

MARK PRYOR
ARKANSAS
COMMITTEES:
APPROPRIATIONS
COMMERCE, SCIENCE, AND
TRANSPORTATION
HOMELAND SECURITY AND
GOVERNMENTAL AFFAIRS
SMALL BUSINESS AND
ENTREPRENEURSHIP
RULES AND ADMINISTRATION
SELECT COMMITTEE ON ETHICS

United States Senate

WASHINGTON, DC 20510

October 24, 2011

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WASHINGTON, DC 20510
(202) 224-2353

500 PRESIDENT CLINTON AVENUE
SUITE 401
LITTLE ROCK, AR 72201
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TOLL FREE: (877) 259-9602
<http://pryor.senate.gov>

The Honorable Ray LaHood
Secretary
U.S. Department Of Transportation
1200 New Jersey Avenue, S.E.
Washington, DC 20590-0001

Dear Secretary LaHood:

I am pleased to write in support of the \$21.3 million TIGER III application to fund freight rail infrastructure improvements in southwest Arkansas, southeastern Oklahoma, and northeastern Texas. This project is known as the Sun Belt Regional Short Line Railroad Project. The Texas Department of Transportation, Oklahoma Department of Transportation (ODOT), and the Arkansas State Highway and Transportation Department (ASHTD) are jointly submitting the application.

ASHTD, ODOT, and TXDOT will be working with a unique and innovative collaboration of three separate short line freight railroads making critical infrastructure improvements to three railroads: the Kiamichi Railroad (KRR); the Dallas, Garland, & Northeastern Railroad (DGNO); and the Texas Northeastern Railroad (TNER).

By envisioning improvements to a regional transportation system, this application addresses a core historical function of federal transportation policy: facilitating the improvement of *interstate* commerce and transportation. This program promises improvements above and beyond what any one state acting on its own could accomplish, and is therefore an ideal candidate for TIGER III.

The work will involve upgrading strategic side tracks and industrial lead tracks to accommodate traffic growth and allow for the use of heavier 286,000 pound rail cars. The project eliminates rail joints, replaces crossties, adds new ballast, resurfaces over thirty miles of track, replaces bridge components, upgrades key interchanges where the short line rail traffic connects to Class I railroads, and upgrades over 57 rural highway-rail grade crossings to improve public safety.

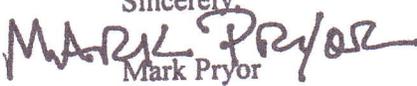
This effort will provide gains in economic competitiveness, improvements to quality of life, and increased utilization of environmentally responsible transportation by allowing rail customers to utilize heavier rail cars to transport materials like limestone, coal, cement, and grain. I am particularly eager for Arkansas, Oklahoma, and Texas to

realize the safety benefits of preventing injuries and fatalities at highway-rail grade crossings that will come from improving motorist comprehension of crossing safety warning devices.

I also note that the local match for these projects will be provided by privately owned freight railroads, thus allowing our States to improve important transportation infrastructure even during this challenging time of constrained resources. The infrastructure would be kept in a state of good repair, guaranteed by ongoing private investment from the local freight railroads.

I believe that your TIGER III review teams will recognize the significant impacts that this project would have on the Nation and the region. This is a unique partnership between three States and three private railroads to improve transportation infrastructure which is crucial to the economic competitiveness of our region and our country.

Thank you for your consideration of this application.

Sincerely,

Mark Pryor

MLP/sj

JAMES M. INHOFE
OKLAHOMA

WASHINGTON OFFICE
205 RUSSELL SENATE OFFICE BUILDING
WASHINGTON, DC 20510-3603
(202) 224-4721

TULSA OFFICE
1924 SOUTH UTICA, SUITE 530
TULSA, OK 74104
(918) 748-5111

OKLAHOMA CITY OFFICE
1900 N.W. EXPRESSWAY, SUITE 1210
OKLAHOMA CITY, OK 73118
(405) 688-4381

COMMITTEES:
ARMED SERVICES
ENVIRONMENT AND
PUBLIC WORKS
FOREIGN RELATIONS

United States Senate

WASHINGTON, DC 20510-3603

October 6, 2011

COPY

The Honorable Ray LaHood
U.S. Department of Transportation
1200 New Jersey Avenue SE
Washington, D.C. 20590

Dear Secretary LaHood:

It is my understanding that Matt Ginsberg of Rail America on behalf of the Sun Belt Regional Short Line Project has applied for the TIGER III. This grant would enable ODOT, ASHTD and TXDOT to handle long term infrastructure needs by upgrading/ mainline, sidings, key interchanges to accommodate current commerce and future heavy traffic growth. Rural highway-rail grade crossings would also be improved for the public's safety. There is a 25% local match for these projects provided by privately owned freight railroads.

I thank you, in advance, for reviewing the application for Rail America and for giving the application all due consideration.

Please contact Julia Clay in my Tulsa office as to the progress of this application and the final decision. She can be contacted at 918-748-5111.

I look forward to working with you in the future and if I can be of further assistance, please do not hesitate to call.

Sincerely,

COPY

James M. Inhofe
United States Senator

JMI:jwc

DAN BOREN
2nd District, Oklahoma
Co-Chairman, Blue Dog Coalition

WASHINGTON OFFICE
2447 Rayburn House Office Building
Washington, D.C. 20515
(202) 225-2701
Fax: (202) 225-3038
www.boren.house.gov



Congress of the United States
House of Representatives
Washington, DC 20515-3602

October 11, 2011

The Honorable Ray LaHood
United States Department of Transportation
1200 New Jersey Ave. SE
Washington, DC 20590

Dear Secretary LaHood:

It is my pleasure to write this letter of support on behalf of the "Sun Belt Regional Short Line Project" application for a TIGER III grant. The Texas Department of Transportation, Oklahoma Department of Transportation (ODOT), and the Arkansas State Highway and Transportation Department (ASHTD) are jointly submitting the application.

This proposal is a multi-state initiative that helps to ensure our region's continuing economic competitiveness into the 21st century. This \$21.3 million grant application envisions track upgrades to short line freight railroads in southern Oklahoma, southwestern Arkansas, and northeastern Texas. Improvements to this interrelated network of short line freight railroads will improve customer service, enhance community livability, encourage environmentally sustainable transportation, and provide meaningful safety enhancements at highway-rail grade crossings in our region.

The work will involve upgrading strategic side tracks and industrial lead tracks to accommodate traffic growth and allow for the use of heavier 285,000 pound rail cars. The project eliminates rail joints, replaces crossties, adds new ballast, resurfaces over thirty miles of track, replaces bridge components, upgrades key interchanges where the short line rail traffic connects to Class I railroads, and upgrades over 57 rural highway-rail grade crossings to improve public safety.

In Oklahoma, these proposed rail upgrades will benefit important rail customers like the Western Farmers Electric Cooperative as well as improve the movement of goods from and through Oklahoma and Arkansas en route to Dallas and beyond. Construction of the proposed enhancements will generate over 330,000 hours of labor in the local workforce. However, the true benefits are the long term efficiency improvements to rail transportation to and from Oklahoma, Arkansas, and northeast Texas which will benefit transportation users for decades to come.

Thank you for your time and consideration of this application. If you need any additional information, please feel free to contact me in my Washington, DC office at (202) 225-2701.

Sincerely,

Dan Boren
Member of Congress

Claremore
309 W. 1st Street
Claremore, OK 74017
(918) 341-9336
Fax: (918) 342-4806

McAlester
25 E. CARL ALBERT PARKWAY, SUITE B
MCALESTER, OK 74501
(918) 423-5951
Fax: (918) 423-1940

Muskogee
431 W. Broadway
Muskogee, OK 74401
(918) 687-2533
Fax: (918) 688-0128

Durant
112 N. 12th Avenue
Durant, OK 74701
(580) 931-0333
Fax: (580) 920-0041

House Permanent Select Committee on Energy and Commerce
SUBCOMMITTEE ON ENERGY, TRANSPORTATION, AND INFRASTRUCTURE
SUBCOMMITTEE ON ENERGY AND INFRASTRUCTURE

COMMITTEE ON ENERGY AND COMMERCE
SUBCOMMITTEE ON ENERGY AND INFRASTRUCTURE
SUBCOMMITTEE ON OIL AND ALASKA SAFETY AFFAIRS
DAN BOREN

United States Senate

WASHINGTON, DC 20510-4304

October 21, 2011

Mr. Gilbert "Gil" Wilson
Texas Department of Transportation
125 E. 11th Street
Austin, TX 78701

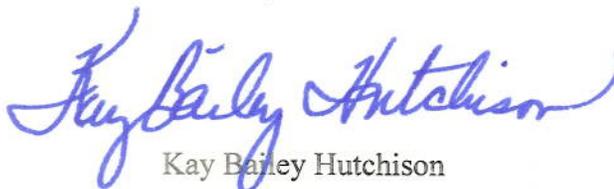
Dear Mr. Wilson:

Thank you your correspondence regarding the grant proposal for the Sun Belt Regional Short Line Railroad Project submitted to the U.S. Department of Transportation. I appreciate the information provided about the proposal, and I am pleased to support the application.

