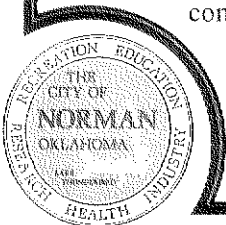


A RESOLUTION OF THE COUNCIL OF THE CITY OF NORMAN, OKLAHOMA, REQUESTING THE GOVERNOR OF THE STATE OF OKLAHOMA TO APPOINT A SPECIAL COMMISSION TO CONSIDER FUTURE RAIL TRANSIT OPTIONS IN THE OKLAHOMA CITY METROPOLITAN AREA; FUTURE USES OF UNION STATION AND ITS ASSOCIATED RAIL LINES TO ENHANCE FUTURE RAIL TRANSIT FOR THE STATE OF OKLAHOMA; AND ALTERNATE ROUTES FOR THE INTERSTATE 40 CROSSTOWN EXPRESSWAY.

- § 1. WHEREAS, the replacement of the I-40 Crosstown Expressway through downtown Oklahoma City is critically necessary due to its deteriorated condition; and
- § 2. WHEREAS, rail transit can stimulate economic development; provide dependable, safe and inexpensive transportation for all; reduce vehicular traffic and congestion; lower carbon dioxide emissions that contribute to global warming; provide an important means of transportation for military facilities; and greatly improve air quality in metropolitan areas; and
- § 3. WHEREAS, the Oklahoma City metropolitan area ranks high nationally among other large cities in terms of its widespread geographic area and commuting population, ranks 40th out of 100 as most traffic congested, and ranks last out of 50 as best prepared for \$4 per gallon gasoline, according to "Major US Cities Preparedness for an Oil Crisis", a study by Warren Karlenzig, Common Current, March 2008; and
- § 4. WHEREAS, citizens of the central Oklahoma metropolitan area are in need of safe, efficient, and affordable transportation alternatives as opposed to reliance upon personal automobiles in face of rising gasoline prices; and
- § 5. WHEREAS, the Environmental Protection Agency has recently established stricter standards for ozone concentrations which are directly related to automobile usage and in 2006, Central Oklahoma exceeded the maximum allowed ozone level 11 times, almost twice as many times as the previous four years combined and before the new federal standards of the Clean Air Act became law; and
- § 6. WHEREAS, the City of Norman is a signatory of the U.S. Conference of Mayors climate protection agreement and is committed to supporting transportation alternatives which reduce vehicular traffic and congestion and lower carbon dioxide emissions that contribute to global warming; and
- § 7. WHEREAS, the central Oklahoma metropolitan area is behind many other large cities in transportation efficiencies, including Denver, Salt Lake City and Dallas, whose Union Stations are the foundation for their vibrant rail and bus systems, have been successful beyond expectations, and have received enthusiastic public support and demand for wider availability; and
- § 8. WHEREAS, the historic and strategically valuable Union Station rail yard in Oklahoma City lies at the center of the state's unique railway network linking the state's major towns, Tinker Air Force Base, and Will Rogers World Airport and is the last grand urban passenger rail yard in the west that remains virtually unused today, with all of its original space and much of its essential infrastructure intact, including numerous tracks connecting every corner of the state; and



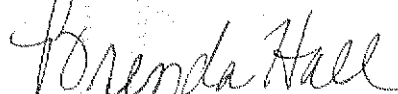
- § 9. WHEREAS, the future of rail service in central Oklahoma depends upon having a hub that allows rapid and cost-effective development of a safe, convenient, fuel-efficient and environmentally friendly rail transit system for linking the economic engines of Oklahoma's towns, cities and military bases; and
- § 10. WHEREAS, recent rulings by the Federal Surface Transportation Board provide an important opportunity to expeditiously reconsider viable route alternatives for the new Crosstown Expressway that do not require the destruction of Union Station's invaluable rail yard; and
- § 11. WHEREAS, experience shows that any major public infrastructure project requires years, sometimes decades, of planning and foresight, which translates into millions of dollars in additional costs to taxpayers, before opening for service, as well as millions of dollars of additional costs to taxpayers while citizens now urgently seek alternatives to traditional highway travel; and
- § 12. WHEREAS, government at all levels cannot procure adequate funding for new roads and bridges and are years behind on maintenance in many cases; and
- § 13. WHEREAS, pending petroleum shortfalls coupled with the rising cost of auto fuels threaten the economy and security of the state and the nation, and change the assumptions made previously concerning the value of rail travel in the state and the country; and
- § 14. WHEREAS, accommodation of the need for an intermodal transportation hub for the Oklahoma City metropolitan area located in downtown Oklahoma City and the need for Highway replacement through downtown Oklahoma City can be met if the proposed alignment of the Crosstown Expressway be moved 400 feet south of the present planned alignment through the Union Station rail yard.

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

- § 15. WHEREAS, the City of Norman, Oklahoma, supports the efforts of ONTRAC to further investigate cost effective rail options for the State of Oklahoma and encourages the Association of Central Oklahoma Governments and its member cities to give due consideration to joining in the adoption of this resolution.
- § 16. BE IT FURTHER RESOLVED THAT, the City of Norman, Oklahoma, respectfully requests that the Honorable Brad Henry, Governor of Oklahoma, convene a Special Commission of citizens, public officials, and transportation experts to consider immediately and expeditiously the future of rail transit options in the Oklahoma City metropolitan area, to study future uses of Union Station and its associated rail lines to enhance future rail transit for the state, to weigh the short and long term benefits of alternative routings of the Crosstown Expressway that would not jeopardize any future use of the Union Station rail yard, and that the commission report to the Governor and to the public its finding and recommendations in an expedient manner; and that until such time, the Governor direct the Oklahoma Department of Transportation to proceed with only those aspects of the Crosstown Expressway that do not affect Union Station's rail yard or connecting rail lines or that limit the State's ability, either materially or financially, to implement any alternative routings recommended by the Special Commission.

PASSED AND ADOPTED THIS 23rd day of September, 2008.

ATTEST:



City Clerk



Mayor