



AMTRAK – KDOT HEARTLAND FLYER FEASIBILITY STUDY STAKEHOLDER MEETING

Meeting Minutes - Amtrak Passenger Train Study Kickoff-In Progress!!! by Evan Stair

On Friday March 14 the Kansas Department of Transportation (KDOT) hosted a *Heartland Flyer* expansion work session. The state funded *Heartland Flyer* passenger train operates daily between Oklahoma City and Fort Worth. The meeting offered stakeholders an initial opportunity to provide input into the expansion study. Northern Flyer Alliance (NFA) meeting representation and community/ civic leadership participation was strong. Amtrak and Oklahoma Department of Transportation (ODOT) representatives attended the meeting by phone. ODOT's Rail Programs Division Manager Joe Kyle was in attendance. Amtrak's Ray Lang, of Government Affairs out of Chicago provided expert direction to the meeting.

KDOT issued a letter to Amtrak's planning department July 16, 2007 requesting a *Heartland Flyer* expansion study. This meeting was in response to KDOT's request. Amtrak's study cost will range from \$150,000 to \$175,000. The KDOT funded study will require at least 6 months. The final study is expected to be released in late 2008 or early 2009. An initial meeting between Amtrak, KDOT, and the BNSF Railway was held on January 11th. KDOT entered the Amtrak "study queue" on February 11th.

CITY INPUT NEEDED SOON

KDOT is assembling specific study requests using potential route community comments. Once this phase is complete, study requests will be presented to Amtrak. This will solidify study scope and allow Amtrak to begin the study. If you would like to contribute to this dialog, please share your comments with Evan Stair, EvanStair@PassengerRailOk.org as soon as possible. We can also place you in touch with the appropriate KDOT officials to let your voice be heard if you feel more comfortable dealing directly with KDOT.

The Northern Flyer Alliance Directorate would like to see widespread study involvement from all communities/interests. Please take this opportunity to be heard. It is your chance to become a part of this exciting and important process.

PRELIMINARY SCOPE:

1. Route Proposals:

A lively discussion was held regarding the various route segments. Four scenarios were included.

- a. **Oklahoma City – Kansas City**
- b. **Fort Worth – Newton**
- c. **Fort Worth – Kansas City**
- d. **Segmented Routes**

- i. *Oklahoma City – Wichita Area*
- ii. *Wichita Area – Kansas City*
- iii. *Existing Heartland Flyer route unchanged (Oklahoma City – Fort Worth)*

- 2. **Potential Station Stops:** *Kansas City, Lawrence, Topeka, Emporia, Strong City, Newton, Wichita, Winfield, Arkansas City, Newkirk, Ponca City, Perry, Guthrie, Edmond, and Oklahoma City.* This is by no means a final list, but if you community is not listed you must contact your state legislators ASAP.
- 3. **Other Notes:** Trip frequency, schedules, station agencies, food service, and equipment were discussed. Trip frequencies/schedules are detailed in figures 1 through 4. It is likely that few if any new Amtrak station agencies would be created. Snack coaches were recommended rather than full diner service. Amtrak would have to repair bad order equipment at a cost of \$600,000 to \$2-million per car bringing each additional train set to a cost of \$5-million.