I have contacted the Department on your behalf and have encouraged the grant office to carefully consider the merits of this grant proposal. Your project will have a positive impact on short line freight rail in Northeastern Texas, Southeastern Oklahoma, and Southwestern Arkansas.

I am committed to ensuring that each grant application receives a fair and thorough review, and you may be certain that I will continue to monitor the progress of this proposal. As the application process moves forward, please do not hesitate to contact me if you have any questions.

Sincerely,



Kay Bailey Hutchison

KBH/lh

JOHN CORNYN
TEXAS

United States Senate

WASHINGTON, DC 20510-4305

October 19, 2011

Mr. Dana Gresham
Assistant Secretary for Government Affairs
Department of Transportation
1200 New Jersey Avenue, Southeast
Washington, District of Columbia 20590

Dear Assistant Secretary Gresham:

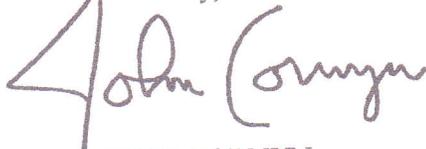
I am writing to express my support for the Transportation Investment Generating Economic Recovery (TIGER) Grant application submitted to the Department of Transportation by the Texas Department of Transportation, the Oklahoma Department of Transportation and the Arkansas State Highway and Transportation Department.

As you and your staff review the proposal, I trust you will give full consideration to the many strengths of this application. As you know, the TIGER proposal calls for the improvement of freight rail infrastructure in Northeast Texas, Southwest Arkansas, and Southeastern Oklahoma. The improvements will be made on the Kiamichi Railroad, Dallas, Garland & Northeastern Railroad and the Texas Northeastern Railroad. I have been informed that the work will include upgrading side tracks and industrial lead tracks to accommodate traffic growth and allow for the use of heavier rail cars. Additionally, the project calls for the elimination of rail joints, the replacement of crossties, adding new ballast, the resurfacing of more than 30 miles of track, the replacement of bridge components, upgrading key interchanges where the short line rail connects with Class I railroads, and upgrading more than 50 rural highway-rail grade crossings to improve public safety. As you can see, a grant award will support the partnership between the three railroads and the three states as they aim to improve rail infrastructure to strengthen the flow of goods and commerce and economic competitiveness in the region.

I would appreciate your efforts to ensure that I am kept informed as to the progress of this application. Please contact Andrew Blaylock, my Grants Coordinator, with any developments regarding this proposal as soon as they are available.

Thank you for your assistance and consideration.

Sincerely,

A handwritten signature in black ink that reads "John Cornyn". The signature is written in a cursive, flowing style with a large initial "J".

JOHN CORNYN
United States Senator

RALPH M. HALL
4th District, Texas

2406 RAYBURN HOUSE OFFICE BUILDING
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e-mail: rnhall@mail.house.gov

COMMITTEE ON
SCIENCE, SPACE, AND TECHNOLOGY
CHAIRMAN

Congress of the United States
House of Representatives
Washington, DC 20515-4304

October 17, 2011

The Honorable Ray LaHood
United States Department of Transportation
1200 New Jersey Ave. SE
Washington, DC 20590

Dear Secretary LaHood:

I am writing to express my support for the Sun Belt Regional Short Line Project TIGER III grant. The Texas Department of Transportation (TxDOT), Oklahoma Department of Transportation (ODOT), and the Arkansas State Highway and Transportation Department (ASHTD) are jointly submitting the application.

This proposal is a multi-state initiative that helps to ensure our region's continuing economic competitiveness into the 21st century. This \$21.3 million grant application envisions track upgrades to short line freight railroads in southern Oklahoma, southwestern Arkansas, and northeastern Texas. Improvements to this interrelated network of short line freight railroads will improve customer service, enhance community livability, encourage environmentally sustainable transportation, and provide meaningful safety enhancements at highway-rail grade crossings in our region.

The work will involve upgrading strategic side tracks and industrial lead tracks to accommodate traffic growth and allow for the use of heavier 286,000 pound rail cars. The project eliminates rail joints, replaces crossties, adds new ballast, resurfaces over thirty miles of track, replaces bridge components, upgrades key interchanges where the short line rail traffic connects to Class I railroads, and upgrades over 57 rural highway-rail grade crossings to improve public safety.

For all of these reasons I support the Sun Belt Regional Short Line proposal, and I thank you for your consideration of this application. Please do not hesitate to contact Kristi Bogle in my Washington DC office at (202) 225-6673 or kristi.bogle@mail.house.gov with any questions you may have.

Sincerely,

Ralph M. Hall

Ralph M. Hall
Member of Congress

104 NORTH SAN JACINTO STREET
ROCKWALL, TX 76087-2508
(972) 771-8118
(972) 722-0807 FAX

COLLIN COUNTY COURT FACILITY
1200 NORTH GRAVES STREET, SUITE 101
MCKINNEY, TX 76069-3322
(214) 220-8940
(214) 720-9563 FAX

101 EAST PECAN STREET
SHERMAN, TX 76090-6958
(903) 892-1112
(903) 898-0764 FAX

U.S. POST OFFICE
320 CHURCH STREET, SUITE 132
SULFUR SPRINGS, TX 76482-2606
(903) 885-6126
(903) 436-0974 FAX

4303 TEXAS BOULEVARD, SUITE 2
TEXARKANA, TX 75503-3094
(903) 794-4445
(903) 784-0577 FAX

DOWNE COUNTY COURTHOUSE
710 JAMES BOWIE DRIVE
NEW BOSTON, TX 75570-2328
(903) 628-8309
(903) 628-8300 FAX

September 20, 2011

The Honorable Ray H. LaHood
Secretary, U.S. Department of Transportation
1200 New Jersey Avenue, SE
Washington, DC 20590

Dear Secretary LaHood:

On behalf of Western Farmers Electric Cooperative (WFEC), please accept this letter of support for the Sunbelt Regional Short Line project being submitted as a multi-state partnership between the State of Texas Department of Transportation, the State of Oklahoma Department of Transportation, and the State of Arkansas State Highway and Transportation Department for the 2011 National Infrastructure Investment Program. As part of this project, rail improvements will be made along the Kiamichi Railroad in Oklahoma.

WFEC is Oklahoma's largest locally owned power supply system. WFEC is a generation and transmission cooperative that provides essential electric services to 23 member rural electric distribution cooperatives, Altus Air Force Base, and other power users. With three generating plants located at Mooreland, Anadarko and Hugo, WFEC has total power capacity of more than 1,700 megawatts. WFEC depends on RailAmerica's Kiamichi Railroad in concert with the national railroad network to provide efficient transportation for the shipment of coal to WFEC's Hugo coal fired electric generating station. It is neither practical nor cost effective to truck coal to WFEC's Hugo generation station due to the long-distance nature of the haul and the volumes shipped.

RailAmerica is an important partner to WFEC and we support their endeavors to secure capital for reinvestment into the rail infrastructure we depend upon. Funding for the Sunbelt Regional Short Line project will support continued, safe, reliable rail service to WFEC and our customers.

Respectfully,



Gary R. Roulet
Chief Executive Officer

GRR:DF:ad

A Powerful Friend to:

Altus Electric Cooperative - Altus Air Force Base - Cady Electric Cooperative - Canadian Valley Electric Cooperative - Choctaw Electric Cooperative - Cimarron Electric Cooperative
Cotton Electric Cooperative - East Central Oklahoma Electric Cooperative - Harmon Electric Association - Kay Electric Cooperative - Kiamichi Electric Cooperative
Kaweah Electric Cooperative - Northfork Electric Cooperative - Northwestern Electric Cooperative - Oklahoma Electric Cooperative - People's Electric Cooperative
Red River Valley Rural Electric Association - Rural Electric Cooperative - Southeastern Electric Cooperative - Southwest Rural Electric Association



September 22, 2011

The Honorable Ray H. LaHood
Secretary, U.S. Department of Transportation
1200 New Jersey Avenue, SE
Washington, DC 20590

Dear Secretary LaHood:

Lattimore Materials Corp. is pleased to write a letter of support for the Sunbelt Regional Short Line project being submitted by RailAmerica for the 2011 National Infrastructure Investment program.

Lattimore Materials Corp. is a major producer of ready mix concrete and aggregates in the states of Texas and Oklahoma. The aggregate materials produced are shipped via rail and/or truck to our ready mix operations. We have one aggregate limestone quarry in Stringtown, Oklahoma that services two rail facilities. These rail facilities are located in Melissa and Royse City, Texas. We ship 1.5 to 2.0 million tons of aggregates per year to these facilities.

Lattimore Materials Corp. fully supports RailAmerica with their endeavors to secure capital for Infrastructure Investment program. Funding for the Sunbelt Regional Short Line project will greatly enhance safety, quality and reliability of servicing our needs at Melissa and Royse City rail terminals.

