rail network are identified and described in **Table A-28**. River barge capacity (for worked and stored barges) and railcar storage capacity at each facility and commodity types typically handled by each facility, to the extent known, are included.

Table A-28: Oklahoma River Barge Terminals with Connections to the Oklahoma Rail Network

Facility and Owner	Location	Navigable Waterway	Railroad Connection(s)	River Barge Capacity	Railcar Storage Capacity	Major Commodities Handled by Facility
Port of Muskogee	Muskogee	McClellan-Kerr Arkansas River Navigation System	BNSF, UP	Unknown	Unknown	Iron and Steel, industrial minerals, asphalt, petroleum coke, molasses, fertilizer, grain and other agricultural products, coal and construction materials
Tulsa Port of Catoosa	Catoosa	McClellan-Kerr Arkansas River Navigation System	BNSF, UP	Unknown	Unknown	Agricultural commodities, consumer goods
Tulsa Port of Inola	Inola	McClellan-Kerr Arkansas River Navigation System	UP	Unknown	Unknown	TBD

Source: ODOT, Arkansas-Oklahoma Port Operators Association, Tulsa Ports, Port of Muskogee

[109] https://www.up.com/customers/autos/facility_profiles/index.htm
[110] http://www.swt.usace.army.mil/Missions/Navigation.aspx
[111] Ibid.

Appendix B: Oklahoma Railroad Law Review

Appendix B: Oklahoma Railroad Law Review

The following statutes are probably unenforceable based on ICCTA and FRSA federal statutes. Those will be marked with *

Table of Contents

Title 11 Cities and Towns

11-36-116 Duties of railways as to paving and street improvements

*11-36-117 Sidewalks – Construction by railroad – Maintenance of improvements

*11-36-118 Noncompliance by railway – Doing work at railway's expense – Lien on railway property

§11-36-116. Duties of railways as to paving and street improvements.

When a railway occupies any portion of a street with its tracks running in the general direction of the street, either on or adjacent thereto, the railway company shall improve the space between its tracks, and two (2) feet on either side thereof, in the same manner that the remainder of the street is to be improved, or with such other material as the municipality may require. Where any railway company occupies an alley with its track or tracks, the company shall be required to improve, gutter, drain, grade or pave, chat or gravel such alley in the manner that may be required by the ordinances of the municipality. Where any railway company crosses any street that is being or has been paved, the governing body may require the railway company to pave so much of the street as may be occupied by its track or tracks and two (2) feet on each side, and when more than one track crosses the street within a distance of one hundred (100) feet, measuring from inside rail to inside rail, the railway company shall grade, gutter, drain, curb, pave, chat or gravel, or improve between its tracks in the same manner as the municipality may be improving or has improved the other portion of the street.

Provided however, any municipality may, at the time of the construction of the tracks, the granting of any street railway franchise, or at the time of the publication of the resolution, waive any or all of the requirements of this section if it deems it to be in the best interests of the municipality to do so.

Laws 1977, c. 256, § 36-116, eff. July 1, 1978.

§11-36-117. Sidewalks - Construction by railroad - Maintenance of improvements.

The municipality may require, in addition to the improvement of streets as required in Section 36-116 of this title, that a railway company shall construct sidewalks crossing the tracks or right-of-way of its railways, with such material as the municipality may require by ordinance, upon either or both sides of the street; and that the railway company shall maintain such improvements, keeping the same in repair at its own expense, using for such purpose the same material as is used for the original paving, graveling or macadamizing, or sidewalks, or such other material as the municipality may order.

Laws 1977, c. 256, § 36-117, eff. July 1, 1978.

§11-36-118. Noncompliance by railway - Doing work at railway's expense - Lien on railway property.

A. If the owners of the railway shall fail or refuse to comply with the order of the municipality to make such improvements by paving, chatting, graveling, macadamizing, or building sidewalks as the municipality may direct, or to repair such paving, graveling, macadamizing or sidewalks, such work may be done by the municipality. The cost and expense of such work done by the municipality may be charged against the railway company and may be collected in the district court in the county in which the improvements have been made, by action of law, in the name of the municipality against the railway company. In any such action at law it shall be sufficient to declare generally for work or labor done, or material furnished on the particular street, avenue, alley or highway so improved.

B. In addition to the remedy provided in this section for collection of costs and expenses, the municipality, or any one authorized by it to do the work, shall be entitled to a lien upon the property of the railway company. Such lien shall exist for the full amount of the cost and expense against the property of the railway company adjacent or contiguous to the improvement or improvements so made. The lien may be enforced against the property of the railway company by action in the district court in the county in which the improvements have been made. In any action to enforce the lien, it shall be sufficient to declare generally that the lien exists for the amount of the cost and expense of the work and labor done or material furnished on the particular improvement.

Laws 1977, c. 256, § 36-118, eff. July 1, 1978.

Title 17 Crossings

17-86 Jurisdiction of Corporation Commission over crossings

*17-82 Expense of crossings.

17-84 Location and kind of crossing.

17-86 Extra Hazardous crossings – Protective devices – Costs. 17-87 Payment of state costs.

§17-81. Jurisdiction of Corporation Commission over crossings.

The Corporation Commission is given full jurisdiction over all public highway crossings, where same cross steam or electric railroads or railways within the State of Oklahoma.

Added by Laws 1919, c. 53, p. 88, § 1.

§17-82. Expense of crossings.

The expense of construction and the maintenance of public highway grade crossings shall be borne by the railroad or railway company involved. For overgrade or undergrade public highway crossings over or under steam or electric railroad or railway, the assignment of cost and maintenance shall be left to the discretion of the Corporation Commission; but in no event shall the city, town or

municipality be assessed with more than fifty percent (50%) of the actual costs of such overgrade or undergrade crossings.

Laws 1919, c. 53, p. 88, § 2.

§17-84. Location and kind of crossing.

The Corporation Commission shall have exclusive jurisdiction to determine and prescribe the particular location of highway crossings, for steam or electric railways, the protection required, to order the removal of all obstructions as to view of such crossings, to alter or abolish any such crossings, and to require, where practicable, a separation of grade at any such crossing, heretofore or hereafter established.

Laws 1919, c. 53 p. 88, § 4.

§17-86. Extra hazardous crossings - Protective devices - Costs.

The Oklahoma Corporation Commission shall have the authority, after having made proper investigations, to designate those grade crossings which are extra hazardous. At all such crossings so designated, the Commission shall have the authority to order the installation of appropriate protective devices. All such installations to be performed by the railroad. The Commission shall have the authority to determine the number, type, and location of such signs, signals, gates or other protective devices, which, however, shall conform as near as may be with generally-recognized national standards, and said Commission shall have authority to prescribe the division of the cost of the installation of such signs, signals, gates or other protective devices between the public utility and the state or its political subdivisions; provided, however, that the cost to the utility shall be not less than ten percent (10%) or more than twenty-five percent (25%) of the total costs. The railroads shall be responsible for all subsequent maintenance and cost thereof. Provided, however, that the results of investigation or investigations, findings, determinations, or orders of the Corporation Commission shall not be admissible in any civil action.

Laws 1965, c. 388, § 1, emerg. eff. June 30, 1965.

§17-87. Payment of state costs.

All such division of costs that become an obligation of the state shall be paid from funds accruing to the credit of the State Highway Construction and Maintenance Fund under 68 O.S.1963, Supp., § 5-504(b), and all such division of costs that become an obligation of a municipal corporation or other political subdivision of the state shall be paid from the funds accruing to the various counties of the state under 68 O.S.1963 Supp., § 5-504(d).

Added by Laws 1965, c. 388, § 2, emerg. eff. June 30, 1965.

Title 21 Crimes and Punishments

21-1253 Failure to ring bell of locomotive

21-1365 Trespassing on railway trains a misdemeanor

21-1751 Railroads, injuries to.

21-1752.1 Trespass upon or interference with railroad property

21-1767.1 Use or threat to use explosive, incendiary device, or simulated bomb to damage or injure persons or property.

21-1778 Train signal light, removing or masking – False light or signal

§21-1253. Failure to ring bell of locomotive.

Every person in charge, as engineer of a locomotive engine, who omits to cause a bell to ring or a steam whistle to sound at the distance of at least eighty (80) rods from the place where the track crosses, on the same level, any traveled public way, is punishable by a fine not exceeding Fifty Dollars ($50.00), or by imprisonment in the county jail not exceeding sixty (60) days.

R.L.1910, § 2536.

§21-1365. Trespassing on railway trains a misdemeanor.

Any person, other than a railway employee in the discharge of his duty, who, without authority from the conductor of the train, rides, or attempts to ride, on top of any car, coach, engine or tender, on any railroad in this state, or on the drawheads between the cars, or under cars or trussrods or trucks, or in any freight car, or on the platform of any baggage car, express car, or mail car, or any train in this state, shall be guilty of a misdemeanor.

R.L.1910, § 2578.

§21-1751. Railroads, injuries to.

Any person who maliciously, wantonly or negligently either:

1. Removes, displaces, injures or destroys any part of any railroad, or railroad equipment, whether for steam or horse cars, or any track of any railroad, or of any branch or branchway, switch, turnout, bridge, viaduct, culvert, embankment, station house, or other structure or fixture, or any part thereof, attached to or connected with any railroad; or
2. Places any obstruction upon the rails or tracks of any railroad, or any branch, branchway, or turnout connected with any railroad, shall be guilty of a felony punishable by imprisonment in the State Penitentiary not exceeding four (4) years or in a county jail not less than six (6) months.

R.L. 1910, § 2756. Amended by Laws 1997, c. 133, § 407, eff. July 1, 1999; Laws 1999,

1st Ex.Sess., c. 5, § 298, eff. July 1, 1999.

NOTE: Laws 1998, 1st Ex.Sess., c. 2, § 23 amended the effective date of Laws 1997, c. 133, § 407 from July 1, 1998, to July 1, 1999.

§21-1752.1. Trespass upon or interference with railroad property.

A. Any person shall be guilty of a misdemeanor if the person:
   1. Without consent of the owner or the owner's agent, enters or remains on railroad property, knowing that it is railroad property;
   2. Throws an object at a train, or rail-mounted work equipment; or
   3. Maliciously or wantonly causes in any manner the derailment of a train, railroad car or rail-mounted work equipment.

B. Any person shall be guilty of a felony if the person commits an offense specified in subsection A of this section which results in a demonstrable monetary loss, damage or destruction of railroad property when said loss is valued at more than One Thousand Five Hundred Dollars ($1,500.00) or results in bodily injury to a person. Any person shall be guilty of a felony if the person discharges a firearm or weapon at a train, or rail-mounted work equipment.

C. Any person violating the misdemeanor provisions of this section shall be deemed guilty of a misdemeanor and upon conviction shall be punished by imprisonment in the county jail not exceeding one (1) year or by a fine not exceeding One Thousand Dollars ($1,000.00), or both such fine and imprisonment. Any person violating the felony provisions of this section shall be deemed guilty of a felony, and upon conviction shall be punished by imprisonment in the State Penitentiary not exceeding four (4) years. If personal injury results, such person shall be punished by imprisonment in the State Penitentiary.

D. Subsection A of this section shall not be construed to interfere with the lawful use of a public or private crossing.

E. Nothing in this section shall be construed as limiting a representative of a labor organization which represents or is seeking to represent the employees of the railroad, from conducting such business as provided under the Railway Labor Act, 45 U.S.C., Section 151 et seq.

F. As used in this section “railroad property” includes, but is not limited to, any train, locomotive, railroad car, caboose, rail-mounted work equipment, rolling stock, work equipment, safety device, switch, electronic signal, microwave communication equipment, connection, railroad track, rail, bridge, trestle, right-of-way or other property that is owned, leased, operated or possessed by a railroad.

Added by Laws 1995, c. 139, § 1, emerg. eff. May 2, 1995. Amended by Laws 1997, c.

133, § 409, eff. July 1, 1999; Laws 1999, 1st Ex.Sess., c. 5, § 300, eff. July 1, 1999.

NOTE: Laws 1998, 1st Ex.Sess., c. 2, § 23 amended the effective date of Laws 1997, c. 133, § 409 from July 1, 1998, to July 1, 1999.

§21-1767.1. Use or threat to use explosive, incendiary device, or simulated bomb to damage or injure persons or property.

A. Any person who shall willfully or maliciously commit any of the following acts shall be deemed guilty of a felony:

1. Place in, upon, under, against or near to any building, car, truck, aircraft, motor or other vehicle, vessel, railroad, railway car, or locomotive or structure, any explosive or incendiary device with unlawful intent to destroy, throw down, or injure, in whole or in part, such property, or conspire, aid, counsel or procure the destruction of any building, public or private, or any car, truck, aircraft, motor or other vehicle, vessel, railroad, railway car, or locomotive or structure; or
2. 2Place in, upon, under, against or near to any building, car, truck, aircraft, motor or other vehicle, vessel, railroad, railway car, or locomotive or structure, any explosive or incendiary device with intent to destroy, throw down, or injure in whole or in part, under circumstances that, if such intent were accomplished, human life or safety would be endangered thereby; or
3. By the explosion of any explosive or the igniting of any incendiary device destroy, throw down, or injure any property of another person, or cause injury to another person; or
4. Manufacture, sell, transport, or possess any explosive, the component parts of an explosive, an incendiary device, or simulated bomb with knowledge or intent that it or they will be used to unlawfully kill, injure or intimidate any person, or unlawfully damage any real or personal property; or
5. Place in, upon, under, against or near to any building, car, truck, aircraft, motor or other vehicle, vessel, railroad, railway car, or locomotive or structure, any foul, poisonous, offensive or injurious substance or compound, explosive, incendiary device, or simulated bomb with intent to wrongfully injure, molest or coerce another person or to injure or damage the property of another person; or
6. Injure, damage or attempt to damage by an explosive or incendiary device any person, persons, or property, whether real or personal; or
7. Make any threat or convey information known to be false, concerning an attempt or alleged attempt to kill, injure or intimidate any person or unlawfully damage any real or personal property by means of an explosive, incendiary device, or simulated bomb; or
8. Manufacture, sell, deliver, mail or send an explosive, incendiary device, or simulated bomb to another person; or
9. While committing or attempting to commit any felony, possess, display, or threaten to use any explosive, incendiary device, or simulated bomb.

B. Nothing contained herein shall be construed to apply to, or repeal any laws pertaining to, the acts of mischief of juveniles involving no injurious firecrackers or devices commonly called "stink bombs".

Added by Laws 1951, p. 61, § 1. Amended by Laws 1971, c. 121, § 1, emerg. eff. May 4, 1971; Laws 1991, c. 54, § 1, emerg. eff. April 10, 1991; Laws 1997, c. 133, § 415, eff. July 1, 1999; Laws 2003, c. 168, § 1, eff. July 1, 2003; Laws 2004, c. 275, § 8, eff. July 1, 2004; Laws 2005, c. 1, § 14, emerg. eff. March 15, 2005.

NOTE: Laws 2004, c. 130, § 2 repealed by Laws 2005, c. 1, § 15, emerg. eff. March 15, 2005.

NOTE: Laws 1998, 1st Ex. Sess., c. 2, § 23 amended the effective date of Laws 1997, c. 133, § 415 from July 1, 1998, to July 1, 1999.

§21-1778. Train signal light, removing or masking - False light or signal.

Any person who unlawfully masks, alters or removes any light or signal, or willfully exhibits any false light or signal, with intent to bring any locomotive or any railway car or train of cars into danger, shall be guilty of a felony punishable by imprisonment in the State Penitentiary not exceeding ten (10) years and not less than three (3) years.

R.L. 1910, § 2783. Amended by Laws 1997, c. 133, § 418, eff. July 1, 1999; Laws 1999,

1st Ex.Sess., c. 5, § 304, eff. July 1, 1999.

NOTE: Laws 1998, 1st Ex.Sess., c. 2, § 23 amended the effective date of Laws 1997, c. 133, § 418 from July 1, 1998, to July 1, 1999.

Title 47 Motor Vehicles

47-11-102	Required obedience to traffic laws
47-11-306	Further limitations on driving to left of center of roadway
47-11-701	Obedience to signal indicating approach of train
47-11-702	Commercial motor vehicles and buses – Railroad crossing
47-11-801	Basic rule – Maximum and minimum limits – Fines and penalties
47-11-803	When local authorities may and shall alter maximum limits
47-11-1103	Motorcycles, motor-driven cycles, motorize bicycles, or electric-assisted bicycle – Restrictions on transporting other persons and on operation
47-11-1115	Railroad-highway grade crossings – Class A, B or C commercial vehicles – When crossing prohibited

§47-11-102. Required obedience to traffic laws.

It is unlawful and, unless otherwise declared in this chapter with respect to particular offenses, it is a misdemeanor for any person to do any act forbidden or fail to perform any act required in this chapter.

Laws 1961, p. 373, § 11-102.

§47-11-306. Further limitations on driving to left of center of roadway.

A. No vehicle shall be driven on the left side of the roadway under the following conditions:
    1. When approaching or upon the crest of a grade or a curve in the highway where the driver's view is obstructed within such distance as to create a hazard in the event another vehicle might approach from the opposite direction;
    2. When approaching within one hundred (100) feet of or traversing any intersection or railroad grade crossing unless otherwise indicated by official traffic control devices;
    3. When the view is obstructed upon approaching within one hundred (100) feet of any bridge, viaduct or tunnel.

B. The foregoing limitations shall not apply upon a one-way roadway; nor under the conditions described in Section 11-301, subsection (a), paragraph 2 of this title, nor to the driver of a vehicle turning left into or from an alley, private road or driveway.

Laws 1961, p. 377, § 11-306; Laws 1977, c. 21, § 5, emerg. eff. April 15, 1977.

§47-11-701. Obedience to signal indicating approach of train.

A. Whenever any person driving a vehicle approaches a railroad grade crossing under any of the circumstances stated in this section, the driver of such vehicle shall stop within fifty (50) feet but not less than fifteen (15) feet from the nearest rail of such railroad, and shall not proceed until he can do so safely. The foregoing requirements shall apply when:
    1. A clearly visible electric or mechanical signal device gives warning of the immediate approach of a railroad train;
    2. A crossing gate is lowered or when a human flagman gives or continues to give a signal of the approach or passage of a railroad train;
    3. A railroad train approaching within approximately one thousand five hundred (1,500) feet of the highway crossing emits a signal audible from such distance and such railroad train, by reason of its speed or nearness to such crossing, is an immediate hazard;
    4. An approaching railroad train is plainly visible and is in hazardous proximity to such crossing; or
    5. The tracks at the crossing are not clear.

B. No person shall drive any vehicle through, around or under any crossing gate or barrier at a railroad crossing while such gate or barrier is closed or is being opened or closed or fail to obey the directions of a law enforcement officer at the crossing.

C. The operator of any Class A, B, or C commercial vehicle not required to stop at all railroad crossings, as prescribed in Section 11-702 of this title, shall slow down and check that the tracks are clear of an approaching train.

Added by Laws 1961, p. 382, § 11-701, eff. Sept. 1, 1961. Amended by Laws 2002, c.

169, § 2, eff. Oct. 1, 2002.

§47-11-702. Commercial motor vehicles and buses - Railroad crossing.

A. The driver of a bus as defined in Section 1-105 of this title, whether the bus is occupied or unoccupied by passengers, shall not cross a railroad track or tracks at grade unless the driver stops the bus within fifty (50) feet of, and not closer than fifteen (15) feet to, the tracks, listens and looks in each direction along the tracks for an approaching train, and ascertains that no train is approaching. When it is safe to do so, the driver may drive the bus across the tracks in a gear that permits the bus to complete the crossing without a change of gears. The driver shall not shift gears while crossing the tracks.

B. Any commercial motor vehicle as defined in 49 C.F.R., Section 390.5, shall comply with the railroad crossing provisions as prescribed in 49 C.F.R., Section 392.10.

Added by Laws 1961, p. 382, § 11-702, eff. Sept. 1, 1961. Amended by Laws 1997, c. 201, § 6, eff. Nov. 1, 1997; Laws 2001, c. 309, § 2, eff. Nov. 1, 2001; Laws 2003, c. 461, § 8, eff. July 1, 2003; Laws 2004, c. 418, § 13, eff. July 1, 2004; Laws 2008, c. 302, § 1, emerg. eff. June 2, 2008; Laws 2011, c. 138, § 1, eff. Nov. 1, 2011.

§47-11-801. Basic rule - Maximum and minimum limits – Fines and penalties.

A. Any person driving a vehicle on a highway shall drive the same at a careful and prudent speed not greater than nor less than is reasonable and proper, having due regard to the traffic, surface and width of the highway and any other conditions then existing. No person shall drive any vehicle upon a highway at a speed greater than will permit the driver to bring it to a stop within the assured clear distance ahead.

B. Except when a special hazard exists that requires lower speed for compliance with subsection A of this section, the limits specified by law or established as hereinafter authorized shall be maximum lawful speeds, and no person shall drive a vehicle on a highway at a speed in excess of the following maximum limits:

1. On a highway or part of a highway, unless otherwise established in law, a speed established by the Department of Transportation on the basis of engineering and traffic investigations used to determine the speed that is reasonable and safe under the conditions found to exist on the highway or part of the highway;
2. For a school bus, fifty-five (55) miles per hour on paved two-lane roads except on the state highway system, the interstate highway system and the turnpike system where the maximum shall be sixty-five (65) miles per hour;
3. On any highway outside of a municipality in a properly marked school zone, twenty-five (25) miles per hour, provided the zone is marked with appropriate warning signs

placed in accordance with the latest edition of the Manual on Uniform Traffic Control Devices. The Department of Transportation may determine on the basis of an engineering and traffic investigation that a speed limit higher than twenty-five (25) miles per hour may be reasonable and safe under conditions as they exist upon a highway, and post an alternative school zone speed limit. The Department shall mark such school zones, or entrances and exits onto highways by buses or students, so that the maximum speed provided by this section shall be established therein. Exits and entrances to controlled-access highways which are within such school zones shall be marked in the same manner as other highways. The county commissioners shall mark such school zones along the county roads so that the maximum speed provided by this section shall be established therein. The signs may be either permanent or temporary. The Department shall give priority over all other signing projects to the foregoing duty to mark school zones. The Department shall also provide other safety devices for school zones which are needed in the opinion of the Department;

4. Twenty-five (25) miles per hour or a posted alternative school zone speed limit through state schools located on the state-owned land adjoining or outside the limits of a corporate city or town where a state educational institution is established;
5. Thirty-five (35) miles per hour on a highway in any state park or wildlife refuge. Provided, however, that the provisions of this paragraph shall not include the State Capitol park area, and no person shall drive any vehicle at a rate of speed in excess of fifty-five (55) miles per hour on any state or federal designated highway within such areas; and
6. For any vehicle or combination of vehicles with solid rubber or metal tires, ten (10) miles per hour.

   The maximum speed limits set forth in this section may be altered as authorized in Sections 11-802 and 11-803 of this title.

C. The Commission is hereby authorized to prescribe maximum and minimum speeds for all vehicles and any combinations of vehicles using controlled-access highways. Such regulations shall become effective after signs have been posted on these highways giving notice thereof. Such regulations may apply to an entirely controlled-access highway or to selected sections thereof as may be designated by the Commission. It shall be a violation of this section to drive any vehicle at a faster rate of speed than such prescribed maximum or at a slower rate of speed than such prescribed minimum. However, all vehicles shall at all times conform to the limits set forth in subsection A of this section.

- Copies of such regulations certified as in effect on any particular date by the Secretary of the Commission shall be accepted as evidence in any court in this state. Whenever changes have been made in speed zones, copies of such regulations shall be filed with the Commissioner of Public Safety.

D. The Oklahoma Turnpike Authority is hereby authorized to prescribe maximum and minimum speeds for trucks, buses and automobiles using turnpikes. The regulation pertaining to automobiles shall apply to all vehicles not commonly classified as either trucks or buses. Such regulations shall become effective only after approval by the Commissioner of Public Safety, and after signs have been posted on the turnpike giving notice thereof. Such regulations may apply to an entire turnpike project or to selected sections thereof as may be

designated by the Oklahoma Turnpike Authority. It shall be a violation of this section to drive a vehicle at a faster rate of speed than such prescribed maximum speed or at a slower rate of speed than such prescribed minimum speed. However, all vehicles shall at all times conform to the requirements of subsection A of this section.

- Copies of such regulations, certified as in effect on any particular date by the Secretary of the Oklahoma Turnpike Authority, shall be accepted in evidence in any court in this state.

E. The driver of every vehicle shall, consistent with the requirements of subsection A of this section, drive at an appropriate reduced speed when approaching and crossing an intersection or railway grade crossing, when approaching and going around a curve, when approaching a hillcrest, when driving upon any narrow or winding roadway, and when special hazard exists with respect to pedestrians or other traffic, or by reason of weather or highway conditions. The Oklahoma Department of Transportation and the Oklahoma Turnpike Authority may post, by changeable message sign or other appropriate sign, a temporary reduced speed limit for maintenance operations or when special hazards with respect to pedestrians, other traffic, an accident, by reason of weather or when other hazardous highway conditions exist.

F.

1. No person shall drive a vehicle on a county road at a speed in excess of fifty-five (55) miles per hour unless posted otherwise by the board of county commissioners, as provided in subparagraphs a through c of this paragraph, as follows:
    a. the board of county commissioners may determine, by resolution, a maximum speed limit which shall apply to all county roads which are not otherwise posted for speed,
    b. the board of county commissioners shall provide public notice of the speed limit on all nonposted roads by publication in a newspaper of general circulation in the county. The notice shall be published once weekly for a period of four (4) continuous weeks, and
    c. the board of county commissioners shall forward the resolution to the Director of the Department and to the Commissioner of Public Safety.
2. The Department shall post speed limit information, as determined pursuant to the provisions of subparagraphs a through c of paragraph 1 of this subsection, on the county line marker where any state highway enters a county and at all off-ramps where interstate highways or turnpikes enter a county. The signs shall read as follows:

ENTERING _____COUNTY

COUNTY ROAD SPEED LIMIT

_____MPH

UNLESS POSTED OTHERWISE

The appropriate board of county commissioners shall reimburse the Department the full cost of the signage required herein.

G. Any person convicted of a speeding violation pursuant to subsection B or F of this section shall be punished by a fine as follows:

1.

a. For an offense occurring on or after the effective date of this act and prior to November 1, 2022, one to ten miles per hour over the speed limit as provided for in Section 2 of this act, and

b. For an offense occurring on or after November 1, 2022, one to ten miles per hour over the limit $10.00

2. Eleven to fifteen miles per hour over the limit $20.00
3. Sixteen to twenty miles per hour over the limit $35.00
4. Twenty-one to twenty-five miles per hour over the limit $75.00
5. Twenty-six to thirty miles per hour over the limit $135.00
6. Thirty-one to thirty-five miles per hour over the limit $155.00
7. Thirty-six miles per hour or more over the limit $205.00 or by imprisonment for not more than ten (10) days; for a second conviction within one (1) year after the first conviction, by imprisonment for not more than twenty (20) days; and upon a third or subsequent conviction within one

- (1) year after the first conviction, by imprisonment for not more than six
- (6) months, or by both such fine and imprisonment.

Added by Laws 1961, p. 383, § 11-801, eff. Sept. 1, 1961. Amended by Laws 1969, c. 200, § 1; Laws 1970, c. 336, § 1, emerg. eff. April 23, 1970; Laws 1973, c. 112, § 2; Laws1996, c. 324, § 1; Laws 1999, c. 145, § 1, eff. Nov. 1, 1999; Laws 1999, c. 328, § 1, eff. Nov. 1, 1999; Laws 2000, c. 285, § 1, eff. July 1, 2000; Laws 2001, c. 133, § 1, emerg. eff. April 24, 2001; Laws 2001, c. 435, § 7, eff. July 1, 2001; Laws 2003, c. 279, § 4, emerg. eff. May 26, 2003; Laws 2008, c. 319, § 4, eff. Nov. 1, 2008; Laws 2015, c. 294, § 1, eff. July 1, 2015; Laws 2016, c. 163, § 1, eff. Nov. 1, 2016; Laws 2016, c. 276, § 1, eff. Nov. 1, 2016; Laws 2018, c. 237, § 1.

NOTE: Laws 1999, c. 299, § 1 repealed by Laws 2000, c. 285, § 5, eff. July 1, 2000.

§47-11-803. When local authorities may and shall alter maximum limits.

A. Whenever local authorities in their respective jurisdictions determine on the basis of an engineering and traffic investigation that the maximum speed permitted under this article is greater or less than is reasonable and safe under the conditions found to exist upon a highway or part of a highway, the local authority may determine and declare a reasonable and safe maximum limit thereon which:

1. Decreases the limit at intersections; or
2. Increases the limit within an urban district, but not to more than sixty- five (65) miles per hour; or
3. Decreases the limit outside an urban district, but not to less than thirty (30) miles per hour.

B. Local authorities in their respective jurisdictions shall determine by an engineering and traffic investigation the proper maximum speed for all arterial streets and shall declare a reasonable and safe maximum limit thereon which may be greater or less than the maximum speed permitted under Section 1-101 et seq. of this title for an urban district.

C. Any altered limit established as hereinabove authorized shall be effective at all times or during hours of darkness or at other times as may be determined when appropriate signs giving notice thereof are erected upon such street or highway.

D. As to streets and highways within the corporate limits which have been constructed or reconstructed with state or federal funds, local authorities shall have joint authority with the Transportation Commission to establish or alter speed limits; provided, however, the speed limit on an interstate highway within such corporate limits shall not be decreased to less than sixty (60) miles per hour; and provided further, that no local authority shall impose speed limits on any such street or highway substantially lower than those justified by the highway design, capacity, and traffic volume as determined by engineering studies.

E. Not more than six such alterations as hereinabove authorized shall be made per mile along a street or highway except in the case of reduced limits at intersections, and the difference between adjacent limits shall not be more than ten (10) miles per hour.

Added by Laws 1961, p. 385, § 11-803, eff. Sept. 1, 1961. Amended by Laws 1991, c. 98,

§ 5, eff. July 1, 1991; Laws 1996, c. 324, § 2.

§47-11-1103. Motorcycles, motor-driven cycles, motorized bicycles, or electric-assisted bicycle - Restrictions on transporting other persons and on operation.

A. No person under the age of sixteen (16) years shall drive a motorcycle, motor-driven cycle, motorized scooter, motorized bicycle, or an electric-assisted bicycle on any highway of this state while transporting any other person.

B. The operator of a motorcycle, motor-driven cycle, motorized scooter, motorized bicycle, or electric-assisted bicycle who has attained the age of sixteen (16) years or older may carry a passenger if the vehicle has a wheel diameter of twelve (12) inches or greater and is factory-designed and equipped with either:

1. A double seating device with double foot rests; or
2. A sidecar attachment providing a separate seat space within such sidecar attachment for each person riding therein so that such person shall be seated entirely within the body of said sidecar.

C. No rider of a motorcycle, motor-driven cycle, motorized scooter, motorized bicycle, or electric-assisted bicycle shall hold to any moving vehicle for the purpose of being propelled.

D. No driver of a motorcycle, motor-driven cycle, motorized scooter, motorized bicycle, or electric-assisted bicycle shall pass other vehicles between lanes of traffic traveling in the same direction. This subsection shall not apply to the operator of an authorized emergency vehicle.

Added by Laws 1961, p. 389, § 11-1103. Amended by Laws 2003, c. 411, § 15, eff. Nov.

1, 2003; Laws 2004, c. 521, § 10, eff. Nov. 1, 2004.

§47-11-1115. Railroad-highway grade crossings – Class A, B or C commercial vehicles – When crossing prohibited.

At a railroad-highway grade crossing, a person operating a Class A, B or C commercial motor vehicle shall not negotiate the crossing if there is:

1. Insufficient space to drive completely through the crossing without stopping; or
2. Insufficient clearance for the undercarriage of the vehicle.

Added by Laws 2002, c. 169, § 3, eff. Oct. 1, 2002.

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§66-1. Articles and certificate.

Any number of persons, not less than five, may form a corporation for the purpose of constructing, maintaining and operating a railroad for the transportation of freight and passengers, and for the purpose of maintaining and operating any railroad already constructed for the like purpose, by making articles of organization in which shall be stated:

1. Name - the name of the corporation.
2. Termini - the place from and to which such railroad is to be constructed, or maintained and operated, as the case may be.
3. Length and route - the estimated length of such railroad and name of each county in this state through or into which it is made or intended to be made.
4. Stock - the amount of the capital stock of the corporation, the number of shares of which it shall consist, and if such stock shall consist of common and preferred stock, the number and amount of each class.
5. Directors and their duty - the names and residences of the directors of the corporation, who shall manage its affairs for the first year, and until others are chosen in their places, and who shall be not less than five (5) nor more than thirteen (13) in number; and each such person shall subscribe thereto his name, place of residence, and the number of shares of stock he agrees to take in such corporation. There shall be annexed to such articles an affidavit of at least three of the directors therein named, that the signatures thereto are genuine, and that it is intended in good faith to construct or maintain and operate the railroad therein mentioned; and thereupon said articles and affidavits shall be filed in the office of the Secretary of State, who shall endorse thereon the date of their filing, and record the same. After such filing a patent under the seal of the state, signed by the Governor and Secretary of State, shall be issued in substantially the following form:

To all to whom these presents shall come, Greeting:

Whereas (naming the person subscribing the articles of organization), have filed in the office of the Secretary of State certain articles of organization with a view of forming a corporation to be known as (here insert the name), and with a capital of (here insert the amount), for the purpose of constructing, maintaining and operating or maintaining and operating a railroad from .....to ..... and having complied with the provisions of the statutes in such cases made and provided; therefore the State of Oklahoma hereby grants unto the above-named persons and their associates, successors and assigns, full authority by and under the said name of ..... to exercise the powers and privileges of a corporation for the purpose above stated and in accordance with their said articles of organization and the laws of this state.

In witness whereof these presents have been attested with the great seal

and signed and countersigned by the Governor and Secretary of State at.....the

.....day of ..... , in the year one thousand nine hundred and

.....

Governor.

.....

Secretary of State.

Upon the issue of such patent, the subscribers to such articles, and all persons who shall hereafter become stockholders in such corporation shall be a corporation by the name specified in such articles, and shall possess all the powers and privileges, and be subject to all the provisions of the law regulating railroad corporations and the provisions of this chapter applicable thereto.

R.L. 1910, § 1376.

§66-7. Powers of railroad corporations.

Every corporation formed under this article and every railroad corporation, authorized to construct, operate or maintain a railroad within this state, shall be a body corporate by the name designated in its articles, shall have perpetual succession, shall have the right to sue and be sued, may have a common seal and alter the same at pleasure, and shall also have power:

First. To cause such examination and surveys for its proposed railroad to be made, either within or without this state, as may be necessary to the selection of the most advantageous route; and for such purpose by its officers or agents and servants, to enter upon the lands or waters of any person, but subject to responsibility for all damage which shall be done thereto.

Second. To take and hold such voluntary grants of real estate and other property, either within or without this state, as may be made to it to aid in the construction, maintenance and

accommodation of its railroad; but the real estate received by voluntary grant shall be held and used for the purposes of such grant only.

Third. To acquire under the provisions of this article, or by purchase, all such real estate and other property, either within or without this state, as may be necessary for the construction, maintenance and operation of its railroad, and the station, depot grounds, and other accommodations reasonably necessary to accomplish the objects of its incorporation; to hold and use the same, to lease or otherwise dispose of any part or parcel thereof, or sell the same when not required for railroad uses, and no longer necessary to its use.

Fourth. To lay out its road, not exceeding one hundred (100) feet in width, either within or without this state, and to construct the same; and for the purpose of cuttings and embankments and of obtaining gravel or other material to take such land as may be necessary for the proper construction, operation and security of the road, and for the protection of such road from snow, and to cut down any standing trees that may be in danger of falling on the road, making compensation therefor as provided by law for lands taken for the use of the corporation.

Fifth. To construct its railroad across, along, or upon any stream of water, watercourse, street, highway, toll or wagon road, plank road, turnpike, wharf, levee, river front, steamboat or other public landing, or canal which its route shall intersect, or touch; to carry any highway, street, toll, or wagon road, plank road, turnpike, which it shall touch, intersect, or cross, over or under its track, as may be most expedient for the public good; to change the course or direction of any highway, street, turnpike, toll or wagon road, or plank road, when made necessary or desirable to secure more easy ascent or descent by reason of an embankment or cut made in the construction of the railroad, and take land necessary therefor: Provided, that such highway or road be not so changed from its original course more than six (6) rods, nor its distance lengthened more than five (5) rods.

Sixth. To cross, intersect, join, and unite its railroad with any railroad heretofore, or hereafter constructed, at any point on its route, and upon the grounds of such railroad corporation, with the necessary turnouts, sidings, and switches, and other conveniences in furtherance of the objects of its connections. And every corporation whose railroad is or shall be hereafter intersected by any new railroad, shall unite with the owners of such new railroad in forming such intersection and connections and grant the facilities aforesaid; and if the two corporations cannot agree upon the amount of the compensation to be made therefor, or the points and manner of such crossings and connections, the same shall be ascertained and determined in the manner provided by law for the ascertainment and determination of damages for the taking of real property. But no corporation which shall have obtained the right- of-way and constructed its road at the point of intersection, before the application for the appointment of commissioners may be made shall be required to alter the grade or change the location of its road, or be required to bear any part of the expense of making and maintaining such crossings.

