

# Amtrak Expansion Feasibility Study



Regional Rail Symposium  
June 10, 2008

# Purpose of the Study

Identify the potential impacts of expanding passenger rail service from Oklahoma City to Kansas City

Facts and estimates – not recommendations

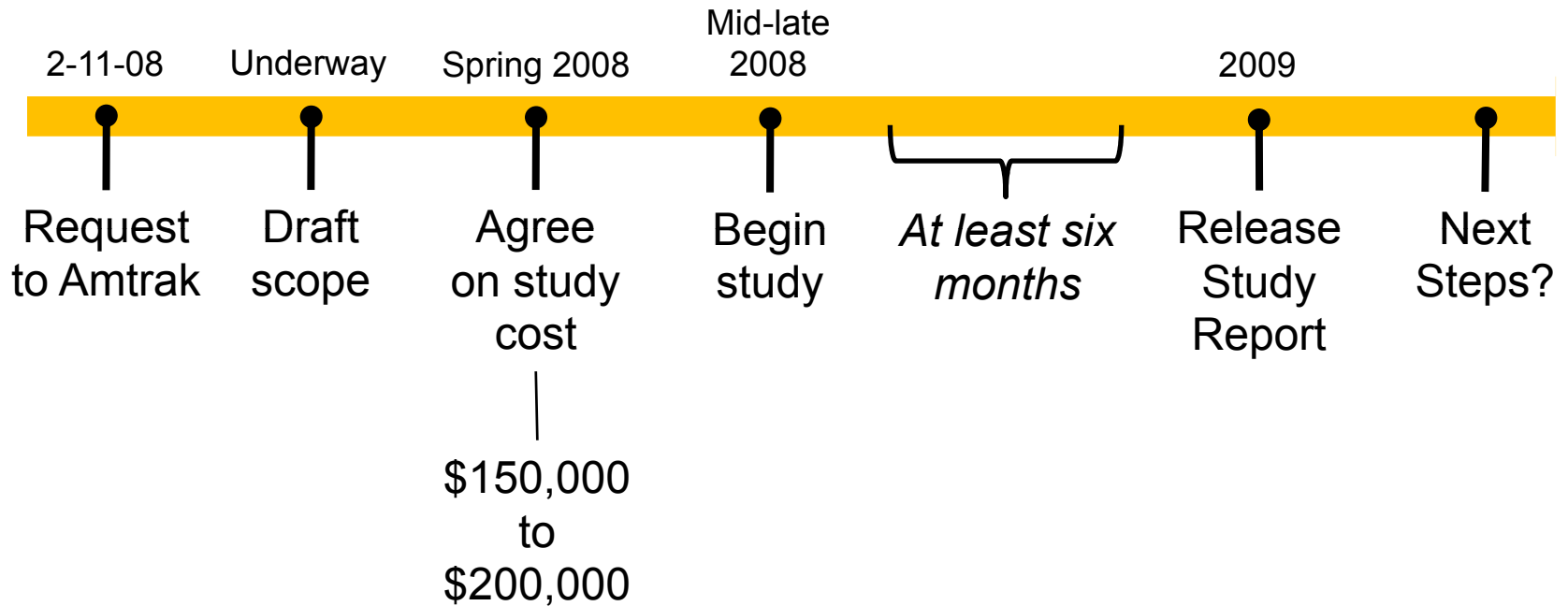


# Need for Study

- Current information for decisions about expanded passenger rail service in Kansas and Oklahoma
- Public and local government interest
- Kansas is nearing the end of its Comprehensive Transportation Program



# Study Timeline



# Factors to Evaluate Include:

- Capacity, track condition
- Infrastructure
- Equipment
- Ridership/revenue
- Schedules and connections
- Operating subsidiaries
- Crossings
- Train sets



# After the Study

- Legislative decisions
- Update study
- Passenger rail plan
- Secure funding
  - State
  - Federal
- Improve infrastructure
- Improve stations
  - Local responsibility
- Improve rail crossings
- Procure train sets
- Negotiate agreements
  - Amtrak, BNSF Railway
  - OK and KS



# Securing Funding

- Legislatures must decide
- KS Legislature
  - 2/3 vote of members to fund operating subsidy
- Federal funding
  - States will pursue what they're eligible for
  - Two recent initiatives
    - \$30 million matching grant program through the Federal Railroad Administration
    - House subcommittee is considering legislation for passenger rail



# Share and Share Alike

- Service would share tracks owned by BNSF Railway
- Freight traffic is increasing and is important to economy
- Freight trains are slower than passenger trains
  - Freight 65 mph max
  - Passenger 79 mph max
- Freight corridor runs from Gulf to Chicago
  - Congestion anywhere on corridor can affect passenger rail





# Goals of Passenger Service

1. Maximize potential ridership
  2. Reasonably time-competitive with vehicle travel between the anchor cities
  3. Reliable and convenient
- Sound forecasts depend on realistic scenarios that are likely to meet the goals of the service



# Scenarios Include

- Station stops still being determined
  - Ridership forecasts depend on where and when the train stops
  - Not possible to stop at all cities that want a station
- Segments
  - Night: OKC to Newton
  - Night: OKC to KC via Newton connection
  - Day: OKC to KC
  - Day: FTW to KC via OKC
- Coach and Café Cars
- Top speed of 79 mph when possible (avg. will be slower)

# Study Contact

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