Sincerely,

Lee Carroll
General Manager – DFW Concrete

DFW Division - Headquarters
P. O. Box 2469
Addison, TX 75001-2469
(972) 221-4646
www.lmctx.com

Houston Division
2222 Spring Stuebner Road
Spring, TX 77389
(281) 210-2777

San Antonio Division
19347 IH 35 North
New Braunfels, TX 78132
(830) 609-0072

ASH GROVE CEMENT COMPANY



11011 Cody Street
Overland Park, Kansas 66210
PHONE 913 / 451-8900 FAX 913-451-5897

September 22nd, 2011
The Honorable Ray H. LaHood
Secretary, U.S. Department of Transportation
1200 New Jersey Avenue, SE
Washington, DC 20590

Dear Secretary LaHood,

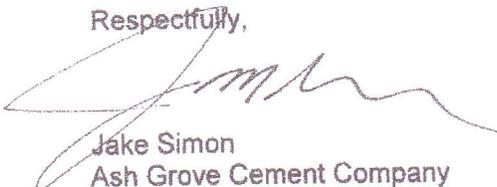
We are writing to express our strong support for the Sunbelt Regional Short Line project. Our facility is located in Foreman, Arkansas located along the Kiamichi Railroad that operates between Hugo, OK and Hope, AR.

Ash Grove Cement heavily depends on RailAmerica's Kiamichi Railroad (KRR) in concert with, and connecting to, the national railroad network to provide safe and efficient transportation systems for the shipment of goods throughout Southwestern Arkansas customers fundamentally depend upon.

Existing rail conditions limit the capacity, speed and competitiveness for shippers and customers along the KRR. This project targets the most vital, problematic areas that will result in a much healthier, modernized transportation system reducing the bottlenecks while enhancing freight rail traffic throughout the region.

RailAmerica's KRR Railroad is an economic importance and we fully support their endeavors to secure capital for reinvestment into the rail infrastructure. Funding for the Sunbelt Regional Short Line project will support continued, safe, reliable rail service throughout Southwest Arkansas which is essential to Ash Grove Cement Company's ability to effectively get our product to market..

Respectfully,



Jake Simon
Ash Grove Cement Company

IDABEL INDUSTRIAL DEVELOPMENT AUTHORITY

7 Southwest Texas
Idabel, OK 74745

September 14, 2011

The Honorable Ray H. LaHood
Secretary, U.S. Department of Transportation
1200 New Jersey Avenue, SE
Washington, DC 20590

Dear Secretary LaHood,

On behalf of the Idabel Industrial Development Authority please accept this letter of support for the Sunbelt Regional Short Line project being submitted as a multi State partnership between the State of Texas Department of Transportation, State of Oklahoma Department of Transportation and the State of Arkansas State Highway and Transportation Department for the 2011 National Infrastructure Investment program. The Sunbelt project will involve rail improvement work in three states; Texas, Oklahoma and Arkansas. Rail improvements will be made along the Kiamichi Railroad (KRR) in Oklahoma between Fort Towson, OK and the Oklahoma/Arkansas state line that operates throughout Choctaw and McCurtain Counties connecting these areas with the national railroad network system.

Businesses such as Western Farmers Electric Cooperative near Fort Towson, OK, International Paper Company in Valliant, OK, Sunset Molding Company in Idabel, OK depend heavily on the KRR in concert with the national railroad network system to provide safe and efficient transportation for the shipment of goods while providing living wage jobs to economically distressed areas in Oklahoma. Idabel Industrial Development Authority is very supportive of this project as the RR parallels our industrial park and we are presently negotiating with a company to locate here. They will create 75 jobs but quality RR access is essential. It is neither practical nor cost effective to truck large, heavy bulk materials due to the distance and the volumes typically shipped via rail.

RailAmerica's KRR Railroad is of significant economic importance to Oklahoma and we fully support their endeavors to secure capital for reinvestment into the rail infrastructure customers vitally depend upon. Funding for the Sunbelt Regional Short Line project will support continued, safe, reliable rail service throughout the State of Oklahoma. As RailAmerica has communicated its plans to us, the Sunbelt Regional Short Line project will protect existing jobs and put unemployed people in this region back to work.

Respectfully,



Walter Frey, IIDA Chairman



October 20, 2011

The Honorable Ray H. LaHood
Secretary, U.S. Department of Transportation
1200 New Jersey Avenue, SE
Washington, DC 20590

Dear Secretary LaHood:

From the employees and management of We Pack Logistics we humbly write the US Department of Transportation in support of the Sunbelt Regional Short Line Project being submitted by Texas Department of Transportation for the 2011 National Infrastructure Investment Program.

We Pack Logistics a third party warehouse, distribution, and transportation firm with 165 employees supporting fortune 500 companies in Texas and North Carolina. Our business provides support services to major manufacturers with thousands of employees such as Kimberly-Clark Corporation, Campbell Soup Company, Sara Lee Bakery Group, and Weyerhaeuser Company. On a daily basis, We Pack Logistics handles up to 150 tractor-trailers per day in North East Texas, but only 2 rail cars per day. With improvements to the Rail America's Kiamichi Railroad Lines we could continue encouraging our customers to transfer current truck traffic to rail. At a 20% success rate this would remove 9,750 tractors from the US Highway System annually.

We Pack Logistics works closely with Rail America to deliver raw materials and finished goods to customers utilizing multiple class I railroads and US domestic ports. We are in constant communication to seek opportunities to improve efficiencies for manufacturers and retailers by encouraging more companies to use rail as a means to ship products. Improvements to the Sunbelt Line will aid in increased efficiencies and make North East Texas and South East Oklahoma more competitive in manufacturing, preserving the existing jobs and encouraging new ones.

We sincerely hope that the proposed National Infrastructure Investment application for the Sunbelt Regional Short Line project is funded. We Pack Logistics will do everything we can to ensure that those dollars spent improve the economic viability of NE Texas and SE Oklahoma.

Respectfully Submitted,

A handwritten signature in black ink, appearing to read "H. Harper", written in a cursive style.

Holland Harper
Vice President



DURANT METAL SHREDDING, LLC

701 S. McLean

P O Box 1732

Durant, Oklahoma 74702

Phone 580-745-9558

Fax 580-745-9358

September 19, 2011

The Honorable Ray H. LaHood
Secretary, U.S. Department of Transportation
1200 New Jersey Avenue, SE
Washington, DC 20590

Dear Secretary LaHood,

We are writing to express our strong support for the Sunbelt Regional Short Line project.

We as a company chose Durant, Oklahoma to put our recycling plant due to the location of RailAmerica's Kiamichi Short Line Railroad.

We have as many as 30 direct employees affecting some 600 indirect jobs in our area. Currently we have shipped 466 cars of steel scrap this year, if we can increase our volume we can increase jobs.

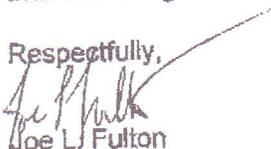
The 2011 National Infrastructure Investment program's Sunbelt Regional Short Line project would allow the Kiamichi railroad to improve their trackage and deliver and pickup rail cars faster and more efficient and would be a boost to our area as well as greatly improving service to Durant Metal Shredding, LLC as well as all the other Kiamichi railroad customers.

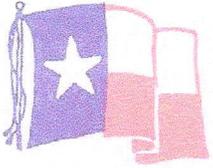
With this program we could see the following:

- Expand our car usage to over 1,000 cars per year doubling our current volume.
- Double our direct labor force as well as our indirect labor force.
- Allow us to use larger and longer cars which open up new markets.
- It will allow other industry to move into our area.

Durant Metal Shredding, LLC, highly endorses the submission of this application, and hopes that USDOT gives it full consideration.

Respectfully,


Joe L. Fulton
Managing Member



Texas Star Warehouse & Distribution, Inc.

September 16, 2011

The Honorable Ray H. LaHood
Secretary, U.S. Department of Transportation
1200 New Jersey Avenue, SE
Washington, DC 20590

Dear Secretary LaHood,

We are writing to express our strong support for the Sunbelt Regional Short Line project. Our facility is located in Dallas, Texas located along the Dallas, Garland and Northeastern Railroad (DGNO) that operates in the Dallas area.

Texas Star Warehouse heavily depends on RailAmerica's DGNO Railroad in concert with, and connecting to, the national railroad network to provide safe and efficient transportation systems for the shipment of goods throughout the Southwest U.S.A. that customers fundamentally depend upon.

Existing rail conditions limit the capacity, speed and competitiveness for shippers and customers along DGNO Railroad. This project targets the most vital, problematic areas that will result in a much healthier, modernized transportation system reducing the bottlenecks while enhancing freight rail traffic throughout the region.

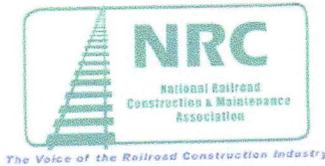
RailAmerica's DGNO Railroad is an economic importance and we fully support their endeavors to secure capital for reinvestment into the rail infrastructure funding for the Sunbelt Regional Short Line project will support continued, safe, reliable rail service throughout the Dallas area and the Southwest U.S.A. which is essential to our ability to effectively get our product to and from the markets we serve.

Respectfully,

5200 East Grand Avenue ☆ Suite 400 ☆ Dallas 75223-2216

(214) 821-1999

FAX (214) 821-1033



500 New Jersey Ave NW, Ste 400
Washington, DC 20001
Phone: 202-715-2920
FAX: 202-318-0867
Website: www.nrcma.org

NATIONAL RAILROAD CONSTRUCTION & MAINTENANCE ASSOCIATION, INC. (NRC)

The Honorable Ray LaHood
United States Department of Transportation
1200 New Jersey Ave SE, Washington, DC 20590

Dear Secretary LaHood:

I am writing on behalf of the National Railroad Construction & Maintenance Association (NRC) to express my support for the "Sun Belt Regional Short Line Project" submitted by the Texas Department of Transportation as part of the National Infrastructure Investment Program (TIGER III). This grant application envisions track upgrades to three separate short line freight railroads in northeastern Texas, southeastern Oklahoma, and southwestern Arkansas.