Seventh. To have and use equal room, ground, rights, privileges and conveniences for tracks, switches, sidings and turnouts upon any levee, river bank or front, steamboat or other public landing, and upon any street, block, alley, square, or public ground within any incorporated

town or city, any charter or ordinance of any such town or city to the contrary notwithstanding; and to accomplish this, may adjust, with other corporations, the ground to be occupied by each with such tracks, switches, sidings and turnouts; and if such corporations cannot agree upon such adjustment, and the amount of compensation to be paid for the purchase or necessary change of location and removal of any track previously laid, the same shall be ascertained and determined, and the common, mutual and separate rights adjusted in the manner provided by law for the ascertainment and determination of damages for the taking of real property.

The commissioners provided by law may employ a competent engineer, and define, locate and plat the ground and assign to each corporation the part for the tracks and other conveniences for each, and may require the removal or purchase of tracks previously laid, so as to settle justly the rights of each corporation upon such ground, and assess the damages to be paid under the law providing for the taking of real property.

Eighth. To take and convey persons or property over their railroad by the power or force of steam or of animals, or by any mechanical power either within or without this state, and to receive compensation therefor, and to do all the business incident to railroad corporations.

Ninth. To erect and maintain all necessary and convenient buildings, stations, fixtures and machinery for the accommodation and use of their passengers, freight and business, subject to the statutes in relation thereto.

Tenth. To regulate the time and manner in which passengers and property shall be transported, and the compensation to be paid therefor.

Eleventh. To have all the rights, privileges, immunities and powers vested or accrued by and pursuant to the Oklahoma General Corporation Act, Section 1001 et seq. of Title 18 of the Oklahoma Statutes.

R.L. 1910, § 1382. Amended by Laws 1997, c. 29, § 1, eff. Nov. 1, 1997.

§66-7.1. Certain maps to be filed with Archives and Records Division of Department of Libraries.

Any railroad corporation abandoning any section of track or right-of-way in the state shall file a copy of all maps pertaining to said section of track or right-of-way with the Archives and Records Division of the Oklahoma Department of Libraries within six (6) months after a final decision and certificate of abandonment has been issued by the Interstate Commerce Commission.

Laws 1981, c. 39, § 1.

§66-8. Public Service Corporations - Capital stock - Indebtedness.

Public Service Corporations as defined by Section 34, Article IX, of the Constitution of the State of Oklahoma, may, by proper corporate action, and for lawful corporate purposes, borrow, from time to time, such sums of money at such rates of interest and upon such terms as may be deemed necessary or expedient and the total amount of indebtedness of such corporation so created shall

not in any way be limited by the amount of their subscribed capital stock, nor shall the total of said indebtedness affect in any way the right of such corporations to reduce or increase their capital stock. Such corporations shall have the power to execute trust deeds, or mortgages, or both, as the occasion may require, on any of its property, or parts thereof, constructed or in process of construction, for amounts borrowed or owing by the corporation and therein to make provisions granting, transferring, or mortgaging their railroad track, right-of- way, depot ground, rights, privileges, franchise, immunities, exemptions, machine houses, power houses, rolling stock, transmission lines, furniture, tools, implements, appendages and appurtenances used in connection with such corporation's business in any manner whatever, then belonging to the corporation or which may thereafter belong to it, as security for any bonds or evidence of debt therein mentioned, in such manner as the corporation or directors shall think proper, and such instruments shall fully convey the same or so much thereof as shall be therein described. In case of sale by virtue of any such trust deed or upon foreclosure of any such mortgage, the persons acquiring title under such sale and their associates, successors and assigns, or such corporation as they organize, according to law, with all the powers conferred upon corporations by this article, shall thereafter have, exercise and enjoy all such described grants which were purchased at such sale, including all rights, privileges, grants, franchises, immunities and advantages mentioned in such instruments which were possessed by such corporation making the same or contracting such debt, so far as the same relate or appertain to that portion of property granted or mortgaged and purchased at such sale and no further, as fully and absolutely in all respects as such corporation, its shareholders, officers and agents might have done if such sale had not taken place. And whenever the person so acquiring title under any such sale shall own or represent a majority in amount of the bonds or other evidence of debt secured by any such trust deed or mortgage, and shall also include the persons who owned at the time of the sale, a majority in amount of the capital stock of such mortgage or corporation, such purchasers and such corporation as they shall organize as aforesaid, shall also have, possess and enjoy any exemption, privileges or immunity previously granted by any law to such former corporation relating to any of the property so acquired, to the same extent as if such latter corporation had been named in such law as the grantee thereof.

R.L. 1910, § 1383; Laws 1923-24, c. 90, p. 108, § 1, emerg. eff. March 22, 1924.

§66-9. Extensions and branches may be built.

Any railroad corporation may, under the provisions of this article, extend its road from any point named in its charter or articles of organization, or may build branch roads either from any point on its line of road or from any point on the line of any other road connecting or to be connected with its road, the use of which other roads between such points and the connection with its own road such corporation shall have secured by lease or agreement for a term of not less than ten (10) years from its date. Before making such extension or building any such branch road, such corporation shall, by resolution of its directors, to be entered in the record of its proceedings, designate the route of such proposed extension or branch in the manner provided in Section 1376, and file a copy of such record, certified by the president and secretary, in the office of the Secretary of State, and cause the same to be recorded as provided in said Section 1376. Thereupon such corporation shall have all the rights and privileges to make such extension or build such branch and receive aid thereto which it would have had if it had been authorized in its charter or articles of organization. But this section shall not be construed to authorize any railroad corporations to consolidate with each other.

R.L. 1910, § 1384.

§66-12. To restore stream or highway.

Every corporation constructing, owning, or using a railroad, shall restore every stream of water, watercourse, street, highway, plank road, toll or wagon road, turnpike, or canal, across, along, or upon which said railroad may be constructed, to its former state, or to such condition as that its usefulness shall not be materially impaired, and thereafter maintain the same in such condition against any effects in any manner produced by such railroad. When any lands shall be required in order to change any highway, street, turnpike, or plank road, toll or wagon road, the same may be condemned, taken, and compensation made in the manner provided by law, and, when taken, shall become a part of such highway, street, turnpike, or plank road, toll or wagon road, to the same extent as, and by the same tenure, by which the adjacent parts thereof are held.

R.L. 1910, § 1387.

§66-14. What property subject to mortgage.

All rolling stock of any railroad corporation organized under the provisions of this article, used and employed in connection with its railroad, and all fuel necessary to the operation of the same, are declared and shall be held to be fixtures; and all such property, and all additional rights-of-way, depot grounds, and other real property, acquired subsequently to the execution of any trust deed or mortgage which shall have been described or provided for therein, shall be subject to the lien thereof to the same extent as the property therein described, which the corporation owned at the time of its execution.

R.L. 1910, § 1389.

§66-15. Execution of conveyance or lease.

Every conveyance or lease, deed of trust, mortgage or satisfaction thereof, made by any railroad corporation, of any franchises, real estate fixtures, or other real property, in pursuance of law, shall be executed and acknowledged in the manner in which conveyances of real estate by corporations are required to be, to entitle the same to be recorded, and shall be recorded in the office of the Secretary of State, who shall endorse thereon his certificate thereof, specifying the day and hour of its reception, and the volume and page where recorded, which shall be evidence of such facts. Every such record of any such instrument shall, from the time of reception, have the same effect as to any property in this state described therein, as the record of any similar instrument in the office of a register of deeds may have by law as to property in his county, and shall be notice of the rights and interests of the grantee, lessee, or mortgagee, by such

instrument to the same extent as if it were recorded in each and all of the several counties in which any property therein described may be situated.

R.L. 1910, § 1390.

§66-22. Reporting to Corporation Commission.

Every railroad corporation shall provide an identical copy of its annual report as filed with the Surface Transportation Board, or its successor, to the Corporation Commission on or before the fifteenth day of May of each year. Railroad corporations not required to file annual reports with the Surface Transportation Board shall furnish information to the Corporation Commission upon request.

Added by Laws 1997, c. 29, § 2, eff. Nov. 1, 1997. Amended by Laws 2002, c. 297, § 1, emerg. eff. May 22, 2002.

§66-51. Power to enter upon lands.

Every railroad corporation incorporated under this article, and any railroad corporation authorized to construct, operate or maintain a railroad within this state, has power and is authorized to enter upon any land for the purpose of examining and surveying its railroad, and to take, hold and appropriate so much real estate as may be necessary for the location, construction and convenient use of its road, including all necessary grounds for buildings, stations, workshops, depots, machine shops, switches, sidetracks, turntables, snow defences and water stations; all material for the construction of such road and its appurtenances, and the right-of-way over adjacent land sufficient to enable such corporation to construct and repair its road and the right to conduct water to its water stations, and to construct and maintain proper drains, and may obtain the right to such real estate by purchase or condemnation in the manner provided by the law.

R.L. 1910, § 1397.

§66-52. May purchase or take realty.

Any railroad corporation may purchase and use real property for a price to be agreed upon with the owners thereof; or the damages to be paid by such corporation for any real property taken as aforesaid, when not agreed upon, shall be ascertained and determined as hereinafter provided.

R.L. 1910, § 1399.

§66-53. Taking by eminent domain - Commissioners - Appointment and proceedings - Right to construct road.

A. If the owner of any real property or interest therein, over which any railroad corporation, incorporated under the laws of this state, may desire to locate its road, shall refuse to grant the right-of-way through and over his premises, the district judge of the county in which said real property may be situated shall, upon the application or petition of either party, and after ten (10) days' notice to the opposite party, direct the sheriff of said county to summon three disinterested freeholders, to be selected by said judge as commissioners, and who shall not be interested in a like question.

B. The condemnor shall give notice to a condemnee by personal service or by leaving a copy of the notice at the condemnee's place of residence with some member of his family over fifteen (15) years of age, or by publication in the case of a condemnee who resides out of this state or a resident of this state who has departed herefrom with intent to avoid service of notice, or whose whereabouts or identity the condemnor, or his attorney, upon diligent inquiry is unable to ascertain, or an unknown heir, successor or assign of one in whom some right, title or interest in the property concerned was possessed, by publishing such notice once a week for two (2) consecutive weeks in a newspaper authorized by law to publish legal notices in the county where the petition is filed, the ten-day period to begin with the first publication. A copy of such notice and a copy of the petition shall be mailed to such opposite party's last-known mailing address within five (5) days of the first publication thereof. The procedure for service by publication as authorized herein shall in all other respects be as provided by law for service by publication in civil actions, except summons need not first be issued.

C. The commissioners shall be sworn to perform their duties impartially and justly; and they shall inspect said real property and consider the injury which said owner may sustain by reason of the condemnation and they shall assess the just compensation to which said owner is entitled; and they shall forthwith make report in writing to the clerk of the court, setting forth the quantity, boundaries, and just compensation for the property taken, and amount of injury done to the property, either directly or indirectly, which they assess to the owner; which report must be filed and recorded by the clerk. A certified copy of the report may be transmitted to the county clerk of the county where the land lies, to be by him filed and recorded, without further acknowledgment or proof, in the manner and with like force and effect as is provided for the recording of deeds. And if said corporation shall, at any time before it enters upon said real property for the purpose of constructing said road, pay to said clerk for the use of said owner the sum so assessed and reported to him as aforesaid, it shall thereby be authorized to construct and maintain its road over and across said premises.

D. "Just compensation", as used in subsection C of this section, shall mean the value of the property taken, and in addition, any injury to any part of the property not taken. Any special and direct benefits to the part of the property not taken may be offset only against any injury to the property not taken. If only a part of a tract is taken, just compensation shall be ascertained by determining the difference between the fair market value of the whole tract immediately before the taking and the fair market value of that portion left remaining immediately after the taking.

R.L. 1910, § 1400; Laws 1971, c. 33, § 1, operative Jan. 1, 1972; Laws 1973, c. 28, § 1, eff. Jan. 1, 1974; Laws 1991, c. 175, § 2, emerg. eff. May 8, 1991.

§66-54. Taking by eminent domain - Owner entitled to compensation, when.

When possession is taken of property condemned, as provided herein, the owner shall be entitled to the immediate receipt of the compensation awarded, without prejudice to the right of either party to prosecute further proceedings for the judicial determination of the sufficiency or insufficiency of said compensation.

R.L. 1910, § 1401.

§66-55. Review of commissioner's report - Jury trial - Notice - Costs.

- The report of the commissioners may be reviewed by the district court, on written exceptions filed by either party, in the clerk's office within thirty (30) days after the filing of such report; and the court shall make such order therein as right and justice may require, either by confirmation, rejection or by ordering a new appraisement on good cause shown; or either party may within sixty (60) days after the filing of such report file with the clerk a written demand for a trial by jury, in which case the amount of damages shall be assessed by a jury, and the trial shall be conducted and judgment entered in the same manner as civil actions in the district court. If the party demanding such trial does not recover a verdict more favorable to him than the assessment of the commissioners, all costs in the district court may be taxed against him.
- Within ten (10) days after the report of commissioners is filed, the court clerk shall forward to the attorney of record for the condemnor, the attorney of record for each condemnee, and to all unrepresented condemnees, a copy of the commissioners' report and a notice stating the time limits for filing an exception or demand for jury trial as specified in paragraph (A) of this section. This notice shall be on a form prepared by the Court Administrator, which shall be approved by the Supreme Court, and shall be distributed to all clerks of the district court by said Court Administrator. If a party has been served by publication, the clerk shall forward a copy of the report of commissioners and notice of time limits for filing an exception or demand for jury trial to the last-known mailing address, if any, and shall cause a copy of the notice of time limits to be published in one (1) issue of a newspaper qualified to publish legal notices, as defined in Section 106 of Title 25. After issuing the notices provided herein, the court clerk shall endorse on the notice form filed in the case, the date and that a copy of the

report together with the notice was mailed to each party or his attorney of record, or the date the notice was published in compliance with the provisions hereof.

- The time limits for filing an exception and demand for jury trial, as prescribed in paragraph (A) of this section, shall be calculated from the date the report of the commissioners is filed in the case. On failure of the court clerk to give notice within the time prescribed in paragraph (B) of this section, the court, on application of any party, may extend the time for filing an exception to the report or a demand for trial by jury for a period not to exceed twenty (20) days from the date the application is heard.
- Where the party instituting a condemnation proceeding abandons such proceeding, or where the final judgment is that the real property cannot be acquired by condemnation or if the award of the jury exceeds the award of the court-appointed commissioners by at least ten percent (10%), then the owner of any right, title or interest in the property involved may be paid such sum as in the opinion of the court will reimburse such owner for his reasonable attorney, appraisal, engineering, and expert witness fees actually incurred because of the condemnation proceeding. The sum awarded shall be paid by the party instituting the condemnation proceeding.

R.L. 1910, § 1402; Laws 1961, p. 497, § 1; Laws 1970, c. 322, § 1, eff. Jan. 1, 1971; Laws

1980, c. 195, § 1, emerg. eff. May 12, 1980.

§66-56. Taking by eminent domain - Appeal to Supreme Court.

Either party aggrieved may appeal from the decision of the district court to the Supreme Court; but such review or appeal shall not delay the prosecution of the work on such railroad over the premises in question, if such corporation shall first have paid to the owner of said real property, or deposited with the said clerk for said owner, the amount so assessed by said commissioners or district court; and in no case shall said corporation be liable for the costs on such review or appeal, unless the owner of such real property shall be adjudged entitled, upon either review or appeal, to a greater amount of damages than was awarded by said commissioners. The corporation shall in all cases pay the costs and expenses of the first assessment. And in case of review or appeal, the final decision may be transmitted by the clerk of the proper court, duly certified, to the proper register of deeds, to be by him filed and recorded as hereinbefore provided for the recording of the report, and with like effect. The fee of land over which a mere easement is taken, without the consent of the owner, shall remain in such owner subject only to the use for which it was taken.

R.L. 1910, § 1403.

§66-57. Eminent domain and condemnation proceedings by railroads.

The provisions of this article with reference to eminent domain shall apply to all corporations having the right to eminent domain, and shall apply to the State of Oklahoma and its various educational, reformatory, penal and eleemosynary institutions, including departments of state having the power to purchase real property for public purposes, and such institutions and departments shall have the right under this article to acquire fee simple title to the property taken. When the State of Oklahoma through the managing board or commission of the institution or department of state concerned is

unable to purchase any real property needed for any such institution or department, condemnation proceedings to take the same and to pay damages therefor may be instituted in the name of the State of Oklahoma by the managing board or commission of the institution or department of state involved; and all such institutions and corporations shall have the right, under the provisions of this article, to acquire right-of-way over, under, along or across the property or right-of-way of any other such corporation, not inconsistent with the purposes for which such property was taken or acquired. In all cases of condemnation of property for either public or private use, the determination of the character of the use shall be a judicial question; and the procedure shall be as provided herein: Provided, that in case any corporation or municipality authorized to exercise the right of eminent domain shall have taken and occupied, for purposes for which it might have resorted to condemnation proceedings, as provided in this article, any land, without having purchased or condemned the same, the damage thereby inflicted upon the owner of such land shall be determined in the manner provided in this article for condemnation proceedings.

R.L. 1910, § 1404; Laws 1929, c. 24, p. 20, § 1, emerg. eff. March 19, 1929.

§66-58. Commissioners to act in all cases.

Freeholders so appointed shall be the commissioners to assess all the damages to the owners of real property in said county or subdivision; and said corporation may, at any time after their appointment, upon the refusal of any owner or guardian of any owner of lands in said county or subdivision to grant the right-of-way as aforesaid, by giving said owner or guardian ten (10) days' notice thereof in the manner required on the original appointment of commissioners, have the damages assessed in the manner hereinbefore prescribed. In case of the death, absence, or refusal or neglect of any of said freeholders to act as commissioners as aforesaid, the sheriff shall, upon the selection of the district judge, summon other freeholders to complete the panel, and said commissioners shall receive Three Dollars ($3.00) per day each for their services, and the same shall be taxed in the bill of costs.

R.L. 1910, § 1405.

§66-59. Settlement with incompetents.

Whenever any railroad corporation shall take any real property as aforesaid, of any minor, any person who is incapacitated or partially incapacitated as such terms are defined by Section 1-111 of Title 30 of the Oklahoma Statutes, the guardian of the minor, or incompetent person, may agree and settle with the corporation for all damages or claims by reason of the taking of such real property, and may give valid releases and discharges therefor upon the approval thereof by the judge of the county court.

R.L. 1910, § 1406. Amended by Laws 1998, c. 246, § 31, eff. Nov. 1, 1998.

§66-60. Unknown owner.

If upon the location of said railroad it shall be found to run through the real property of any nonresident owner who is unknown to the corporation, or who has not been by it informed thereof, and has neither granted nor refused to grant the right-of- way through and over his said premises, the said corporation may give four (4) weeks' notice to such owner, if known, and if not known, by a

description of such real property, by publication four (4) consecutive weeks in some newspaper published in the county or subdivision where such real property may lie, if there be any, and if not, in one nearest thereto on the line of their said road, that said railroad has been located through and over his lands; and if said owner do not, within thirty (30) days thereafter, apply to the district judge to have the damages assessed, in the mode prescribed in this article, said corporation may proceed to have the damages assessed as herein before provided, subject to the same right of review and appeal, as in case of resident owners; and upon payment of damages assessed to the clerk of the district court, the corporation shall acquire all the rights and privileges mentioned in this article.

R.L. 1910, § 1407.

§66-61. Right-of-way on public lands - Damages to occupants.

Any railroad corporation is authorized to pass over, occupy and enjoy all the public lands, to the extent and in the manner prescribed by the Act of Congress approved March 3, 1875: Provided, that the damages accruing to any occupant or possessory claimant or other person who may reside on or have improvements upon said public land, shall be determined and paid by said railroad corporation as provided in this chapter for owners of private lands.

R.L. 1910, § 1408.

§66-62. Changing line or grade.

Whenever any railroad corporation shall find it necessary, for the purpose of avoiding annoyance to public travel, or dangerous or difficult curves or grades, or unsafe or unsubstantial grounds or foundations, or for other reasonable causes, to change the grade or location of any portion of its road, such railroad corporation shall be and is hereby authorized to make such changes of grade and location, not departing from its general route. And for the purpose of making any such change in the location and grades of any such roads as aforesaid, such corporation shall have all the rights, powers and privileges to enter upon and appropriate such real property, and make surveys necessary to effect such changes and grades, upon the same terms, and subject to the same obligations, rules and regulations as are prescribed by law; and shall also be liable in damages, when any may have been caused by such change to the owner of real property upon which such road was heretofore constructed, to be ascertained and paid, or deposited as herein provided; but no damages shall be allowed unless claimed within ninety (90) days after actual notice in writing of such intended change shall be given to such owner residing on the premises, or, if nonresident, notice by such publication in some newspaper in general circulation, as the district judge may order.

R.L. 1910, § 1409.

§66-63. Municipal authorities may convey - Improvement districts - How highways occupied.

If it shall be necessary, in the location of any part of any railroad, to occupy any road, street, alley or public way or ground of any kind, or any part thereof, it shall be competent for the municipal, or other corporation, or public officer, or public authorities owning or having charge thereof, and the railroad corporation, to agree upon the manner, and upon the terms and conditions upon which the same may be used or occupied; and if said parties shall be unable to agree thereon, and it shall be necessary, in the judgment of the directors of such railroad corporation, to use or occupy such road,

street, alley, or other public way or ground, such corporation may appropriate so much of the same as may be necessary for the purpose of such road, in the same manner and upon the same terms as are provided in this chapter for the appropriation of the property of individuals. Provided, however, that if any railroad shall be so located as to occupy any road or public way, constructed by any road improvement district organized under the laws of this state, for a greater distance than one-fourth (1/4) of one (1) mile, before any such railroad shall acquire the right to enter upon, use, occupy and maintain its railroad along such, and upon such public highway, it shall file in the office of the county clerk, in the county wherein such road improvement district is located, a statement showing the total length of the line proposed to be located along, and upon, such public highway, the amount of compensation they propose to pay to such road improvement district for the use of such public highway, and the time and manner in which such payment is to be made. Immediately upon the filing of such proposal, the county clerk shall notify the county commissioners and shall cause same to be published in one issue, at the expense of the railroad company, of some newspaper of general circulation within said road improvement district. The county commissioners shall meet within ten (10) days and shall immediately order an election to be held, within such road improvement district, for the purpose of submitting, to the qualified electors within such road improvement district, the question of accepting or rejecting the proposal of such railroad company. They shall pass all orders and resolutions necessary for the holding of such elections and shall canvass the returns thereof, and declare the result, and if three-fifths (3/5) of all the votes cast on such question shall be in favor of the acceptance of the proposal of said railroad company, the same shall be accepted and the board of county commissioners shall have power to execute all contracts and do all things necessary to secure to said road improvement district the performance of the conditions of such proposal of said railroad company.

R.L. 1910, § 1410; Laws 1910-11, c. 71, p. 167, § 1, emerg. eff. March 11, 1911.

§66-64. Execution of conveyances by certain estates and guardianships.

When an estate is being probated, or a minor or incompetent person has a legal guardian, the administrator or executor of the estate, or guardian of the minor or incompetent person, shall have the authority to execute all instruments of conveyance provided for in this chapter on behalf of the estate, minor or incompetent person without other proceedings than approval by the judge of the district court endorsed on the instrument of conveyance. Competent evidence to prove that reasonable compensation is being paid for the execution of said instrument shall be presented to the court prior to said approval.

Laws 1971, c. 33, § 2, operative Jan. 1, 1972.

§66-65. Purchase of abandoned real property or real property of bankrupt railroad company - Priority - Price.

A.

1. Any person who owns real property adjacent to real property owned by a railroad company shall have first priority to purchase such real property, at the price provided by subsection D of this section, from the railroad company upon the bankruptcy of the railroad company or

the abandonment of the real property as determined by the Interstate Commerce Commission and offered for sale if such real property is not purchased within one (1) year by:

a. Another railroad company;

b. Businesses operated on such railroad property pursuant to a lease or other agreement which was in effect at the time bankruptcy or abandonment occurred;

c. The State Department of Transportation under the authority of the Railroad Revitalization Act, Section 302.1 et seq. of this title;

d. Other federal entities for valid public purposes; or

e. In counties of over five hundred thousand (500,000) population, municipalities or counties, or joint agreements between municipalities and counties for valid public purposes.

2. If any of the persons or entities specified in paragraph 1 of this subsection fail to purchase any such real property, any state or local governmental entity shall be entitled to purchase the property for valid public purposes.

3. Provided, if more than one of the parties named in paragraph 1 or 2 of this subsection shall offer to purchase, they shall be granted a preference in the order specified in this subsection. If two (2) or more people own property adjacent to the same portion of railroad property, the person from whose property such railroad property was taken shall be entitled to the priority provided for in this section.

B. Notice for the sale of any real property under the provisions of this section shall be given by the bankruptcy court, the receiver, or the railroad company by publication once a week for two (2) consecutive weeks in a newspaper authorized by law to publish legal notices in the county where the real property is located.

C. Any purchase as provided for in this section shall be subject to any encumbrances on the real property. Nothing in this act shall affect any reversionary interest retained in the original grant.

D. The price of such property shall be established by the receiver or bankruptcy court if the railroad company is in bankruptcy or by the railroad company if such property is determined abandoned pursuant to this section.

E. However, for any railroad company purchasing property under subparagraph a of paragraph 1 of subsection A of this section, the Corporation Commission shall certify the intent of said railroad company to continue operation of rail service on said property as a prerequisite to making such purchase.

Laws 1981, c. 241, § 1, emerg. eff. June 23, 1981; Laws 1988, c. 289, § 14, operative July 1, 1988; Laws 1991, c. 266, § 1, emerg. eff. May 27, 1991.

§66-66. Railroad Division of Department of Transportation as trustee for purchaser.

The Railroad Division of the Department of Transportation is authorized to act as trustee for the purchasers of real property under the provisions of this act and, in such capacity, receive funds for such purpose from prospective purchasers, disburse such funds for such purpose, accept and make proper transfer of title and perform such further actions as are necessary to carry out the purposes of this act. No state funds shall be used for such purchase.

Laws 1981, c. 241, § 2, emerg. eff. June 23, 1981.

§66-82. Liability for violation.

In case of the refusal by such corporation or its agents to take or transport any passenger or property as provided in the preceding section; or in case of the neglect or refusal of such corporation or its agents to discharge or deliver passengers or property at the regularly appointed place, under the laws which regulate common carriers, such corporation shall pay to the party aggrieved all damages which shall be sustained thereby with costs of action.

R.L. 1910, § 1412.

§66-85. Must receive and forward freight - Rate of speed - Penalty.

When such freight in car loads or less is tendered to said station agent and correct shipping instructions given, it shall be the duty of said company immediately to receive the same for shipment and issue bills of lading therefor, and when such shipments have been so received they must be carried forward at the rate of not less than sixty (60) miles per day of twenty-four (24) hours, computing from seven o'clock a.m., of the day following receipt of the same, except that if in case of fires, wrecks, destruction of bridges or tracks, or washouts, such company shall not be able to transport said cars at the rate of sixty (60) miles per day then and in that event such company shall be released from such provision during the time that such unavoidable obstacles exist; and for failure to receive and transport such shipments within the time herein prescribed, said company shall forfeit and pay to the consignee the sum of One Dollar ($1.00) per car per day or fraction of a day on all car load freight and one cent (0.01) per hundred pounds per day, or fraction thereof on freight in less than car load lots, with minimum charge of five (0.05) cents for any one package, together with all actual damages the consignor or consignee may sustain thereby: Provided, that in computing the time of freight in transit, there shall be allowed twenty-four (24) hours at each point where transferring from one railroad to another is involved.

R.L. 1910, § 1415.

§66-86. Must give notice of arrival of freight.

Such railroad companies shall within twenty-four (24) hours after arrival of shipments give written notice by mail, or otherwise, to consignees of the arrival of the shipments together with the amount of freight charges thereon, and when goods or freight in car load lots arrive, such notice shall

contain the number and initials of the car or cars, and if transferred in transit, the number and the initials of the car or cars in which originally shipped. Any railroad company failing to give said notice shall forfeit and pay to the consignee or other party whose interest is affected, the sum of One Dollar ($1.00) per car per day or fraction of a day's delay, in all car load shipments, and one cent ($0.01) per hundred pounds per day or fraction thereof on freight in less than car load lots with minimum charge of five cents ($0.05) for any one package after the expiration of said twenty-four (24) hours, together with all actual damages sustained thereby.

R.L. 1910, § 1416.

§66-91. Action to enforce penalty - Attorney's fee.

Suit to collect any of the damages, penalties, forfeitures, demurrage or storage charges provided for herein, may be brought in any court of this state having jurisdiction of the subject matter and parties; and if the plaintiff therein recover judgment, such plaintiff shall also recover a reasonable attorney's fee for bringing such suit, to be taxed on motion and paid as other costs by defendant in such suit.

R.L. 1910, § 1421.

§66-92. Scope of law.

This article is not intended to repeal, modify, or affect any law concerning the shipment, transportation or delivery of any kind of freight without unnecessary delay, or within a reasonable time, or any other law concerning common carriers now in force unless in direct conflict herewith, and this article is hereby declared to be supplemental to such law.

R.L. 1910, § 1422.

§66-93. Injuries to persons.

In case any passenger on any railroad shall be injured while on the platform of a car while in motion, or in any baggage, wood or freight car, in violation of the printed regulations of the corporation posted up at the time in a conspicuous place inside of its passenger cars then in the train, such corporation shall not be liable for the injury, if it had furnished room inside its passenger cars sufficient for the accommodation of its passengers.

R.L. 1910, § 1423.

§66-121. Changing highway.

Any railroad corporation may raise or lower any turnpike, plank road, or other way for the purpose of having its railroad pass over or under the same; and in such cases said corporation shall put such turnpike, plank road or other way, as soon as may be, in good repair.

R.L. 1910, § 1425.

§66-122. Changing highway - To provide temporary way.

Every railroad corporation, while employed in raising or lowering any turnpike or other way, or in making any other alterations, by means of which the said way may be obstructed, shall provide and keep in good order, suitable temporary ways to enable travelers to avoid or pass such obstructions.

R.L. 1910, § 1426.

§66-123. Bridge repairs.

Every railroad corporation shall maintain and keep in good repair all bridges, with their abutments, which such corporation shall construct for the purpose of enabling its road to pass over or under any turnpike road, canal, watercourse, or other way.

R.L. 1910, § 1427.

§66-124. Signs at crossings.

Every railroad corporation operating a line of road within this state must erect suitable signs of caution at each crossing of its road with a public highway.

R.L. 1910, § 1428; Laws 1963, c. 46, § 1, emerg. eff. May 2, 1963.

§66-125. Signs at crossings - Neglect.

In case any railroad corporation shall refuse or neglect, for a space of thirty (30) days after notice given by the board of county commissioners, to comply with the provisions of the preceding section, it shall become the duty of the county commissioners of each county through which any such railroad shall be in operation to erect such signs, and the company shall be liable for all expenses so incurred by said commissioners.

R.L. 1910, § 1429.

§66-125a. Railroads - Highway crossings - Safety devices.

Whenever the public authorities having jurisdiction and control over any public highway or street in this state shall deem that the safety of lives and property at any railroad intersection with any highway or street, shall so require, such public authorities as are hereby authorized and empowered to construct or install, or to order the company owning such railroad so intersected, to construct or install, and thereafter maintain and operate, an automatic or mechanically operated barricading device, which, when giving warning, shall become a barrier in such highway or street; provided, however, that before any such device is constructed or installed, maintained and operated at a railroad intersection, the detailed plans of such device, with a description of the proposed mode of operation thereof, and a map showing the proposed location of the same, shall be first submitted to, and approved by, the State Highway Commission of Oklahoma.

Laws 1937, p. 398, § 1, emerg. eff. May 25, 1937.

§66-125b. Warning signs.

Whenever said barricading device shall be constructed or installed and maintained and operated, the public authorities having jurisdiction and control over the highway or street at such point shall erect and maintain a reflector warning sign with appropriate words thereon. If said barricading device is located at a railroad crossing, said warning shall be installed and maintained not less than four hundred (400) feet from the crossing, when said crossing is located on highways or streets where vehicular traffic is permitted to travel at speeds in excess of thirty (30) miles per hour; and not less than two hundred (200) feet from the crossing, when said crossing is located on highways or streets where vehicular traffic is permitted to travel at speeds not in excess of thirty (30) miles per hour. It shall be the duty of the driver of any vehicle, on approaching such warning sign, to place his vehicle under such control as to be able to bring such vehicle to a complete stop at a distance of not less than seventy-five (75) feet in advance of the crossing. The colliding of a vehicle with the barricading device at a crossing shall be prima facie evidence that the driver thereof did not comply with the provisions of this act, and such driver shall be deemed a reckless driver, and be subjected to the penalties provided for reckless driving under the motor vehicle laws of this state, and shall be liable for any damage done to such barricading device on account of such collision.

Laws 1937, p. 398, § 2, emerg. eff. May 25, 1937.

§66-125c. Expenses of construction.

The public authorities, or the political subdivision of the state, having jurisdiction and control over any public highway or street in which such barricading device is constructed or installed, maintained and operated, may expend public funds to pay the cost and expense thereof; provided, however, that the parties in interest may agree in writing otherwise.

Laws 1937, p. 399, § 3, emerg. eff. May 25, 1937.

§66-125d. Cooperation with federal government.

The public authorities, or political subdivision of the state or the Highway Commission of the state are authorized to cooperate with the federal government in the construction, or installing, maintaining and operating such barricading devices and other safety devices.

Laws 1937, p. 399, § 4, emerg. eff. May 25, 1937.

§66-126. Bells and whistles.

A bell of at least thirty (30) pounds weight, or a whistle, shall be placed on each locomotive engine, and shall be rung or whistled at the distance of at least eighty (80) rods from the place where the railroad shall cross any other road or street, under a penalty of Fifty Dollars ($50.00) for every neglect, to be paid by the corporation owning the railroad, one-half thereof to go to the informer, and the other half to the state, and shall also be liable for all damages which shall be sustained by any person by reason of such neglect.

R.L. 1910, § 1430. Amended by Laws 1996, c. 222, § 1, eff. Nov. 1, 1996.

§66-127. Causeway.

When any person owns land on both sides of any railroad, the corporation owning such railroad, shall, when required to so do, make and keep in good repair one causeway or other safe and adequate means of crossing the same.

R.L. 1910, § 1431.

§66-128. Railroads to construct crossings.

- A. It shall be the duty of every railroad company or corporation doing business, or operating a line of railroad, within this state, to construct a crossing across that portion of its track, roadbed or right-of-way over which any public highway may run, and maintain the same unobstructed, in a good condition for the use of the public, and to build and maintain in good condition all bridges and culverts that may be necessary on its right-of-way at such crossing.
- B. Any railroad company or corporation that fails to construct and maintain said crossing in accordance with the recommendations set forth in the United States Department of Transportation Railroad-Highway Grade Crossing Handbook, for thirty (30) days after written notice by the Oklahoma Corporation Commission to the agent or employee of any railroad company or corporation in the county where such work or repairs are needed, shall be subject to a contempt proceeding before the Oklahoma Corporation Commission.

R.L. 1910, § 1432. Amended by Laws 2018, c. 186, § 1, eff. Nov. 1, 2018.

§66-129. Rules and regulations governing crossing sign specifications.

The Oklahoma Corporation Commission is hereby delegated the authority to prescribe rules and regulations governing the design, construction and location of such suitable signs hereafter erected which shall conform to one of the then current standards of the Association of American Railroads for highway crossings crossbuck signs.

Laws 1963, c. 46, § 2, emerg. eff. May 2, 1963.

§66-130. Warning signal devices - Rules and regulations.

The Oklahoma Corporation Commission shall promulgate rules and regulations for the design, installation, construction, maintenance, inspection, and testing of warning signal devices at highway and railroad crossings in the State of Oklahoma.

Laws 1965, c. 201, § 1, emerg. eff. June 14, 1965.

§66-141. Railroads to fence their roads.

It shall be the duty of every person or corporation owning or operating any railroad in the State of Oklahoma to fence its road, except at public highways and station grounds, with a good and lawful fence.

R.L. 1910, § 1435.

§66-142. Lawful fence defined.

A lawful fence, under the provisions of the preceding section, shall be composed of posts and barb wires, four wires to be firmly fastened to the posts, such posts to be not more than one (1) rod apart, the top wire to be not less than fifty-four (54) nor more than fifty-eight (58) inches from the ground, and the bottom wire to be not more than twenty (20) nor less than fourteen (14) inches from the ground.

R.L. 1910, § 1436.

§66-143. Rights of adjacent land owners.

Any person owning or occupying land adjacent to any railroad track shall have the right to attach to the fence constructed along the track or right-of-way of said railroad company, any wires boards or other material, so as to make the fence of said railroad company sufficient to prevent any hogs or pigs from getting upon the track of said railroad company.

R.L. 1910, § 1437.

§66-144. Failure to fence - Penalty.

Whenever any railroad corporation or the lessee, person, company or corporation operating any railroad, shall neglect to build and maintain such lawful fence, such railroad corporation, lessee, person, company or corporation operating the same, shall be liable for all animals killed by reason of the failure to construct such fence.

R.L. 1910, § 1438.

§66-145. Railroads must fence right-of-way with hog wire, when.

Whenever the owner or occupant of any tract of land abutting on any line of railroad within this state shall desire to enclose any such tract of land for the purpose of making a hog, sheep or goat pasture, and shall construct a fence for said purpose about said tract of land on all sides except along the side abutting on such railroad, it shall be the duty of such railroad company to construct a

good and sufficient fence not less than four and one-half (4 1/2) feet high, one barbed wire at bottom of such fence immediately above which shall be attached heavy woven wire not less than twenty-eight (28) inches high, and sufficient for the purpose of restraining swine, sheep and goats, with three barbed wires above the same, on the side of such tract, so far as the same extends along the line of such railroad, and maintain the same in good condition, so long as such owner or occupant of such tract may desire to maintain such pasture.

