



Brad Henry
Office of the Governor
State of Oklahoma

November 19, 2008

Ms. Barbara Robinson
PO Box 720621
Norman, OK 73070

Dear Ms. Robinson:

Governor Henry has asked that I thank you for sharing your concerns regarding the I-40 Crosstown/Union Station rail yard issue. The governor appreciates citizens' time and willingness to share their concerns with him. The governor always welcomes hearing from people who are interested in making Oklahoma a better place to live. Governor Henry certainly understands the need to expand and grow Oklahoma's transportation infrastructure.

That said, it is important to note that the path for the new Crosstown Expressway was deliberated and decided long ago. The project route was approved in early 2002, before Governor Henry took office, following an exhaustive seven-year study by several committees that considered all related issues including rail service. The Crosstown project has been under construction for several years now and is nearly halfway completed.

As the project has progressed during his administration, the governor has stayed in close contact with state transportation leaders, seeking their feedback on funding issues and calls for rerouting the selected Crosstown path. Transportation officials have consistently advised the governor that nothing has changed since the routing decision was made to justify halting construction and altering the route, and they have further advised him that stopping work to reconsider the Crosstown's path would cost the state hundreds of millions of dollars in delays, jeopardize the continued flow of federal funds to the project and prolong motorists' use of the rapidly deteriorating section of interstate that is being rerouted. State transportation officials have also reiterated to him that Oklahoma's passenger rail future will not be negatively impacted by the new path of the Crosstown.

The current passenger rail facility servicing Oklahoma City is the Santa Fe Station located adjacent to downtown and Bricktown on the BNSF mainline just three blocks east and six blocks north of Union Station. Union Station, currently not in use by rail providers, will not be destroyed, and the I-40 project is being designed with sufficient room for a needed track to be installed next to Union Station at some point in the future should passenger rail return to Union Station.

Gov. Henry shares the enthusiasm of passenger rail advocates and is supportive of efforts to expand rail service in Oklahoma. In fact, he led the charge to obtain the necessary state

funding to keep the Heartland Flyer running when its future was in doubt several years ago. However, he has no plans to reopen discussions on the Crosstown Expressway route.

Thank you again for taking time to share your concerns with our office. If you have any further thoughts you would like to share, please do not hesitate to contact us.

Sincerely,

A handwritten signature in black ink that reads "Jeanette M. Nance". The signature is written in a cursive style with a large initial "J".

Jeanette M. Nance
Director of Constituent Services

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