The NRC is the national trade association of construction and supplier companies that build and maintain the nation's rail network, including both freight and passenger rail systems. Our members include several companies headquartered in Texas, Oklahoma, and Arkansas.

In addition to the shipping improvements, economic efficiencies, environmental gains, and safety enhancements provided by this project, hundreds of well-paying construction and manufacturing jobs will quickly be created once this project is approved. The average salary and benefits of railroad construction track workers who work for NRC member companies in Texas is more than twice the prevailing wage paid to general laborers in this area. And, the construction skills that will be gained by workers on this project will prove valuable even after these particular upgrades are completed. The workers will be able to transfer this earned experience to the next set of major rail construction projects in our country, which will be the implementation of a growing network of higher speed intercity passenger rail systems.

The railroads that own the infrastructure that would be upgraded via this project do not currently possess the in-house manpower to do this work with existing forces – they would contract the work out to the railroad construction community. The contractor that wins the bid would then quickly hire workers to begin upgrading the tracks to accommodate traffic growth and allow for the use of heavier 286,000 pound rail cars. The workers would be eliminating rail joints, replacing crossties, adding new ballast, resurfacing over thirty miles of track, replacing bridge components, upgrading key interchanges where the short line rail traffic connects to Class I railroads, and improving over 57 rural highway-rail grade crossings to improve public safety.

In addition to the railroad construction workers on site, additional jobs would be created at the facilities that produce the crossties and at the manufacturing plants that make the construction equipment that will be used to perform this work.

Thank you for your consideration of the Texas Department of Transportation's application. Please do not hesitate to contact me with any questions you may have regarding the job creation associated with the rail infrastructure construction work in this application.

Sincerely,

Chuck Baker

President

National Railroad Construction & Maintenance Association (NRC)

Phone: 202.715.2920

Email: cbaker@nrcma.org

<http://www.nrcma.org>

ARKANSAS STATE HIGHWAY COMMISSION



R. MADISON MURPHY
CHAIRMAN
EL DORADO

JOHN ED REGENOLD
VICE CHAIRMAN
ARMOREL

JOHN BURKHALTER, P.E.
LITTLE ROCK

P.O. Box 2261
LITTLE ROCK, ARKANSAS 72203-2261
PHONE (501) 569-2000 • VOICE/TTY 711 • FAX (501) 569-2400
WWW.ARKANSASHIGHWAYS.COM

DICK TRAMMEL
ROGERS

THOMAS B. SCHUECK
LITTLE ROCK

SCOTT E. BENNETT
DIRECTOR OF
HIGHWAYS AND TRANSPORTATION

September 30, 2011

Mr. Ray LaHood
Secretary of Transportation
U.S. Department of Transportation
1200 New Jersey Avenue, SE
Washington, DC 20590

Dear Secretary LaHood:

Reference is made to the application for the Sun Belt Regional Shortline Project submitted by the Texas Department of Transportation under the Fiscal Year 2011 TIGER Discretionary Grant Program.

The Arkansas State Highway and Transportation Department is pleased to be a co-applicant for this important, multi-state rural transportation improvement project. The reference project has the potential to greatly improve highway/railroad at-grade safety, enhance economic development in a depressed region and upgrade rail service to area industries.

If additional information is needed, please advise.

Sincerely,

Scott E. Bennett
Director of Highways
and Transportation

c: Deputy Director and Chief Engineer
Assistant to the Director
Assistant Chief Engineer – Planning
Planning and Research
Texas Department of Transportation
Oklahoma Department of Transportation

STEVE HARRELSON
SENATOR
21ST DISTRICT
OFFICE 870-772-0300
steve@stevharrelson.com
340 N STATE LINE AVENUE
TEXARKANA, ARKANSAS 71854



MEMBER
JOINT BUDGET
JOINT AUDIT
JOINT PERFORMANCE REVIEW
JUDICIARY
EXECUTIVE
CITY, COUNTY & LOCAL AFFAIRS

THE SENATE
STATE OF ARKANSAS

September 15, 2011

Re: *Letter of Support for the Sun Belt Regional Short Line Project
USDOT Tiger III Grant Program*

The Honorable Ray LaHood, Secretary
U.S. Department of Transportation
1200 New Jersey Ave., SE
Washington, DC 20590

Dear Secretary LaHood:

As Arkansas State Senator from District 21, I am writing to enthusiastically support efforts by the Kiamichi Railroad's Sunbelt Regional Short line project for grant program funds to assist with the proposed improvements on the Kiamichi, mainly in the area of Little River County, Arkansas. The creation of local jobs will be of great benefit to southwest Arkansas and the surrounding area. These improvements will certainly enhance the rail system and this investment will mean a great deal of economic impact to Arkansas. It is my pleasure and honor to fully support this grant application and the many benefits that will be derived locally. Thank you for your consideration and please do not hesitate to let me know if you have questions or if I may assist you in any way.

Cordially,

A handwritten signature in blue ink that reads "Steve Harrelson".

Steve Harrelson

CITY OF FOREMAN

200 Schuman ★ P.O. Box 10 ★ Phone (870) 542-7434 ★ Fax (870) 542-6101

FOREMAN, ARKANSAS 71836

September 14, 2011

The Honorable Ray H. LaHood
Secretary, U.S. Department of Transportation
1200 New Jersey Avenue, SE
Washington, DC 20590

Dear Secretary LaHood,

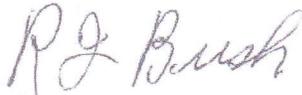
On behalf of the City of Foreman, Arkansas it is my pleasure to write a letter of support for the Sunbelt Regional Short Line project being submitted as a multi State partnership between the State of Texas Department of Transportation, State of Oklahoma Department of Transportation and the State of Arkansas State Highway and Transportation Department for the 2011 National Infrastructure Investment program.

Foreman, AR is located along the Kiamichi Railroad between Hugo, OK and Hope, AR with Ash Grove Cement as both a major rail shipper and major employer to this area with living wage jobs. Ash Grove Cement as well as the City of Foreman, AR depends on RailAmerica's Kiamichi Railroad (KRR) in concert with the national railroad network to provide efficient transportation for the shipment of goods throughout Southwestern Arkansas. It is neither practical nor cost effective to truck large, heavy bulk materials due to the distance and the volumes typically shipped via rail.

RailAmerica's KRR Railroad is an economic importance to Foreman, Arkansas and we fully support their endeavors to secure capital for reinvestment into the rail infrastructure customers vitally depend upon. Funding for the Sunbelt Regional Short Line project will support continued, safe, reliable rail service throughout Southwest Arkansas. As RailAmerica has communicated its plans to us, the Sunbelt Regional Short Line project will protect existing jobs and put unemployed people in this region back to work.

Respectfully,

Roland Bush
Mayor



CLAYTON CASTLEMAN

County Judge
Little River County

September 14, 2011

The Honorable Ray H. LaHood
Secretary, U.S. Department of Transportation
1200 New Jersey Avenue, SE
Washington, DC 20590

Dear Secretary LaHood,

On behalf of Little River County, Arkansas it is my pleasure to write a letter of support for the Sunbelt Regional Short Line project being submitted as a multi State partnership between the State of Texas Department of Transportation, State of Oklahoma Department of Transportation and the State of Arkansas State Highway and Transportation Department for the 2011 National Infrastructure Investment program.

The Sunbelt project will involve rail improvement work in three states; Texas, Oklahoma and Arkansas. In Little River County, Arkansas improvements will be made between Arkinda, AR and Foreman, AR along the Kiamichi Railroad (KRR) that operates between Durant, OK and Hope, AR with Ash Grove Cement in Foreman, AR as both a major rail shipper and major employer to this area providing living wage jobs.

Business such as Ash Grove Cement within Little River County depend heavily on the KRR in concert with, and connecting to, the national railroad network system to provide safe and efficient transportation for the shipment of goods while providing living wage jobs to economically distressed areas in Arkansas. It is neither practical nor cost effective to truck large, heavy bulk materials due to the distance and the volumes typically shipped via rail.

RailAmerica's KRR Railroad is an economic importance to Little River County and we fully support their endeavors to secure capital for reinvestment into the rail infrastructure customers vitally depend upon. Funding for the Sunbelt Regional Short Line project will support continued, safe, reliable rail service throughout Southwest Arkansas. As RailAmerica has communicated its plans to us, the Sunbelt Regional Short Line project will protect existing jobs and put unemployed people in this region back to work.