R.L. 1910, § 1439.

§66-146. Notice to railroads.

Whenever the owner or occupant of any tract of land desires to construct a fence as provided in the preceding section, he shall give written notice of his intention to the railroad company upon whose line such tract is situated, by personal service upon the agent of said company at the station within this state, nearest to such tract of land, giving in said notice a description of said land, and it shall be the duty of the railroad company to construct and complete its portion of such fence within sixty (60) days after the service of such notice: Provided, that if such owner or occupant fails to construct his portion of such fence, then the railroad company shall not be required to construct such fence.

R.L. 1910, § 1440.

§66-147. Owner of abutting land may construct if railroad refuses - Penalty.

If any railroad company shall neglect or refuse to comply with the provisions of the two preceding sections, it shall be lawful for the owner or occupant of such tract of land to construct or repair the fence along the line of such railroad, and the owner or occupant of such tract of land, shall be entitled to recover from such railroad company the cost of the material and labor used in constructing the railroad company's portion of such fence.

R.L. 1910, § 1441.

§66-161. Extension of road into state.

Any railroad corporation chartered by or organized under the laws of the United States or any state or territory, whose constructed railroad shall reach or intersect the boundary line of this state at any point, may extend its railroad into this state from any such point or points to any place or places within the state, and may build branches from any point on such extension. Before making such extension or building any such branch road, such corporation shall, by resolution of its directors, to be entered in the record of its proceedings, designate the route of such proposed extension or branch in the manner provided in Section 1376, and file a copy of such record, certified by the president and secretary, in the office of the Corporation Commission, and cause the same to be recorded as provided in said Section 1376. Thereupon such corporation shall have all the rights and privileges to make such extension or build such branch and receive such aid thereto as it would have had had it been authorized so to do by articles of association duly filed in accordance with the provisions of this article.

R.L. 1910, § 1398.

§66-163. Time extended.

Every railroad corporation organized under the laws of the Territory of Oklahoma, or of the Indian Territory, prior to the taking effect of the Constitution of this state and within three (3) years before said date and that has heretofore or shall within one (1) year from the taking effect of this act, in good faith, comply with the provisions of the Constitution of this state, and shall, in good faith, commence the construction of its works contemplated in its articles of incorporation or organization is hereby declared to be a domestic corporation under the Constitution and laws of this state.

Laws 1910-11, c. 104, p. 220, § 1.

§66-164. Domestication of foreign corporations in the Territory.

Every railroad corporation organized under the laws of any other state or territory or of the United States that has complied with the laws of the Territory of Oklahoma or of the Indian Territory, within three (3) years before the taking effect of the Constitution of this state, to authorize such corporation to transact business in either or both of such territories and organized for the purpose of constructing its line of railroad through the Territory of Oklahoma, or Indian Territory, or either or both of them, is hereby authorized and empowered to construct, maintain and operate its railroad with all proper branches or extensions thereof through the State of Oklahoma or any part thereof formerly constituting the Territory of Oklahoma or Indian Territory, or either or both of them, and may, by complying with the provisions of Section 1454 and the Constitution of this state become domestic corporation under the Constitution and laws of this state.

R.L. 1910, § 1452.

§66-165. Filing map of route.

Any railroad corporation organized under the laws of any other state or territory whose chartered line or route passes through the Territory of Oklahoma or Indian Territory or either or both of them, and whose chartered line or route was not specifically designated or described in its articles of incorporation or organization, is hereby authorized to prescribe its line or route through the State of Oklahoma by filing with the Secretary of State a copy of a resolution of its board of directors describing the same and a map duly certified by its president and chief engineer showing such route: Provided, that such route may be changed on account of engineering difficulties or for other sufficient reasons by resolution of its board of directors; and a duly certified copy of such resolution and a map showing such change in its route shall be filed with the Secretary of State.

R.L. 1910, § 1453.

§66-166. Domestication of foreign corporations filing resolutions.

Every railroad corporation organized under the laws of any other state or territory or the United States, that within three (3) years before the taking effect of the Constitution of this state, shall have complied with the laws of the Territory of Oklahoma or Indian Territory, to authorize such corporation to transact business in the Territory of Oklahoma or Indian Territory or either or both of them, and that shall file with the Secretary of State of this state a resolution of its board of directors duly certified by its president and attested by its secretary under the seal of such corporation

accepting the provisions of the Constitution of this state and agreeing that the Constitution and laws of this state applying to domestic corporations shall apply to such corporation in all respects, is hereby declared to be a domestic corporation under the Constitution and laws of this state.

R.L. 1910, § 1454.

§66-167. Foreign corporations - Increase of capital stock.

Every railroad corporation organized under the laws of any other state or territory or the United States, that shall have within the three (3) years prior to the taking effect of the Constitution of this state, complied with the laws of the Territory of Oklahoma or Indian Territory to authorize such corporation to transact business within the Territory of Oklahoma or of the Indian Territory, or either or both of them, and shall have complied with the provisions of the preceding section, whose chartered line or route shall pass through other states or territories, or other states and territories, and the Territory of Oklahoma or Indian Territory, or either or both of them, and the capital stock of which, as provided in its articles of incorporation, was or is insufficient to construct its contemplated railroad and which has been, or is, in order to construct the same, required by necessity to increase its capital stock, and may increase its capital stock under the laws of the state or territory of its creation, may file with the Secretary of State of this state a certified copy of the proceedings of its board of directors and stockholders authorizing such increase, and a certificate of its chief engineer, under oath, showing the estimated cost of its main line, sidetracks, and permanent improvements in the state, and such corporation shall pay to the Secretary of State one- tenth of one percent (1/10 of 1%) of such estimated cost, and such other fees as required by law, without being required to pay to the State of Oklahoma the fee required under Section 3253.

R.L. 1910, § 1455.

§66-168. Domestic corporations - Increase of capital stock.

Every railroad corporation organized under the laws of the Territory of Oklahoma or of the Indian Territory within three (3) years prior to the taking effect of the Constitution of this state, that has complied with the Constitution of this state, and the capital stock of which, as provided in its articles of incorporation, was or is insufficient to construct its contemplated railroad, and which has been, or is in order to construct the same, required by necessity to increase its capital stock, may increase its capital stock under the laws of this state, and may file with the Secretary of State a certified copy of the proceedings of its board of directors and stockholders authorizing such increase, and a certificate of its chief engineer under oath, showing the estimated cost of its main lines, sidetracks, and permanent improvements in the state, and such corporation shall pay to the Secretary of State one-tenth of one percent (1/10 of 1%) of such estimated cost, without being required to pay to the State of Oklahoma the fee required under Section 3253: Provided, that such corporation shall pay all other fees required by law.

R.L. 1910, § 1456.

§66-169. Must begin work in two years.

Every railroad corporation accepting the benefits of this article regarding domestication or increase of stock, organized under the laws of any other state or territory or of the United States, or the Territory of Oklahoma or the Indian Territory that shall not within two (2) years commence, in good faith, its works as contemplated in its charter, shall forfeit all rights hereunder.

R.L. 1910, § 1457.

§66-170. Cancellation of charter rights.

An attested copy of the writing, in which any corporation which becomes a domestic corporation hereunder claims a domicile elsewhere than in this state, shall be made out forthwith by the clerk of the court in which such writing is filed, and shall be mailed by such clerk to the Secretary of State. When such attested copy is received by said Secretary of State, he shall immediately enter upon the records of his office an order canceling and annulling all charter rights of such corporation and such corporation shall thereafter enjoy only the privileges of a foreign corporation and shall forfeit all rights hereunder.

R.L. 1910, § 1458.

§66-181. Right to deal in passage tickets.

Any person having an established place of business in any town or city within this state, shall have the right to buy, sell and exchange passage tickets or other evidences of a right of passage from one place to another upon any railroad line or steamboat line and their connections that said tickets may have been regularly issued over and for.

R.L. 1910, § 1442.

§66-182. Purchasers may sell tickets.

Any person purchasing a ticket from the authorized office of any line for the transportation of passengers shall have the right to sell his ticket or tickets to any person doing business under the preceding section: Provided, that nothing herein shall be construed to prevent any town or city from regulating such business by any law deemed necessary for the protection of the public.

R.L. 1910, § 1443.

§66-183. Railway law enforcement officers - Power and authority.

Railway companies organized under the laws of this state, or doing business within the state, are hereby authorized and empowered at their own expense to appoint and employ law enforcement officers at such stations or other places on the lines of their railroads within this state, as said companies may deem necessary for the protection of their property, and the preservation of order on their premises, and in and about their cars, depots, depot grounds, yards, buildings or other structures; and said law enforcement officers shall have power and authority to arrest, with or

without warrant, any person or persons who shall commit any offense against the laws of this state, or the ordinances of any town, city, or other municipality when such offense shall have been committed upon the premises of said companies, or in and about their cars, depots, depot grounds, yards, buildings, or other structures. Nothing herein contained shall be construed as restricting the lawful rights, powers or privileges of any sheriff, constable, policeman, or peace officer within their respective jurisdiction, and for the official acts of railway law enforcement officers, the railroad company making such appointment shall be held responsible to the same extent as for the acts of any of its general agents or employees.

R.L. 1910, § 1444; Laws 1994, c. 64, § 1, emerg. eff. April 15, 1994.

§66-184. Company may lease or sell.

Any railroad company, owning any railroad in this state, may sell or lease the whole or any part of its railroad and branches constructed or to be constructed, or any interest therein, together with all the property, rights, privileges, and franchises thereto pertaining, to any other railroad company, subject to the provisions of Article 9 of the

Constitution: Provided, that no such sale or lease shall be entered into unless the line of railroad so sold or leased shall, when constructed, form a continuous line of railroad with the road of the company purchasing or leasing the same, either by direct connection therewith, or through an intermediate line or lines, constructed, or to be constructed, which such purchasing or leasing company shall have the right, by contract or otherwise, when completed, to use or operate, and any railroad company which shall so purchase or lease a railroad or railroads in this state shall possess and enjoy, within this state all the rights, powers, privileges, and franchises conferred by the laws of this state upon a railroad corporation formed thereunder.

R.L. 1910, §1446.

§66-190. Railcar Resting on Railroad Intersection - Citations - One Time Exception

A. As it is immediately necessary for the safety and welfare of the people, no railcar shall be brought to rest in a position which blocks vehicular traffic at a railroad intersection with a public highway or street for longer than ten (10) minutes.

B. Municipalities, county sheriffs and the Oklahoma Highway Patrol shall have the authority to issue a citation to any person or corporation that violates a provision of this section. Such person or corporation shall be subject to a fine of up to One Thousand Dollars ($1,000.00) for each violation. Seventy-five percent (75%) of the collected fine shall be deposited to the credit of the general fund of the entity that issued the citation and the remaining twenty-five percent (25%) shall be credited to the Corporation Commission Revolving Fund established in Section 180.7 of Title 17 of the Oklahoma Statutes. A copy of the citation, along with any information regarding train identification, shall be sent to the Corporation Commission for enforcement of the penalty at a hearing before an administrative law judge of the Commission. The violating entity or individual may appeal the administrative law judge's decision to the Commission en banc. The Commission shall annually deliver an electronic report detailing the number of violations, number of rulings, number of appeals and amount of fines assessed under this section.

Commission reports shall be delivered to the Speaker of the Oklahoma House of Representatives, the President Pro Tempore of the Oklahoma State Senate and the Governor. The Commission shall promulgate rules and procedures to effectuate the provisions of this section.

C. 1. Railroads or other persons, firms or corporations operating over tracks within the State of Oklahoma shall not block vehicle traffic at any railroad grade crossing for a period of time in excess of ten (10) minutes except if the train is moving in a continuous forward or backward direction, or if the train is stopped for an emergency condition, including an accident, derailment, critical mechanical failure, track or bridge washout, storm, flood or other emergency situation.

- A one-time exception of up to, but not exceeding, ten (10) additional minutes shall be authorized under the following conditions:
  a. when a train and its crew, operating under the rules of the Federal Railroad Administration (FRA), are unable to complete a switching maneuver while setting out or picking up railcars within the ten (10) minutes as set forth in paragraph 1 of this subsection,
  b. when a train is stopped to allow the passage of a second train and the stopped train has exhausted the ten (10) minutes as set forth in paragraph 1 of this subsection, or if the arrival of the second train is imminent and separation and coupling of the stopped train would result in further unnecessary blocking of motor vehicle or pedestrian traffic, and
  c. when a train is stopped for a red train signal.
- When a train is cut or separated to prevent blocking of motor vehicle traffic at a public crossing, and a working charging station exists, the time required for recoupling a train and performing air tests as required by the FRA shall not be considered a violation of this section.
- Every railroad shall be operated in such a manner as to minimize obstruction of emergency vehicles at public highway grade crossings.

Laws 2019, HB 2472, c. 439, § 1, emerg. eff. July 1, 2019.

§66-201. Electric railways.

Corporations may be formed under the general railway laws of the State of Oklahoma who shall have the power to use electricity for the propulsion of their cars and rolling stock: Provided, that no surface conductor, third rail or other similar device for the transmission of such power other than for return circuit shall be used.

R.L. 1910, § 1482.

§66-202. Light and power franchises in cities and towns.

Such corporations in addition to the powers exercised by railroad corporations generally, may, with the consent of the authorities of any city or town in the State of Oklahoma located upon or along its lines, construct system of street railways upon such streets and upon such terms and conditions as

may be agreed upon between such corporations and such city or town, and may also accept lighting contracts with such cities or towns, to supply the said cities or towns or the inhabitants thereof, with light or electric current for power. Such corporations may also acquire, by purchase or consolidation, plants, franchises, contracts, good will and other property of any existing street railway or lighting company.

R.L. 1910, § 1483.

§66-204. Operation of buses.

Owners of franchises for the operation of electric street railways propelled by means of tracks and trolleys shall have full power and authority under such franchises to extend such transportation system by means of buses or other self-propelled vehicles, and such transportation shall be and become a part of the general transportation system of such street railway company, subject to all regulations imposed on such vehicles by law.

Laws 1925, c. 97, p. 146, § 1.

§66-302.1. Citation.

This act shall be known and may be cited as the "Railroad Revitalization Act"Laws 1978, c. 164, § 1, emerg. eff. April 10, 1978.

§66-303. Definitions.

As used in the Railroad Revitalization Act:

1. "Department" means the Oklahoma Department of Transportation;
2. "Railroad rights-of-ways", "trackage" or "projects" shall include within their meaning, but shall not be limited to: any roadbed, drains, fences, ties, switches, rails, ballast, signs, signals, lights, equipment, bridges, tools, crossings, underpasses, overpasses, construction and administration buildings and any and all other property, rights, easements and interests whether owned in fee or leased by this state, or at any public highway railroad crossing;
3. "Owner" shall include all individuals, copartnerships, associations, corporations, companies, transportation companies, public service corporations, the United States or any agency or instrumentality thereof, common carriers by rail and railroad companies having any title or interest in any real or personal property rights, easements and interest authorized to be acquired, leased or used by this act;
4. "Income" and "funds" and "revenue" shall include such money as may be appropriated, dedicated, granted or donated to the Department to accomplish the purposes of this act together with any funds otherwise dedicated to the Railroad Maintenance Revolving Fund; and
5. "Intermodal transportation" shall mean the linking of two or more modes of transportation including highway, mass transit, railroad, aviation or waterway transportation of all transportation-related industries in this state.

Added by Laws 1971, c. 348, § 3, emerg. eff. June 19, 1971. Amended by Laws 1978, c. 164, § 2, emerg. eff. April 10, 1978; Laws 1994, c. 173, § 1, eff. Sept. 1, 1994; Laws 1998, c. 376, § 1, eff. Nov. 1, 1998.

§66-304. Powers and duties.

A. The Department of Transportation is hereby authorized and empowered:

1. To acquire, construct, reconstruct, repair, replace, operate and maintain railroad rights-of-way and trackage projects at such locations and on such routes as it shall determine to be feasible and economically sound;
2. To enter into agreements with the owners of operating railroads for the acquisition and/or use of railroad rights-of-way and trackage on such terms, conditions, rates or rentals as the Department may consider to be in the best interests of the state;
3. To enter directly into agreements with owners of operating railroads or persons intending to operate as common carriers by rail to sell, lease, or sell by lease-purchase agreement any state-owned railroad property on such terms, conditions or amounts as the Department may consider to be in the best interests of the state and to promote the purposes of the Railroad Revitalization Act;
4. Prior to the sale of any railroad asset owned by the State of Oklahoma or the Department of Transportation, a process of request for proposal shall be initiated by the Department of Transportation with consultation by the Office of Management and Enterprise Services. Upon the issue date of a request for proposal regarding the sale of any railroad asset owned by the State of Oklahoma or the Department of Transportation, interested parties will have no less than ninety (90) days to provide a response. Following the close of the ninety-day response period, the Department of Transportation will conduct an evaluation of all submitted proposals, utilizing all available resources, and the Department of Commerce shall conduct an economic impact and/or activity study of all proposals. The Secretary of Transportation, Secretary of Finance, Secretary of Commerce, Secretary of Agriculture, and Secretary of Energy shall be responsible for preparing a recommendation to the Transportation Commission, based on its evaluation of all submitted proposals including the results of the economic impact and/or activity study, provided the recommendation meets all other statutory requirements needed for action by the Commission. The Secretary of Transportation, Secretary of Finance, Secretary of Commerce, Secretary of Agriculture, and Secretary of Energy will have up to ninety (90) days, upon the closing date of the request for proposal, to present its recommendation to the Transportation Commission. The Transportation Commission will be responsible for determining if the sale of railroad assets within its jurisdiction is in the best interests of the State of Oklahoma and for authorizing the sale of such assets. If a determination is rendered by the Transportation Commission that the sale of any railroad asset within its jurisdiction is appropriate, notification must be made to the Speaker of the House of Representatives and the President Pro Tempore of the Senate in writing prior to the Commission meeting where final action will take place. All proceeds from the sale shall be deposited into the Railroad Maintenance Revolving Fund;
5. To acquire and hold real or personal property in the exercise of its powers for the performance of its duties as authorized by this act. Surplus property may be disposed of by the Department;

6. To acquire in the name of the Department, by purchase or otherwise on such terms and conditions and in such manner as it may deem proper, or by exercise of the right of condemnation, such public or private lands and personalty, including public parks, playgrounds, or reservations, or parts thereof or rights therein, rights-of-way, trackage, property, rights, easements, and interests, as it may deem necessary for carrying out the provisions of the Railroad Revitalization Act;
7. To make and enter into all contracts and agreements necessary or incidental to the performance of its duties and the execution of its powers under the Railroad Revitalization Act, and to employ rail planning and management consultants, consulting engineers, attorneys, accountants, construction and financial consultants, superintendents, managers, and such other employees and agents as may be necessary in its judgment, and to fix their compensation; provided, that all such expenses shall be payable solely from funds made available under and pursuant to the provisions of the Railroad Revitalization Act or from revenues; provided, further, no attorney employed by the Department, nor any member of any law firm of which the member may be connected, shall ever be paid any fee or compensation for any special or extraordinary services;
8. To receive, accept and expend funds from the state, any federal agency, or from private sources, for rail planning and for administration of railroad assistance projects, and for or in aid of the acquisition, construction, reconstruction, replacement, repair, maintenance and operation of railroad rights-of-way and trackage and for rail service continuation payments to railroad companies for operating losses sustained by reasons of continuing service on a line which may otherwise be abandoned or which may experience a reduced level of service not in the public interest, where such continuation of service is carried out under a written agreement with the Department establishing the terms and conditions for such payments, and to receive and accept funds, aid or contributions from any source of either money, property, labor or other things of value, to be held, used and applied only for the purposes for which such funds, aid or contributions may be made;
9. To adopt such rules and to do any and all things necessary to comply with rules, regulations or requirements of the United States Department of Transportation, any successor thereof, the Surface Transportation Board or any federal agency administering any law enacted by the Congress of the United States or having funds available for the purpose of the Department that are not inconsistent with or contrary to the prohibitions and restrictions of Oklahoma law or public interest;
10. To expend, not to exceed twenty percent (20%) of the funds available in the Railroad Maintenance Revolving Fund during any one (1) year, at locations approved by the Oklahoma Corporation Commission, such Railroad Maintenance Revolving Fund monies as may be budgeted by the Department of Transportation for the purposes of installing signal lights, gate arms, or other active warning devices where any public road, street, or highway crosses a railroad right-of-way; provided, however, nothing in this act shall negate, change, or otherwise modify any existing statutory or common law duty of a railroad company;
11. To expend income and funds from the Railroad Maintenance Revolving Fund in the exercise of any or all of the foregoing powers; and

12. To do all things necessary or convenient to carry out the powers expressly granted in this act.

B. It shall be unlawful for any member, officer or employee of the Department to transact with the Department, either directly or indirectly, any business for profit of such member, officer or employee; and any person, firm or corporation knowingly participating therein shall be equally liable for violation of this provision.

C. The term "business for profit" shall include, but not be limited to, the acceptance or payment of any fee, commission, gift, or consideration to such member, officer or employee. Violation of this provision shall constitute a felony and upon conviction shall be punishable by incarceration in the State Penitentiary for a term not to exceed five (5) years or by a fine of not less than Five Hundred Dollars ($500.00) and not more than Five Thousand Dollars ($5,000.00), or by both such imprisonment and fine.

D. All meetings of the Department shall be open public meetings, and all records shall be public records, except when considering personnel.

Added by Laws 1971, c. 348, § 4, emerg. eff. June 19, 1971. Amended by Laws 1978, c. 164, § 3, emerg. eff. April 10, 1978; Laws 1980, c. 139, § 1, emerg. eff. March 26, 1980; Laws 1981, c. 214, § 1, emerg. eff. June 1, 1981; Laws 1997, c. 133, § 548, eff. July 1, 1999; Laws 1998, c. 376, § 2, eff. Nov. 1, 1998; Laws 1998, 1st Ex.Sess., c. 2, § 20, emerg. eff. June 19, 1998; Laws 1999, 1st Ex.Sess., c. 5, § 399, eff. July 1, 1999; Laws 2011, c. 120, § 1; Laws 2013, c. 377, § 1, eff. Oct. 1, 2013. NOTE: Laws 1998, 1st Ex.Sess., c. 2, § 23 amended the effective date of Laws 1997, c. 133, § 548 from July 1, 1998, to July 1, 1999.

§66-304.1. Action to determine constitutionality of Railroad Revitalization Act.

The Department is authorized, in its discretion, to file an application with the Supreme Court of Oklahoma to determine the constitutionality of the Railroad Revitalization Act, Sections 302.1 through 309 of this title and the programs relating to funding or assistance to railroads contemplated thereby; and exclusive original jurisdiction is hereby conferred upon the Supreme Court to hear and determine such application. It shall be the duty of the Court to give such application precedence over the other business of the Court and to pass upon said application as speedily as possible.

Laws 1980, c. 139, § 2, emerg. eff. March 26, 1980; Laws 1981, c. 214, § 2, emerg. eff. June 1, 1981.

§66-306. Essential governmental functions.

The Legislature hereby finds and declares that the exercise of the powers granted by the Railroad Revitalization Act is in all respects for the benefit of the people of the state, to enhance their safety at public railroad crossings, for the increase of their commerce and prosperity, and for the improvement of their health and living conditions, and as such the acquisition, construction, reconstruction, repair, replacement, operation and maintenance of railroad rights-of-way and trackage projects by the Department constitute the performance of essential discretionary governmental functions as set forth in Section 155 of Title 51 of the Oklahoma Statutes.

Added by Laws 1971, c. 348, § 6, emerg. eff. June 19, 1971. Amended by Laws 1978, c. 164, § 4, emerg. eff. April 10, 1978; Laws 1998, c. 376, § 3, eff. Nov. 1, 1998.

§66-307. Reports.

The Department shall make and submit to the Governor, on or before December 31 of each year, a full report showing anticipated projects, projects under construction and projects in operation, the financial condition of the Department and such other information as the Governor shall require.

Laws 1971, c. 348, § 7, emerg. eff. June 19, 1971; Laws 1978, c. 164, § 5, emerg. eff. April 10, 1978.

§66-308. Contracts.

All contracts for the construction, reconstruction, repair, replacement and maintenance of railroad rights-of-way or trackage shall be let by the Department to the lowest responsible bidder, or bidders, after notice by publication in the same manner as provided in the Public Competitive Bidding Act of 1974; provided, the Department may reject all bids and readvertise the same.

Laws 1971, c. 348, § 8, emerg. eff. June 19, 1971; Laws 1978, c. 164, § 6, emerg. eff. April 10, 1978.

§66-309. Fund.

There is hereby created in the State Treasurer's office a revolving fund for the Department, to be designated the Oklahoma Railroad Maintenance Revolving Fund. The fund shall be composed of all revenues generated by the provisions of Sections 2201 et seq. of Title 68 of the Oklahoma Statutes, which are, beginning July 1, 1978, henceforth levied for and dedicated to the implementation of the provisions of this act together with any federal grants, or financial assistance payments or contributions by any state or agency thereof or any authority constituted by a state, private donation or the proceeds from any rail property sale or payments for the use of any rail property and any accumulated interest thereon. No state funds except those appropriated for the purposes of this act shall be expended by the Department of Transportation in furtherance of the provisions of this act.

Laws 1971, c. 348, § 9, emerg. eff. June 19, 1971; Laws 1978, c. 164, § 7, emerg. eff. April 10, 1978; Laws 1981, c. 214, § 3, emerg. eff. June 1, 1981.

§66-309.1. Railroad Rehabilitation Act - Short title.

Sections 2 through 4 of this act shall be known and may be cited as the “Railroad Rehabilitation Act”.

Added by Laws 2002, c. 297, § 2, emerg. eff. May 22, 2002.

§66-309.2. Railroad Rehabilitation Act - Definitions.

As used in the Railroad Rehabilitation Act:

- 1. "Qualified railroad entity" means any certified freight railroad regulated by the United States Surface Transportation Board; and
- 2. "Rehabilitation" means the replacement of antiquated rail; replacement or reconstruction of deteriorating roadbeds with adequate rail, ties and ballast; reconstruction of sidings and industrial leads; and bridge replacement or reconstruction.

Added by Laws 2002, c. 297, § 3, emerg. eff. May 22, 2002.

§66-309.3. Railroad Rehabilitation Act - Powers and duties of Department of Transportation.

The exercise of the powers granted to the Department of Transportation by the Railroad Rehabilitation Act will be in all respects for the benefit of the people of this state, for the increase of their commerce and prosperity and shall be recognized as an essential government function.

- 1. On or before November 1, 2002, the Department may make loans from the Oklahoma Railroad Maintenance Revolving Fund to a qualified railroad entity for the purpose of financing the rehabilitation of railroads in this state.
- 2. Rehabilitation loans shall be made upon such terms as the Department deems appropriate. The loans shall be at or below market interest and for a duration not to exceed ten (10) years. All loan applications are subject to the approval of the Transportation Commission.
- 3. The Department shall adopt within one hundred twenty (120) days of the effective date of this act any emergency rules necessary to the implementation of this act.
- 4. No more than fifty percent (50%) of the balance of the Oklahoma Railroad Maintenance Revolving Fund for any one (1) year may be encumbered for Railroad Rehabilitation Act loans and the aggregate amount of all loans from the Oklahoma Railroad Maintenance Revolving Fund shall not exceed Five Million Dollars ($5,000,000.00).

Added by Laws 2002, c. 297, § 4, emerg. eff. May 22, 2002.

§66-321. Short title.

This act shall be known and may be cited as the "Oklahoma Tourism and Passenger Rail Act".

Added by Laws 1996, c. 255, § 1, eff. July 1, 1996.

§66-322. Purpose.

The purpose of the Oklahoma Tourism and Passenger Rail Act shall be to do all things necessary to restore passenger rail service to the state, to enhance the state's position as a tourist destination site and to improve the quality of life for residents of this state by offering an alternative mode of intrastate and interstate travel.

Added by Laws 1996, c. 255, § 2, eff. July 1, 1996.

§66-323. Definitions.

As used in this act:

- 1. "Department" means the Department of Transportation;
- 2. "Railroad rights-of-way", "trackage" or "projects" shall include within their meaning, but shall not be limited to: any roadbed, drains, fences, ties, switches, rails, ballast, signs, signals, lights, equipment, bridges, tools, crossings, underpasses, overpasses, construction

and administration buildings and any and all other property, rights, easements and interests whether owned in fee or leased;

- 3. "Owner" shall include all individuals, copartnerships, associations, corporations, companies, transportation companies, public service corporations, the United States or any agency or instrumentality thereof, common carriers by rail and railroad companies having any title or interest in any real or personal property rights, easements and interest authorized to be acquired, leased or used by this act;
- 4. "Income" and "funds" and "revenue" shall include such money as may be appropriated, dedicated, granted or donated to the Department to accomplish the purposes of this act together with any funds otherwise dedicated to the Oklahoma Tourism and Passenger Rail Revolving Fund as created by Section 5 of this act;
- 5. "Intermodal transportation" shall mean the linking of two or more modes of transportation including highway, mass transit, railroad, aviation or waterway transportation of all transportation-related industries in this state; and
- 6. "Passenger rail service" shall mean interstate or intrastate passenger rail service, including but not limited to a route linking stations in Oklahoma and Tulsa Counties with other primary points in the national railroad passenger system.

Added by Laws 1996, c. 255, § 3, eff. July 1, 1996.

§66-323.1. Repealed by Laws 2013, c. 227, § 19, eff. Nov. 1, 2013.

§66-324. Powers and duties of Department - Conflict of interest - Public meetings and records.

- A. The Department of Transportation is hereby authorized and empowered to:
  - 1. Acquire, construct, reconstruct, repair, replace, operate and maintain railroad rights-of-way and trackage projects at such locations and on such passenger routes as it shall determine to be feasible and economically sound;
  - 2. Enter into agreements with the owners of operating railroads for the acquisition and/or use of railroad rights-of-way and trackage on such terms, conditions, rates or rentals as the Department may consider to be in the best interests of the state;
  - 3. Enter directly into agreements with owners of operating passenger railroads to sell, lease, or sell by lease-purchase agreement any state-owned railroad property on such terms, conditions or amounts as the Department may consider to be in the best interests of the state and to promote the purposes of this act;
  - 4. Acquire and hold real or personal property in the exercise of its powers for the performance of its duties as authorized by this act. Surplus property may be disposed of by the Department;
  - 5. Acquire in the name of the Department, by purchase or otherwise on such terms and conditions and in such manner as it may deem proper, or by exercise of the right of condemnation, such public or private lands and personality, including public parks, playgrounds, or reservations, or parts thereof or rights therein, rights-of-way, trackage,

property, rights, easements, and interests, as it may deem necessary for carrying out the provisions of this act;

- 6. Make and enter into all contracts and agreements necessary or incidental to the performance of its duties and the execution of its powers under this act, and to employ passenger rail planning and management consultants, consulting engineers, attorneys, accountants, construction and financial consultants, superintendents, managers, and such other employees and agents as may be necessary in its judgment, and to fix their compensation; provided, that all such expenses shall be payable solely from funds made available under and pursuant to the provisions of this act or from revenues; provided, further, no attorney employed by the Department, nor any member of any law firm of which he or she may be connected, shall ever be paid any fee or compensation for any special or extraordinary services;
- 7. Receive, accept and expend funds from the state, any federal agency, or from private sources, for passenger rail planning and for administration of passenger railroad assistance projects, and for, or in aid of the acquisition, construction, reconstruction, replacement, repair, maintenance and operation of passenger railroad rights-of-way and trackage and for passenger rail service continuation payments to railroad companies for operating losses sustained by reasons of continuing service on a line which may otherwise be abandoned or which may experience a reduced level of service not in the public interest, where such continuation of service is carried out under a written agreement with the Department establishing the terms and conditions for such payments, and to receive and accept funds, aid or contributions from any source of either money, property, labor or other things of value, to be held, used and applied only for the purposes for which such funds, aid or contributions may be made;
- 8. Adopt such rules and to do any and all things necessary to comply with rules, regulations or requirements of the United States Department of Transportation, any successor thereof, the Interstate Commerce Commission or any federal agency administering any law enacted by the Congress of the United States or having funds available for the purpose of the Department that are not inconsistent with or contrary to the prohibitions and restrictions of Oklahoma law or public interest;
- 9. Expend income and funds from the Oklahoma Tourism and Passenger Rail Revolving Fund created in Section 5 of this act in the exercise of any or all of the foregoing powers; and
- 10. Do all things necessary or convenient to carry out the powers expressly granted in this act.

B. It shall be unlawful for any member, officer or employee of the Department to transact with the Department, either directly or indirectly, any business for profit of such member, officer or employee; and any person, firm or corporation knowingly participating therein shall be equally liable for violation of this provision.

The term "business for profit" shall include, but not be limited to, the acceptance or payment of any fee, commission, gift, or consideration to such member, officer or employee.

Violation of this provision shall constitute a felony and, upon conviction, shall be punishable by a fine of not less than Five Hundred Dollars ($500.00) and not more than Five Thousand

Dollars ($5,000.00), or by imprisonment in the custody of the Department of Corrections for not more than five (5) years, or by both such fine and imprisonment.

C. All meetings of the Department shall be open public meetings, and all records shall be public records, except when considering personnel.

Added by Laws 1996, c. 255, § 4, eff. July 1, 1996.

§66-325. Oklahoma Tourism and Passenger Rail Revolving Fund.

There is hereby created in the State Treasurer's office a revolving fund for the Department of Transportation, to be designated the "Oklahoma Tourism and Passenger Rail Revolving Fund". The fund shall be a continuing fund, not subject to fiscal year limitations, and shall be composed of all revenues generated pursuant to the federal Intercity Passenger Rail Trust Fund Act of 1995, together with any federal grants, or financial assistance payments or contributions by any state or agency thereof or any authority constituted by the state, private donation or the proceeds from any rail property sale or payments for the use of any rail property and any accumulated interest thereon, or any revenues apportioned thereto pursuant to the provisions of subparagraph b of paragraph 3 of subsection A of Section 500.6 of Title 68 of the Oklahoma Statutes. All monies accruing to the credit of the fund are hereby appropriated and may be budgeted and expended by the Department of Transportation in furtherance of the provisions of this act.

Added by Laws 1996, c. 255, § 5, eff. July 1, 1996. Amended by Laws 2001, c. 267, § 2, eff. July 1, 2001.

§66-326. Short title and application.

This act shall be known and may be cited as the “Interstate Midwest Regional Passenger Rail Compact”.

The Interstate Midwest Regional Passenger Rail Compact is hereby enacted into law and entered into by this state as a party with any other state or states legally joining therein in substantially this form.

Added by Laws 1999, c. 70, § 1, emerg. eff. April 7, 1999.

§66-327. Purpose of compact.

The purpose of this compact is to facilitate and promote the improvement and development of regional passenger rail service in the Midwest. A Commission is hereby created to achieve this purpose and to carry out the duties specified in this compact.

Added by Laws 1999, c. 70, § 2, emerg. eff. April 7, 1999.

§66-328. Powers and duties of Commission.

- A. The duties of the Commission are to:

- 1. Secure the funding and authorization necessary to make passenger rail improvements a reality for the region;
- 2. Examine and facilitate ways that states can form partnerships to implement improved passenger rail service in the region;
- 3. Create and facilitate a long-term, interstate plan for high-speed rail passenger service implementation; and
- 4. Serve as a liaison with Amtrak, the Federal Railroad Administration, the High- Speed Ground Transportation Association, and other regions and entities to ensure that the Midwest is adequately represented and integrated into national plans for passenger rail development.

- B. In addition to its exercise of these duties, the Commission may:
  - 1. Provide the multistate leadership necessary to implement the Interstate Midwest Regional Passenger Rail Compact;
  - 2. Work with local elected officials, economic development planning organizations, and similar entities to raise the visibility of passenger rail service needs; and
  - 3. Educate other state officials and the public on the advantages of passenger rail services as an integral part of an intermodal transportation system in the region.

Added by Laws 1999, c. 70, § 3, emerg. eff. April 7, 1999.

§66-329. Membership and compensation.

The manner of appointment of Commission members, terms of office, provisions for removal and suspension, and manner of appointment to fill vacancies shall be determined by each party state pursuant to its laws, but each member shall be a resident of the state of appointment. Commission members shall serve without compensation, but the actual and necessary expenses incurred by a Commission member in the performance of duties shall be met by the state which the member represents, according to its laws.

Added by Laws 1999, c. 70, § 4, emerg. eff. April 7, 1999.

§66-330. Election of officers.

The Commission shall annually elect from among its members a chair, and a vice- chair who shall not be a resident of the state represented by the chair, and a secretary- treasurer.

Added by Laws 1999, c. 70, § 5, emerg. eff. April 7, 1999.

§66-331. Powers and duties of officers.

The chair of the Commission shall, if present, preside at meetings of the Commission, serve as a principal spokesperson for the Commission, and perform other duties assigned by the Commission. The vice-chair shall perform the duties of the chair if the chair is absent or unable to perform required duties. The secretary-treasurer shall create and maintain a record of Commission meetings and shall receive and be responsible for money paid to the Commission and shall disburse money as authorized by the Commission according to law.

Added by Laws 1999, c. 70, § 6, emerg. eff. April 7, 1999.

§66-332. Meetings and administration.