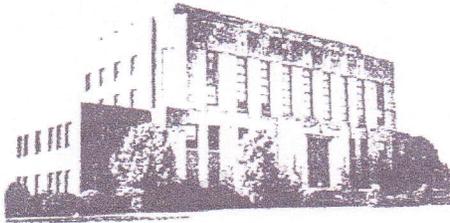
Respectfully,



Clayton Castleman

County Judge

Office of the County Judge 351 North Second Street, Suite 4
Ashdown, AR 71822 * (870) 898-7202 * e-mail: clarabel1@sbcglobal.net



WALLACE MARTIN, COUNTY JUDGE
HEMPSTEAD COUNTY
P.O. Box 1420
Hope, Arkansas 71802-1420

October 3, 2011

The Honorable Ray H. LaHood
Secretary, U.S. Department of Transportation
1200 New Jersey Avenue, SE
Washington, DC 20590

Dear Secretary LaHood,

On behalf of Hempstead County, Arkansas it is my pleasure to write a letter of support for the Sunbelt Regional Short Line project being submitted as a multi State partnership between the State of Texas Department of Transportation, State of Oklahoma Department of Transportation and the State of Arkansas State Highway and Transportation Department for the 2011 National Infrastructure Investment program.

The Sunbelt project will involve rail improvement work in three states; Texas, Oklahoma and Arkansas. In Southwest Arkansas improvements will be made between Arkinda, AR and Foreman, AR along the Kiamichi Railroad (KRR) that operates between Durant, OK and Hope, AR with Ash Grove Cement in Foreman, AR as both a major rail shipper and major employer to this area providing living wage jobs.

Business such as Ash Grove Cement depend heavily on the KRR in concert with, and connecting to, the national railroad network system to provide safe and efficient transportation for the shipment of goods while providing living wage jobs to economically distressed areas in Arkansas. It is neither practical nor cost effective to truck large, heavy bulk materials due to the distance and the volumes typically shipped via rail.

RailAmerica's KRR Railroad is an economic importance to Hempstead County and we fully support their endeavors to secure capital for reinvestment into the rail infrastructure customers vitally depend upon. Funding for the Sunbelt Regional Short Line project will support continued, safe, reliable rail service throughout Southwest Arkansas. As RailAmerica has communicated its plans to us, the Sunbelt Regional Short Line project will protect existing jobs and put unemployed people in this region back to work.

Respectfully,

GARY M. RIDLEY
Secretary of Transportation



MARY FALLIN
Governor

STATE OF OKLAHOMA

The Honorable Ray LaHood
Secretary of Transportation
Office of the Secretary
U.S. Department of Transportation
1200 New Jersey Ave, SE
Washington, DC 20590

Re: State of Oklahoma-ODOT support letter for "Sunbelt Regional Freight Rail Improvement Project"
multi-state TIGER III application;

Dear Secretary LaHood:

In partnership with the states of Texas (TXDOT) and Arkansas (AHTD), Oklahoma would like to offer our full support for the subject multi-state project. While Texas will serve as the project sponsor, inasmuch as the project affects Bryan, Choctaw, McCurtain and Pushmataha Counties, which together comprise one of Oklahoma's most economically distressed areas, this project is of great economic importance to our state.

This project will serve rural communities by enhancing our local system connectivity to the national rail network, and also expanding existing capacity to improve freight mobility, reduce congestion, open new markets for business, and increase economic development opportunities as well as securing and enhancing the rural job market.

One of the significant aspects of the proposed project is to greatly expand the system's ability to meet the national standard railcar capacity of 286,000lbs which in turn allows for shortline operators to expand their business since they will then be capable of working with Class I railroads. In addition, capacity issues will be addressed by way of upgrading siding tracks, industrial leads, and key interchanges with national railroads to accommodate expanding businesses and allow for new ones.

The project will also focus on community safety by upgrading a proposed 380 rural highway-rail grade crossings. The project also emphasizes enhanced environmental benefits since the overall project will allow for increased truck to rail operations, thus reducing the number of tractor trailers operating on our highway system.

Oklahoma and the Department would like to thank USDOT for continuing this much-needed program, and express its belief that details of the application process are a model for future funding opportunities by assuring that projects serving the greater public good are funded.

Sincerely,


Gary M. Ridley
Secretary of Transportation

xc: Bill Glavin, TXDOT Rail Division Director
Gary Evans, ODOT Chief Engineer
Joe Kyle, ODOT Rail Programs Manager
David Streb, ODOT Director of Engineering
Mike Patterson, ODOT Deputy Director
David Arganbright, RailAmerica VP Government Affairs



DAVE LOPEZ
OKLAHOMA SECRETARY OF COMMERCE & TOURISM

September 27, 2011

The Honorable Ray H. LaHood
Secretary, U.S. Department of Transportation
1200 New Jersey Avenue, SE
Washington, DC 20590

Dear Secretary LaHood,

On behalf of the State of Oklahoma and the Oklahoma Department of Commerce, please accept this letter to express our support for the Sunbelt Regional Short Line project being submitted as a multi State partnership between the State of Texas Department of Transportation, State of Oklahoma Department of Transportation and the State of Arkansas State Highway and Transportation Department for the 2011 National Infrastructure Investment program.

The Sunbelt project will involve rail improvement work in three states; Texas, Oklahoma and Arkansas. Rail improvements will be made along the Kiamichi Railroad (KRR) in Oklahoma between Fort Towson, OK and the Oklahoma/Arkansas state line that operates throughout Choctaw and McCurtain Counties connecting these areas with the national railroad network system.

Businesses such as Western Farmers Electric Cooperative near Fort Towson, OK and the Idabel Industrial Development Authority in Idabel, OK depends heavily on the KRR in concert with the national railroad network system to provide safe and efficient transportation for the shipment of goods while providing living wage jobs to economically distressed areas in Oklahoma.

RailAmerica's Kiamichi Railroad is an economic engine that drives this part of Oklahoma and we fully support their endeavors to secure capital for reinvestment into the rail infrastructure customers vitally depend upon. Funding for the Sunbelt Regional Short Line project will support continued, safe, reliable rail service throughout Southeast Oklahoma. As RailAmerica has communicated its plans to us, the Sunbelt Regional Short Line project will protect existing jobs and put unemployed people in this region back to work.

Respectfully,

A handwritten signature in black ink, appearing to read "Dave Lopez".

Oklahoma State Senate

State Capitol Room 513A
Oklahoma City, Oklahoma 73105
(405) 521-5614
Fax (405) 530-2331
E-mail: ellis@oksenate.gov



Home Office:
P.O. Box 317
Valiant, OK 74764
(580) 933-4930

JERRY ELLIS
SENATOR
District 5

September 15, 2011

The Honorable Ray H. LaHood
Secretary, U.S. Department of Transportation
1200 New Jersey Avenue, SE
Washington, DC 20590

Dear Secretary LaHood,

Please accept this letter as an Oklahoma State Senator expressing my full support for the Sunbelt Regional Short Line project being submitted as a multi State partnership between the State of Texas Department of Transportation, State of Oklahoma Department of Transportation and the State of Arkansas State Highway and Transportation Department for the 2011 National Infrastructure Investment program.

The Sunbelt project will involve rail improvement work in three states; Texas, Oklahoma and Arkansas. Rail improvements will be made along the Kiamichi Railroad (KRR) in Oklahoma between Fort Towson, OK and the Oklahoma/Arkansas state line that operates throughout Choctaw and McCurtain Counties connecting these areas with the national railroad network system.

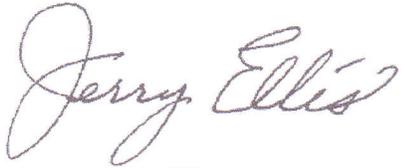
Business such as Western Farmers Electric Cooperative near Fort Towson, OK and the Idabel Industrial Development Authority in Idabel, OK depends heavily on the KRR in concert with the national railroad network system to provide safe and efficient transportation for the shipment of goods while providing living wage jobs to economically distressed areas in Southeast Oklahoma. It is neither practical nor cost effective to truck large, heavy bulk materials due to the distance and the volumes typically shipped via rail.

September 15, 2011

Page 2

RailAmerica's KRR Railroad is an economic importance to Oklahoma and we fully support their endeavors to secure capital for reinvestment into the rail infrastructure customers vitally depend upon. Funding for the Sunbelt Regional Short Line project will support continued, safe, reliable rail service throughout Southeast Oklahoma. As RailAmerica has communicated its plans to us, the Sunbelt Regional Short Line project will protect existing jobs and put unemployed people in this region back to work.

Respectfully,

A handwritten signature in cursive script that reads "Jerry Ellis". The signature is written in black ink and is positioned above the typed name and title.

Senator Jerry Ellis
District 5

JE:jm

R.C. PRUETT

State Representative
District 19

Capitol:
2300 N. Lincoln Blvd.
State Capitol Building, RM 540A
Oklahoma City, OK 73105-4885
(405) 557-7382
(800) 522-8502
rcpruett@okhouse.gov

Home:
P.O. Box 969
Antlers, OK 74523
(580) 298-5577



House of Representatives

STATE OF OKLAHOMA

COMMITTEES:

Vice Chair - Wildlife
Ag and Rural Development
A & B Subcommittee on
Revenue and Taxation

September 14, 2011

The Honorable Ray H. LaHood
Secretary, U.S. Department of Transportation
1200 New Jersey Avenue, SE
Washington, DC 20590

Dear Secretary LaHood:

I am writing to express my strong support for the Sunbelt Regional Short Line project being submitted as a multi State partnership between the State of Texas Department of Transportation, State of Oklahoma Department of Transportation and the State of Arkansas State Highway and Transportation Department for the 2011 National Infrastructure Investment program.

Rail improvements will be made along the Kiamichi Railroad (KRR) in Oklahoma throughout Choctaw and McCurtain Counties, some of the hardest hit areas of the county in these trying times.

The Kiamichi railroad is a vital partner within our communities and provides the connection to the national railroad network. Improvements to the Kiamichi will provide continued safe, reliable and efficient transportation while providing living wage jobs to rural economically distressed areas in Southeast Oklahoma.

Respectfully,

A handwritten signature in black ink, appearing to read "R.C. Pruett".

Representative R.C.Pruett

RONNIE THOMPSON, Member
Dist. 1, Boswell

RANDY ROBERTSON, Member
Dist. 2, Hugo

ROGER VANDEVER, Member
Dist. 3, Ft. Towson

BOARD OF COUNTY COMMISSIONERS

CHOCTAW COUNTY
Phone: 580 / 326-5331 300 EAST DUKE FAX: 580 / 326-8052
Hugo, Oklahoma 74743

September 14, 2011

The Honorable Ray H. LaHood
Secretary, U.S. Department of Transportation
1200 New Jersey Avenue, SE
Washington, DC 20590

Dear Secretary LaHood,

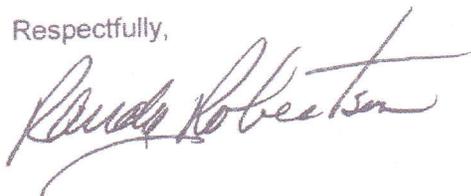
On behalf of Choctaw County please accept this letter of support for the Sunbelt Regional Short Line project being submitted as a multi State partnership between the State of Texas Department of Transportation, State of Oklahoma Department of Transportation and the State of Arkansas State Highway and Transportation Department for the 2011 National Infrastructure Investment program.

The Sunbelt project will involve rail improvement work in three states; Texas, Oklahoma and Arkansas. Rail improvements will be made along the Kiamichi Railroad (KRR) in Oklahoma between Fort Towson, OK and the Oklahoma/Arkansas state line that operates throughout Choctaw and McCurtain Counties connecting these areas with the national railroad network system.

Business and our communities depends heavily on the KRR in concert with the national railroad network system to provide safe and efficient transportation for the shipment of goods while providing living wage jobs to economically distressed areas in Oklahoma. It is neither practical nor cost effective to truck large, heavy bulk materials due to the distance and the volumes typically shipped via rail.

RailAmerica's KRR Railroad is an economic importance to Choctaw County and Oklahoma, we fully support their endeavors to secure capital for reinvestment into the rail infrastructure customers vitally depend upon. Funding for the Sunbelt Regional Short Line project will support continued, safe, reliable rail service throughout Southeast Oklahoma. As RailAmerica has communicated its plans to us, the Sunbelt Regional Short Line project will protect existing jobs and put unemployed people in this region back to work.

Respectfully,



Jimmy Westbrook

County Commissioner - District 3

McCURTAIN COUNTY
P.O. Box 816 • Valliant, Oklahoma 74764
(580) 933-4405
Home Phone: 580-420-6415

October 12, 2011

The Honorable Ray H. LaHood
Secretary, U.S. Department of Transportation
1200 New Jersey Avenue, SE
Washington, DC 20590

Dear Secretary LaHood,

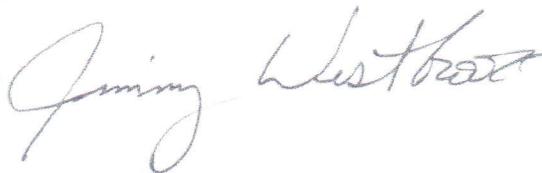
On behalf of McCurtain County, Oklahoma please accept this letter of support for the Sunbelt Regional Short Line project being submitted as a multi State partnership between the State of Texas Department of Transportation, State of Oklahoma Department of Transportation and the State of Arkansas State Highway and Transportation Department for the 2011 National Infrastructure Investment program.

The Sunbelt project will involve rail improvement work in three states; Texas, Oklahoma and Arkansas. Rail improvements will be made along the Kiamichi Railroad (KRR) in Oklahoma between Fort Towson, OK and the Oklahoma/Arkansas state line that operates throughout McCurtain County connecting these areas with the national railroad network system.

Business and agencies such as Western Farmers Electric Cooperative near Fort Towson, OK and the Idabel Industrial Development Authority depends heavily on the KRR in concert with the national railroad network system to provide safe and efficient transportation for the shipment of coal used to produce electricity to rural electric distribution cooperatives and other goods while providing living wage jobs to economically distressed areas in Oklahoma. It is neither practical nor cost effective to truck large, heavy bulk materials due to the distance and the volumes typically shipped via rail.

RailAmerica's KRR Railroad is an economic importance to McCurtain County, Oklahoma and we fully support their endeavors to secure capital for reinvestment into the rail infrastructure customers vitally depend upon. Funding for the Sunbelt Regional Short Line project will support continued, safe, reliable rail service throughout the State of Oklahoma. As RailAmerica has communicated its plans to us, the Sunbelt Regional Short Line project will protect existing jobs and put unemployed people in this region back to work.

Respectfully,





KIAMICHI ECONOMIC DEVELOPMENT DISTRICT OF OKLAHOMA

A Regional Trust Authority of Local Governments

September 14, 2011

The Honorable Ray H. LaHood
Secretary, U.S. Department of Transportation
1200 New Jersey Avenue, SE
Washington, DC 20590

Dear Secretary LaHood,

On behalf of the Kiamichi Economic Development District of Oklahoma, please accept this letter of support for the Sunbelt Regional Short Line project being submitted as a multi State partnership between the State of Texas Department of Transportation, State of Oklahoma Department of Transportation and the State of Arkansas State Highway and Transportation Department for the 2011 National Infrastructure Investment program.

The Sunbelt project will involve rail improvement work in three states; Texas, Oklahoma and Arkansas. Rail improvements will be made along the Kiamichi Railroad (KRR) in Oklahoma between Fort Towson, OK and the Oklahoma/Arkansas state line that operates throughout Choctaw and McCurtain Counties connecting these areas with the national railroad network system.

Business such as Western Farmers Electric Cooperative near Fort Towson, OK and the Idabel Industrial Development Authority in Idabel, OK depends heavily on the KRR in concert with the national railroad network system to provide safe and efficient transportation for the shipment of goods while providing living wage jobs to economically distressed areas in Oklahoma.

RailAmerica's Kiamichi Railroad is an economic engine that drives this part of Oklahoma and we fully support their endeavors to secure capital for reinvestment into the rail infrastructure customers vitally depend upon. Funding for the Sunbelt Regional Short Line project will support continued, safe, reliable rail service throughout Southeast Oklahoma. As RailAmerica has communicated its plans to us, the Sunbelt Regional Short Line project will protect existing jobs and put unemployed people in this region back to work.

Sincerely,

Danny Baldwin,
Executive Director

MEMBER AND
SUPPORTER OF:

Oklahoma Association
of Regional Councils

Oklahoma Municipal
League

Association of
County Commissioners
of Oklahoma

Oklahoma Rural Water
Districts Association

Oklahoma Association of
Area Agencies on Aging

Workforce Oklahoma
Employment and
Training Association

Oklahoma Senior Advocates

Oklahoma Rural
Elderly Coalition

Kiamichi County

National Association of
District Organizations

Oklahoma Association of
Conservation Districts

National Association of
Area Agencies on Aging

American Association
of Retired Persons

National Association of
County Commissioners

Oklahoma Fire
Fighters Association



American Train Dispatchers Association

AFL-CIO AND TTD — RAIL DIVISION
4239 WEST 150TH STREET • CLEVELAND, OH 44135
TELEPHONE: (216) 251-7984 • FAX: (216) 251-8190

F. L. McCann
President

October 16, 2011

The Honorable Ray H. LaHood
Secretary, U.S. Department of Transportation
1200 New Jersey Avenue, SE
Washington, DC 20590

Dear Secretary LaHood,

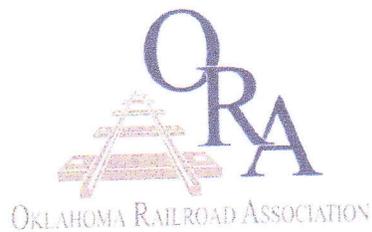
On behalf of the local American Transportation Dispatchers Association (ATDA) it is my pleasure to write a letter of support for the Sunbelt Regional Short Line project being submitted with the Kiamichi Railroad (KRR) as a multi State partnership between the State of Texas Department of Transportation, State of Oklahoma Department of Transportation and the State of Arkansas State Highway and Transportation Department for the 2011 National Infrastructure Investment program.

The ATDA represents the local operating and maintenance of way employees on the Kiamichi Railroad headquartered in Hugo, OK and supports the efforts of the Kiamichi Railroad as a major employer to this area providing good living wage jobs. The ATDA along with the rail customers depends on RailAmerica's Kiamichi Railroad in concert with the national railroad network to provide efficient transportation for the shipment of goods throughout Oklahoma, Texas and Southwestern Arkansas.