The Commission shall meet at the call of the chair, or at the call of a majority of its members, upon fourteen (14) days' notice, but at least three (3) times in each calendar year.

Added by Laws 1999, c. 70, § 7, emerg. eff. April 7, 1999.

§66-333. Finance and budgeting.

The Commission may accept, for any of its purposes and functions, donations, gifts, grants, and appropriations of money, equipment, supplies, materials, and services from the federal government, from any party state or from any department, agency, or municipality thereof, or from any institution, person, firm, or corporation. The Commission, out of the funds available to it, shall pay all expenses incurred by the Commission in executing the duties imposed upon it by this compact. The Commission shall not go into debt. The Commission shall submit to the officer designated by the laws of each party state, periodically as required by the laws of each party state, a budget of its actual past and estimated future expenditures.

Added by Laws 1999, c. 70, § 8, emerg. eff. April 7, 1999.

§66-334. Effective dates and entry of other states.

This compact shall be open for membership for this state as a party with any other state or states legally joining therein. It shall become effective immediately after the passage of an act by any party states incorporating the provisions of this compact into the laws of such states. The compact shall become effective with respect to any eligible state when such state has enacted the compact into law. Withdrawal from this compact shall be by enactment of a statute repealing the same and shall take effect one (1) year after the effective date of such statute.

Added by Laws 1999, c. 70, § 9, emerg. eff. April 7, 1999.

Title 68 Revenue and Taxation

68-500.6 Apportionment of gasoline and compressed natural gas tax.

68-2202 Classification of freight cars – Percentage of gross revenue – In lieu of ad valorem tax – application to public service and private corporations

68-2357.103 Short title

68-2357.104 Tax credit for railroad reconstruction or replacement expenditures

§68-500.6. Apportionment of gasoline and compressed natural gas tax.

- A. The tax of sixteen cents ($0.16) per gallon of gasoline that is levied by paragraph 1 of subsection A of Section 500.4 of this title, the tax upon compressed natural gas levied by paragraph 3 of subsection A of Section 500.4 of this title, the tax upon liquefied natural gas levied by paragraph 4 of subsection A of Section 500.4 of this title and the tax of two and eight one-hundredths cents ($0.0208) per gallon of gasoline that is levied by subsection C of Section 500.4 of this title, and penalties and interest thereon, collected by the Oklahoma Tax Commission under the levy shall be apportioned and distributed monthly as follows:
  - 1. The first Two Hundred Fifty Thousand Dollars ($250,000.00) of the levy collected each month shall be deposited in the State Treasury to the credit of the State Transportation Fund;
  - 2. One and six hundred twenty-five one-thousandths percent (1.625%) of the levy shall be remitted to the State Treasurer to the credit of the High Priority State Bridge Revolving Fund as created in Section 506 of Title 69 of the Oklahoma Statutes;
  - 3. Sixty-three and seventy-five one-hundredths percent (63.75%) of the levy shall be deposited in the State Treasury to the credit of the State Transportation Fund to be apportioned as follows:
    - a. the first Eight Hundred Fifty Thousand Dollars ($850,000.00) collected each fiscal year shall be transferred to the Public Transit Revolving Fund, created in Section 4031 of Title 69 of the Oklahoma Statutes, and
    - b. the second Eight Hundred Fifty Thousand Dollars ($850,000.00) collected each fiscal year shall be transferred to the Oklahoma Tourism and Passenger Rail Revolving Fund and shall be used by the Department of Transportation:
      - (1) to contract railroad passenger services, including but not limited to a route linking stations in Oklahoma and Tulsa Counties with other primary points in the national railroad passenger system and passenger rail service within the state, and a route beginning at a station in Oklahoma County and extending north to the Kansas state line in Kay County, and
      - (2) to provide necessary facility, signaling, and track improvements for those contracted services.

§68-2202. Classification of freight cars - Percentage of gross revenue - In lieu of ad valorem tax - Application to public service and private corporations.

All freight cars owned, operated, rented, leased, or used by any freight line company, equipment company, or mercantile company which are moved over, or used in the operation of, the line of any railroad company, as hereinbefore defined, wholly or partially within this state, are hereby classified for the purpose of taxation; and a tax equivalent to four percent (4%) of the gross revenue in this state, is hereby levied on such freight cars; and such tax shall be in lieu of ad valorem taxes upon such freight cars.

Nothing in this act shall be construed to exempt from ad valorem taxation any real or personal property other than freight cars, or any freight cars which are not operated over the line of any common carrier railroad, as hereinbefore defined, upon which the gross revenue tax herein levied does not apply. It is hereby expressly provided that the provisions of this act shall apply to both public service and private corporations.

Added by Laws 1939, p. 417, § 2. Amended by Laws 1965, c. 215, § 1.

§68-2357.103. Short title.

- A. Sections 7 and 8 of this act shall be known and may be cited as the "Railroad Modernization Act of 2005".
- B. The exercise of the powers granted to the Department of Transportation and the Oklahoma Tax Commission by the Railroad Modernization Act of 2005 shall be in all respects for the benefit of the people of this state and for the increase of their commerce and prosperity.

Added by Laws 2005, c. 413, § 7, eff. July 1, 2005.

NOTE: Editorially renumbered from § 2357.101 of this title to avoid duplication in numbering.

§68-2357.104.

ENROLLED SENATE BILL NO. 1322 By: Thompson, Boggs and Montgomery of the Senate and Wallace of the House An Act relating to income tax credits; amending 68 O.S. 2011, Section 2357.104, as last amended by Section 1, Chapter 7, 2nd Extraordinary Session, O.S.L. 2018 (68 O.S. Supp. 2019, Section 2357.104), which relates to credits for railroad reconstruction or replacement expenditures; limiting time period during which credits may be claimed; increasing individual limit on amount of credit during specified time period; eliminating specified taxpayer election and related prohibition; modifying definition; deleting obsolete language; eliminating percentage reduction in credit; increasing annual cap on total credits allowed for specified time period; and providing an effective date.

SUBJECT: Income tax credits

BE IT ENACTED BY THE PEOPLE OF THE STATE OF OKLAHOMA: SECTION 1. AMENDATORY 68 O.S. 2011, Section 2357.104, as last amended by Section 1, Chapter 7, 2nd Extraordinary Session, O.S.L. 2018 (68 O.S. Supp. 2019, Section 2357.104), is amended to read as follows:

Section 2357.104.

A. Except as otherwise provided by this section, for taxable years beginning after December 31, 2005, and 2 ending before January 1, 2025, there shall be allowed a credit against the tax imposed by Section 2355 of this title equal to fifty percent (50%) of an eligible taxpayer's qualified railroad reconstruction or replacement expenditures.

B. For tax years 2020 through 2024, the amount of the credit shall be limited to the product of Five Thousand Dollars ($5,000.00) and the number of miles of railroad track owned or leased within this state by the eligible taxpayer as of the close of the taxable year.

C. The credit allowed pursuant to subsection A of this section but not used shall be freely transferable, by written agreement, to subsequent transferees at any time during the five (5) years following the year of qualification. An eligible transferee shall be any taxpayer subject to the tax imposed by Section 2355 of this title. The person originally allowed the credit and the subsequent transferee shall jointly file a copy of the written credit transfer agreement with the Oklahoma Tax Commission within thirty (30) days of the transfer. The written agreement shall contain the name, address and taxpayer identification number of the parties to the transfer, the amount of credit being transferred, the year the credit was originally allowed to the transferring person and the tax year or years for which the credit may be claimed. The Tax Commission shall promulgate rules to permit verification of the timeliness of a tax credit claimed upon a tax return pursuant to this subsection but shall not promulgate any rules which unduly restrict or hinder the transfers of such tax credit. The Department of Transportation shall promulgate rules to permit verification of the eligibility of an eligible taxpayer's expenditures for the purpose of claiming the credit. The rules shall provide for the approval of qualified railroad reconstruction or replacement expenditures prior to commencement of a project and provide a certificate of verification upon completion of a project that uses qualified railroad reconstruction or replacement expenditures. The certificate of verification shall satisfy all requirements of the Tax Commission pertaining to the eligibility of the person claiming the credit.

D. Any credits allowed pursuant to the provisions of subsection A of this section but not used in any tax year may be carried over in order to each of the five (5) years following the year of qualification.

E. As used in this section:

1. "Class II and Class III railroad" means a railroad that is classified by the United States Surface Transportation Board as a Class II or Class III railroad;
2. "Eligible taxpayer" means any Class II or Class III railroad; and
3. "Qualified railroad reconstruction or replacement expenditures" means expenditures for:
    a. track maintenance, natural disasters, and reconstruction or replacement of railroad infrastructure including track, roadbed, crossings, bridges, industrial leads and track-related structures owned or leased by a Class II or Class III railroad as of January 1, 2006, or

b. new construction of industrial leads, switches, spurs and sidings and extensions of existing sidings by a Class II or Class III railroad.

F. The total amount of credits authorized by this section used to offset tax shall be adjusted annually to limit the annual amount of credits to Two Million Dollars ($2,000,000.00) for tax years 2018 and 2019 and Five Million Dollars ($5,000,000.00) for tax year 2020 and all subsequent tax years. The Tax Commission shall annually calculate and publish a percentage by which the credits authorized by this section shall be reduced so the total amount of credits used to offset tax does not exceed Two Million Dollars ($2,000,000.00) per year the applicable annual limit. The formula to be used for the percentage adjustment shall be the applicable annual limit divided by the credits claimed in the second preceding year.

G. Pursuant to subsection F of this section, in the event the total tax credits authorized by this section exceed the annual applicable limit in any calendar year, the Tax Commission shall permit any excess over the annual applicable limit but shall factor such excess into the percentage adjustment formula for subsequent years.

SECTION 2.

This act shall become effective November 1, 2020.

Title 69 Roads, Bridges, and Ferries

69-224 Limited access facility

69-1302 New and existing facilities – Grade crossing eliminations

69-1314 Railroads and street railways to pave –warning signals

69-1521 Rebuilding Oklahoma Access and Driver Safety Fund

§69-224. Limited access facility.

Includes limited access highways, expressways, arterial highways, frontage roads, public roads and the auxiliary service highway.

Added by Laws 1968, c. 415, § 224, operative July 1, 1968.

§69-1302. New and existing facilities - Grade crossing eliminations.

Each governing body shall have authority to designate and establish limited access facilities as new and additional highways, or may designate any existing street or highway as a limited access facility. The governing body shall have authority to provide for the elimination of intersections at grade of limited access facilities with any highway, road, street, or alley now or hereafter existing, either by grade separation, or by closing off such other highway, road, street or alley, or by otherwise protecting such limited access facility.

Laws 1968, c. 415, § 1302, operative July 1, 1968.

§69-1314. Railroads and street railways to pave - Warning signals.

- (a) When a railroad or railway shall occupy any portion of a limited access facility with its tracks, either running in a general direction thereto or otherwise, the governing body or the board of county commissioners or the Commission may require such railroad or railway company to pave so much of the facility as may be occupied by its track or tracks and three (3) feet on each side, and when more than one track crosses within a distance of (one hundred) 100 feet, measuring from inside rail to inside rail, the company shall grade, gutter, drain, curb, pave or otherwise improve between its tracks in the same manner as the facility itself.
- (b) The Corporation Commission of the State of Oklahoma may require warning signals at grade crossings at intersections of railroad and limited access facilities and may require grade separations at intersections of railroads and limited access facilities. The determination of whether such warning signals and grade separations shall be required, the location thereof, the type thereof, and the distribution of the cost thereof shall be determined by the Corporation Commission in accordance with the provisions of 17 O.S.1961, Sections 81 to 84, inclusive.

Laws 1968, c. 415, § 1314, operative July 1, 1968.

§69-1521. Rebuilding Oklahoma Access and Driver Safety Fund.

- A. There is hereby created in the State Treasury a fund to be known as the "Rebuilding Oklahoma Access and Driver Safety Fund". The fund shall be a continuing fund, not subject to fiscal year limitations, and shall consist of all appropriations and transfers made by the Legislature. All monies accruing to the credit of the fund are hereby appropriated and may be budgeted and expended each fiscal year by the Department of Transportation for the purposes authorized by subsection G of this section. Expenditures from the fund shall be made upon warrants issued by the State Treasurer against claims filed as prescribed by law with the Director of the Office of Management and Enterprise Services for approval and payment.
- B. Beginning July 1, 2019, except for an amount equivalent to the amount of revenue apportioned to the Rebuilding Oklahoma Access and Driver Safety Fund pursuant to Section 6 of Enrolled House Bill No. 1010 of the 2nd Extraordinary Session of the 56th Oklahoma Legislature and Section 1104 of Title 47 of the Oklahoma Statutes, there shall be apportioned to the funds specified in this subsection from the monies that would otherwise be apportioned to the General Revenue Fund by Section 2352 of Title 68 of the Oklahoma Statutes from the revenues derived pursuant to subsections A, B and E of Section 2355 of Title 68 of the Oklahoma Statutes amounts as follows:
    - 1. For each fiscal year, subject to the provisions of paragraph 3 of this subsection, and, except for the amount prescribed by subparagraph a of this paragraph, subject to any reductions required by subsection F of this section, there shall be apportioned to the Rebuilding Oklahoma Access and Driver Safety Fund:

- a. for the fiscal year beginning July 1, 2011, the first Thirty-five Million Seven Hundred Thousand Dollars ($35,700,000.00), for the fiscal year beginning July 1, 2012, the first Forty-one Million Seven Hundred Thousand Dollars ($41,700,000.00) and for the fiscal year beginning July 1, 2013, and for each fiscal year thereafter, Fifty-nine Million Seven Hundred Thousand Dollars ($59,700,000.00), which shall be allocated and used by the Department of Transportation first for the purpose of making any required payments for principal, interest or other costs of borrowing with respect to the obligations issued pursuant to Section 341 of Title 73 of the Oklahoma Statutes and after any such required payment has been made then for the purposes otherwise authorized by this section, plus
- b. the total amount apportioned to the Rebuilding Oklahoma Access and Driver Safety Fund for the preceding fiscal year which, except for the amount prescribed by subparagraph a of this paragraph, shall be apportioned before any other amount is apportioned pursuant to Section 2352 of Title 68 of the Oklahoma Statutes, plus
- c. an additional incremental amount which shall not be in excess of the amount prescribed by subparagraph a of this paragraph and that is required in order for the total apportionment to the Rebuilding Oklahoma Access and Driver Safety Fund from all sources for such fiscal year to equal Five Hundred Seventy-five Million Dollars ($575,000,000.00).
- All amounts apportioned pursuant to this paragraph shall be divided into twelve equal amounts to be apportioned each month during the fiscal year except the amount specified in subparagraph a of this paragraph which amount shall be allocated in its full amount in cash not later than July 30 each year or such later date as may be required in order for the amount to be allocated in cash;

- 2. For each fiscal year after the apportionments required by paragraph 1 of this subsection have been made:
  - a. the next Two Million Dollars ($2,000,000.00) shall be apportioned to the Oklahoma Tourism and Passenger Rail Revolving Fund created pursuant to Section 325 of Title 66 of the Oklahoma Statutes to be used for capital and operating costs for the "Heartland Flyer" rail project, and

Appendix C: Economic Impact Analysis

Appendix C: Economic Impact Analysis

Executive Summary

Rail economic impacts to Oklahoma in 2019 were estimated using Regional Input-Output Modelling System (RIMS II) multipliers from Bureau of Economic Analysis (BEA) with input data and assumptions on:

- Freight movements, based on data derived from the Surface Transportation Board (STB) 2019 Carload Waybill Sample data of shipments originating in Oklahoma described in Section 2.2 of the State Rail Plan;
- Values of commodity shipments extracted from Federal Highway Administration (FHWA) Freight Analysis Framework (FAF) data base for rail shipments originating in Oklahoma and converted to $/ton;
- Rail transportation operations, and
- Expenditures of visitors coming to Oklahoma by rail.

Impacts were calculated and presented by activity type (service provision and rail services users), category of impact (direct, indirect, induced, and total), and measure of economic activity (employment, income, value added, and output) to provide a comprehensive perspective on how rail in Oklahoma impacts the economy. **Table C.29** provides a summary of impacts which include the following:

- Employment – Economic impacts of rail extended beyond the 1,400 individuals directly employed in the provision of rail transportation (both passenger and freight). When the freight rail transportation and visitor impact activities and multiplier impacts were included, rail-related employment in Oklahoma in 2019 amounted to 27,121 jobs, which represented 1.2% of the 2.3 million statewide employment.
- Employment Income – $1.3 billion earned by these total employees represented 1.1% of Oklahoma's total labor income in 2019. Labor income includes employee compensation and proprietary income. Employee compensation, in turn, consists of wage and salary payments as well as benefits (health, retirement, etc.) and employer paid payroll taxes (employer side of social security, unemployment taxes, etc.). Proprietary income consists of payments received by self-employed individuals and unincorporated business owners.
- Value Added – The combined value-added impact of rail-related activity amounted to nearly $2.6 billion and represented about 1.3% of state's Gross State Product (GSP).
- Output – In terms of total revenue, the rail-related industries generated about $5.7 billion in output.

Table C.29: Rail Economic Impacts in Oklahoma

Impact Metric	Transportation Services			Transportation Users			Total Rail-Related Industries		
	Total	Freight	Passenger	Total	Freight	Passenger	Total	Freight	Passenger
Employment, Jobs									
Direct	1,460	1,440	20	7,366	7,308	58	8,826	8,748	78
Total	5,184	5,112	72	21,937	21,848	89	27,121	26,961	161
Employment Income, $ Millions									
Direct	$129.2	$127.4	$1.8	$411.6	$410.4	$1.2	$540.8	$537.7	$3.0
Total	$287.9	$283.9	$4.0	$1,012.8	$1,010.3	$2.5	$1,300.7	$1,294.2	$6.5
Value Added, $ Millions									
Direct	$317.4	$313.0	$4.4	$956.0	$953.6	$2.4	$1,273.4	$1,266.6	$6.8
Total	$599.9	$591.6	$8.4	$1,990.1	$1,985.3	$4.7	$2,590.0	$2,576.9	$13.1
Output, $ Millions									
Direct	$612.4	$603.9	$8.5	$2,353.2	$2,348.6	$4.6	$2,965.6	$2,952.5	$13.1
Total	$1,157.8	$1,141.7	$16.1	$4,543.9	$4,534.8	$9.1	$5,701.7	$5,676.5	$25.2

Note: All monetary values are in 2017 dollars.

Introduction

Economic impacts of rail transportation industry in Oklahoma stem from (1) railroads providing freight and passenger rail services, (2) industries using such services to trade goods (i.e. shippers of goods), and (3) visitors coming to Oklahoma by rail and spending money on goods and services.

This Appendix outlines the methodology of quantification of these impacts together with input data and results. The methodology represents an input-output approach that captures and quantifies the flow of goods and services (expenditures) between various industries in the economy arising from technical requirements of one industry for inputs provided by another industry. These inter-industry requirements for input supplies and labor create rounds of expenditures and impacts that – when added throughout the economy – exceed the initial expenditure.

The analysis is implemented on the basis of STB 2019 Carload Waybill Sample data of shipments originating in Oklahoma and using Regional Input-Output Modelling System (RIMS II) multipliers from Bureau of Economic Analysis (BEA) referred to as RIMS II multipliers. Section C.1 of this Appendix provides an overview of the specific methodology, data and assumptions used in this assessment while Section C.2 presents the results. All monetary estimates are in 2017 dollars, unless indicated otherwise.

C.1 Methodology, Data Sources, and Analysis Assumptions

C.1.1 Key Concepts and Modeling Tools

Economic impact analysis (or assessment) is a type of conceptual analysis that identifies and quantifies the economic activity that is generated or can be attributed and linked to an investment project, government policies, events, etc. being evaluated. These projects, policies, or events have some underlying change in the stream of expenditures in an economy and lead to a change in the demand for goods and services. This has implications on the number of jobs and other measures of economic activity in the local, regional, and national economy.

Traditionally, economic impact analysis involves the estimation of three distinct types of economic activity, commonly referred to as “direct effects,” “indirect effects,” and “induced effects” that are attributable to an initial stream of incremental capital or operating expenditures. These are defined as follows:

- Direct impacts refer to the initial economic effects occurring as the result of capital or operating expenditures directly related to the project, policy, or event being evaluated. Direct spending results in the employment of workers, business output, and sales of locally produced goods or services.
- Indirect impacts refer to the “spin-off” economic activities that result from purchases of production inputs, goods and services, by businesses that are impacted by the initial expenditures. The spending by the supplier firms on their labor, production

inputs, goods and services that they require creates output of other firms further down the production chain, bringing about additional business output, employment, and earnings. The sum of these effects across the supply chain is the indirect impact.

- Induced impacts represent the increase in business output, employment, and earnings over and above the direct and indirect impacts, generated by re-spending of employment income derived from the direct and indirect employment. Induced impacts are thus changes in economic activity that are the result of personal (household) spending for goods and services by employees comprising the direct and indirect impacts.
- Total economic impact is the sum of the direct, indirect and induced effects for the project being evaluated.

Each of the direct, indirect, and induced impacts defined is estimated in terms of the various measures of economic activity that include the following:

- Output, the total gross value of all business revenue. Output represents the total sum of all economic activity that has taken place in connection with it. This is the broadest measure of economic activity.
- Value Added, or gross domestic product (GDP), the "value added" to the economy, or value of output minus value of purchased goods and services used in the production process. Value added represents the unduplicated measure of the total value of economic activity.
- Employment, the number of incremental jobs created as a result of all expenditures related to the activities evaluated.[112]
- Salaries and Wages, the additional salaries and wages that would be paid to above employees.

Indirect and induced impacts are often referred to as "multiplier effects," since they increase the overall economic impacts of the original expenditure that initiated the rounds of spending and effects described above.

The above analysis is made operational via an input-output methodology that captures and quantifies the flow of goods and services between various industries in an economy arising from technical requirements of one industry for inputs produced by another industry (supply-purchase relationships).

Aggregate measures of the requirements of one industry from all other industries (per $1 of output) represent indirect multipliers. Own industry requirements for labor and operational profile (wages and salaries paid, use of production inputs) represent direct multipliers. Indirect multipliers can be used to estimate indirect impacts, direct multipliers can be used to estimate direct effects (or its missing components, e.g. employment from given

[112] In economic impact analysis, employment impacts are typically estimated in terms of job-years which expresses the number of jobs created multiplied by the length of time in years that they would last for. E.g. 1 job-year is 1 job created for 1 year. For simplicity, we refer here to these impacts as "jobs" or employment impacts. They represent a mix of full-time and part-time positions common for the industries affected.

expenditure amount). Induced impacts are estimated based on profile of consumer expenditures on goods and services.

Economic impacts of rail transportation are driven by both transport service providers and the choice of rail transportation made by users of these services. In other words, Oklahoma rail-related economic impacts are categorized into service provider and user impacts. Rail transport services would be curtailed in the absence of rail activity (elimination of goods production or passenger movements). Transport user impacts pertain to industries using freight rail to transport goods, or industries relying on expenditures of visitors to Oklahoma traveling by rail. The nature of these impacts is briefly discussed below.

- Transport Service Providers – Impacts associated with the provision of rail transport include a wide range of primarily modal transport activity, but also may include other support and administrative operations. It reflects freight and passenger railroad operations.
- Transport Users – Impacts associated with shippers of freight and the industries that supply goods and services to them as well as travelers' expenditures on goods & services and industries that are supported by these expenditures.
    - Freight Users – Impacts associated with shippers using freight rail for goods movement, except for the rail industry itself. Rail users have several options available to transport freight and can substitute this service with other modes (truck and/or water) if rail services were unavailable. However, the choice to use railroads to ship freight indicates cost and/or logistical advantages in a competitive marketplace. Loss of rail service could negatively affect its current users. In this sense, rail contributes to the vitality of the state economy and supports jobs and economic activity of its users involved in the production of goods shipped.

      This analysis focuses on impacts to shippers as captured by outbound freight with an Oklahoma origin. Although receivers may also benefit by being able to obtain their orders by rail at a lower total cost, including many production inputs and supplies, this impact is difficult to quantify without a risk of double counting or over-stating the impact. For example, the receivers of production supplies may then themselves ship final goods they produce by rail as well. The economic activity and contribution to the state economy corresponding to the production of those final goods will be accounted for under outbound freight. Including impact due to being able to obtain production supplies by rail as well carries a high risk of double counting as those supplies may be used for the production of the goods already captured under the outbound freight.
    - Travelers – Similarly, the local economy is also impacted by the expenditures of travelers on goods and services such as food, or accommodation. Rail-transported travelers may have several transport options and may be able to substitute other modal transport (auto, bus, air) if rail services became unavailable. However, the choice of those travelers to use Amtrak reveals factors such as cost savings, convenience, and/or other amenity advantages. As such, if rail were unavailable, affected travelers' expenditures and corresponding economic impact would likely be reduced.

The above analysis is implemented and estimated using RIMS II multipliers from Bureau of Economic Analysis (BEA). RIMS II multipliers are widely used in economic impact modeling to forecast the effect of a given change in the economy's activity on the local, regional, and national economy.

The activity is specified in terms of incremental expenditures related to the activity, e.g. revenue of the industry that receives orders for its goods and services, or number of workers that will be required to complete the order. The multipliers are then applied for each of the metrics discussed above to obtain direct, indirect, and induced impacts, all in terms of business outputs, jobs, employment income and employment income. The approach is based on classic input-output modeling principles. BEA RIMS II multipliers are available at various levels of geography (all of US/ national average, state, county, and other geographies) and two levels of industrial aggregation: a summary level comprising 64 industries, and a detailed level comprising 373 industries. This analysis used the state-wide multipliers for Oklahoma for a combination of summary level aggregation of industries and more detailed levels, depending on the commodity classification. The multipliers are based on 2017 regional data and 2012 Benchmark Input-Output Table for the Nation.

Estimation of economic impacts with RIMS II multipliers involved the following key steps:

Step (1): Identify the streams of revenues directly related to the activity being analyzed (i.e. freight shippers' sales by commodity) and classify them into industrial sectors;

Step (2): Identify BEA RIMS II industries that most closely correspond to the industrial sectors of revenues listed in Step (1) (based on the type and nature of commodities involved);

Step (3): Develop impact model: compile multipliers by identified industries, match with streams of revenues, code all direct, indirect, and induced impacts, and

Step (4): Run model simulations and analyze results.

The specific data and methodological assumptions used develop the streams of expenditures generating economic impacts are discussed in the next section.

C.1.2 Data and Input Assumptions

Rail Service Provision

Estimation of economic impacts of passenger rail service provision in Oklahoma is based on information on direct industry employment. A 2016 fact sheet produced by Amtrak outlining its contributions to Oklahoma's economy states that 20 staff are employed as a result of the provision of Amtrak service in Oklahoma.[113] Given that ridership in Oklahoma increased only marginally in 2019 compared to 2016 and service frequency remained the same, for the purpose of this economic impact analysis it is assumed that in 2019 employment remains at the same level of 20 employees.

[113] Amtrak, Oklahoma. Amtrak's Contributions to Oklahoma, 2016.

A similar approach could not be adopted for freight rail transportation services as employment in the rail transportation industry – in general – is not tracked and published by public data sources such as the US Census Bureau.

Economic impact of freight rail services is estimated on the basis of railroad revenues provided in the STB Waybill data for each record together with other shipment details (such as weight, number of carloads, and commodity classification).

To align this analysis with the scope of impacts to transportation users, the focus is on impacts due to outbound and intrastate shipping and corresponding railroad revenues. It is recognized that some of this revenue would likely accrue to destination states, rather than Oklahoma. At the same time, however, railroad revenues in Oklahoma, and thus economic impacts, may also accrue via services provided to inbound and through shipments. Overall, given the tonnage of inbound and through shipments, economic impacts based on railroad revenues from outbound and intrastate shipping are likely to represent a conservative estimate of impacts.

Freight Movements

The STB Carload Waybill Sample data of rail shipments originating in Oklahoma described in Section 2 provided the volume (i.e. tonnage) of shipments of goods originating in Oklahoma.

The FHWA FAF5 database of freight flows among states was used to extract values of shipments by rail in millions of 2017 dollars that originate in Oklahoma. The total shipment values were converted to average commodity value, by commodity, in terms of $/ton in 2017 dollars. These were then matched to commodity categories in STB Carload Waybill Sample data.

Multiplying the tonnage of shipments from the STB Carload Waybill Sample data by the average value of goods provided the total value of commodities shipped from an Oklahoma origin. As mentioned in the previous section, this is interpreted as shippers' revenue, or the value of production, supported (facilitated, or made more competitive) by the presence of rail transportation. The employment and income related to these shipments are interpreted as the economic impacts related to rail.

It is noted, however, that in practice many shipments may represent movements of goods from warehousing and distribution centers, rather than from manufacturing establishments. In fact, the analysis of 2017 Commodity Flow Survey data reveals that, by value, 39.3% of shipments are shipped by manufacturing industries and more than 55% are shipped by wholesale trade and warehousing and storage industries.[114] Based on this analysis, 55% of all commodity shipments by value were assigned to wholesale trade and the remaining 45% were assigned to the BEA RIMS II input-output industry that best matched the particular commodity group.

Table C.30 presents the results of this analysis.

[114] Calculated based on United States 2017 Economic Census: Transportation, Table A7a.

The volume of goods shipped from Oklahoma origins amounted to over 21.5 million tons at a total value of over $4.6 billion. Of this value, about $2.5 billion is assumed to represent shipments by wholesale trade, while the remaining $2 billion represents manufacturing and mining industry shipments assigned to various relevant industries as shown in the table.

The table also demonstrates that the largest shipments in terms of tonnage were non-metallic minerals (at about 56% of total tonnage), followed by chemicals and allied products (at 12.5% of total tonnage) and farm products (at 8.3% of total tonnage). In terms of shipment value, pulp, paper or allied products represented the largest shipments accounting for about 22% of total value followed by chemicals or allied products (at 15.2% of total value) and transportation equipment (at 14.6% of total value).

Table C.30: Freight Shipments Included in Economic Impact Assessment

Commodity Group	Outbound and Intra-State, Tons	Commodity Value Assigned, $/Ton	Shipment Value, $Millions	Value to Allocate to Wholesale Trade, $Millions	Value to Allocate to RIMS II IO Industries, $Millions	RIMS II Industry Assigned (Other than Wholesale)	Industry Code
Farm Products	1,792,492	$160.4	$287.5	$158.1	$129.4	Farms	1
Coal	79,720	$380.9	$30.4	$16.7	$13.7	Coal mining	212100
Nonmetallic Minerals	12,152,857	$21.9	$265.6	$146.1	$119.5	Non-metallic Minerals - Average of Stone mining and quarrying and non-metallic minerals mining and quarrying	212310 and 2123A0
Food or Kindred Products	211,540	$824.6	$174.4	$95.9	$78.5	Food and beverage and tobacco product manufacturing	19
Chemicals or Allied Products	2,692,235	$261.2	$703.3	$386.8	$316.5	Chemical manufacturing	25
Petroleum or Coal Products	816,628	$515.3	$420.8	$231.4	$189.4	Petroleum and coal products manufacturing	24
Rubber or Misc Plastics	38,600	$1,526.2	$58.9	$32.4	$26.5	Plastics and rubber products manufacturing	26
Primary Metal Products	189,520	$3,053.8	$578.8	$318.3	$260.4	Iron and steel mills and ferroalloy manufacturing	331200
Transportation Equipment	73,540	$9,177.8	$674.9	$371.2	$303.7	Transportation Equipment - Average of motor vehicles bodies and trailers and Other transportation equipment	15 and 16
Waste or Scrap Materials	542,008	$256.4	$139.0	$0.0	$0.0	Not included in assessment	
Shipping Containers	320	$0.0	$0.0	$0.0	$0.0	Not included in assessment	
Misc Mixed Shipments	320	$4,237.5	$1.4	$0.7	$0.6	Mixed Manufactured Goods - Average of manufacturing industries	8 to 26
Hazardous Materials	609,360	$261.2	$159.2	$87.6	$71.6	Chemical manufacturing	25
Clay, Concrete, Glass or Stone	460,584	$59.1	$27.2	$15.0	$12.2	Nonmetallic mineral product manufacturing	9
Logs, Lumber, Wood Prod.	199,200	$467.9	$93.2	$51.3	$41.9	Forestry and logging and sawmills	113000 and 321100
Pulp, Paper or Allied Products	1,708,680	$593.8	$1,014.6	$558.0	$456.6	Paperboard mills	322130
Total	**21,567,604**		**$4,629.1**	**$2,469.5**	**$2,020.5**		

Note: Commodity values are in 2017 dollars

Travelers' Expenditures

Specific data on the number of visitors coming to Oklahoma by rail (out-of-state and from same state visitors), or traveling in Oklahoma by rail, was not identified. Given that the *Heartland Flyer* (HF) is the only passenger rail service in the state, HF ridership statistics were used to help in this assessment.

In 2019, HF ridership amounted to 67,951.[115] Detailed information regarding the residence and trip itinerary of the travelers is not available. However, a 2010 study of the benefits and impacts of the Heartland Flyer conducted by the Texas Transportation Institute (2010 TTI Study) provided survey-based information about passenger profiles, including trip origin and destination, trip purpose, and state of residence.[116] The study revealed that about 70% of passengers were residents of Oklahoma while the remaining 30% were residents of Texas and other states. The survey also showed that the largest city pairs served by HF were Oklahoma City – Fort Worth and Norman – Fort Worth which together accounted for about 68% of ridership. These two sets of statistics suggest a predominant travel pattern on HF by which residents of Oklahoma travel to Texas (where they would then spend money on goods and services), rather, than to other Oklahoma destinations. To minimize the risk of overstating the economic impacts of visitors' expenditures, only out-of-state visitors were included in this analysis.

Based on a 2019 study on the economic impact of tourism in Oklahoma, overall per-party average trip spending in Oklahoma for overnight visitors amounted to $668 in 2018, and the average per-person expenditure amounted to $269.[117] This average expenditure was assumed to also represent expenditures of HF passengers. Total expenditures of visitors coming to Oklahoma by rail amounted then to about $5.3 million in 2017 dollars. Expenditures on visitor transportation accounted for about 4% of total. These expenditures were deducted from the total when conducting the impact assessment as they would be largely accounted for under the operational impact of service providers. Other expenditures included accommodation (12.0%), food services (28.3%), food stores (4.1%), local transportation and gas (16%), arts, entertainment and recreation (27.3%), and retail stores (8.3%). Using these expenditure shares gives the distribution of total visitors' expenditures in Oklahoma as shown in **Table C.31**.

[115] Rail Passengers Association, Amtrak Ridership Statistics for Oklahoma.
[116] Texas Transportation Institute, "Measuring the Benefits of Intercity Passenger Rail" A Study of the Heartland Flyer Corridor", Report #169116-1, April 2010.
[117] Dean Runyan Associates, Oklahoma Travel Impacts: Statewide Estimates 2010-2018, prepared for the Oklahoma Tourism and Recreation Department, December 2019.

Table C.31: Expenditures of Visitors Coming to Oklahoma by Rail

Expenditure Item	Amount
Total	**$5,358,882**
Accommodation	$644,867
Food Services	$1,517,299
Food Stores	$217,357
Local Transportation and Gas	$859,823
Arts, Entertainment and Gas	$1,464,461
Retail Sales	$446,123

Source: Developed by HDR based on Amtrak ridership statistics and tourist trip expenditures profile based on Dean Runyan (2019).

C.2 Results

C.2.1 Transport Service Impacts

Table C.32 presents the impacts of rail transportation services provision in Oklahoma in 2019. The rail transportation services industry in Oklahoma generated a direct employment impact of 1,460 jobs, comprised of 20 passenger-related transport jobs and 1,440 freight transport jobs. The indirect and induced effects in other related industries due to spending on rail operations generated an additional 3,725 jobs (1,703 indirect jobs and 2,022 induced jobs) throughout the State. In 2019, a combined estimated 5,184 people had jobs related in some way to the provision of freight rail and passenger rail services.

Other industry impacts included: a total of $287.9 million in employment income (including $129.2 million direct impact), $599.9 million value added (including $317.4 million direct value added), and $1,157.8 million in output (including $612.4 million in direct output).

Table C.32: Transport Service Impacts, 2019

Category of Impact	Output, $M	Employment Income, $M	Employment	Value Added, $M
All Rail Transport Users				
Direct	$612.4	$129.2	1,460	$317.4
Indirect	$307.9	$85.9	1,703	$147.1
Induced	$237.5	$72.9	2,022	$135.4
Total	**$1,157.8**	**$287.9**	**5,184**	**$599.9**
Freight Shippers				
Direct	$603.9	$127.4	1,440	$313.0
Indirect	$303.6	$84.7	1,679	$145.1
Induced	$234.2	$71.9	1,994	$133.5
Total	**$1,141.7**	**$283.9**	**5,112**	**$591.6**
Visitors to Oklahoma				
Direct	$8.5	$1.8	20	$4.4
Indirect	$4.3	$1.2	24	$2.1
Induced	$3.3	$1.0	28	$1.9
Total	**$16.1**	**$4.0**	**72**	**$8.4**

Note: All monetary values are in 2017 dollars.

The findings shown in **Table C.32** demonstrate that the impacts of freight movements represent a predominant share of impacts of the rail transportation industry in Oklahoma. This is due to a quite small scale of operations of passenger rail services as discussed earlier in this Appendix.