RailAmerica's Kiamichi Railroad is an important part of our community and we fully support their endeavors to secure capital for reinvestment into the rail infrastructure customers vitally depend upon. Funding for the Sunbelt Regional Short Line project will support continued, safe, reliable rail service throughout the Kiamichi rail system. As RailAmerica has communicated its plans to us, the Sunbelt Regional Short Line project will protect existing jobs and put unemployed people in this region back to work.

Respectfully,

F. L. McCann, President



October 21, 2011

The Honorable Ray H. LaHood
Secretary, U.S. Department of Transportation
1200 New Jersey Avenue, SE
Washington, DC 20590

Dear Secretary LaHood,

On behalf of the Oklahoma Railroad Association please accept this letter to express our support for the Sunbelt Regional Short Line project being submitted as a multi State partnership between the State of Texas Department of Transportation, State of Oklahoma Department of Transportation and the State of Arkansas State Highway and Transportation Department for the 2011 National Infrastructure Investment program.

The Sunbelt project will involve rail improvement work in three states; Texas, Oklahoma and Arkansas. Rail improvements will be made along the Kiamichi Railroad (KRR) in Oklahoma between Fort Towson, OK and the Oklahoma/Arkansas state line that operates throughout Choctaw and McCurtain Counties connecting these areas with the national railroad network system.

Business such as Western Farmers Electric Cooperative near Fort Towson, OK and the Idabel Industrial Development Authority in Idabel, OK depends heavily on the KRR in concert with the national railroad network system to provide safe and efficient transportation for the shipment of goods while providing living wage jobs to economically distressed areas in Oklahoma.

Railroads are the economic engine that drives this part of Oklahoma and we fully support the Kiamichi Railroads endeavors to secure capital for reinvestment into the rail infrastructure customers and communities vitally depend upon. Funding for the Sunbelt Regional Short Line project will support continued, safe, reliable rail service throughout Southeast Oklahoma.

Respectfully,

Lori A. Kromer Peterson
Executive Director

PO Box 722134 Norman, OK 73070
(405) 850-6657 telephone (405) 701-8803 fax
lpeterson@okrailroad.com

The Senate of The State of Texas

CAPITOL OFFICE:

P.O. Box 12068
Austin, Texas 78711
(512) 463-0102
Fax: (512) 463-7202
Dial 711 For Relay Calls



ROBERT F. DEUELL, M.D.
TEXAS SENATE DISTRICT 2

DISTRICT OFFICES:

18601 LBJ Freeway, Suite 400
Mesquite, Texas 75150
(972) 279-1800
Fax: (972) 279-1065

2500 Stonewall St., Suite 805
Greenville, Texas 75401
(903) 450-9797
Fax: (903) 450-9796

October 26, 2011

The Honorable Ray H. LaHood
Secretary, U.S. Department of Transportation
1200 New Jersey Avenue, SE
Washington, DC 20590

Dear Secretary LaHood,

I am writing to express my support for the Sunbelt Regional Short Line project being submitted by the State of Texas Department of Transportation and RailAmerica's Dallas Garland and Northeastern Railroad (DGNO) for the 2011 National Infrastructure Investment program.

The Sunbelt project will involve rail improvement work in three states; Texas, Oklahoma and Arkansas. Rail improvements will be made along the DGNO that operates in Rockwall, Hunt and Fannin Counties and connects with the national railroad network system in Denison and Dallas, Texas. Businesses such as Lattimore Materials Company in Royse City, Texas depend heavily on the DGNO railroad as their only rail connection to the national railroad network and provide safe and efficient transportation for the shipment of goods throughout Texas. It is neither practical nor cost effective to truck large, heavy bulk materials due to the distance and the volumes typically shipped via rail.

RailAmerica's DGNO Railroad is an important partner throughout Texas and our communities; we fully support their endeavors to secure capital for reinvestment into the rail infrastructure customers vitally depend upon. Funding for the Sunbelt Regional Short Line project will support continued, safe, reliable rail service throughout Texas. As RailAmerica has communicated its plans to us, the Sunbelt Regional Short Line project will protect existing jobs and put unemployed people in this region back to work.

Respectfully,

A handwritten signature in cursive script that reads "Bob Deuell".

Robert F. Deuell
State Senate, District Two

STATE OF TEXAS
HOUSE OF REPRESENTATIVES



KEN PAXTON
DISTRICT 70

P.O. BOX 2910
AUSTIN, TEXAS 78768-2910
(512) 463-0356
FAX: (512) 463-0701

201 W. VIRGINIA
McKINNEY, TX 75069
(972) 562-4543
Fax: (972) 548-8469

October 6, 2011

The Honorable Ray H. LaHood
Secretary, U.S. Department of Transportation
1200 New Jersey Avenue, SE
Washington, DC 20590

Dear Secretary LaHood,

I am writing to express my support for the Sunbelt Regional Short Line project being submitted by the State of Texas Department of Transportation and RailAmerica's Dallas Garland and Northeastern Railroad (DGNO) for the 2011 National Infrastructure Investment program.

The Sunbelt project will involve rail improvement work in three states; Texas, Oklahoma and Arkansas. Rail improvements will be made along the DGNO that operates in Collin County and connects with the national railroad network system in Denison, Texas. Businesses in North Texas, such as Lattimore Materials Company in Melissa, Texas depend heavily on the DGNO railroad as their only rail connection to the national railroad network and provide safe and efficient transportation for the shipment of goods throughout Texas.

The DGNO Railroad is an economic importance throughout North Texas and our communities. I support their endeavors to secure capital for reinvestment into the rail infrastructure their customers vitally depend upon from the USDOT Tiger III grant program. Funding for the Sunbelt Regional Short Line project will support continued, safe, reliable rail service throughout North Texas.

Thank you for your consideration. Please contact my office if you have any further questions.

Best regards,

A handwritten signature in black ink that reads "Ken Paxton".

Ken Paxton

The State of Texas
House of Representatives

P.O. Box 999
Canton, Texas 75103
Tel: 903-567-0921
Fax: 903-567-0923



Representing
Hunt, Rains, and
Van Zandt Counties

Dan Flynn

State Representative • District 2

October 14, 2011

The Honorable Ray H. LaHood
Secretary, U.S. Department of Transportation
1200 New Jersey Avenue, SE
Washington, DC 20590

Dear Secretary LaHood:

I am writing to express my support for the Sunbelt Regional Short Line project being submitted by the State of Texas Department of Transportation and RailAmerica's Dallas Garland and Northeastern Railroad (DGNO for the 2011 National Infrastructure Investment program.

The Sunbelt project will involve rail improvement work in three states; Texas, Oklahoma and Arkansas. Rail improvements will be made along the DGNO that operates in Hunt County and connect with the national railroad network system that provides safe and efficient transportation for the shipment of good throughout Texas. It is neither practical nor cost effective to truck large, heavy bulk materials due to the distance and the volumes typically shipped via rail.

RailAmerica's DGNO Railroad is an economic importance throughout Texas and our communities; we fully support their endeavors to secure capital for reinvestment in to the rail infrastructure customers vitally depend upon. Funding for the Sunbelt Regional Shore Line project will support continued, safe, reliable rail service throughout Texas. As RailAmerica has communicated its plans to us, the Sunbelt Regional Short Line project will protect existing jobs and put unemployed people in this region back to work.

Thank you for your consideration and any help you may provide. Please do not hesitate to contact me if I can be of further assistance.

Sincerely,

A handwritten signature in black ink that reads "Dan Flynn".

Dan Flynn
State Representative - House District 2

A detailed black and white illustration of the Texas State Capitol building, showing its iconic dome and classical architecture.

Serving on House Committees: Defense & Veterans' Affairs, Homeland Security & Public Safety
Chairman, Legislative Sportsman Caucus • Chairman, Legislative Veterans' Caucus
danflynn@house.state.tx.us



COLLIN COUNTY

Commissioners Court
2300 Bloomdale Road
Suite 4192
McKinney, Texas 75071
www.collincountytx.gov

October 17, 2011

The Honorable Ray H. LaHood
Secretary, U.S. Department of Transportation
1200 New Jersey Avenue, SE
Washington, DC 20590

Dear Secretary LaHood,

On behalf of Collin County, Texas it is our pleasure to write a letter of support for the Sunbelt Regional Short Line project being submitted by the State of Texas Department of Transportation and RailAmerica's Dallas Garland and Northeastern Railroad (DGNO) for the 2011 National Infrastructure Investment program.

The Sunbelt project will involve rail improvement work in three states; Texas, Oklahoma and Arkansas. Rail improvements will be made along the DGNO that operates throughout Collin County and connects with the national railroad network system. Businesses such as Lattimore Materials Company as well as Collin County, TX depend heavily on the DGNO railroad in concert with the national railroad network and provide safe and efficient transportation for the shipment of goods throughout Texas. It is neither practical nor cost effective to truck large, heavy bulk materials due to the distance and the volumes typically shipped via rail.

RailAmerica's DGNO Railroad is an economic importance to Collin County and our community; we fully support their endeavors to secure capital for reinvestment into the rail infrastructure customers vitally depend upon. Funding for the Sunbelt Regional Short Line project will support continued, safe, reliable rail service throughout Collin County, TX. As RailAmerica has communicated its plans to us, the Sunbelt Regional Short Line project will protect existing jobs and put unemployed people in this region back to work.