C.2.2 Transport User Impacts

Table C.33 presents the impacts of rail transportation users on Oklahoma in 2019. Through their economic activities, rail users generated a direct employment impact of 7,366 jobs, comprised of 58 passenger transport-related jobs and 7,308 freight transport-related jobs. The indirect and induced effects in other related industries due to spending on input goods and services used by shippers or providers of goods and services to visitors generated an additional 7,422 indirect and 7,148 induced jobs throughout the State. Combined, the use of rail for transportation of goods and people contributed in 2019 an estimated 21,937 jobs to the state economy.

Other industry impacts included: a total of over $1 billion in employment income (including $411.6 million direct impact), $1,990.1 million value added (including $956 million direct value added), and $4.5 billion in output (including $2.3 billion direct output).

The findings reported here demonstrate that – similarly as in the case of rail transportation service provision – the impacts of freight movements represent a predominant share of impacts of the rail transportation user impacts in Oklahoma. This is due to a quite small scale of operations of passenger rail services, small passenger ridership and expenditures stemming from using the service.

Table C.33: Transport User Impacts

Category of Impact	Output, $M	Employment Income, $M	Employment	Value Added, $M
All Rail Transport Users				
Direct	$2,353.2	$411.6	7,366	$956.0
Indirect	$1,360.1	$344.7	7,422	$560.2
Induced	$830.6	$256.5	7,148	$473.9
Total	**$4,543.9**	**$1,012.8**	**21,937**	**$1,990.1**
Freight Shippers				
Direct	$2,348.6	$410.4	7,308	$953.6
Indirect	$1,357.7	$344.1	7,409	$559.0
Induced	$828.5	$255.9	7,131	$472.8
Total	**$4,534.8**	**$1,010.3**	**21,848**	**$1,985.3**
Visitors to Oklahoma				
Direct	$4.6	$1.2	58	$2.4
Indirect	$2.4	$0.7	13	$1.1
Induced	$2.1	$0.6	18	$1.2
Total	**$9.1**	**$2.5**	**89**	**$4.7**

Note: All monetary values are in 2017 dollars.

C.3 Summary of Impacts

C.3.1 Total Rail Activity Impacts

Table C.34 provides a summary of all rail-related impacts. In 2019 the industry accounted for 27,121 jobs across Oklahoma's economy, $1.3 billion in employment income, nearly $2.6 billion value added, and $5.7 billion in business output.

Table C.34: Total Rail Transportation Impacts

Category of Impact	Output, $M	Employment Income, $M	Employment	Value Added, $M
Direct	$2,965.6	$540.8	8,826	$1,273.4
Indirect	$1,668.0	$430.6	9,125	$707.3
Induced	$1,068.1	$329.4	9,170	$609.3
Total	**$5,701.7**	**$1,300.7**	**27,121**	**$2,590.0**

Note: All monetary values are in 2017 dollars.

3.2 Impacts as Percentage of Total Economy

In order to present the economic contribution of the rail industry in Oklahoma in a specific context, the estimated impacts were compared with the corresponding economic statistics for the entire State. This is shown in **Table C.35**.

Table C.35: Oklahoma and Rail-Related Economic Measures, 2019

Measure of Economic Activity	Oklahoma	Rail Industry Related Activities	Share of Rail Related Activities
Employment	2,336,794	27,121	1.2%
Employment Income, $ Millions	$123,845	$1,301	1.1%
Value Added, $ Millions	$193,268	$2,590	1.3%

Note: Source of statistics for Oklahoma is Bureau of Economic Analysis, data series SAINC4 and SQGDP2 for 2019. Monetary values represent 2017 dollars. Oklahoma Employment income and value added were deflated from current 2019 dollars to 2017 dollars a GDP deflator based on data from the White House Office of Management and Budget , https://www.whitehouse.gov/omb/historical-tables/ , Table 10.1.

Table C.35 shows that total share of economic impacts related to rail movements in Oklahoma account for about 1.1% to 1.3% of the statewide economy, depending on the reference measure.

Appendix D: ODOT Rail Projects 2020-2023

Appendix D: ODOT Rail Projects 2020-2023

Federal Fiscal Year (FFY)	County	JP No.	Crossing DOT#	Description	Estimated Capital Cost	Funding by Source		
						Federal	State	Other
2020	Hughes	3464031	671925M	In Wetumka: Pedestal mounted flashing lights with gate arms and drainage - BNSF	$655,278	$587,750	$0	$66,528
2020	Tulsa	3464023	663812L	In Tulsa: Signal preemption at Southwest Boulevard and South 33rd West Avenue - BNSF	$331,630	$298,467	$0	$33,163
2020	Tulsa	3464028	008569V	In Owasso: Signals with gate arms & concrete crossing surface at West 2nd Avenue - SKOL	$432,794	$389,515	$0	$43,279
2020	Beckham	3464032	597456M	In Elk City: Flashing signals with gate arms and concrete surface. E 7th Street - Farmrail	$467,549	$420,794	$0	$46,755
2020	Leflore	3464024	330786D	In Heavener: Railroad/traffic signal preemption at C Avenue and I Avenue - KCS	$120,000	$108,000	$12,000	$0
2020	Tillman	3464034	671180B	In Manitou: Flashing signal with gate arm and 2 crossing surfaces at SH-5C - Grainbelt	$372,578	$335,320	$28,341	$8,917
2020	Custer	3464033	597421L	Near Indianapolis: Flashing Signal with gate arms at Custer City Road - KCS	$353,084	$317,776	$0	$35,308
2020	Leflore	3464022	330726U	In Poteau: Installation of flashing lights with gate arms - KCS	$265,000	$238,000	$0	$26,500
2020	Sequoyah	3464018	330682W	In Sallisaw: Flashing lights with gate arms at Old Dump Road with KCS	$266,500	$239,850	$0	$26,650

Federal Fiscal Year (FFY)	County	JP No.	Crossing DOT#	Description	Estimated Capital Cost	Funding by Source		
						Federal	State	Other
2020	Adair	4464016	330606D	Near Westville: Flashing signal with gate arms at CR E0700 - KCS	$264,500	$238,050	$0	$26,450
2020	Adair	3464015	330603H	Near Watts: Flashing lights with gate arms at CR E0670 - KCS	$296,000	$266,400	$0	$29,600
2020	Pawnee	2830404	673708U	Near Pawnee: CR 3430 signal/surface – BNSF	$307,506	$276,755	$0	$30,751
2020	Choctaw	3464025	Multiple	District 2: Installation of signs, reflective strips, and brakeaway posts at 130 locations – Kiamichi	$150,111	$135,100	$0	$15,011
2020	Washington	3464029	008463A	Near Bartlesville: Flashing light signals with gate arms and concrete crossing surface at SH-10 – SKOL	$280,555	$252,500	$22,980	$5,075
2020	Bryan	3464004	671572C	In Bokchito: Flashing light signals with gate arms and crossing surface at Walker Street – Kiamichi	$412,728	$371,455	$0	$41,273
2020	Kiowa	3464012	671193C	In Snyder: Install flashing light signals with gate arms and crossing surface at US-62B – Grainbelt	$256,895	$231,206	$23,028	$2,662
2020	Oklahoma	3464021	Multiple	Oklahoma Railroad Museum: Yield signs and breakaway posts at 4 locations in Oklahoma County	$5,600	$5,040	$0	$560
2020	Leflore	3464019	847435L	In Heavener: Installation of flashing light signals with gate arms and replacement of concrete crossing surface – KCS	$370,876	$333,877	$26,300	$10,788

Federal Fiscal Year (FFY)	County	JP No.	Crossing DOT#	Description	Estimated Capital Cost	Funding by Source		
						Federal	State	Other
2020	Washita	3464014	018168X	In Sentinel: Installation of flashing light signals with gate arms and replacement of crossing surface – Farmrail	$551,095	$489,985	$26,124	$34,986
2020	Kiowa	3464011	018194M	In Lone Wolf: Installation of flashing light signals with gate arms and crossing surface at SH-9 – Farmrail	$454,469	$403,022	$25,857	$25,590
2020	Washita	3464010	018162G	Near Sentinel: Installation of flashing light signals with gate arms and crossing surface at SH-44 – Farmrail	$320,359	$288,323	$25,402	$6,634
2020	Tulsa	3464013	Multiple	Tulsa and Washington Counties: Installation of crossbucks and yield signs at 46 locations – SKOL	$89,549	$4,477	$76,117	$8,955
2020	Custer	3464009	598063H	Near Clinton: Installation of flashing lights with gate arms and crossing surface at SH-73 – Farmail	$243,523	$218,171	$23,807	$546
2020	McCurtain	3464008	671702W	In Hayworth: Installation of flashing light signals with gate arms and crossing surface at SH-3 – Kiamichi Railroad	$362,084	$18,104	$334,326	$9,653
2020	Choctaw	3464006	671641H	Near Fort Towson: Installation of flashing light signals with gate arms at SH-209 – Kiamichi Railroad	$268,596	$13,430	$255,166	$0
2020	McCurtain	3464007	671667K	Near Millerton: Installation of flashing light signals with gate arms and crossing surface at SH-98 – Kiamichi Railroad	$413,256	$20,663	$380,651	$0

Federal Fiscal Year (FFY)	County	JP No.	Crossing DOT#	Description	Estimated Capital Cost	Funding by Source		
						Federal	State	Other
2020	Statewide	3464005	Multiple	Installation of crossbucks, yield, and breakaway signs at 90 locations throughout ODOT Divisions 2, 3, and 4-AOK Railroad	$201,734	$181,561	$0	$20,173
2020	Rogers	3396035	Multiple	Installation of crossbucks, yield, and breakaway signs at 17 locations in Rogers, Tulsa, and Washington counties – SKOL	$37,143	$33,428	$0	$3,714
2020	Texas	2094713	596071T	UPRR Signal/Surface Project at CR E-W 6 (Road F)	$187,223	$149,778	$37,445	$0
2020	Texas	2094715	596072A	UPRR Signal/Surface Project at CR N-S 106 (Mile 51 Road)	$292,073	$233,658	$58,415	$0
2020	Texas	2094714	596074N	UPRR Signal/Surface Project at CR n-S 107 (Mile 52 Road)	$341,248	$272,998	$68,250	$0
2020	Statewide	3396036		New crossing signs and posts at 85 locations throughout Divisions III, IV, VII, and VIII	$176,553	$158,898	$0	$17,655
2020	Ottawa	3396033	670413S	Near Miami: Upgrade of signal with gate arms and concrete curb at SW 12th Street	$95,906	$86,315	$9,591	$0
2020	Tulsa	3358709	673647F	Near Lotsee: Railroad signal project at South 263rd West Avenue – BNSF	$214,732	$193,259	$0	$21,473
2020	Mayes	3411706	413573A	UPRR P.E. for sidewalk across UPRR (Harrison Avenue) Mile Post 471.83 Cherokee Subdivision	$10,000	$8,000	$0	$2,000
2020	Oklahoma	3327406	669044B	SLWC force account for Grand Boulevard trail crossing surface in OKC. Mile Post 543,71 Chickasha Subdivision	$40,000	$32,000	$0	$8,000

Federal Fiscal Year (FFY)	County	JP No.	Crossing DOT#	Description	Estimated Capital Cost	Funding by Source		
						Federal	State	Other
2020	Muskogee	3433807	413617X	UPRR P.E. for US-64B NB and SB bridge replacements over the UPRR in Muskogee. Mile Post 505.84 Cherokee Subdivision	$50,000	$40,000	$10,000	$0
2020	Oklahoma	903221	012129L	I-35 at the I-240 Junction (PH 3&4) P.E with BSF. Mile Post 389.46 Red Rock Subdivision	$50,000	$50,000	$0	$0
2020	Grady	3045908	595490M	UPRR P.E. for Amber Road widening. Mile Post 428.54 Duncan Subdivision	$25,000	$20,000	$0	$5,000
2020	Oklahoma	3063706	596966M	I-44 bridge rehabilitation over UPRR in OKC. Mile Post 490.78 OKC Subdivision. P.E. for 3063704.	$100,000	$90,000	$10,000	$0
2020	Canadian	2700410	596830A	UPRR force account for I-40B bridge replacement over UP. Mile Post 403.9 (Project #2700404)	$103,129	$82,503	$20,626	$0
2020	Garfield	1702010	673844U	In Enid: Cleveland Street widening. Force account for P.E (drainage) BNSF Avard Subdivision Mile Post 546.54	$6,450	$5,160	$0	$1,290
2020	Love	1957615	020686T	BNSF Railway construction management for I-35 bridge and SH-77. Mile Post 426.07. (Project #1957605)	$479,952	$383,962	$95,990	$0
2020	Wagoner	3120906	413584M	US-69: Bridges over UPRR north of SH-51 Jct. Utility work for Project #3120904	$50,000	$40,000	$10,000	$0
2020	Wagoner	3120905	413584M	US-69: Bridges over UPRR north of SH-51 Jct. Right-of-way work for Project #3120904	$125,000	$100,000	$25,000	$0

Federal Fiscal Year (FFY)	County	JP No.	Crossing DOT#	Description	Estimated Capital Cost	Funding by Source		
						Federal	State	Other
2021	Tulsa	3518004	008563E	In Owasso: Install Flashing Signals w/ Gate Arms and Concrete Xing Surface E 106th St N w/ South Kansas & Oklahoma Mainline	$279,876	$251,888	$27,988	$0
2021	Tulsa	3518005	008564L	In Owasso: Install Flashing Signals w/ Gate Arms and Concrete Xing Surface N 97th Ave w/ South Kansas & Oklahoma Mainline	$386,262	$348,626	$37,636	$0
2021	McCurtain	1885912	845174K	TO&E force account for railroad signal/surface on US-70 in Valiant. DOT No. 845174K, Milepost 0.1	$684,522	$547,618	$136,904	$0
2021	Rogers	2624215	668554B	BNSF signal/surface project for King Road DOT No. 668554B	$450,000	$360,000	$90,000	$0
2021	Canadian	3249204	669073L	Oklahoma City Signal Surface Project at SW 104th St w/ Stillwater Central Railroad	$285,619	$257,057	$24,719	$3,843
2021	Canadian	3258926	669061S	Oklahoma City Signal Surface Project at Countyline Rd w/ Stillwater Central Railroad	$285,619	$257,057	$24,719	$3,843
2021	Oklahoma	3307514	668876P	In Oklahoma City: Signal Surface Project at NE 164th St w/ Stillwater Central Railroad	$275,184	$247,666	$23,761	$3,757
2021	Oklahoma	3307516	668909A	In Oklahoma City: Signal Project at NE Post Rd w/ Stillwater Central Railroad	$230,280	$207,252	$23,028	$0
2021	Oklahoma	3464020	668906E	In Oklahoma City: Flashing Lights w/ Gate Arms and 47 Foot Timber Xing Surface N Westminster Rd w/ Stillwater Central RR	$306,733	$276,060	$0	$30,673

Federal Fiscal Year (FFY)	County	JP No.	Crossing DOT#	Description	Estimated Capital Cost	Funding by Source		
						Federal	State	Other
2021	Comanche	3464026	669155T	In Elgin: Install Signals w/ Gate Arms & Concrete Surface at F St & 7 St w/ Stillwater Central RR	$397,269	$357,542	$0	$39,727
2021	Mayes	2438207	413556D	SH-28 Widening @ the UPRR in Adair, UPRR DOT NO. 413556D, Mile Post 454.50 Cherokee Subdivision (Force acct Prelim Engineering) Parent Project 24382904	$50,000	$40,000	$10,000	$0
2021	Beckham	2951104		SH-34: Over Farmrail Railroad and RCB at Unnamed CK 5.5 Miles north of SH-152	$5,199,609	$0	$5,199,609	$0
2021	Wagoner	2966505	434071W	UPRR: PE for SH-51 ADA/Sidewalk Project in Wagoner DOT No. 413589W & DOT No. 434071W	$20,000	$16,000	$4,000	$0
2021	Wagoner	2968207	413404M	UPRR Preliminary Engineering for SH-51 & Oneta Road Intersection Mod in Broken Arrow. DOT No. 413404M, Milepost 296,96, Tulsa Subdivision	$50,000	$40,000	$0	$10,000

Federal Fiscal Year (FFY)	County	JP No.	Crossing DOT#	Description	Estimated Capital Cost	Funding by Source		
						Federal	State	Other
2021	Kay	2984504		I-35: NB & SB over the Blackwell Northern Railroad 8.6 Miles. N. OF SH 11 8/19/20 Modification Total Increase = $754,802 Fed decrease = $2,094,599 State increase = $2,849,401 9/30/20 Modification Total Increase = $1,077,500 Fed increase = $538,750 State increase = $538,750 10/08/20 Modification Total Increase = $26,492 Fed increase = $13,246 State increase = $13,24	$10,098,794	$5,049,397	$5,049,397	$0
2021	Texas	3280609	596139E	UPRR PE for US-64 at the UPRR in Guymon, Texas County, DOT No. 596139E. Mile Post 472.86, Liberal Subdivision	$20,000	$16,000	$4,000	$0
2021	Statewide	3464030		Statewide: On-Demand Service Contract with Union Pacific RR for all P.E.	$285,000	$256,500	$28,500	$0
2021	Pittsburg	3528505	413711L	UPRR PE for Preventative Maintenance DOT 413711L MP 585.92, Choctaw Subdivision	$40,000,000	$40,000,000	$0	$0
2023	Pittsburg	3186104		Bridge Rehabilitation US-270 over AOK Railroad & 16th St Under	$4,905,000	$490,500	$4,414,500	$0
2023	Pittsburg	3186004		Bridge Rehabilitation US-270 over AOK Railroad & 9th St Under	$4,905,000	$490,500	$4,414,500	$0
2023	Pittsburg	3185904		Bridge Rehabilitation US-270 over UPRR Railroad in McAlester	$3,270,000	$327,000	$2,943,000	$0

Federal Fiscal Year (FFY)	County	JP No.	Crossing DOT#	Description	Estimated Capital Cost	Funding by Source		
						Federal	State	Other
2023	Choctaw	3039404		Bridge and Approaches US-271 over KRR Railroad and County Road Approximately 2.38 miles North of Texas State Line (2 Bridges)	$12,974,084	$10,379,267	$2,594,817	$0

Appendix E: Stakeholder and Public Outreach

E.1 Appendix E-1: Stakeholder Committee Meeting Summaries and Invitee List

E.1.1 Meeting 1

Meeting Outreach

The Oklahoma Department of Transportation invites you to participate as a stakeholder in the Oklahoma State Rail Plan update on Tuesday, April 13, 2021.

Your expertise and participation in the planning process will provide us with important insight and guidance as we develop the multimodal freight and passenger rail plan. As someone who works in or with the rail industry every day, **we need your input.**

The purpose of this first stakeholder meeting is to introduce you to the State Rail Plan and gather your feedback on a variety of topics including rail needs, project identification and goals/priorities. A second stakeholder meeting will be scheduled later this spring 2021, where plan details will be refined and finalized. As a stakeholder, your active involvement will benefit the development process and provide you the opportunity to share your concerns, needs and benefits with other experts from across the state. Ultimately, YOU will help shape the final Oklahoma State Rail Plan.

If you are unable to attend, you can still submit comments and remain updated on the State Rail Plan process. If you'd like another representative from your organization to attend in your place, please share their contact information with us.

Meeting Details:

Date: Tuesday, April 13, 2021
Time: 1:00 – 3:00 p.m.
Location: Webex Virtual Meeting - https://meethdr.webex.com/meethdr/j.php?MTID=m7537b319139602c9236247ad9fba66fe
Meeting number/Access code: 187 442 0762
Password: ODOT-rail-1
Join by phone: +1-408-418-9388

Please RSVP to Kelli.Reyna@hdrinc.com by Friday, April 9, 2021. If you have any questions about the Oklahoma State Rail Plan update, please contact Eric Frostestad at Eric.Frostestad@hdrinc.com. Thank you!

Sincerely,

Jared Schwennesen
Oklahoma Department of Transportation, Rail Programs Division Manager
200 NE 21st Street, Oklahoma City, OK 73105

OKLAHOMA Transportation

The first stakeholder meeting for the Oklahoma State Rail Plan is fast approaching—scheduled for Tuesday, April 13, 2021.

Your expertise and participation in the planning process will provide us with important insight and guidance as we develop the multimodal freight and passenger rail plan. This first meeting will be instrumental in the development of the State Rail Plan.

The meeting details, including the time and date, are below. Please feel free to send a representative from your organization if you are unable to attend. **We need your input.** If you have already RSVP'd—thank you! If not, let us know if you plan to attend by submitting your RSVP to Kelli.Reyna@hdrinc.com.

Meeting Details:

Date: Tuesday, April 13, 2021
Time: 1:00 – 3:00 p.m. CST
Location: Webex Virtual Meeting - https://meethdr.webex.com/meethdr/j.php?MTID=m7537b319139602c9236247ad9fba66fe
Meeting number/Access code: 187 442 0762
Password: ODOT-rail-1
Join by phone: +1-408-418-9388

The agenda is provided below for your reference. We look forward to seeing you at this first stakeholder meeting!

Agenda

1:00 – 1:15 p.m. Welcome, Meeting Purpose and Introductions
1:15 – 2:00 p.m. Statewide Rail Map Activity
2:00 – 2:30 p.m. Project Identification Activity
2:30 – 2:35 p.m. Oklahoma Statewide Rail Plan Schedule
2:35 - 2:50 p.m. Draft Goals/Priorities – Mentimeter Activity
2:50 - 3:00 p.m. Next Steps and Wrap-up

Sincerely,

Jared Schwennesen
Oklahoma Department of Transportation, Rail Programs Division Manager
200 NE 21st Street, Oklahoma City, OK 73105

OKLAHOMA Transportation

The first stakeholder meeting for the Oklahoma State Rail Plan is next Tuesday, April 13, 2021.

As you know, your expertise and guidance in this process is crucial and we look forward to hearing from you. The meeting details are included below. If you have any questions, please reach out in advance of the meeting.

We need your input! If you are unable to attend, please feel free to send a representative from your organization. After this meeting, you will receive an email with all meeting materials and directions on ways to provide input on the plan moving forward.

Meeting Details:

Date: Tuesday, April 13, 2021
Time: 1:00 – 3:00 p.m. CST
Location: Webex Virtual Meeting - https://meethdr.webex.com/meethdr/j.php?MTID=m7537b319139602c9236247ad9fba66fe
Meeting number/Access code: 187 442 0762
Password: ODOT-rail-1
Join by phone: +1-408-418-9388

The agenda is provided below for your reference. We hope to see you next week!

Agenda

1:00 – 1:15 p.m. Welcome, Meeting Purpose and Introductions
1:15 – 2:00 p.m. Statewide Rail Map Activity
2:00 – 2:30 p.m. Project Identification Activity
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2:35 - 2:50 p.m. Draft Goals/Priorities – Mentimeter Activity
2:50 - 3:00 p.m. Next Steps and Wrap-up

Sincerely,

Jared Schwennesen
Oklahoma Department of Transportation, Rail Programs Division Manager
200 NE 21st Street, Oklahoma City, OK 73105

OKLAHOMA Transportation

Thank you for attending the Oklahoma Department of Transportation's first stakeholder meeting for the Oklahoma State Rail Plan on Tuesday, April 13. We appreciate the great input you provided and know it will help with the development of the priorities for the Rail Plan. With your insight, ODOT continues to move closer to completing the document!

In addition to the feedback you shared during the meeting, we would also like your input on the draft goals for the plan. Please take a minute to answer four short questions so we can capture your thoughts on this topic: https://www.surveymonkey.com/r/ODOTDraftGoals. All stakeholders can take this survey, even if you were unable to attend the meeting earlier this week.

Take the Draft Goals Survey!

In addition, the online poll and virtual whiteboard results from the stakeholder meeting are attached to this email. Our next stakeholder meeting will take place in early June—stay tuned for additional details!

If you have comments or thoughts about the Oklahoma State Rail Plan update, please contact Eric Frostestad at Eric.Frostestad@hdrinc.com or me at jschwennesen@odot.org. Thank you!

Review Online Poll Results

Review State Rail Map Comments

Review Project Identification Comments

Sincerely,

Jared Schwennesen
Oklahoma Department of Transportation, Rail Programs Division Manager
200 NE 21st Street, Oklahoma City, OK 73105

Meeting Presentation

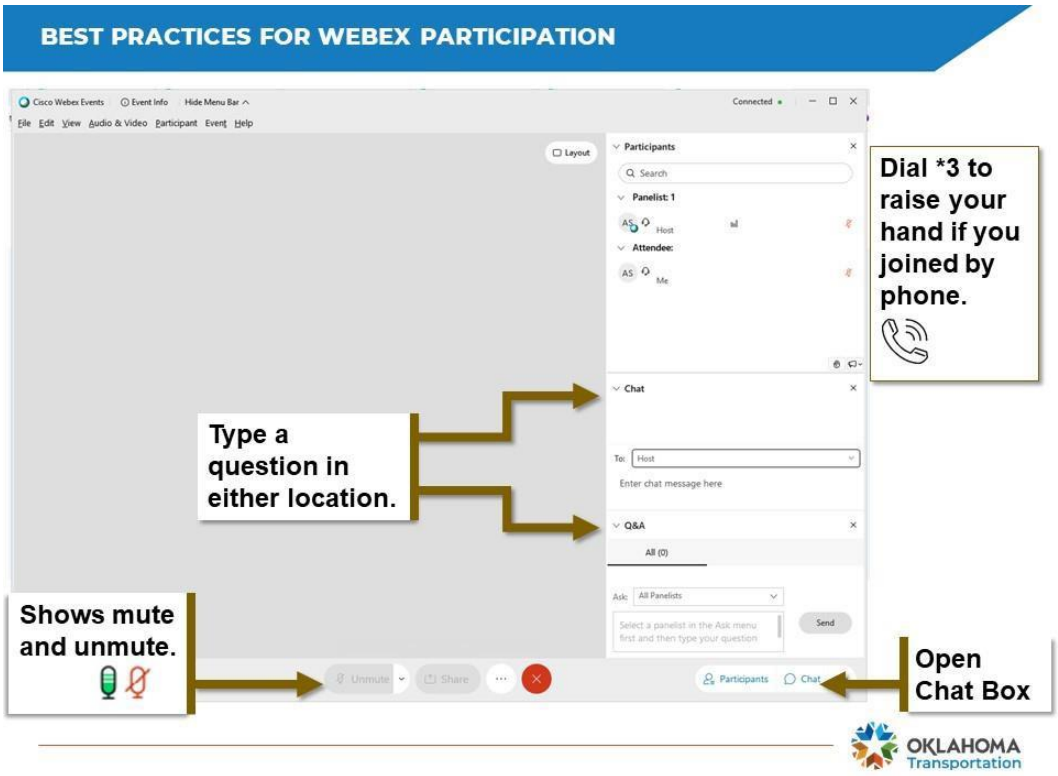
STAKEHOLDER COMMITTEE MEETING

April 13, 2021

OKLAHOMA Transportation

WELCOME AND INTRODUCTIONS

OKLAHOMA Transportation

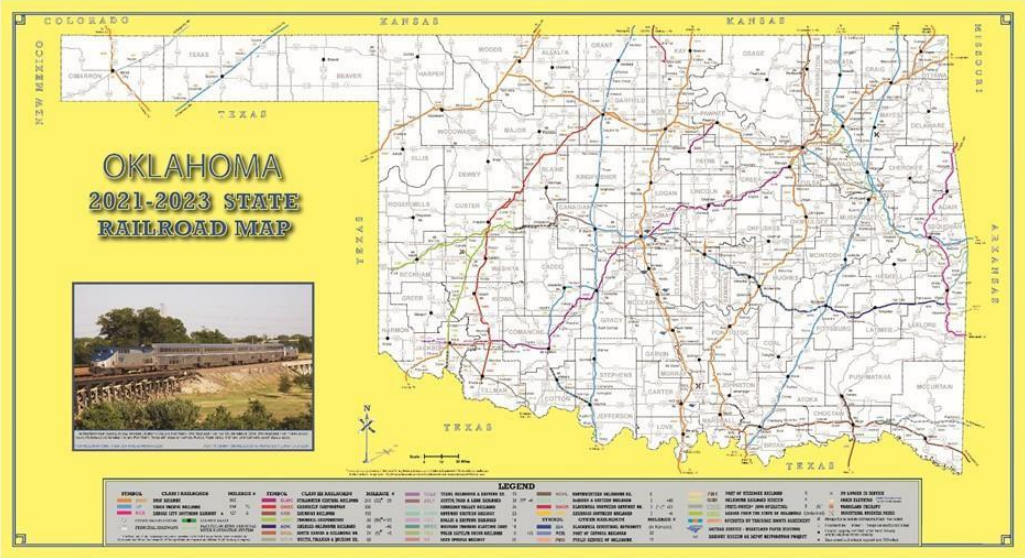


AGENDA

TIME	ITEM
1:00 – 1:15 PM	Welcome, meeting purpose and introductions
1:15 – 2:00 PM	Statewide rail map activity
2:00 – 2:30 PM	Project identification discussion and activity
2:30 – 2:35 PM	Oklahoma statewide rail plan schedule
2:35 – 2:50 PM	Draft goals/priorities activity
2:50 – 3:00 PM	Next steps and wrap-up

This icon indicates an activity where a phone or computer with internet/Wi-Fi will be needed.

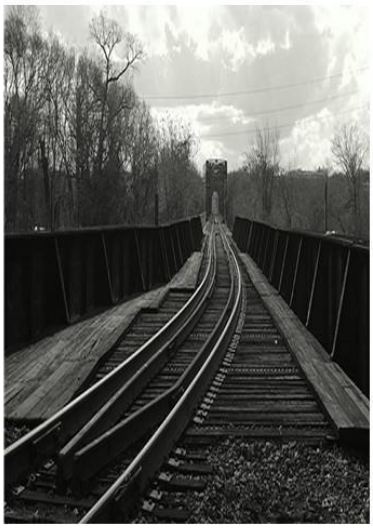
STATEWIDE RAIL MAP ACTIVITY



OKLAHOMA Transportation

PROJECT IDENTIFICATION ACTIVITY

- Which projects would you fund/build within the following categories?
  - Congestion relief
  - Capacity
  - Corridor studies
  - Economic development
  - Safety
  - Environment
  - Reliability



OKLAHOMA Transportation

OKLAHOMA STATEWIDE RAIL PLAN SCHEDULE

● = Deliverable ● = ODOT Review ● = Comment Reconciliation ● = FRA Review & Public Comment ● = Meeting Dates

Task	2020		2021											
	N	D	J	F	M	A	M	J	J	A	S	O	N	D
Project Kick-Off		●												
Update State Rail Plan | Project Management		═	═	═	═	═	═	═	═	═	═	═	═	═
Task 1: Role of Rail in OK's Transportation System		═	═	═										
Task 2: Existing Conditions of OK's Rail Network		═	═	═	═									
Task 3: Passenger Rail Improvements & Investments					═	═	═							
Task 4: Freight Rail Improvements and Investments					═	═	═							
Task 5: Rail Service Investment Plan							═	═	═	═				
Task 6: Public/Stakeholder Outreach					═	═	═	═	═	═	═	═		
Oklahoma Law Review					●									
Executive Summary											═	═		
Draft SRP											═	═		
Draft Final SRP												═	═	
Final SRP														●
Public & Stakeholder Meetings					═	═	═	═						
Stakeholder Meeting #1						●								
Stakeholder Meeting #2								●						
Online Public Meeting									═					

OKLAHOMA Transportation

DRAFT GOALS/PRIORITIES

- Safety and Security
- Reliability and Efficiency
- Preservation and Improved Access and Connectivity
- Quality of Life and Environmental Stewardship
- Mobility and Economic Competitiveness and Development

OKLAHOMA Transportation

NEXT STEPS & WRAP-UP

OKLAHOMA Transportation

Meeting Summary and Attendee List

OKLAHOMA
State Rail Plan

Oklahoma State Rail Plan

Stakeholder Committee Meeting #1: Tuesday, April 13, 2021, 1 – 3 p.m.

AGENDA

1:00 – 1:15 p.m.	Welcome, Meeting Purpose and Introductions
1:15 – 2:00 p.m.	Statewide Rail Map Activity
2:00 – 2:30 p.m.	Project Identification Activity
2:30 – 2:35 p.m.	Oklahoma Statewide Rail Plan Schedule
2:35 - 2:50 p.m.	Draft Goals/Priorities – Mentimeter Activity
2:50 - 3:00 p.m.	Next Steps and Wrap-up

MEETING NOTES

Welcome and Introductions

WebEx best practice

Live Survey Questions:

Where would you like to travel to on a train and why?

What do you hope to get out this stakeholder meeting?

What are the bottlenecks and chokepoints on the Oklahoma state rail network?

Statewide rail map activity – See Mural map for full comments

Brian Bigbie: Provide better opportunity instead of OKC to Kansas

Cat Dobbs: Corridors that connect up to Newton have been understudied. It would be beneficial to study those opportunities where there might be planning work. This would help bring those lines up to speed with capacity needs. We should also look into operations and funding opportunities that may go along with that.

John Rosacker: Light rail.

John Sharp: Yes, the RTA is looking at rail from Norman to Edmond and OKC to MWC.

Brian Bigbie: Looking at the light rail into OKC is an amazing idea. Discuss opportunity for light rail.

John Rosacker: OKC need to add more bridges in the area. BNSF bridge going south and UP bridge going south are both single tracks and need to be updated.

Brent Payne: Many bottlenecks result in a lot of single-track crossings. One at yard and Madill. Mostly N/S BNSF that receives the most complaints.

Brian Bigbie: Shortline and class one infrastructure can greatly benefit economic development.

John Rosacker: Shortlines still have 286 issues. SKO has a bridge project from Tulsa to mitigate the 286 issues.

- Cat Dobbs: Please explain a 286 issue and why it is important.
- John Rosacker: 286,000 lbs. is the class 1 standard weight for rail cars. One of the issues with shortlines since the beginning of this is their rail lines can't hold this weight, so you can't transport as many cars. Class 1 will limit line use.
- Tyson Moeller: we don't usually cut off from a class 1 perspective because of the weight limit, it comes to using a rail car vs a truck.
- Heather Williams: ODOT needs to understand that shortlines are struggling and need grants to rebuild these lines to hold these 286 issues.
- Judy Petry: We need to continue to work on our bridges, that's the largest issue to getting to 286. Issues of lightweight rail, where rail hasn't been upgraded because traffic didn't warrant an upgrade. Western Oklahoma needs economic development to have businesses increase to make these upgrades.
- John Maddox: There will be a notice of funding opportunity announcement soon called RISE. It just came out today.

Lynn Leibfried: One of BNSF's largest concerns as it pertains to additional passenger rail on our line is grade crossing safety. We will have a common theme of requesting grade crossing closures, grade separations, or grade crossing safety upgrades.

Lynn Leibfried: BNSF typically requires room for an additional track (1 minimum) for any overpass or underpass when they are reconstructed, or newly constructed.

Judy Petry: We need more business to drive a need for larger growth.

Brian Bigbie: We had an existing asset and partnership that brought together funding to allow this rail project to happen.

David Yarbrough: We've been working on a project that has access to an existing dilapidated line to UP. Many partners have come forward to help and participate. Some help from our partners will take time to process and we're still having the burden of frontloading that project.

Jared Schwennesen: https://www.grants.gov/web/grants/search-grants.html

Add an icon for grade separations.

Live Survey Questions:

What investments could be made to improve freight/passenger rail access, promote economic development & enhance state competitiveness nationally?

Brian Bigbie: Other: Capitalize existing statutory rail revolving funds and update administrative rules that govern the availability/use of those funds.

John Maddox: For federal funding, we haven't received word if our initial application has been approved.

Cat Dobbs: RISE program can help bring in partners and identify investment opportunities like the EPA.

Project Identification Activity – See Mural for full comments

Brian Bigbie: Identify an area where an intermediate stop between intermodal hubs can occur on freight rail networks. Some of the discussion in the past reflected where an intermodal hub could go.

David Yarbrough: Economic Development: If Oklahoma is going to land a Tesla-type project/investment, we are going to need investments to make our large contiguous, industrial properties served by utilities and transportation corridors. The Public Ports at Tulsa and Muskogee have these types of property.

Patricia Lusk: The Newton expansion has been in the works for a while.

David Yarbrough: It's difficult to find the land near cities with great transportation options, but OKC does have that access for large companies to move nearby.

Brian Bigbie: Commuter Rail Idea: Encourage the development of RTA for the purpose of acquisition, improvement, maintenance, and operation of abandoned rail lines or the construction of new rail infrastructure for the development of commuter rail networks within Oklahoma MSAs.

Todd Stennis III: In addition to the Newton extension for the Heartland Flyer, additional service frequencies should be considered as well.

Live Survey Questions:

How should Oklahoma prioritize future passenger rail service decisions?

Todd Stennis III: Most people look at this to see if it is in the state rail plan before anything else. These need to be identified for expansion or additional frequency as a first step.

Peter Espy: These programs go through lifecycles and mode of power is coming to an end. P42s have millions of miles on them and chargers are coming to replace them. Life extension overhaul is around $700,000.

- Judy Petry: Do you think there will be a use for a self-propelled car?
- Peter Espy: There are only a few self-propelled cars that are FRA-certified. We need to have access to more of these.
- Todd Stennis III: If you have crossing access, you've lost that entire train set until the repairs can be made.
- John Maddox: KPR has an RFP out from OKC to Newton.

How should Oklahoma prioritize future freight rail service decisions?

Todd Stennis III: Is any consideration being given to serving Tulsa with intercity passenger rail via routes other than from OKC?

OKLAHOMA
State Rail Plan

STAKEHOLDERS

No.	Name	Agency	Email
1	+18177****87		
2	4058****57		
3	5804****25		
4	Adam Gentis	ODOT	agentis@odot.org
5	Amanda Stahlnecker	HDR	Amanda.Stahlnecker@hdrinc.com
6	Braden Cale	Indian Nations Council of Governments (INCOG)	bcale@incog.org
7	Brent Payne	Oklahoma Corporation Commission	brent.payne@occ.ok.gov
8	Brian Bigbie	Indian Nations Council of Governments (INCOG)	bbigbie@incog.org
9	Cat Dobbs	HDR	catherine.dobbs@hdrinc.com
10	David Montoya	HDR	David.Montoya@hdrinc.com
11	David Yarbrough	Port of Catoosa - Tulsa	david@tulsaports.com
12	Dennis Schulze	HDR	Dennis.Schulze@hdrinc.com
13	Eric Dilbeck ORM	Oklahoma Railway Museum	eric@oklahomarailwaymuseum.org
14	Eric Frostestad	HDR	Eric.Frostestad@hdrinc.com
15	Fred Taylor	Muskogee City-County Port Authority	fred@muskogeeport.com
16	Gwen Jurisich	HDR	Gwen.Jurisich@hdrinc.com
17	Hannah Lang	HDR	Hannah.Lang@hdrinc.com
18	Heather Williams (Watson)	Arkansas-Oklahoma Railroad (AOK)	heather@aokrr.com
19	Jared Schwennesen	ODOT Rail Division	jschwennesen@odot.org
20	Jennifer Sebesta	Association of Central Oklahoma Governments (ACOG)	jsebesta@acogok.org
21	John Maddox	KDOT Office of Freight and Rail	john.maddox@ks.gov
22	John Rosacker	HDR	John.Rosacker@hdrinc.com
23	John Sharp	Association of Central Oklahoma Governments (ACOG)	jmsharp@acogok.org
24	Judy Petry	Farmrail System, Inc.	judypetry@farmrail.com
25	Justin Garrison	ODOT Rail Division	jgarrison@odot.org
26	Jeff VanSchaick	G&W (Kiamichi)	jeffvs@gwrr.com
27	Kelli Reyna	HDR	Kelli.Reyna@hdrinc.com
28	Kevin Keller	HDR	Kevin.Keller@hdrinc.com
29	Kimbra Scott	Muskogee City-County Port Authority	Kimbra@muskogeeport.com

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State Rail Plan

30	Lauren Wood	Association of Central Oklahoma Governments (ACOG)	lwood@acogok.org
31	Lori Peterson	Oklahoma Railroad Association	lpeterson@okrailroad.com
32	Lynn Leibfried	BNSF Railway	lynn.leibfried@bnsf.com
33	Peter Espy	TxDOT Rail Division	peter.espy@txdot.gov
34	Patricia Lusk-Milam	Amtrak	plusk@amtrak.com
35	Tim Huya	BNSF Railway	Tim.Huya@bnsf.com
36	Todd Stennis III	Amtrak	stennit@amtrak.com
37	Tyson Moeller	Union Pacific Railroad (UPRR)	tomoeller@up.com
38	Western Arkansas Planning		wapddwebex@gmail.com

OKLAHOMA
State Rail Plan

LIVE CHAT BOX

April 13, 2021 12:52 PM from Kelli Reyna to everyone: Hi all! Thanks for joining us today! We'll get started in about 10 minutes.

April 13, 2021 1:03 PM from Gwen Jurisich to everyone: Please use this chat box to leave us any comments. If you have technical difficulties, please reach out to Hannah Lang or Gwen Jurisich—they can help you troubleshoot any issues you might have.

April 13, 2021 1:05 PM from Brian Bigbie (privately): what is the website? I cant see it

April 13, 2021 1:18 PM from Gwen Jurisich to everyone:
https://app.mural.co/t/hdr4613/m/hdr4613/1616682985339/9f40b6b504701829c9561b400ab4376f0240f550

April 13, 2021 1:19 PM from Gwen Jurisich to everyone: You can join as a visitor and it will assign you a bug or animal versus your name

April 13, 2021 1:24 PM from John Rosacker to everyone: i am froze out

April 13, 2021 1:33 PM from Judy Petry to everyone: I'm also frozen out

April 13, 2021 1:33 PM from John Sharp to everyone: Yes, the RTA is looking at rail from Norman to Edmond and OKC to MWC.

April 13, 2021 1:34 PM from Kelli Reyna to everyone:
https://app.mural.co/t/hdr4613/m/hdr4613/1616682985339/9f40b6b504701829c9561b400ab4376f0240f550

April 13, 2021 1:34 PM from Kelli Reyna to everyone: try clicking the link again and rejoin

April 13, 2021 1:36 PM from Lynn to everyone: One of BNSF's largest concerns as it pertains to additional passenger rail on our line is grade crossing safety. We will have a common theme of requesting grade crossing closures, grade separations or grade crossing safety upgrades. -Lynn Leibfried

April 13, 2021 1:38 PM from Lynn to everyone: BNSF typically requires room for an additional track (1 minimum) for any overpass or underpass when they are reconstructed, or new constructed.

April 13, 2021 1:43 PM from John Sharp to everyone: What is a 286?

April 13, 2021 1:52 PM from Jared Schwennesen to everyone:
https://www.grants.gov/web/grants/search-grants.html

April 13, 2021 1:52 PM from Brian Bigbie to everyone: RISE

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April 13, 2021 2:00 PM from Brian Bigbie to everyone: worked great

April 13, 2021 2:08 PM from Brian Bigbie to everyone: Other: Capitalize existing statutory rail revolving funds and update administrative rules that govern the availability/use of those funds.

April 13, 2021 2:14 PM from Gwen Jurisich to everyone: https://app.mural.co/t/hdr4613/m/hdr4613/1616682985339/9f40b6b504701829c9561b400ab4376f0240f550

April 13, 2021 2:20 PM from David Yarbrough to everyone: I am not able to add notes.

April 13, 2021 2:22 PM from David Yarbrough to everyone: Economic Development: If Oklahoma is going to land a Tesla-type project/investment, we are going to need investments to make our large contiguous, industrial properties served by utilities and transportation corridors. The Public Ports at Tulsa and Muskogee have these types of property.

April 13, 2021 2:23 PM from Kelli Reyna to everyone: We have this entered, thanks David!

April 13, 2021 2:35 PM from Brian Bigbie to everyone: Commuter Rail Idea: Encourage the development of RTA for the purpose of acquisition, improvement, maintttanc, and operation of abandoned rail lines or the construction of new rail infrastructure for the development of commuter rail networks within Oklahoma MSAs

April 13, 2021 2:35 PM from TL Stennis III to everyone: In addition to the Newton extension for the Heartland Flyer, additional service frequencies should be considered as well.

April 13, 2021 2:53 PM from TL Stennis III to everyone: Is any consideration being given to serving Tulsa with intercity passenger rail via routes other than from OKC?

April 13, 2021 2:56 PM from Kevin Keller to everyone: I'm going to have to leave for another call - with the acting MARAD Administrator - so I can't misss that one. thanks to everyone for their time and great input today!

April 13, 2021 3:00 PM from Brian Bigbie to everyone: Safety, Reliability, Mobility & Economic Competitiveness & Development, Improved Access and connectivity, and Preservation (In that order)

April 13, 2021 3:02 PM from Kelli Reyna to everyone: Thanks, all, for your feedback today! We'll keep the presentation up for a few minutes in case you have input to share.

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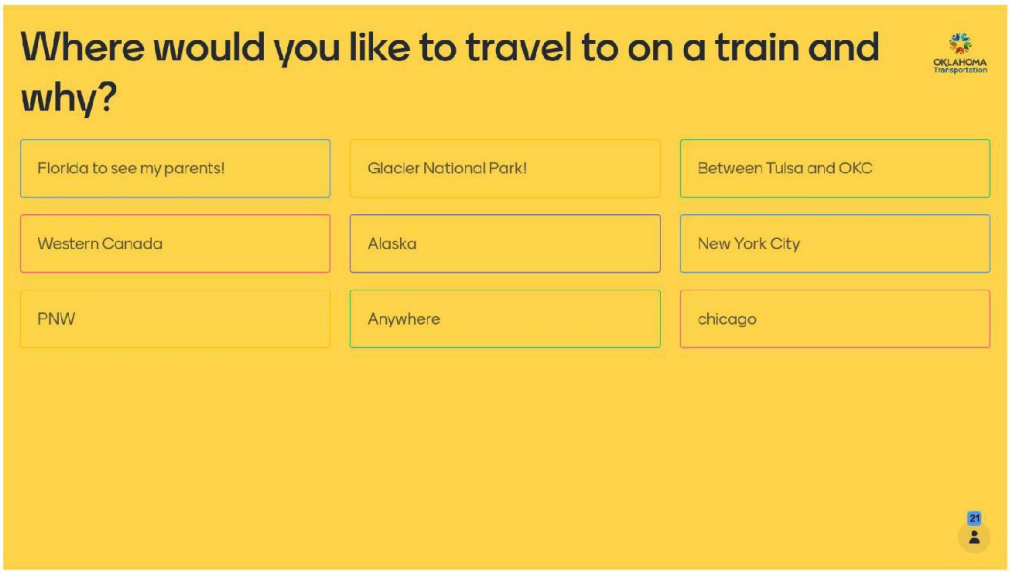
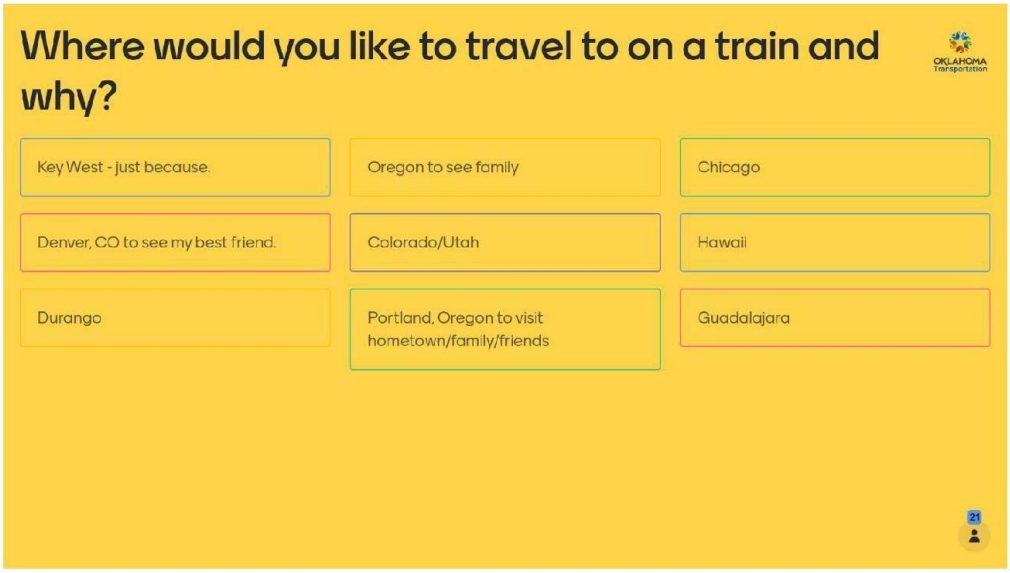
LIVE SURVEY RESULTS





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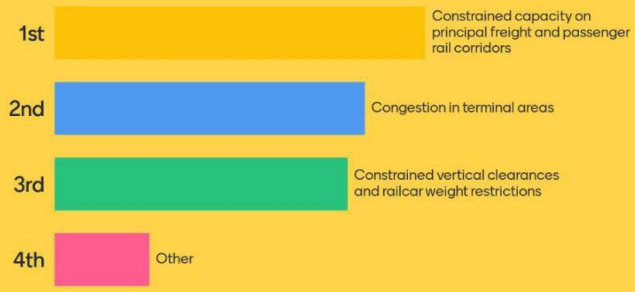
What are the bottlenecks and chokepoints on the Oklahoma state rail network?



15

What investments could be made to improve freight/ passenger rail access, promote economic development & enhance state competitiveness nationally?

19

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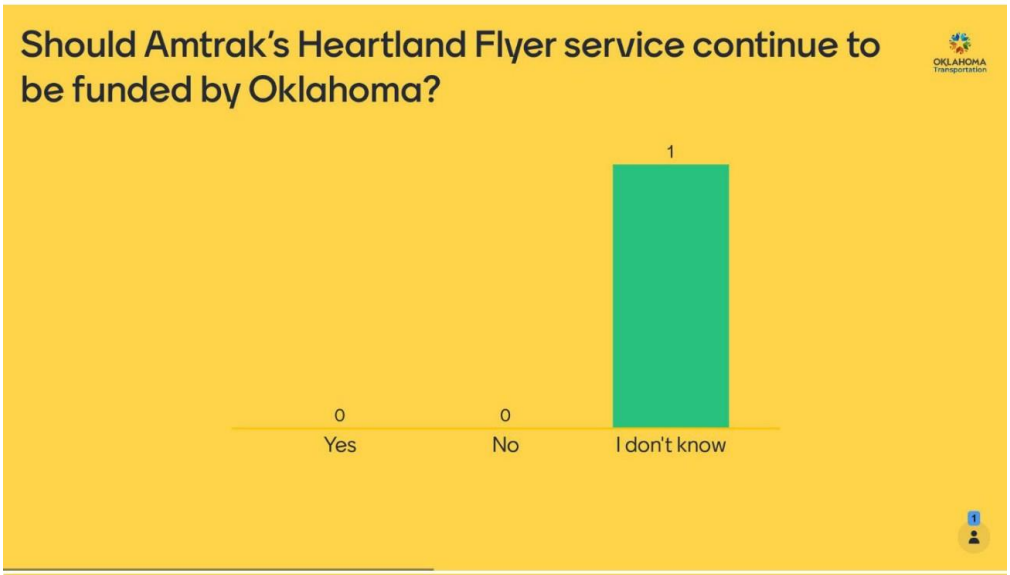

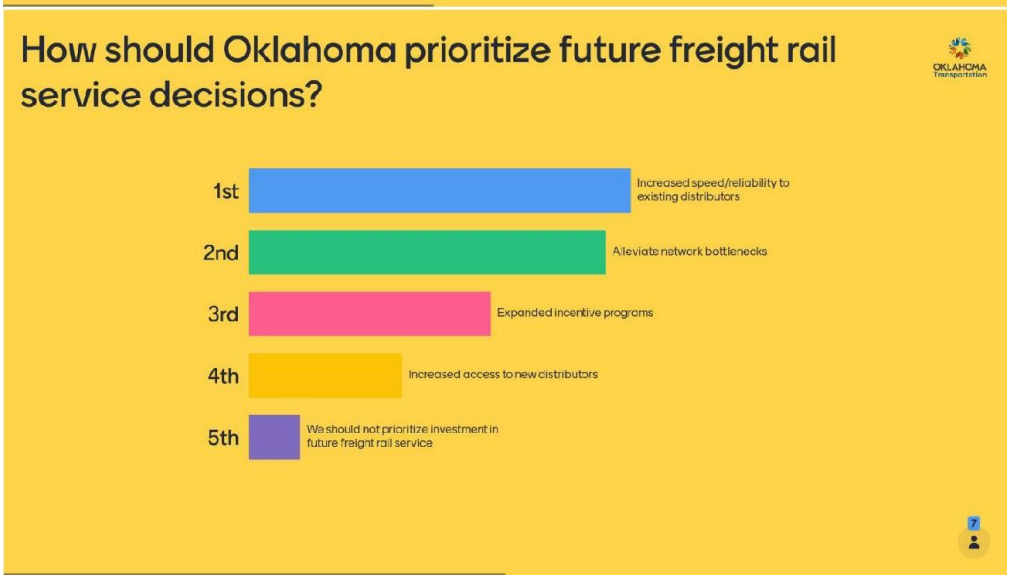

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How should Oklahoma prioritize future passenger rail service decisions?

10

Should passenger rail services be expanded in OK (i.e. Heartland Flyer expansion, new corridor)? If so, where would critical station locations be?

Tulsa to Oklahoma City high speed rail. Hubs existing in Tulsa and OKC. Must be able to compete with travel time by car. Additional stops along that route should be determined by need.

The heartland flyer should be extended north to Newton and KC. the frequency should be twice a day.

There should be fast passenger rail service going up to Kansas. Passenger rail going to the Will Rogers World Airport would be nice.

3

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State Rail Plan

What investments could be made to enhance the efficiency, velocity, capacity, and safety on the Oklahoma state rail network?

14

Which environmental effort could yield the most economic benefit to Oklahoma?

13

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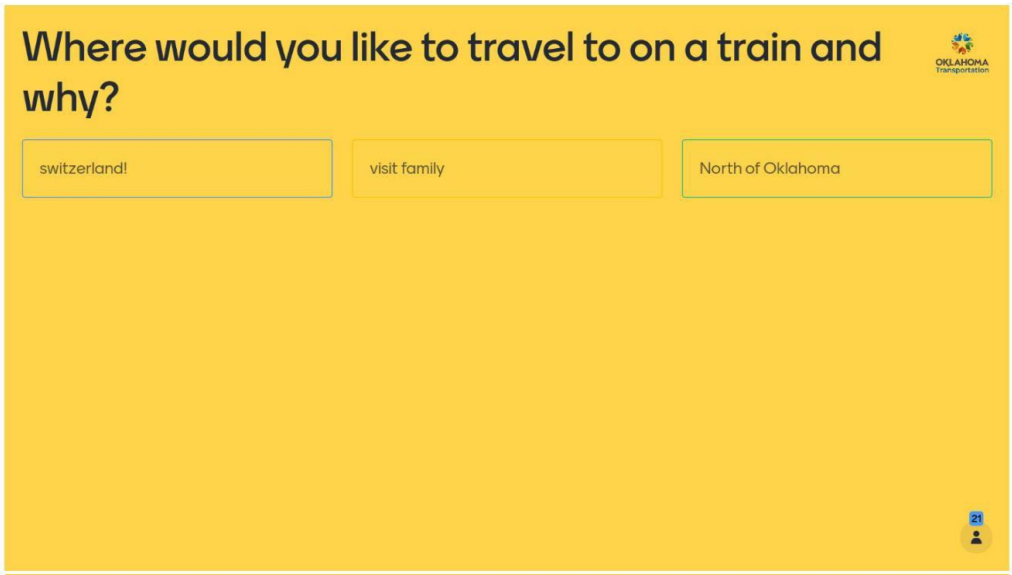

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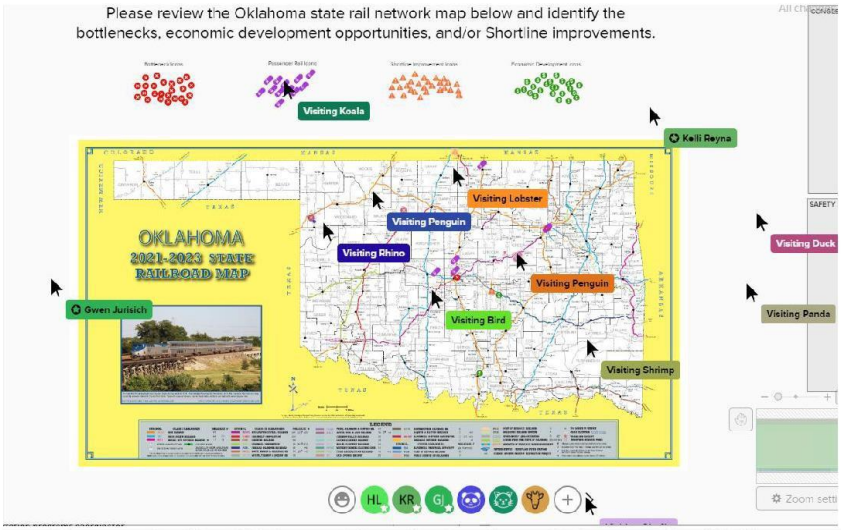
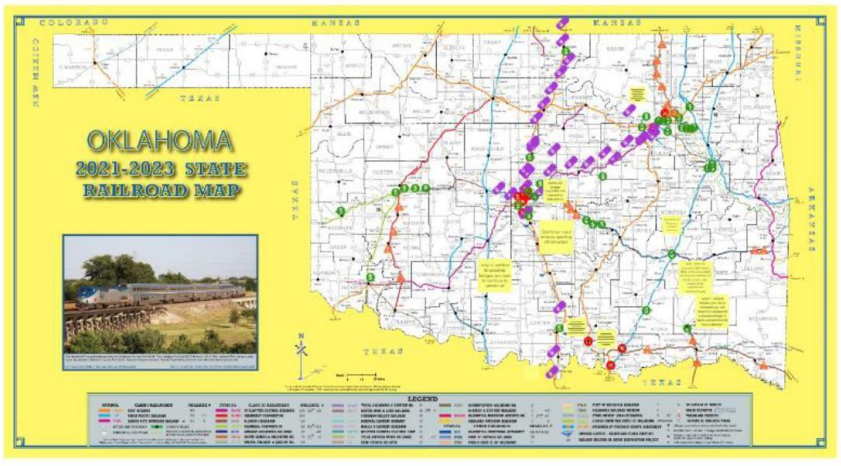
LIVE FEEDBACK



Please review the Oklahoma state rail network map below and identify the bottlenecks, economic development opportunities, and/or Shortline improvements.



OKLAHOMA
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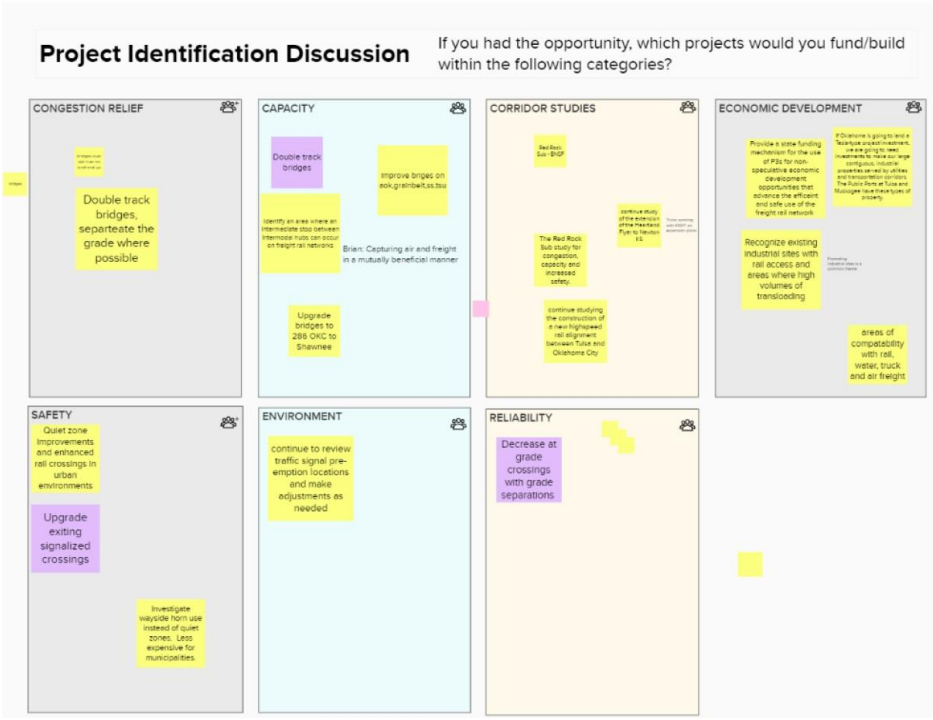

E.1.2 Meeting 2

Meeting Outreach

The Oklahoma Department of Transportation invites you to attend the second online Oklahoma State Rail Plan stakeholder meeting on Tuesday, June 8, 2021.

During this meeting, we will provide a summary of the input we have gathered for the Rail Plan, including a review of the input we collected during the first meeting. In addition, we will review a list of Oklahoma's unfunded rail projects and seek to identify which projects to advance for state and/or federal funding as we work to finalize the plan. Your continued participation is key to the development of the multimodal freight and passenger rail plan.

You will help shape the final Oklahoma State Rail Plan by sharing your concerns, needs and benefits with other experts from across the state. If you are unable to attend and you'd like another representative from your organization to attend in your place, please share their contact information with us.

Meeting Details:

Date: Tuesday, June 8, 2021
Time: 1:00 – 3:30 p.m. CST
Webex: Webex Virtual Meeting
https://meethdr.webex.com/meethdr/j.php?MTID=m9b9d2aff61a928fa734d89473ddc453c

- Meeting Number/Access Code: 187 063 4843
- Password: RailODOT2 (case sensitive)
- Join by phone (audio only): +1-408-418-9388

Please RSVP to Kelli.Reyna@hdrinc.com by Friday, June 4, 2021. If you have any further questions about the ODOT Oklahoma State Rail Plan update, please contact Eric Frostestad at Eric.Frostestad@hdrinc.com or myself at jschwennesen@odot.org. Thank you!

Sincerely,
Jared Schwennesen
Oklahoma Department of Transportation, Rail Programs Division Manager
200 NE 21st Street, Oklahoma City, OK 73105

Due to a conflict with the American Short Line and Regional Railroad Association Central & Pacific Region Meeting, we have decided to postpone our stakeholder meeting one week. We are committed to having the participation and input from all our partners and didn't want to exclude any stakeholders who might be attending the ASLRRA meeting.

The second online Oklahoma State Rail Plan stakeholder meeting is now scheduled for **Wednesday, June 16, 2021**. Please find the updated meeting details below.

Meeting Details:

Date: Wednesday, June 16, 2021
Time: 1:00 – 3:30 p.m. CST
Webex: Webex Virtual Meeting
https://meethdr.webex.com/meethdr/j.php?MTID=mceb1a980aac2bfe6fbbb68eb81853410

- Meeting Number/Access Code: 187 516 7503
- Password: RailODOT2 (case sensitive)
- Join by phone (audio only): +1-408-418-9388

You will help shape the final Oklahoma State Rail Plan by sharing your concerns, needs and benefits with other experts from across the state. We look forward to your participation!

Please RSVP to Kelli.Reyna@hdrinc.com by Friday, June 11, 2021. If you have any further questions about the ODOT Oklahoma State Rail Plan update, please contact Eric Frostestad at Eric.Frostestad@hdrinc.com or myself at jschwennesen@odot.org. Thank you!

Sincerely,
Jared Schwennesen
Oklahoma Department of Transportation, Rail Programs Division Manager
200 NE 21st Street, Oklahoma City, OK 73105

The second online stakeholder meeting for the Oklahoma State Rail Plan is scheduled for Wednesday, June 16. With input from our first meeting in hand, stakeholders like you have provided information that will continue to guide us as we move forward in developing the Rail Plan. Your continued participation in the planning process is essential as we work to finalize the multimodal freight and passenger rail plan.

The meeting details, including the time and date, are below. Please feel free to send a representative from your organization if you are unable to attend. **We need your input.** If you have already RSVP'd—thank you! If not, let us know if you plan to attend by emailing Kelli.Reyna@hdrinc.com by Friday, June 11, 2021.

Meeting Details:

Date: Wednesday, June 16, 2021
Time: 1:00 – 3:30 p.m. CST
Webex: Webex Virtual Meeting
https://meethdr.webex.com/meethdr/j.php?MTID=mceb1a980aac2bfe6fbbb68eb81853410

- Meeting Number/Access Code: 187 516 7503
- Password: RailODOT2 (case sensitive)
- Join by phone (audio only): +1-408-418-9388

A summary of the agenda is provided below for your reference. In addition, you have the opportunity to review the list of unfunded rail projects and provide your comments in advance of the meeting: Rail Plan Public Comments Application. Please block locations on this site, if asked. If you have other technical difficulties, reach out to Kelli.Reyna@hdrinc.com.

Agenda

1:00 – 1:15 p.m. Welcome, Meeting Purpose and Introductions
1:15 – 1:30 p.m. Recap of Last Meeting
1:30 – 2:00 p.m. Draft Goals/Priorities Review
2:00 – 2:15 p.m. BREAK
2:15 - 3:20 p.m. Project Prioritization (review list of unfunded rail projects)
3:20 - 3:30 p.m. Next Steps and Wrap-up

We look forward to seeing you again at the second stakeholder meeting!

Sincerely,
Jared Schwennesen
Oklahoma Department of Transportation, Rail Programs Division Manager
200 NE 21st Street, Oklahoma City, OK 73105

The second online stakeholder meeting for the Oklahoma State Rail Plan is next week, Wednesday, June 16 from 1:00 – 3:30 p.m. via Webex (see below for meeting and agenda details). Your expertise and continued guidance in this process is important and we look forward to hearing from you again.

We need your input! Review the list of unfunded rail projects and provide your comments in advance of the meeting: Rail Plan Public Comments Application**.** Please block locations on this site, if asked.

Meeting Details:

Date: Wednesday, June 16, 2021

Time: 1:00 – 3:30 p.m. CST

Webex: Webex Virtual Meeting

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2:15 - 3:20 p.m. Project Prioritization (review list of unfunded rail projects)

3:20 - 3:30 p.m. Next Steps and Wrap-up

If you are unable to attend, please feel free to send a representative from your organization or you can provide questions and comments about the Oklahoma State Rail Plan to Eric Frostestad at Eric.Frostestad@hdrinc.com or myself at jschwennesen@odot.org. After this meeting, you will receive an email with all meeting materials and directions on ways to provide input on the plan moving forward. We look forward to seeing you next week at the second stakeholder meeting!

Sincerely,

Jared Schwennesen

Oklahoma Department of Transportation, Rail Programs Division Manager

200 NE 21st Street, Oklahoma City, OK 73105

REVIEW: Rail Plan Public Comments Application

OKLAHOMA Transportation

Thank you for your continued participation in the Oklahoma State Rail Plan by attending the second Oklahoma Department of Transportation stakeholder meeting held on Wednesday, June 16. We appreciate your valuable input that will support the finalization of the Rail Plan. With your help, ODOT is approaching the completion of the document!

All stakeholders can provide feedback on the final objectives for the Rail Plan, even if you weren't able to attend the meeting. **Please review the list of unfunded rail projects and provide your comments by Friday, June 25, 2021:** Rail Plan Public Comments Application**.** If asked, please block locations on this site. In addition, you can share your comments or thoughts with Eric Frostestad at Eric.Frostestad@hdrinc.com or me at jschwennesen@odot.org.

Also, the poll results from the stakeholder meeting are included below, for your reference and records. The next outreach phase consists of an online public meeting, where we will share the draft Oklahoma State Rail Plan publicly and seek feedback. More information will be posted online at https://oklahoma.gov/odot/programs-and-projects/rail-programs.html.

We look forward to your continued involvement and insight as we work to finalize the 2021 Oklahoma State Rail Plan.

Thank you,

Jared Schwennesen
Oklahoma Department of Transportation, Rail Programs Division Manager
200 NE 21st Street, Oklahoma City, OK 73105

Rail Plan Public Comments Application

Online Poll Results

Meeting Presentation

STAKEHOLDER COMMITTEE MEETING

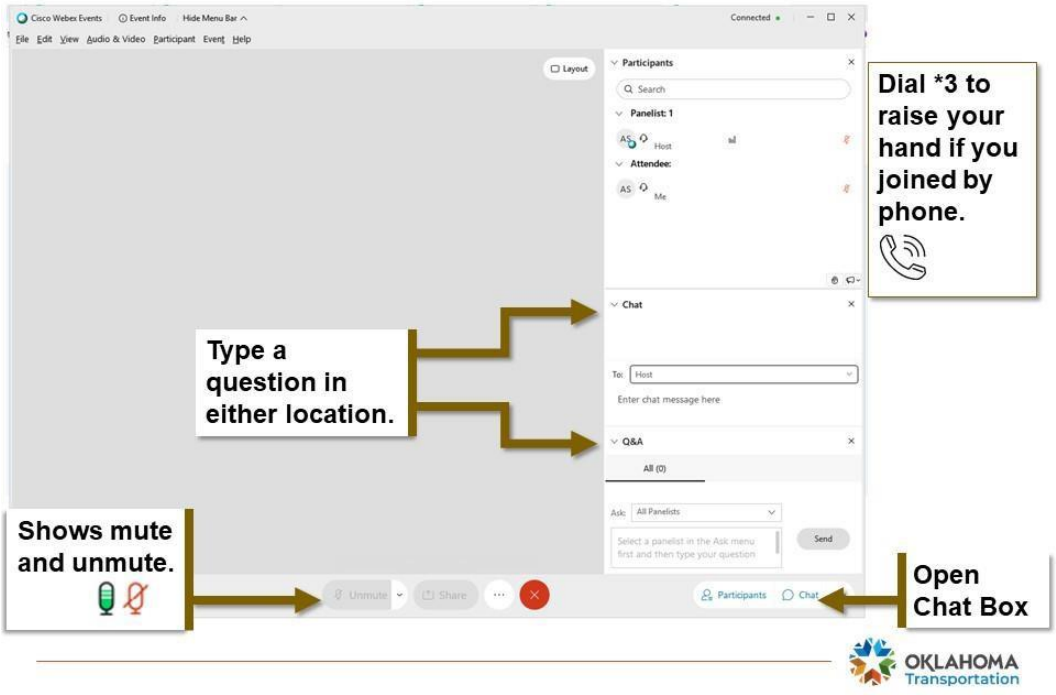
June 16, 2021

OKLAHOMA Transportation

WELCOME AND INTRODUCTIONS

OKLAHOMA Transportation

BEST PRACTICES FOR WEBEX PARTICIPATION



OKLAHOMA Transportation

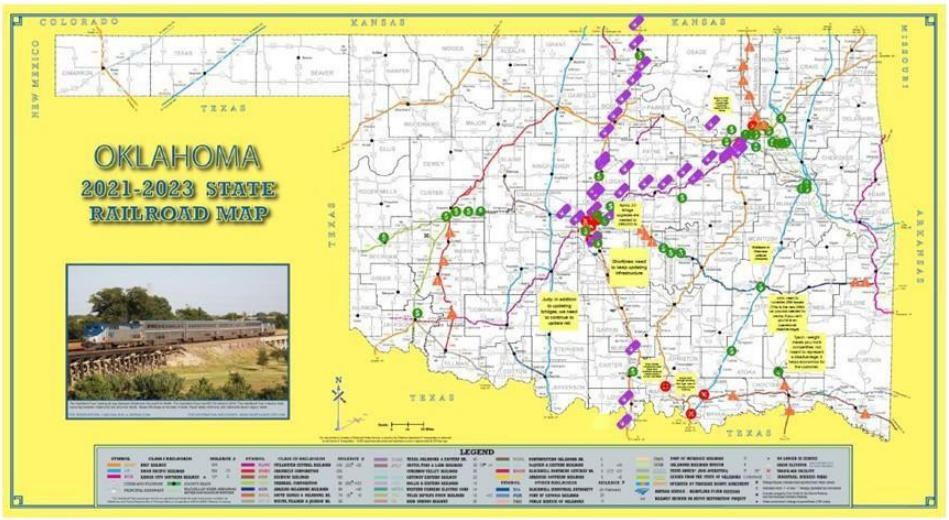
AGENDA

TIME	ITEM
1:00 – 1:15 PM	Welcome, meeting purpose and introductions
1:15 – 1:30 PM	Recap of last meeting
1:30 – 2:00 PM	Draft goals/priorities review
2:00 – 2:15 PM	BREAK
2:15 – 3:20 PM	Project prioritization discussion and activity
3:20 – 3:30 PM	Next steps and wrap-up

This icon indicates an activity where a phone or computer with internet/Wi-Fi will be needed.

RECAP OF LAST MEETING

- What we heard...



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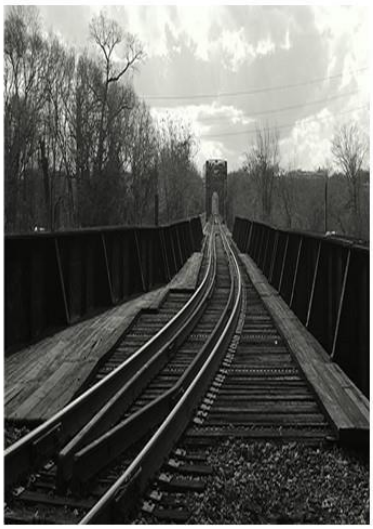
DRAFT GOALS/PRIORITIES

- Safety and Security
- Reliability and Efficiency
- Preservation and Improved Access and Connectivity
- Quality of Life and Environmental Stewardship
- Mobility and Economic Competitiveness and Development



OKLAHOMA Transportation

PLAN GOALS AND OBJECTIVES

1. **Further develop and expand rail-based economic activity across Oklahoma and the region.**

- **Objectives:**
  - Expand rail capacity to promote and meet projected growth in freight and passenger demand.

OKLAHOMA Transportation

PLAN GOALS AND OBJECTIVES

2. **Maintain and develop a dynamic rail system that provides safe, efficient and reliable movement of people.**

- **Objectives:**
  - Provide a safe and secure rail system that employs advances in rail technology to protect both people and assets.
  - Recommend rail as part of a multi-modal transportation vision and comprehensive funding strategy throughout Oklahoma.
  - Create a cohesive door-to-door passenger network that grows with Oklahoma.
  - Re-establish passenger rail service where supported by demand.
  - Expand metropolitan area transportation options available for residents and visitors.
  - Continue use of federal policy-compliant project development procedures to advance viable passenger rail concepts.
  - Integrate Oklahoma's major population centers into the national passenger rail system.

OKLAHOMA Transportation

PLAN GOALS AND OBJECTIVES

3. Maintain and develop a dynamic rail system that provides safe, efficient, and environmentally sound movement of goods.