Respectfully,

Keith Self, County Judge

Matt Shaheen, Commissioner, Pct. 1

Joe Jaynes, Commissioner, Pct. 3

Cheryl Williams, Commissioner Pct. 2

Duncan Webb, Commissioner, Pct. 4



HUNT COUNTY

POST OFFICE BOX 1097 • GREENVILLE, TEXAS 75403-1097

JOHN L. HORN
HUNT COUNTY JUDGE

KATRINA PEMBERTON
EXECUTIVE ASSISTANT

(903) 408-4146

(903) 408-4299 FAX

September 27, 2011

The Honorable Ray H. LaHood
Secretary, U.S. Department of Transportation
1200 New Jersey Avenue, SE
Washington, DC 20590

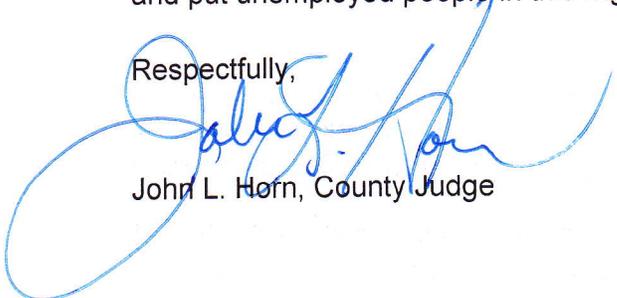
Dear Secretary LaHood,

On behalf of Hunt County, Texas it is my pleasure to write a letter of support for the Sunbelt Regional Short Line project being submitted by the State of Texas Department of Transportation and RailAmerica's Dallas Garland and Northeastern Railroad (DGNO) for the 2011 National Infrastructure Investment program.

The Sunbelt project will involve rail improvement work in three states; Texas, Oklahoma and Arkansas. Rail improvements will be made along the DGNO that operates throughout Hunt County and connects with the national railroad network system. Businesses such as Lattimore Materials Company in Royse City, TX depend heavily on the DGNO bringing aggregates from Oklahoma as their only rail connection is through Hunt County with the national railroad network and provide safe and efficient transportation for the shipment of goods throughout Texas. It is neither practical nor cost effective to truck large, heavy bulk materials due to the distance and the volumes typically shipped via rail.

RailAmerica's DGNO Railroad is an economic importance to Hunt County and our community; we fully support their endeavors to secure capital for reinvestment into the rail infrastructure customers vitally depend upon. Funding for the Sunbelt Regional Short Line project will support continued, safe, reliable rail service throughout Hunt County, TX. As RailAmerica has communicated its plans to us, the Sunbelt Regional Short Line project will protect existing jobs and put unemployed people in this region back to work.

Respectfully,



John L. Horn, County Judge



Drue Bynum
Grayson County Judge

October 3, 2011

The Honorable Ray H. LaHood
Secretary, U.S. Department of Transportation
1200 New Jersey Avenue, SE
Washington, DC 20590

Dear Secretary LaHood,

On behalf of Grayson County, Texas it is my pleasure to write a letter of support for the Sunbelt Regional Short Line project being submitted by the State of Texas Department of Transportation and RailAmerica's Dallas Garland and Northeastern Railroad (DGNO) for the 2011 National Infrastructure Investment program.

The Sunbelt project will involve rail improvement work in three states; Texas, Oklahoma and Arkansas. Rail improvements will be made along the DGNO that operates in Grayson County and connects with the national railroad network system in Denison, Texas. Businesses such as Lattimore Materials Company in Melissa, Texas depend heavily on the DGNO railroad as their only rail connection is in Grayson County to the national railroad network and provides safe and efficient transportation for the shipment of goods throughout Texas. It is neither practical nor cost effective to truck large, heavy bulk materials due to the distance and the volumes typically shipped via rail.

RailAmerica's DGNO Railroad is an economic importance to Grayson County and our community; we fully support their endeavors to secure capital for reinvestment into the rail infrastructure customers vitally depend upon. Funding for the Sunbelt Regional Short Line project will support continued, safe, reliable rail service throughout Grayson County. As RailAmerica has communicated its plans to us, the Sunbelt Regional Short Line project will protect existing jobs and put unemployed people in this region back to work.

Respectfully,

Drue Bynum
Grayson County Judge

DB/mhp

100 W. Houston, Ste. 15 • Sherman, TX 75090
Office: 903-813-4228 • Fax: 903-892-4085
Email: bynumd@co.grayson.tx.us



October 3, 2011

The Honorable Ray H. LaHood
Secretary, U.S. Department of Transportation
1200 New Jersey Avenue, SE
Washington, DC 20590

Dear Secretary LaHood,

On behalf of the City of Sherman, Texas, it is my pleasure to write a letter of support for the Sunbelt Regional Short Line project being submitted by the State of Texas Department of Transportation and RailAmerica's Dallas Garland and Northeastern Railroad (DGNO) for the 2010 National Infrastructure Investment program.

The Sunbelt project will involve rail improvement work in three states: Texas, Oklahoma and Arkansas. Rail improvements will be made along the DGNO that operates through the City of Sherman, representing a crucial rail link that connects with the national railroad network system. Business such as Lattimore Materials Company in Melissa, Texas, depends heavily on the DGNO Railroad as their rail connection to the national railroad network through the City of Sherman and provides living wage jobs within the County. Lattimore Materials Company, as well as the City of Sherman, depend upon RailAmerica's DGNO Railroad in concert with the national railroad network to provide safe and efficient transportation for the shipment of goods throughout Texas.

RailAmerica's DGNO Railroad is an important partner to our community; and we fully support their endeavors to secure capital for reinvestment into the rail infrastructure that customers vitally depend upon. Funding for the Sunbelt Regional Short Line project will support continued, safe, and reliable rail service throughout the City of Sherman, Texas. As RailAmerica has communicated its plans to us, the Sunbelt Regional Short Line project will protect existing jobs and put unemployed people in this region back to work.

Respectfully,

William L. Magers, Mayor
City of Sherman

WLM:pc



September 27, 2011

The Honorable Ray H. LaHood
Secretary, U.S. Department of Transportation
1200 New Jersey Avenue, SE
Washington, DC 20590

Dear Secretary LaHood,

On behalf of the Denison Development Alliance in Denison, Texas it is my pleasure to write a letter of support for the Sunbelt Regional Short Line project being submitted by Texas Department of Transportation and RailAmerica's Dallas Garland & Northeastern Railroad (DGNO) for the 2011 National Infrastructure Investment program.

The Sunbelt project will involve rail improvement work in three states; Texas, Oklahoma and Arkansas. Rail improvements will be made along the DGNO Railroad that operates and interchanges through the City of Denison representing a major rail link that connects with the national railroad network system. Business along the DGNO depend heavily on the interchange connection in concert with the national railroad network to provide safe and efficient transportation for the shipment of goods throughout Texas who also provide living wage jobs within the community. Improvements made to increase the capacity for heavier industry standard 286,000 lb cars along these lines will open up new unrestricted economic development opportunities for both new and existing business, further stimulating our region.

RailAmerica's DGNO Railroad is an important part to our community and we fully support their endeavors to secure capital for reinvestment into the rail infrastructure customers vitally depend upon. Funding for the Sunbelt Regional Short Line project will support continued, safe, reliable rail connection and service throughout the Denison and Grayson County, TX areas. As RailAmerica has communicated its plans to us, the Sunbelt Regional Short Line project will protect existing jobs and put unemployed people in this region back to work.

Respectfully,

A handwritten signature in cursive script that reads "Tony Kaai".

Tony Kaai
President

DENISON DEVELOPMENT ALLIANCE

311 West Woodard Street • Denison, Texas 75020 • (903) 464-0883 • (888) 244-1808 • Fax (903) 465-6476 • www.denisontx.org



September 28, 2011

The Honorable Ray H. LaHood
Secretary, U.S. Department of Transportation
1200 New Jersey Avenue, SE
Washington, DC 20590

Dear Secretary LaHood,

On behalf of the United Transportation Union, UTU local #965, it is my pleasure to write a letter of support for the Sunbelt Regional Short Line project being submitted by the State of Texas Department of Transportation and the Dallas Garland & Northeastern Railroad (DGNO) for the 2011 National Infrastructure Investment program.

The Sunbelt project will involve rail improvement work in three states; Texas, Oklahoma and Arkansas.

The DGNO work for their McKinney Branch between Sherman, TX and McKinney, TX as well as the Sherman/Garland subdivisions from Sherman, TX to Greenville, TX and down to Garland, TX will upgrade the existing rail line to the national standard capacity for 286,000 lb rail cars. UTU local 965 along with the rail customers depends on RailAmerica's Dallas Garland & Northeastern Railroad in concert with the national railroad network to provide safe, efficient transportation for the shipment of goods throughout Texas while also providing living wage jobs.

RailAmerica's Dallas Garland & Northeastern Railroad is an important partner and part of our community and we fully support their endeavors to secure capital for reinvestment into the rail infrastructure customers vitally depend upon. Funding for the Sunbelt Regional Short Line project will support continued, safe, reliable rail service throughout the Kiamichi rail system. As RailAmerica has communicated its plans to us, the Sunbelt Regional Short Line project will protect existing jobs and put unemployed people in this region back to work.

Respectfully,