- **Objectives:**
  - Provide a safe and secure rail system that employs advances in rail technology to protect both people and assets.
  - Comply with all Federal Railroad Administration policies, procedures, and regulations.
  - Cost-effective programs to preserve the existing freight rail network and to meet expected future rail network capacity needs, including addressing potential chokepoints in the system.
  - Upgrade rail infrastructure as required to permit universal accommodation of higher capacity rail rolling stock and higher operating densities.

OKLAHOMA Transportation

PLAN GOALS AND OBJECTIVES

4. Identify, develop, and secure funding that promotes and enhances rail system investment.

- **Objectives:**
  - Identify stable and sufficient funding secured for a program of rail investments to support operating, constructing, and maintaining Oklahoma's rail network.
  - Develop statutory authority to enable the use of innovative funding sources such as public-private partnerships.
  - Secure additional funding for high-priority highway-rail grade crossing improvements that protects the public and enhances rail service.

OKLAHOMA Transportation

PLAN GOALS AND OBJECTIVES

5. **Promote the understanding of both rail service as a cost-effective, safe, secure, environmentally sound, and energy efficient means of improving freight and passenger mobility, as well as its importance to Oklahoma's economy.**

- **Objectives:**
  - Promote effective safety and security partnerships with passenger and freight railroads.
  - Provide an open door to ODOT's planning process, and transparency in communicating with and educating the public.
  - Foster an appreciation of short and longer-term rail-related benefits by elected officials, the business community, and the public.
  - Implement an expedited decision-making process to advance beneficial rail projects.
  - Create an understanding by elected officials, the business community, and the public of where and when passenger rail service is a viable transport alternative.
  - Generate an awareness of agriculture-related rail issues in Oklahoma by elected officials, the business community, and the public.
  - Continue education on the benefits of rail transportation and the opportunities to integrate rail and other modes of transportation.

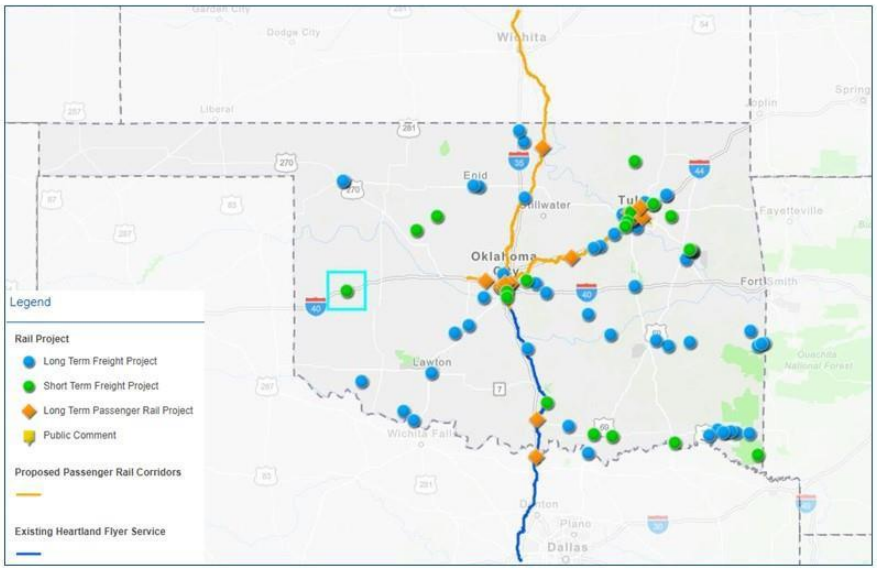
OKLAHOMA Transportation

BREAK

- We'll see you back in 15 minutes!

OKLAHOMA Transportation

PROJECT PRIORITIZATION



OKLAHOMA Transportation

NEXT STEPS & WRAP-UP

OKLAHOMA Transportation

Meeting Summary and Attendee List

OKLAHOMA
State Rail Plan

Oklahoma State Rail Plan

Stakeholder Committee Meeting #2: Wednesday, June 16, 2021, 1 – 3:30 p.m.

AGENDA

1:00 – 1:15 p.m.	Welcome, Meeting Purpose and Introductions
1:15 – 1:30 p.m.	Recap of Last Meeting
1:30 – 2:00 p.m.	Draft Goals/Priorities Review
2:00 – 2: 15 p.m.	Break
2:15 – 3:20 p.m.	Project Prioritization Discussion and Activity
3:20 – 3:30 p.m.	Next Steps and Wrap-up

MEETING NOTES

Welcome and introductions

WebEx best practice

Recap of last meeting:

We reviewed the Oklahoma statewide rail map, which provided you an opportunity to identify the state's rail bottlenecks, passenger rail projects, Shortline improvements, and economic development opportunities through a virtual whiteboard and online surveys.

We heard about the bottlenecks near OKC and Tulsa, as well as the issues with single track bridges and the need to upgrade multiple bridges to meet the 286,000 pounds requirement. We also saw the desire for passenger rail improvements or expansion from OKC to Tulsa, as well as up to Newton, KS. There were several shortline improvements identified on the map, including along the Grainbelt Corporation, Kiamichi Railroad, Arkansas-Oklahoma RR, and South Kansas & Oklahoma RR lines. Comments around these areas focused on the need to keep making infrastructure improvements and/or updates. We also had a lot of different areas identified for economic development, where economic growth could stem as a result of future

projects, including near Clinton, OKC, Norman, Ardmore, Tulsa, Broken Arrow, McAlester, Atoka, and Muskogee, to name a few.

In addition, we also reviewed potential projects you would fund or build within seven different categories. A lot of the comments consisted of double-tracking rail bridges, grade separating at-grade crossings, making 286 upgrades, studying expansion opportunities for the Heartland Flyer, Red Rock Sub, and the construction of high-speed rail between Tulsa and OKC, upgrading signalized crossings and quiet zones, and providing a state funding mechanism for the use of P3s for development.

This input helped us identify a number of projects and the Rail Plan's goals and objectives.

Draft goals/priorities:

An online survey tool was used to discuss the Rail Plan's goals and obtain additional feedback on the level of impact and level of effort needed for each goal. Additional suggestions included directing more funds to shortline railroads to upgrade crossing signals. Responses from the online survey are included at end of this summary.

Plan Goals and Objectives:

See online survey results at the end of the notes for full questions and responses.

1. Further develop and expand rail-based economic activity across Oklahoma and the region.

   Comments: none

2. Maintain and develop a dynamic rail system that provides safe, efficient, and reliable movement of people.

   Comments: none

3. Maintain and develop a dynamic rail system that provides safe, efficient, and environmentally sound movement of goods.

   Comments:

   - Objectives look great!
   - Work for appropriations for the State Rail Loan programs so that assistance can be offered for infrastructure investment by multiple entities, not just shortline operators.

4. Identify, develop, and secure funding that promotes and enhances rail system investment.

   Comments:

   - Implement the established, but unfunded, state rail fund to assist in rail investment.

5. Promote the understanding of both rail service as a cost-effective, safe, secure, environmentally sound, and energy efficient means of improving freight and passenger mobility, as well as its importance to Oklahoma's economy.

   Comments: none

Project prioritization discussion:

An interactive GIS map was used to review Oklahoma's unfunded freight and passenger rail projects. The team reviewed comments previously received by stakeholders, as well as walked through other projects from three categories:

- Long term freight rail projects (blue dots)
- Short term freight rail projects (green dots)
- Long term passenger rail projects (orange diamonds)

The link was provided to attendees to provide additional comments through June 25, 2021.

Discussion:

Daniel Grisham: Tulsa Ports project is complete and closed out, will be adding additional comments to map. Rail Switching Enhancement project has not been issues for construction yet.

Jared Schwennesen: State Highway 37 grade separation BNSF/Moore project in process for a grant in collaboration with BNSF, city of Moore.

- *David Montoya*: How does grade separation fit in with ACOG long-range plan?
- *Jennifer Sebesta*: ACOG is in the process of developing their long-range plan through 2040. Most planned projects will be included in this long-range plan. Passenger rail projects within metro area should be included, as well.

Jared Schwennesen: SKOL project just received signature from FRA to proceed. It will not start construction before August 1, at the earliest.

John Rosacker: Several grain belt projects are in process or being finalized, not sure where Kiamichi CRISI grant is, (FY 2020).

> *Jared Schwennesen*: CE not finished yet, then need FRA agreement. Don't have a timeline yet.

Jared Schwennesen: Rail bridges over I-240 north of Flynn Yard in Oklahoma City should let this year.

Jon Chiappe: Looking at financing for both Port of Catoosa and Muskogee.

John Rosacker: Does merger of KCS and Canadian Pacific railroads have a major effect on Oklahoma?

> *General discussion*: Yes and no.
>
> *Eric Frostestad*: I understand they plan to keep both lines and should help spur economic development.

David Montoya: KCS project near Poteau is a major artery to Gulf Coast. I could see new markets for freight transportation open up as a result.

> *John Rosacker*: KCS is building a fueling station near Heavener.

Patricia Lusk-Milam: As part of Amtrak's corridor vision, there's a planned extension of the Heartland Flyer from OKC to Newton, Kansas. I hope to expand this as part of a partnership with the state.

> *General discussion*: Talk about running additional inspection train in corridors hinges on federal funding. It would be a game changer if funding is received.

Eric Frostestad: Asked a question to Amtrak regarding passenger rail from OKC to Tulsa.

> *Patricia Lusk-Milam*: It's not on the radar at the moment, but all things are possible through partnerships.

John Rosacker: Kansas has picked a consultant for the service development plan on the line from Oklahoma border to Newton, Kansas.

David Montoya: Potential second frequency from OKC to FTW for Heartland Flyer.

> *Jared Schwennesen*: Amtrak is anticipating three trips a day to FTW.

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State Rail Plan

Matt Van Hattem: This is a great conversation to include new passenger rail discussions in the Rail Plan. We do have potential commuter rail projects included in the plan for both Tulsa and Oklahoma City. ACOG has released new vision plans for high-capacity transit corridors and those are featured in the new state rail plan.

Jennifer Sebesta: Information available online is up to date, but additional detail to be provided in the coming months.

Matt: Van Hattem: In Tulsa, they are still in discussion regarding commuter corridors in the area.

Matt Van Hattem: Rounding out passenger projects includes station improvements and new rail stations, such as the Thackerville station, including for future federal funding. Continued improvements on Oklahoma City Rail Station and interest in creating a multimodal facility around it to better pedestrian access, multimodal access, as well as platform improvements.

Catherine Dobbs: In regard to high speed rail from Tulsa to Oklahoma City, this is a study that came out of the now retired high speed rail program in 2009/2010. This documentation was not finalized as far as a preferred alternative, but could be picked up at a later date if the political support and funding aligned to support this. There seems to be an opportunity there to revisit this, and look at Amtrak as a service provider, if desire was there.

David Montoya: In Oklahoma City, the BNSF identifies single track rail where a second track would be needed to accommodate Amtrak.

Eric Frostestad: Second track on the map showing between Edmond and Flynn Yard, as well as Stillwater Central looking at added capacity.

David Montoya: Costs to be determined. Need to do additional studies and preliminary engineering before projects go to bid and get let for construction.

Eric Frostestad: Additional capacity would aid with city-to-city Amtrak, but also commuter lines.

Daniel Grisham: Transload opportunities would be entertained at both Inola and Catoosa.

David Montoya: It's interesting that in Tulsa, three of the commuter routes are on shortline railroads—the TSU, Sand Springs, and South Kansas/OK to Owasso. Some of these projects are still in need of funding.

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State Rail Plan

STAKEHOLDERS

Below are the list of attendees at the second Oklahoma State Rail Plan stakeholder meeting, listed alphabetically by their first name.

No.	Name	Agency	Email
1	Adam Gentis	ODOT	agentis@odot.org
2	Braden Cale	Indian Nations Council of Governments (INCOG)	bcale@incog.org
3	Catherine Dobbs	HDR	catherine.dobbs@hdrinc.com
4	Daniel Grisham	Tulsa Ports	daniel@tulsaports.com
5	David Montoya	HDR	David.Montoya@hdrinc.com
6	David Yarbrough	Port of Catoosa - Tulsa	david@tulsaports.com
7	Eric Frostestad	HDR	Eric.Frostestad@hdrinc.com
8	Gwen Jurisich	HDR	Gwen.Jurisich@hdrinc.com
9	Hannah Nolen	Association of Central Oklahoma Governments (ACOG)	hnolen@acogok.org
10	Jared Schwennesen	ODOT Rail Division	jschwennesen@odot.org
11	Jennifer Sebesta	Association of Central Oklahoma Governments (ACOG)	jsebesta@acogok.org
12	Jim Newport	Oklahoma Trucking Association	jimnewport@oktrucking.org
13	John Rosacker	HDR	John.Rosacker@hdrinc.com
14	Jon Chiappe	Oklahoma Department of Commerce	jon.chiappe@okcommerce.gov
15	Justin Garrison	ODOT Rail Division	jgarrison@odot.org
16	Kelli Reyna	HDR	Kelli.Reyna@hdrinc.com
17	Lori Peterson	Oklahoma Railroad Association	lpeterson@okrailroad.com
18	Lucas Bathurst	HDR	Lucas.Bathurst@hdrinc.com
19	Matt Van Hattem	HDR	Matt.VanHattem@hdrinc.com
20	Patricia Lusk-Milam	Amtrak	plusk@amtrak.com

OKLAHOMA
State Rail Plan

LIVE CHAT BOX

June 16, 2021 1:11 PM from Gwen Jurisich to everyone: Please go to menti.com, code 14063075

June 16, 2021 1:28 PM from Kelli Reyna to everyone: https://hdr.maps.arcgis.com/apps/CrowdsourceReporter/index.html?appid=ddc7e3aa46354b70907a1b81516b7933

June 16, 2021 1:31 PM from Jon Chiappe to everyone: This is Jon Chiappe at ODOC - we are partnering on development of some of rail at port of catoosa and also Inola

June 16, 2021 1:38 PM from Jon Chiappe to everyone: If there is any rail infrastrcture investment that can tie in benefits to manufacturing or distribution, ODOC can utilize our Pooled Finance program as a portion of the overall investment. We are doing this for Port of Catoosa and Port of Muskogee

June 16, 2021 1:43 PM from Jon Chiappe to everyone: my microphone is not working - both

June 16, 2021 1:43 PM from Kelli Reyna to everyone: No worries, Jon. You can continue to communicate via the chat box and we will orate for you!

June 16, 2021 1:57 PM from plusk to everyone: Thank you for the opportunity to participate! I do need to sign off now.

June 16, 2021 1:58 PM from Kelli Reyna to everyone: Thank you for joining us today!

June 16, 2021 2:08 PM from Kelli Reyna to everyone: Thank you all for your attendance today!

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State Rail Plan

LIVE SURVEY RESULTS

OKLAHOMA
State Rail Plan

Do you have any other thoughts or suggestions for additional goals or priorities?

direct more funds to shortlines to upgrade crossing signals

Goal 1: Do you have any other suggestions for objectives for this goal?

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State Rail Plan

Goal 2: Do you have any other suggestions for objectives for this goal?

Goal 3: Do you have any other suggestions for objectives for this goal?

Nope, Those look great!

Work for appropriations for the State Rail Loan program so that assistance can be offered for infrastructure investment by multiple entities, not just short line operators.

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State Rail Plan

Goal 4: Do you have any other suggestions for objectives for this goal?

Implement the established, but unfunded, state rail fund to assist in rail investment.

Goal 5: Do you have any other suggestions for objectives for this goal?

E.2 Appendix E-2: ODOT Website Screenshots

OKLAHOMA Transportation

Search

Travel Citizen Progress & Performance Business Center Program & Projects About

Transportation Department > Programs and Projects > **Rail Programs**

Oklahoma Rail Programs

Even if you are on the right track, you'll get run over if you just sit there." --Will Rogers

For more information about rail in Oklahoma, please click here or select from the categories below.

Rail

Describes the Oklahoma Department of Transportation's role in the state's rail system including overseeing the Heartland Flyer passenger service, highway construction projects affecting railroad property, railroad crossing safety improvements, and maintenance of the state-owned rail lines.

Oklahoma State Rail Plan - 2018

History of Oklahoma Rail

Oklahoma Rail Map 1974

Rail Maps 2014 - 2015

Rail Maps 2018 - 2020

Oklahoma Railroads

Passenger Rail in Oklahoma

Heartland Flyer
The "Heartland Flyer" was started on June 15, 1999, as a joint venture between Amtrak and the Oklahoma Department of Transportation. It is currently the only passenger rail available in Oklahoma.

Helpful Rail Apps

Apple Store
Google Play

Railroad Safety Programs

Operation Lifesaver: Rail Safety Education
Safety Crossing Initiative

Federal Programs

TIGER - Transportation Investment Generating Economic Recovery

State-Owned Rail Properties

Sooner Sub

Cowboy Sub

Blackwell Sub

Oklahoma State Rail Plan - 2021

The Oklahoma Department of Transportation is updating the Rail Plan to address existing and future passenger and freight rail service in Oklahoma. It reflects the latest rail project priorities and fulfills eligibility requirements for federal funding of rail projects.

The Oklahoma Rail Plan enables Oklahoma to:

- Take inventory and review usage of all rail lines
- Analyze rail service goals and rail's contribution
- Catalog and assess potential infrastructure projects
- Examine financing issues for projects and services
- Review rail safety improvement projects

Passenger rail updates are made annually. The full plan is revised every four years.

Stakeholder Meeting #1

The Oklahoma Department of Transportation held a stakeholder meeting on April 13, 2021. It provided stakeholders an introduction to the State Rail Plan and gathered feedback on a variety of topics including rail needs, project identification and goals/priorities.

Review the stakeholder meeting materials:

- Presentation
- Online poll results
- Satewide Rail Map comments
- Project identification comments

Stakeholder Meeting #2

The Oklahoma Department of Transportation held a stakeholder meeting on June 16, 2021. It provided stakeholders an overview of the Rail Plan's draft goals and priorities and gathered feedback on Oklahoma's unfunded rail projects in order to identify which projects to advance for state and/or federal funding.

Review the stakeholder meeting materials:

- Presentation
- Online poll results
- Project Prioritization Review

Last Modified on Jul 13, 2021

OKLAHOMA Transportation

Back to top

Oklahoma Department of Transportation
200 N.E. 21st Street
Oklahoma City, OK 73105

Mission Statement History
Executive Staff Careers FAQs

Join our newsletter. Be the first to receive our latest news and events.

E.3 Appendix E-3: Passenger and Freight Rail Shipper Interviews

Passenger Rail Interview

One interview was conducted with a member of a non-profit passenger rail advocacy organization. A list of the questions asked and summaries of the responses received is provided below.

1. Tell us about your organization:

The group represented by the respondent is a grassroots advocacy group dedicated to the preservation and expansion of passenger rail service in Oklahoma and the surrounding region.

2. What are the top priorities current for passenger rail in Oklahoma and the surrounding region?

The respondent stated that the highest priority initiatives are expanding passenger rail connectivity to surrounding metropolitan regions (such as Kansas City, MO) and developing additional frequencies for existing services to allow for travel flexibility.

The respondent noted that because the Heartland Flyer arrives in Oklahoma City at night and departs early in the morning, business travelers traveling to Oklahoma City on the train must spend at least two nights in the city before returning south. The lack of additional frequencies offering service at different times of the day provides less flexibility to travelers to coordinate shorter, more practical, and more cost-effective trips to Oklahoma City by rail.

3. What are the most important aspects of a passenger rail service to you? (e.g., frequency of departures, trip time, reliability, station stops)

Frequency of departures is the biggest driver to increasing ridership, noted the respondent. The service has to be convenient.

The service must also be reliable and should serve those destinations that are significant drivers of travel demand.

4. Where should Oklahoma be focusing future passenger service improvements? (e.g., more frequencies on existing routes; improved amenities/performance; new routes; station improvements/connections)

The respondent suggested that the states of Oklahoma and Texas look at different models of intercity passenger service that have worked around the country to determine what could be adopted to improve service in Oklahoma. Two specific examples mentioned were North Carolina DOT, which owns and maintains its own passenger rail equipment, helping to control their passenger service delivery costs, and Maine's Northern New England Passenger Rail Authority, a separate rail authority that manages Maine's intercity passenger service on behalf of the state.

The respondent recognized that the rise in state costs to pay for the existing Amtrak Heartland Flyer service has constrained the state's ability to advance initiatives that might expand passenger service on that existing route or other new routes. The respondent suggested that local communities might be able to expand their roles as advocates or sponsors for future passenger rail projects.

5. Are there any specific rail service improvements or infrastructure projects that would benefit the public, or passenger rail bottlenecks that the state and its partners should work to alleviate? If so, what are they, and how would they help?

The respondent's group would like to see more conventional and higher speed rail service, especially a daytime train service between Fort Worth, Texas and Kansas City, Missouri via Oklahoma City, Oklahoma and Wichita, Kansas.

The respondent was aware, and supportive, of state efforts to work with Amtrak on providing additional service to Oklahoma City (including the recent Amtrak Connects Us initiative), and acknowledged that those efforts might be impacted by the need for significant capital outlays to expand freight rail capacity to accommodate additional passenger frequencies.

6. Is there value for Oklahoma passengers in having Amtrak as a service provider, as opposed to another operating entity?

The respondent stated that Amtrak's costs have been rising, since PRIIA Section 209 went into effect, but noted that the service has remained the same.

Freight Rail Shipper Interviews

Five interviews were conducted and asked the same series of questions. A list of the questions asked and summary of their responses is summarized below.

1. What kind of business are you in?

Shippers interviewed were from a variety of businesses, including construction aggregates, agriculture and food processing, building materials, and paper products.

2. Why do you use rail service for your freight movements as opposed to other modes?

Shippers interviewed all use rail service instead of other modes for either sending or receiving bulk orders when truck rates are not competitive. One respondent explained, "rail is attractive because it allows larger quantities of product to be shipped as a single unit." Therefore, rail is the most cost-effective for moving high volumes of materials over longer distances.

3. If you are using a mix of both rail and truck for your shipments, what percentage of freight do you move by rail? What conditions would be necessary to convert more traffic to rail?

Shippers interviewed use rail for up to 90 percent of their freight movements. Respondents explained that more freight could be converted to rail if trucking were to become less available, if rail rates for shorter trips were to become more competitive, if there were more domestic intermodal options, and if weight capacity limits for railcars were increased.

4. Do you see value in developing new or expanded transload facilities to handle the transfer of materials between truck or pipeline and rail in Oklahoma?

Four out of five shippers indicated that they see the value in new or expanded transload facilities because it could allow them to serve wider customer bases who may not have direct rail access. However, shippers acknowledged that transloading can add complexity to the supply chain when compared to service options that allow for direct rail access to the shipper, and that direct rail access is preferred.

5. Do you see value in developing intermodal facilities to facilitate the movement of truck trailers and shipping containers to and from Oklahoma cities by rail?

Three out of five shippers indicated that they see the value in developing intermodal facilities because it would allow them more options to use rail for long hauls where the final delivery must be made by truck. However, some respondents noted that they do not use closed containers or that they find it difficult to use containers due to the size and weight constraints.

6. Do you have any issues with your current rail access and service? If so, please describe.

Respondents identified the following issues with current rail access and service:

- Light-weight rail limits shippers' ability to load railcars to full capacity in some areas.
- The frequency of switching service is twice per week or less in some areas.
- Rail network congestion causes delays en-route and at terminals.

7. Are there commodities which you previously transported by rail but no longer do? If so, why the change?

Most respondents had little or no changes in their use of rail. Two respondents both indicated that the cost of shipping was the main reason for their change.

8. Are there any specific rail service improvements that would benefit you? If so, what are they and how would they help?

Respondents described the following improvements:

- Upgrade track and bridge structures to alleviate weight restrictions to allow 286,000-pound railcars.
- Closer access to domestic intermodal rail terminals.

These changes would help increase shippers' use of rail overall.

9. Are there any regulations impacting your freight movements or rail service? If so, what changes would you suggest?

Respondents described the following regulations impacting rail service:

- Land use regulations and permitting issues.
- Strict 286,000 weight restrictions by carriers.
- Interchange agreements between different railroads can limit service options.

10. Are there any other means in which the State of Oklahoma could help to improve your rail service?

Respondents described the following improvements could help improve their rail service:

- Assistance with upgrading short line railroad infrastructure.
- Assistance with applying for federal grants.
- Support for infrastructure upgrades.

11. Are you optimistic, neutral, or pessimistic about the future of your rail freight volume, and why?

Respondents expressed an optimistic outlook for their future rail freight volumes. Some shippers noted that if the rail is upgraded, freight volumes would be able to increase and their businesses would continue to grow as a result.

12. Do you have any additional comments?

None of the respondents provided any further comments for ODOT.

E.4 Appendix E-4: Online Public Meeting Analytics

E.4.1 Meeting Outreach

The Oklahoma Department of Transportation is updating the Oklahoma State Rail Plan and we need your input! **The online public meeting will be available starting July 29 through August 26, 2021 at** www.ok2021railplan.com**.**

The plan reflects the latest rail project priorities and fulfills federal funding eligibility requirements. Recent updates include revised trends and forecasts for freight demand and growth, identification of the current rail service needs and issues, and the updated description and inventory of Oklahoma's existing rail network.

The rail system is a critical component of our thriving economy, safely connecting industries and people without congesting highways. We can maximize the value of rail through collaboration with private and local stakeholders, and the identification and facilitation of important projects.

We look forward to receiving your feedback at www.ok2021railplan.com!

If you have questions or comments about the Oklahoma State Rail Plan update, please contact Eric Frostestad at Eric.Frostestad@hdrinc.com or me at jschwennesen@odot.org. Thank you!

Sincerely,
Jared Schwennesen
Oklahoma Department of Transportation, Rail Programs Division Manager
200 NE 21st Street, Oklahoma City, OK 73105

It's not too late to visit the Oklahoma State Rail Plan online public meeting at www.ok2021railplan.com and share your feedback! The online public meeting will be active through August 26, 2021.

The Oklahoma Department of Transportation's plan reflects the latest rail project priorities and fulfills federal funding eligibility requirements. Recent updates include revised trends and forecasts for freight demand and growth, identification of the current rail service needs and issues, and the updated description and inventory of Oklahoma's existing rail network. The plan also identifies the short- and long-term projects and studies needed to address current issues in order to achieve Oklahoma's Rail Vision.

The rail system is a critical component of our thriving economy and we look forward to receiving your feedback! Go to www.ok2021railplan.com to learn more and leave a comment.

If you have questions or comments about the Oklahoma State Rail Plan update, please contact Eric Frostestad at Eric.Frostestad@hdrinc.com or me at jschwennesen@odot.org. Thank you!

Sincerely,
Jared Schwennesen
Oklahoma Department of Transportation, Rail Programs Division Manager
200 NE 21st Street, Oklahoma City, OK 73105

Having trouble viewing this email? View it as a Web page.

Oklahoma Transportation
Strategic Communications
Phone:405-521-6000 Fax: 405-521-2524 www.odot.org
Contact: Kenna Mitchell Date: July 29, 2021

OKLAHOMA Transportation

Media Advisory

All aboard! Go online to keep Oklahoma's 2021 State Rail Plan development on track

A virtual open house is underway to assist the Oklahoma Department of Public Transportation in updating the State Rail Plan. Input from the public is needed to help develop the state's long-term planning for freight and passenger rail.

The State Rail Plan is updated every four years to establish policy, priorities, and implementation strategies for rail in the state. This planning document keeps inventory of all rail lines, analyzes rail service goals and contributions to the economy, and helps develop potential rail infrastructure projects.

The interactive open house at www.ok2021railplan.com is now live. The site will provide information on both freight and passenger rail components in the state and also gather comments from the public to assist in the plan development.

2021 State Rail Plan Virtual Open House

Through August 26, 2021

www.ok2021railplan.com

(Editors and News Directors: For questions, please call Oklahoma Transportation Strategic Communications at 405-521-6000.)

Please click everyone's seat belt each and every time you drive.

Follow us on twitter.com and Facebook @OKDOT
and Know B4 U Go!

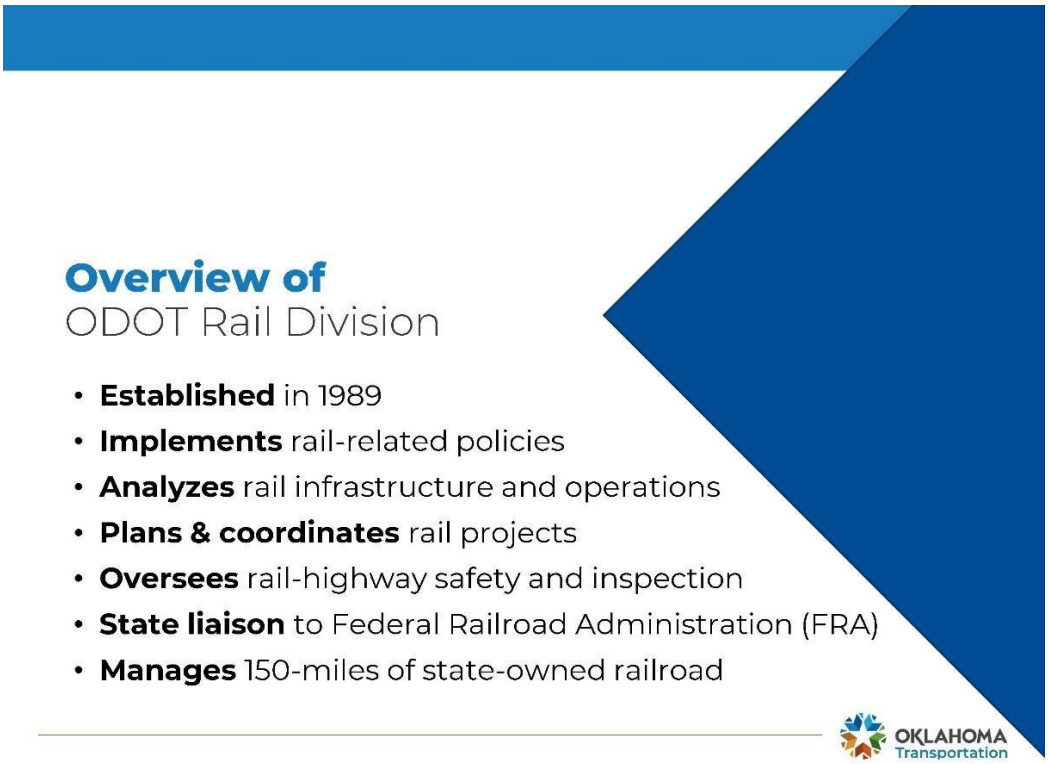
Check www.oktraffic.org for real-time traffic information

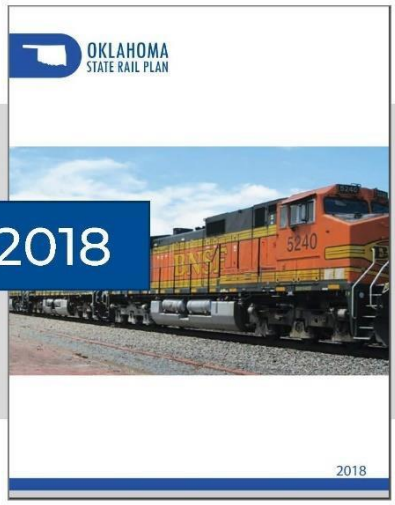
ODOT strongly discourages texting or tweeting while driving.


Oklahoma Department of Transportation
August 5 at 10:00 AM
A virtual open house is online to help develop the State Rail Plan. This is updated every four years to establish policy, priorities, and strategies for freight and passenger rail in the state. The best way to share your comments? Visit www.ok2021railplan.com through Aug. 26.
OKLAHOMA STATE RAIL PLAN
Give your input on the future of freight and passenger rail in Oklahoma. Visit the website below by Aug. 26 to share your comments.
WWW.OK2021RAILPLAN.COM
OKLAHOMA Transportation
5
19 Shares
Like
Comment
Share


Oklahoma Department of Transportation @OKDOT · Aug 5
A virtual open house is online to help develop the State Rail Plan. This is updated every four years to establish policy, priorities, and strategies for freight and passenger rail in the state. The best way to share your comments? Visit ok2021railplan.com through Aug. 26.
RAIL PLAN
Give your input on the future of freight and passenger rail in Oklahoma. Visit the website
1
1

E.4.2 Meeting Presentation





What is the Oklahoma State Rail Plan?

- **Defines** what the system is today
- **Determines** needs for the future
- **Integrates** with other ODOT plans
- **Includes** stakeholder **input** — ODOT wants to hear from you!

OKLAHOMA Transportation

Why Update the Oklahoma State Rail Plan?

The Federal Government requires states to develop, maintain, and update rail plans (49 CFR 266.15). State Rail Plans must be:

- Based on a comprehensive, coordinated, and continuing planning process for all transportation services within the state.
- Developed with an opportunity for participation by persons interested in rail activity in the state and adjacent states, where appropriate.

Section 11315 of the FAST Act (2015) amended the statutory requirements under 49 U. S. C. Chapter 227 pertaining to State Rail Plan requirement making the updates mandatory every four years instead of the original five years.

Project inclusion within a state rail plan will be considered by the FRA when making selections for competitive grant programs.

Additional Reasons for Update:

- Gain guidance for future rail priorities from dialogue with stakeholders and general public.
- Develop a list of potential rail improvement projects from stakeholder input.
- Communicate rail's benefits and role in Oklahoma with public and decision-makers.
- Compile factual information on Oklahoma's rail network.

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Goals & Objectives

Economic Competitiveness: Expand rail capacity to support economic growth opportunities and to accommodate freight and passenger transportation demand.

Multimodal Connectivity: Provide and maintain freight and passenger modal choice by improving the rail system and expanding multimodal transportation options in and between major population centers.

Asset Management and Safety: Provide a safe and secure rail system that complies with all applicable policies, procedures, and regulations to ensure Oklahoma's rail infrastructure is maintained in a state of good repair.

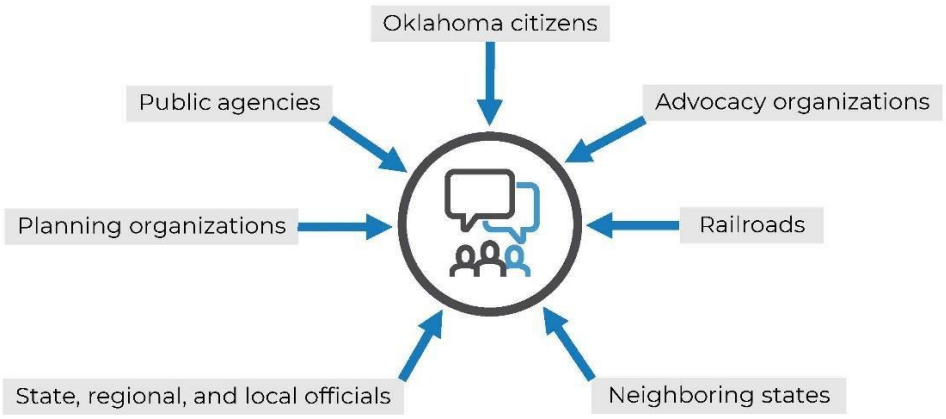
Secure Funding: Identify stable and sufficient funding secured for a program of rail investments to support constructing, operating, and maintaining Oklahoma's rail network.

Promote Rail: Foster understanding and appreciation of the benefits of rail as a cost-effective, safe, secure, environmentally sound, and energy efficient means of freight and passenger transportation among elected officials, the business community, and the public.

OKLAHOMA Transportation

Stakeholders

Who are the Oklahoma State Rail Plan stakeholders?



OKLAHOMA Transportation

Definitions

Rail Transportation
Freight Rail
Passenger Rail

Freight Systems

- Air
- Freight
- Port
- Waterway
- Highway

- **FRA**: Federal Railroad Administration
- **Class I Railroad**: A major, continental railroad with revenue in excess of $900 million per year
- **Class III Railroad**: A railroad with revenue less than $40.4 million per year, commonly referred to as a "short line" railroad
- **Intermodal Freight**: The use of truck trailers or shipping containers that can be easily interchanged between various modes (truck, train, maritime)
- **Multimodal**: Encompassing any number of different modes of transportation
- **Intercity/Commuter Rail**: Designations for passenger rail systems
- **MPO**: Metropolitan Planning Organization

OKLAHOMA Transportation

FRA Guidance
Format

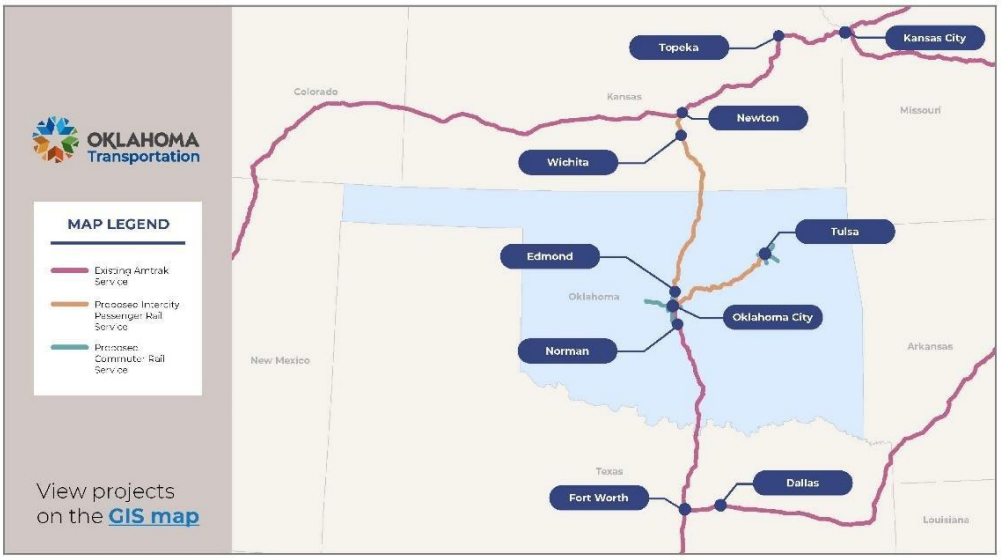
Executive Summary

1. The Role of Rail in Statewide Transportation (Overview)
2. The State's Existing Rail System:
   i. Description and Inventory
   ii. Trends and Forecasts
   iii. Rail Service Needs and Opportunities
3. Proposed Passenger Rail Improvements and Investments
4. Proposed Freight Rail Improvements and Investments
5. The State's Rail Service and Investment Program
6. Coordination and Review

Technical Appendix

OKLAHOMA Transportation

Statewide Proposed **Passenger Rail Projects**



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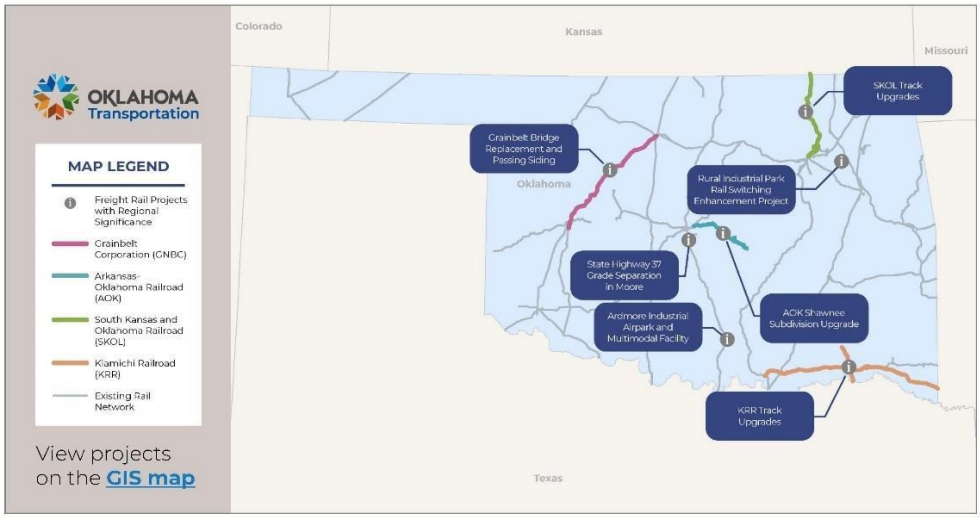
Statewide Proposed **Freight Rail Projects**



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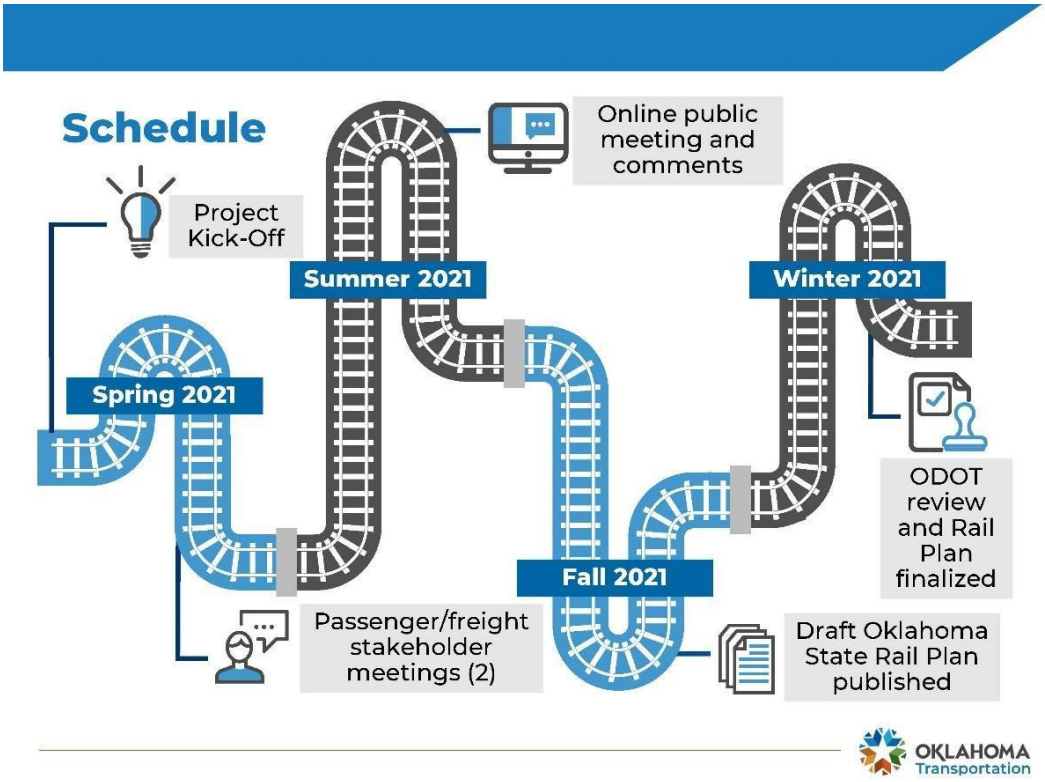

Schedule
Project Kick-Off
Spring 2021
Summer 2021
Online public meeting and comments
Passenger/freight stakeholder meetings (2)
Fall 2021
Draft Oklahoma State Rail Plan published
Winter 2021
ODOT review and Rail Plan finalized
OKLAHOMA Transportation


How Can I Stay Informed
and Get Involved?
PARTICIPATE
in a commenting opportunity
VISIT
www.oklahoma.gov/odot and search "Oklahoma State Rail Plan"
MAIL
Oklahoma State Rail Plan
c/o ODOT Rail Division
200 N.E. 21st Street
Oklahoma City, OK 73105
CONTACT
Rail Division
405-521-4203
Rail@ODOT.org
OKLAHOMA Transportation

E.4.3 Meeting Analytics

Oklahoma State Rail Plan Online Public Meeting Analytics	
Date	July 29 through Aug. 26, 2021
Total Sessions	427
Unique users	343
Average time on page	1 minute 00 seconds
Top Cities (by User)	1. Oklahoma City (58) 2. Dallas (20) 3. Los Angeles (19) 4. Ponca City (18) 5. Washington (17) 6. Tulsa (12) 7. Houston (9)
Technology (by User)	1. Desktop (154) 2. Mobile (181) 3. Tablet (9)
How did users access the webpage?	1. Used a direct link: 126 2. Was referred via another site: 240 a. Facebook.com: 157 b. t.co: 31 c. lnks.gd 21

E.5 Appendix E-5: Public and Stakeholder Written Comments and Responses

Multiple comments were received during the online public meeting comment period. Comments below are verbatim from the commenter; spelling and grammatical changes were not made.

No.	Commenter Name	Date Received	Source	Comment	Response
1	Daniel Saunders	7/29/2021	Online	This is less a comment than a question. The proposed rail northbound to connect with the Amtrak in Kansas - will this use existing/refurbished railways or will this be all new track? Asking as someone who lives within 1/2 mile of the proposed route near Lake Guthrie. Thank you!	
2	Brian Bigbie	8/2/2021	Online	The URL in the "Visit" section on the last page does not work. I think it needs to be www.ok.gov/odot	
3	Kathy Henry	8/3/2021	Online	Shame on you, excluding Tulsa from FULL passenger rail service! It is the second largest city in the state and NE Oklahomans should not have to go to OKC to connect with other passenger service!!!!! NE Oklahoma/Tulsa voters agreed to help fund the OKC to Dallas rail service with the agreement that the Tulsa connection to OKC and Kansas City would be next. What happened to that commitment? Change the plan. Connect OKC to Kansas City through Tulsa. Use the soon to be approved Infrastructure Bill money to do this. And yes, we are all aware you sold off the railroad track/right of way between OKC and Tulsa. Big and stupid mistake. Use the Turner Turnpike right of way if you cannot get the original back. We are the second largest population center.	

				Tulsa is constantly treated like a second tier city in OK. We have over 1 million in our area. Wake up.	
4	Eric Stout	8/5/2021	Online	Expanding the passenger rail service in OK should be the highest priority. Lines running between Tulsa, Lawton, and Muskogee as well as SE, and NW OK to OKC are needed. We should also connect those routes to out of state cities such as St. Louis.	
5	Laroy Leaders	8/5/2021	Online	Tulsa NEEDS passenger rail DESPERATELY!!!! We NEED another way to travel to OKC, preferably one that doesn't pollute our environment! We have needed this since before the year 2000! Most of Oklahoma refuses to leave the year 1980 because someone won't get their head out of their ass and see the evidence that exists!!! People need to google stuff more, especially when they know nothing about a subject. Bringing passenger rail to Tulsa will bring tourism dollars to our state from other states. I'm talking millions every year, but the amount gained depends on how often passenger trains will be. You have to spend money to make money! The Heartland Flyer is a great example of this. Even though we currently have very little passenger rail in Oklahoma, what we do have gives Oklahoma lots of money every year. If we exapanded this, Oklahoma would DOUBLE their money!!! Tulsa has been asking for passenger rail for YEARS!!!! But we don't just need Amtrak, we also need Commuter Rail or Light Rail trains in Tulsa too! Tulsa is	

				very hard to get around, especially by public transit, because we don't have any sort of passenger rail to get around Tulsa. Commuter Rail and Light Rail are the backbone of public transit. Without it, public transit doesn't work or it is time-consuming. It's the same way with your body. If you didn't have a spine, you may not be able to get up, even with help getting into a wheelchair! Commuter Rail sends the public across the city at fast speeds. From there, busses then take people a short distance to their final destination. Light Rail could also do the same job as Commuter Rail, but it depends on what kind of Light Rail it is. Light Rail is mainly for heavy, more populated, slower areas, that need more stops, like downtown, Brookside, or Cherry Street. A streetcar is a form of Light Rail, but Streetcars are mainly for areas that demand their own, separate form of transportation, mainly downtown. Tulsa needs something like this. I recommend at least 1 Commuter Train line going straight thru Tulsa, busses taking passengers to/from a single train station, and a streetcar going to the most popular places in downtown Tulsa. Amtrak, streetcar, and Commuter Rail should all meet at Tulsa's Union Station. Maybe even work Light Rail in somehow. You could do this by replacing the busses with Light Rail or creating a route for a Light Rail line that goes thru Cherry Street, Brookside, Midtown, and stops in	

				downtown. For ideas or designs, take a look at Denver, Dallas, or any other city with public transit that helps people get around easily. Another thing Oklahoma needs is to do is update the railroad crossings that have sidewalks or any place where pedestrians, bicyclists, skateboarders, roller bladers, scooters, wheelchairs, etc. cross the tracks. Most people currently don't pay attention or have a disability that prevents them from knowing if a train is coming or where the tracks are at. Someone could be hit by a train because they could be listening to music thru headphones while staring at their phone, a person is deaf and not looking at the signals, or a person is blind and doesn't know where the train tracks are. 150 pedestrians are hit by trains every year! This could be zero if every crossing had sidewalk gates on every side of the sidewalk. This prevents everyone from walking onto the tracks when a train is coming, no matter the reason why. It's very hard to find sidewalk gates around Tulsa or anywhere in Oklahoma! This needs to change! The railroad companies have this equipment, but they need money from a city or state government in order to install them. Trains have the right of way. People need to stay off the tracks, except when crossing at a legal railroad crossing. It's not only dangerous to walk near or along train tracks, it's also illegal!!! More people need to understand this!	

6	Michael Siany	8/6/2021	Online	Reestablish passenger rail service between OKC and Tulsa. It is time for the Oklahoma Department of Transportation (ODOT) to fulfill its statutory obligations under Title 66 Section 323 Part 6 or funded the mandate to "[link] stations in Oklahoma and Tulsa Counties with other primary points in the national railroad passenger system."	
7	Beau Stephenson	8/6/2021	Online	I'd love to see a high speed rail from OKC to Tulsa, DFW and more options regionally. Having the option of hopping on the train would overwhelmingly benefit our state!	
8	Jonathan Steinbach	8/6/2021	Online	Need to open passenger hub in Tulsa. I live out side of Tulsa so we do not use the train because we do not want to make the trip to OKC.	
9	Deborah Fischer Stout	8/6/2021	Online	Regarding the second frequency on the Heartland Flyer that would begin in Fort Worth. ..... Please pursue extending that train to Newton. That way, a true second frequency on the Heartland Flyer would exist and Kansas would also get approoriate benefit from being connected to Texas.	
10	Dione Smith	8/6/2021	Online	I would love to see the rail stop in Ponca City on the way to Newton!! Our little town would love the extra tourism!	
11	Bill Flegler	8/7/2021	Online	Please move forward with the Rail Plan. Much needed and long overdue rail passenger rail service for the northern OK communitys, as well as freight upgrades that need done and should shoulder much of the expenses from the future income. This should be a bipartisan project!	

12	Tanya Burch	8/11/2021	Online	I would love to see a hub in Ponca City, Ok.	
13	Timilyn Crank	8/13/2021	Online	I support the rail connection from OKC to Newton Ks. It only makes sense to expand so that northern rail services are available. Thank you for your time	
14	Laura Corff	8/16/2021	Online	Completing the proposed rail projects would benefit businesses, individuals and families, tourism and help the Oklahoma economy. This project is long overdue. I have supported reconnecting the old Newton line for more than 21 years.	
15	Sue Schwerdtfeger	8/16/2021	Online	Need to bring back reliable passenger train service in US! Environmentally friendly, and network expansion could have some positive economic impact in Oklahoma as well as US. Could result in job creation & ancillary services coming to the area.	
16	Mike Marshall	8/18/2021	Online	What is the current status of the proposed passenger rail service between Oklahoma City and Tulsa?	
17	Tony Desaire	8/19/2021	Online	This information looks outdated (2018 cited) and provides almost no detail on any proposed changes. I would like to see the process be more transparent and purposeful. Less sizzle, more steak, please. The information provided here is so weak that it's hard to have an opinion on any of it. I'd love to provide more meaningful input, and am qualified to do so. Please feel free to contact me regarding solid ideas in transportation and transportation infrastructure.	
18	Stacey Schifferdecker	8/19/2021	Online	I love rail travel and would definitely use it more if it were more widely available. We have taken Amtrak from	

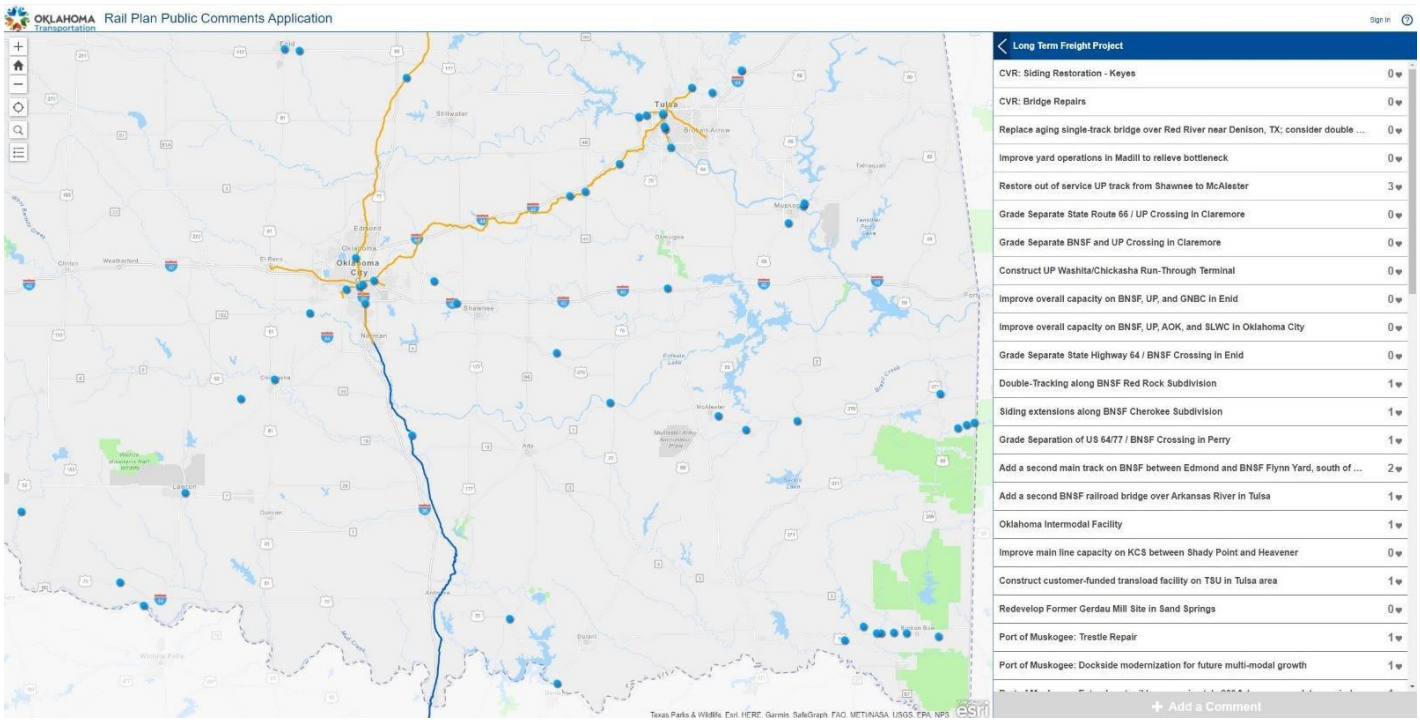
				OKC to San Antonio and also used rail in the eastern states and Canada. It is comfortable but tens to run late - we were hours late arriving on our trip to San Antonio because of shared tracks with freight trains. Please, please, bring the rail line to Tulsa! Commuter rail lines would also be great.	
19	Eric Stout	8/21/2021	Online	Expand passenger line between Dallas and Joplin with stops in Wagoner, Muskogee, McAlester, and Durant.	
20	Lafe Mathes	8/22/2021	Online	I rode on the heartland flyer for the first time to go see the big boy steam engine earlier this month. Everything about riding on the train just seemed more practical.. not having to deal with traffic.. not having to stop to use the bathroom and getting snacks. Plus you get see parts of oklahoma you don't normally get to see. I also noticed that once you get to Fort worth that they have multiple different rail lines and you can even go to Chicago from that station. I would love to be able to take a train to the east coast or west coast. It seems more practical than driving or having to deal with airports and since we still haven't figured out this real I.D. crap yet I think taking a train is the way to go.	
21	Robert Capone	8/24/2021	Online	I would LOVE to see the passenger service extended from Norton Kansas to OKC. I live in Newkirk OK, and a proposed stop in Arkansas City KS and Ponca City OK has the potential to bring more visitors to our community... as well as allow family in upstate New York	

				the chance to travel via rail to see us.	
22	Kathryn Williams	8/24/2021	Online	We would love for your train to stop in Ponca City Oklahoma.. we would ride it down to our sons and save driving time for two senior adults	
23	Tim Huya	8/25/2021	Online	On April 21-21, 2021 ODOT and BNSF had first community meetings with Thackerville, Dougherty, Davis, Noble, Norman, and Edmond on the BNSF Red Rock Subdivision. This corridor has an average of 33 freight and 2 Amtrak passenger trains per day. Discussions in those meetings included the topics of: 1) existing road crossings, 2) locations of multiple tracks, 3) grade crossing rationalization and consolidation alternatives, 4) Occupied crossing mitigation alternatives, 5) ODOT's federal crossing safety program, and 6) Consideration for funding opportunities with federal grants. The next steps are for ODOT are: 1) to review initial findings/discussions to develop scope of proposed projects in each community, 2) assess local support to progress projects, 3) identify funding sources 4) group projects as necessary to meet criteria of funding sources 5) schedule follow-up meetings with communities and discuss application processes and deadlines for the various funding sources. 6) assemble proposal(s) and submit for funding.	

24	Tim Huya	8/25/2021	Email	NOTE: An email with an identical comment from Mr. Huya was received.	

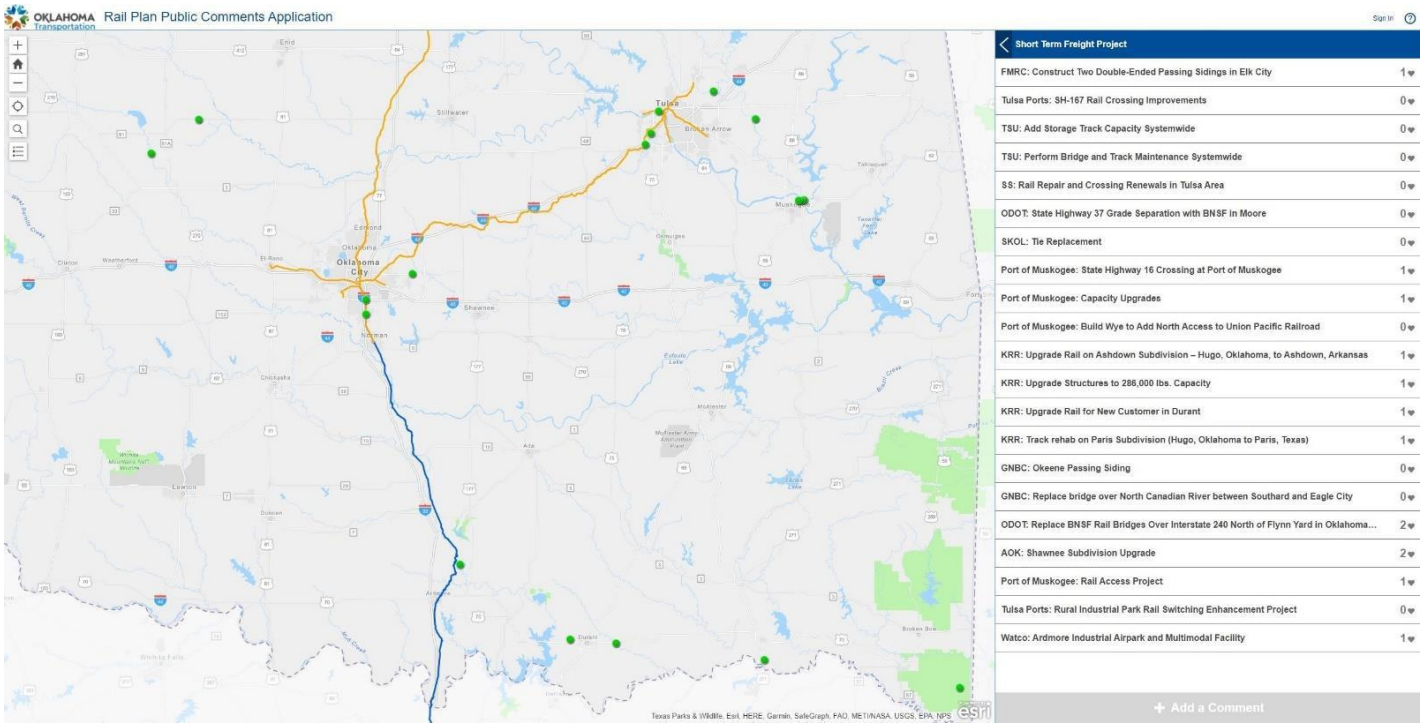
E.6 Appendix E-6: GIS-based Interactive Map

E.6.1 Long-Term Freight Project Results



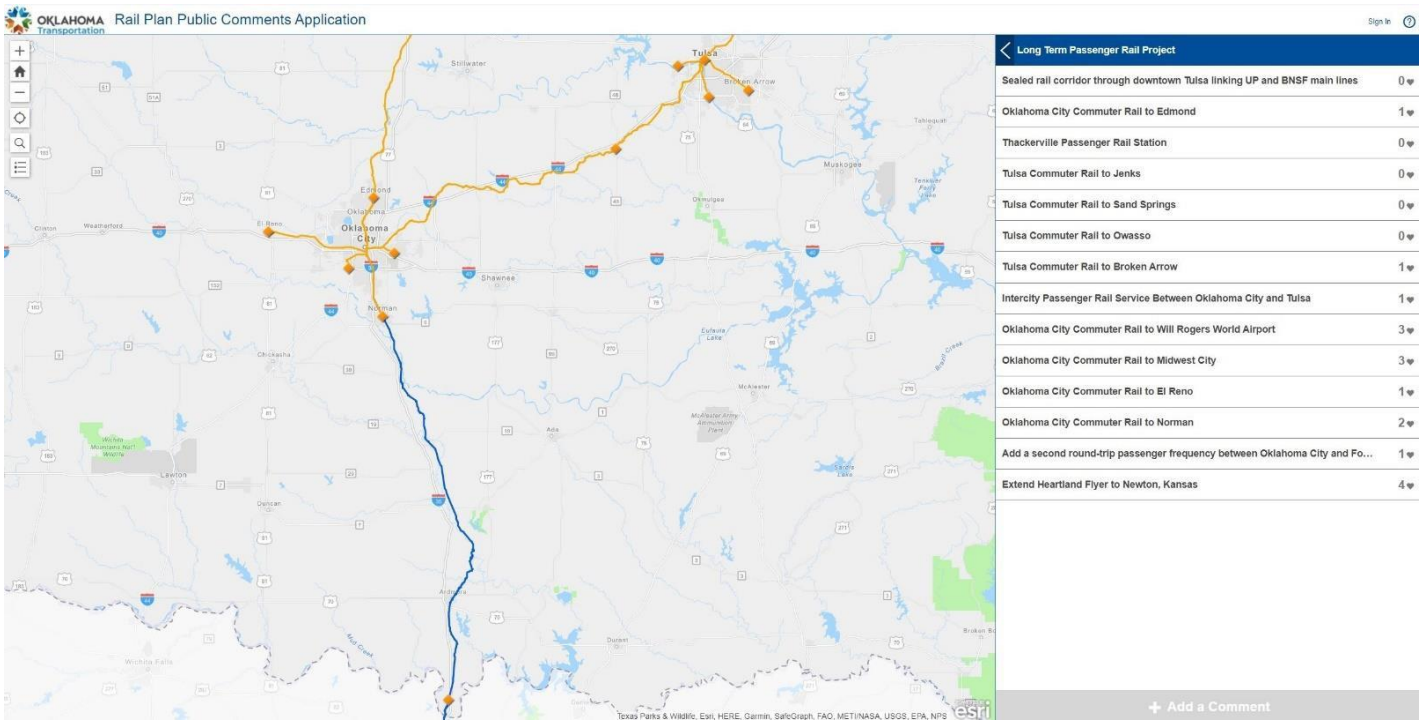
Oklahoma State Rail Plan GIS Map: Long-Term Freight Projects		
NAME	**PROJECT**	**COMMENT**
David Sheely	Add a second main track on BNSF between Edmond and BNSF Flynn Yard, south of Oklahoma City	I would like to see much more than a second main line through Oklahoma City. The state needs a second main line run through the entire state north to south. That would reduce the 10,000 plus trucks using I-35.
Mr. Ash Harris, CDR, USN (Ret)	Restore out of service UP track from Shawnee to McAlester	Needed for improved economic development of Southeastern Oklahoma.

E.6.2 Short-Term Freight Project Results



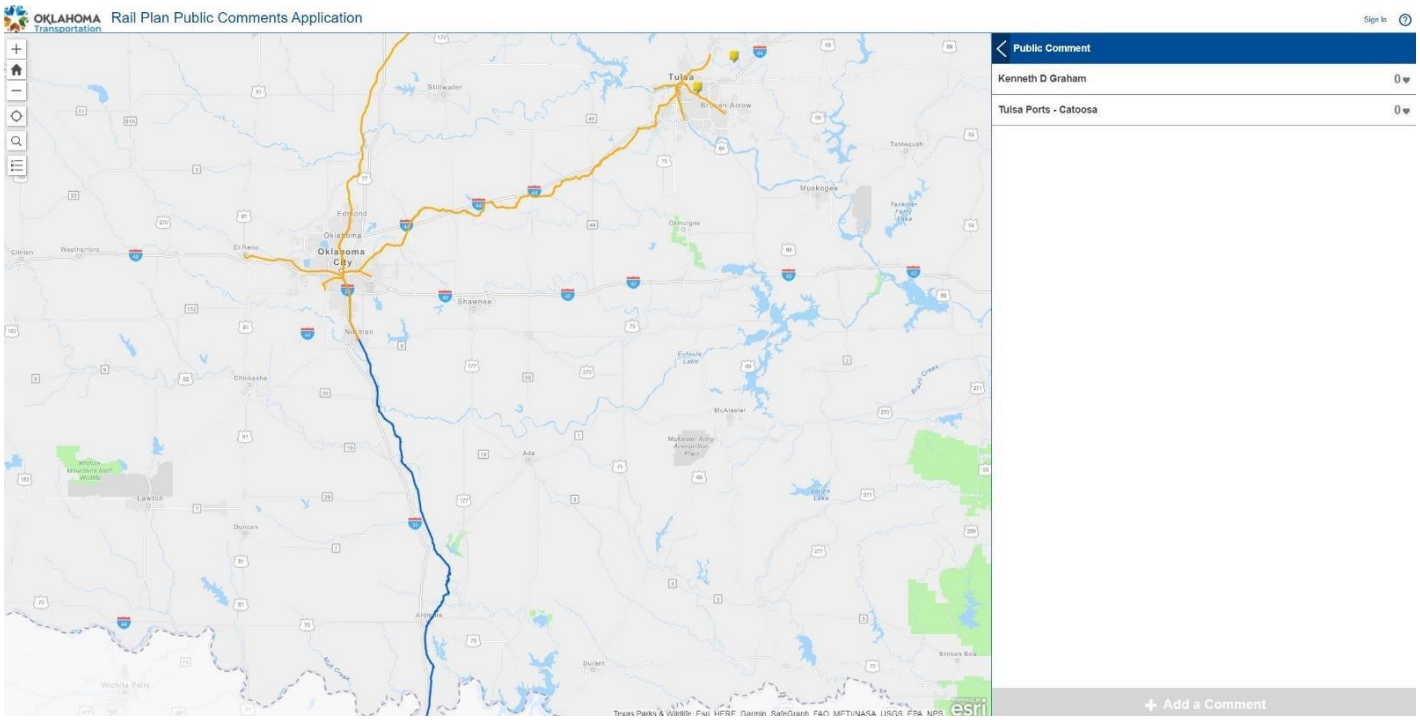
Oklahoma State Rail Plan GIS Map: Short-Term Freight Projects		
NAME	**PROJECT**	**COMMENT**
Daniel Grisham	Tulsa Ports: SH-167 Rail Crossing Improvements	This project is complete as of 5/1/2021.

E.6.3 Long-Term Passenger Rail Project Results



Oklahoma State Rail Plan GIS Map: Long-Term Passenger Rail Projects		
NAME	**PROJECT**	**COMMENT**
Dale Ellis	Oklahoma City Commuter Rail to Midwest City	I would like to see intercity rail added to the local OKC area. This would complement the bus service and facilitate outlying areas accessing the OKC city center activities.

E.6.4 Public Comment Results



Oklahoma State Rail Plan GIS Map: Public Comments	
NAME	**COMMENT**
Kenneth D Graham	Oklahoma needs a rails to trails program which would be of great value to the state. It appears we will never have this. But what Oklahoma could have is a Rails WITH Trails program as do other states. This RWT project should be within SAPM ATC.
Tulsa Ports - Catoosa	The map of our rail layout is incorrect. Please email me to obtain an updated PDF.

E.6.5 Total Number of Likes per Project

Oklahoma State Rail Plan GIS Map: Total Likes	
PROJECT NAME	**NO. OF LIKES**
Extend Heartland Flyer to Newton, Kansas	4
Oklahoma City Commuter Rail to Will Rogers World Airport	3
Oklahoma City Commuter Rail to Midwest City	3
Restore out of service UP track from Shawnee to McAlester	3
AOK: Upgrade line from Shawnee to Wewoka (not including signals/highway-rail grade crossing improvements)	3
AOK: Shawnee Subdivision Upgrade	2
Oklahoma City Commuter Rail to Norman	2
SLWC: Add track capacity in Oklahoma City area	2
AOK: Upgrade bridges to 286K on the Shawnee Subdivision	2
Add a second main track on BNSF between Edmond and BNSF Flynn Yard, south of Oklahoma City	2
SLWC: Future Bridge Improvements	2
ODOT: Replace BNSF Rail Bridges Over Interstate 240 North of Flynn Yard in Oklahoma City	2
Port of Muskogee: Capacity Upgrades	1
Construct customer-funded transload facility on TSU in Tulsa area	1
Port of Muskogee: State Highway 16 Crossing at Port of Muskogee	1
FMRC: Construct Two Double-Ended Passing Sidings in Elk City	1
SS: Rehabilitate Interchange	1
Grade Separation of US 64/77/BNSF Crossing in Perry	1
Port of Muskogee: Extend port rail by approximately 900 to accommodate new industry	1
Intercity Passenger Rail Service Between Oklahoma City and Tulsa	1
AOK: Tie Renewal: 7,000 ties on the Shawnee Subdivision	1
KRR: Track rehab on Paris Subdivision (Hugo, Oklahoma to Paris, Texas)	1
SLWC: River Bridge in Oklahoma City	1
KRR: Upgrade Rail for New Customer in Durant	1

AOK: Tie Replacement: 25,000 ties	1
KRR: Upgrade Rail on Ashdown Subdivision – Hugo, Oklahoma, to Ashdown, Arkansas	1
Port of Muskogee: Dockside modernization for future multi-modal growth	1
KRR: Upgrade Structures to 286,000 lbs. Capacity	1
Port of Muskogee: Rail Access Project	1
Watco: Ardmore Industrial Airpark and Multimodal Facility	1
Port of Muskogee: Trestle Repair	1
Oklahoma City Commuter Rail to Edmond	1
Siding extensions along BNSF Cherokee Subdivision	1
Oklahoma City Commuter Rail to El Reno	1
Double-Tracking along BNSF Red Rock Subdivision	1
AOK: Tie replacement: 56,000 ties on the Wilburton Subdivision	1
SLWC: Track Fencing	1
AOK: Upgrade 76 bridges to 286K on the Wilburton Subdivision	1
Tulsa Commuter Rail to Broken Arrow	1
Add a second round-trip passenger frequency between Oklahoma City and Fort Worth, Texas	1
Oklahoma Intermodal Facility	1
Add a second BNSF railroad bridge over Arkansas River in Tulsa	1
Thackerville Passenger Rail Station	0
Tulsa Ports: Rural Industrial Park Rail Switching Enhancement Project	0
TSU: Add Storage Track Capacity Systemwide	0
GNBC: Replace bridge over North Canadian River between Southard and Eagle City	0
NOKL: Upgrade 0.4 miles of track in Woodward	0
Grade Separate BNSF and UP Crossing in Claremore	0
TOE: MP 12.0 Water erosion from Golden River	0
Grade Separate State Highway 64 / BNSF Crossing in Enid	0
ODOT: State Highway 37 Grade Separation with BNSF in Moore	0
Grade Separate State Route 66 / UP Crossing in Claremore	0

WTJR: Br. 31.4 - Replace stringers & deck ties	0
WTJR: Streambank Stabilization south side of Red River bridge	0
SS: Rail Repair and Crossing Renewals in Tulsa Area	0
BNGR: Upgrade bridges to 286K	0
TOE: Craig Yard Upgrade Rail	0
Improve main line capacity on KCS between Shady Point and Heavener	0
TOE: Replace 4,000 LF of Rail	0
Improve overall capacity on BNSF, UP, and GNBC in Enid	0
TSU: Perform Bridge and Track Maintenance Systemwide	0
Improve overall capacity on BNSF, UP, AOK, and SLWC in Oklahoma City	0
Tulsa Commuter Rail to Owasso	0
Improve yard operations in Madill to relieve bottleneck	0
Tulsa Ports: Unit Train Capacity Upgrades for BNSF & SKOL at Port of Catoosa	0
ASR: Additional track substructure and ballast near Waldren to prevent wash-outs	0
GNBC: Okeene Passing Siding	0
Redevelop Former Gerdau Mill Site in Sand Springs	0
SS: New Shop Construction	0
Replace aging single-track bridge over Red River near Denison, TX; consider double tracking	0
ASR: Tie Replacement (5 miles)	0
Construct UP Washita/Chickasha Run-Through Terminal	0
TOE: 12 Miles Track Surfacing	0
Sealed rail corridor through downtown Tulsa linking UP and BNSF main lines	0
TOE: Extend the Connection track at Valliant for unit trains	0
CVR: Bridge Repairs	0
TOE: Replace 3,000 Track Ties	0
SKOL: Bridge 80.2 Repairs	0
TOE: Replace 50 Switch Ties	0
SKOL: Tie Replacement	0

TSU: Construct Storage Siding (15 cars)	0
CVR: Siding Restoration - Keyes	0
TSU: Track Upgrade, Drainage Improvements, and Vegetation Control	0
SLWC: Crossing in Kellyville	0
Tulsa Commuter Rail to Jenks	0
SLWC: Crossing in Lawton	0
Tulsa Commuter Rail to Sand Springs	0
ASR: Stringer upgrades for bridge	0
Tulsa Ports: SH-167 Rail Crossing Improvements	0
SLWC: Future Bridge Repairs	0
BNGR: Rail Improvements	0
SLWC: Future Crossing Improvements	0
WTJR: Br. 64.8 - Replace stringers & deck ties	0
SLWC: Future Track Infrastructure Improvements	0
NOKL: Bridge Upgrades in Woodward	0
Port of Muskogee: Build Wye to Add North Access to Union Pacific Railroad	0