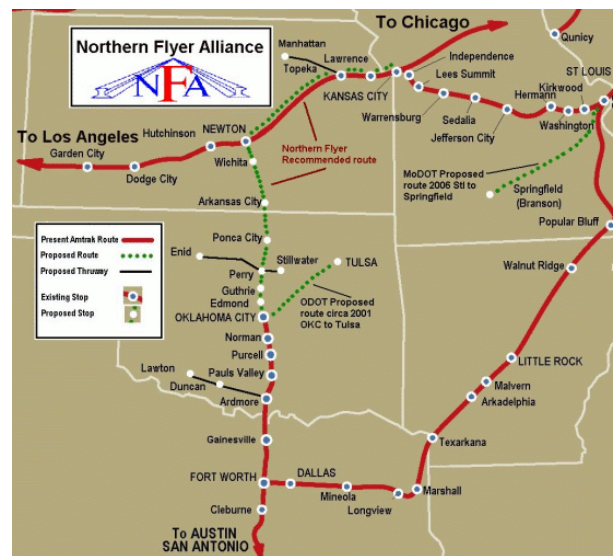


FIGURE 1: OKLAHOMA CITY – KANSAS CITY

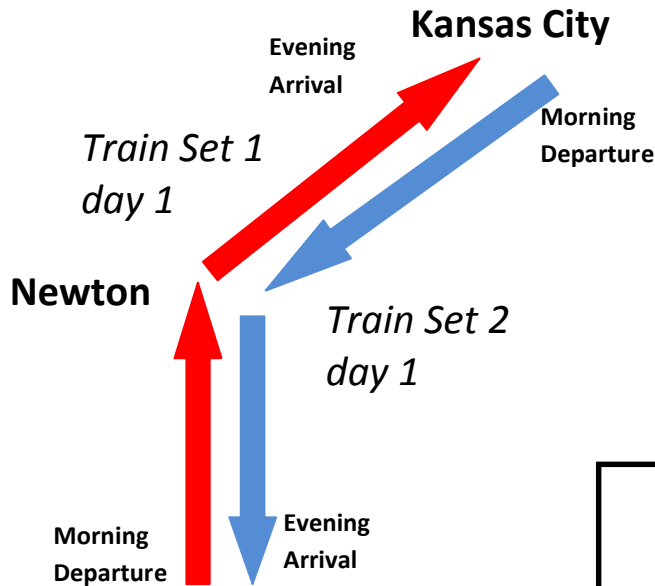
(Not All Proposed Stops Shown)

SW Chief Newton

3:25am from Chicago to LA Train 3
 3:01am from LA to Chicago Train 4

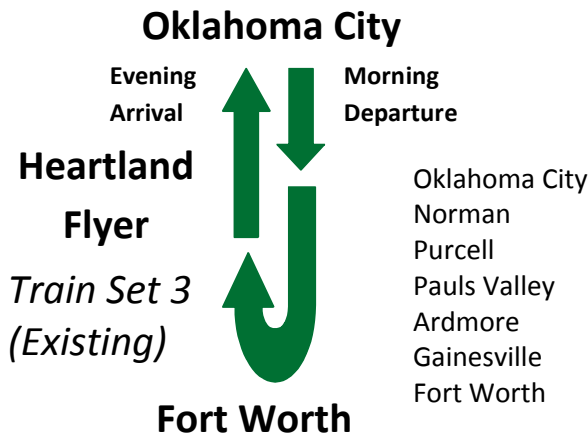
Kansas City

7:26am arrival from LA Train 4
 7:45am departure to Chicago Train 4



7:30am departure to St Louis Train 314
 2:10pm arrival from St. Louis Train 311
 4:00pm departure to St. Louis Train 316
 9:40pm arrival from St. Louis Train 313

10:11pm arrival from Chicago Train 3
 10:55pm departure to LA Train 3



Texas Eagle Fort Worth

1:55pm arrival from Chicago Train 21
 1:58pm arrival from San Antonio Train 22
 2:20pm departure to Chicago Train 22
 2:40pm departure to San Antonio Train 21

Two additional train sets minimum needed; 3 total

Day 1 Operation/ Servicing
 -Train Set 1 leaves Oklahoma City for Kansas City
 -Train Set 2 leaves Kansas City for Oklahoma City

-Train Set 1 is serviced in Kansas City for operation the next day to Oklahoma City
 -Train Set 2 is serviced in Oklahoma City for operation the next day to Kansas City

Day 2 Operation/Servicing
 -Train Set 1 leaves Kansas City for Oklahoma City
 -Train Set 2 leaves Oklahoma City for Kansas City

-Train Set 1 is serviced in Oklahoma City for operation the next day to Kansas City
 -Train Set 2 is serviced in Kansas City for operation the next day to Oklahoma City



FIGURE 2: FORT WORTH – NEWTON

(Not All Proposed Stops Shown)

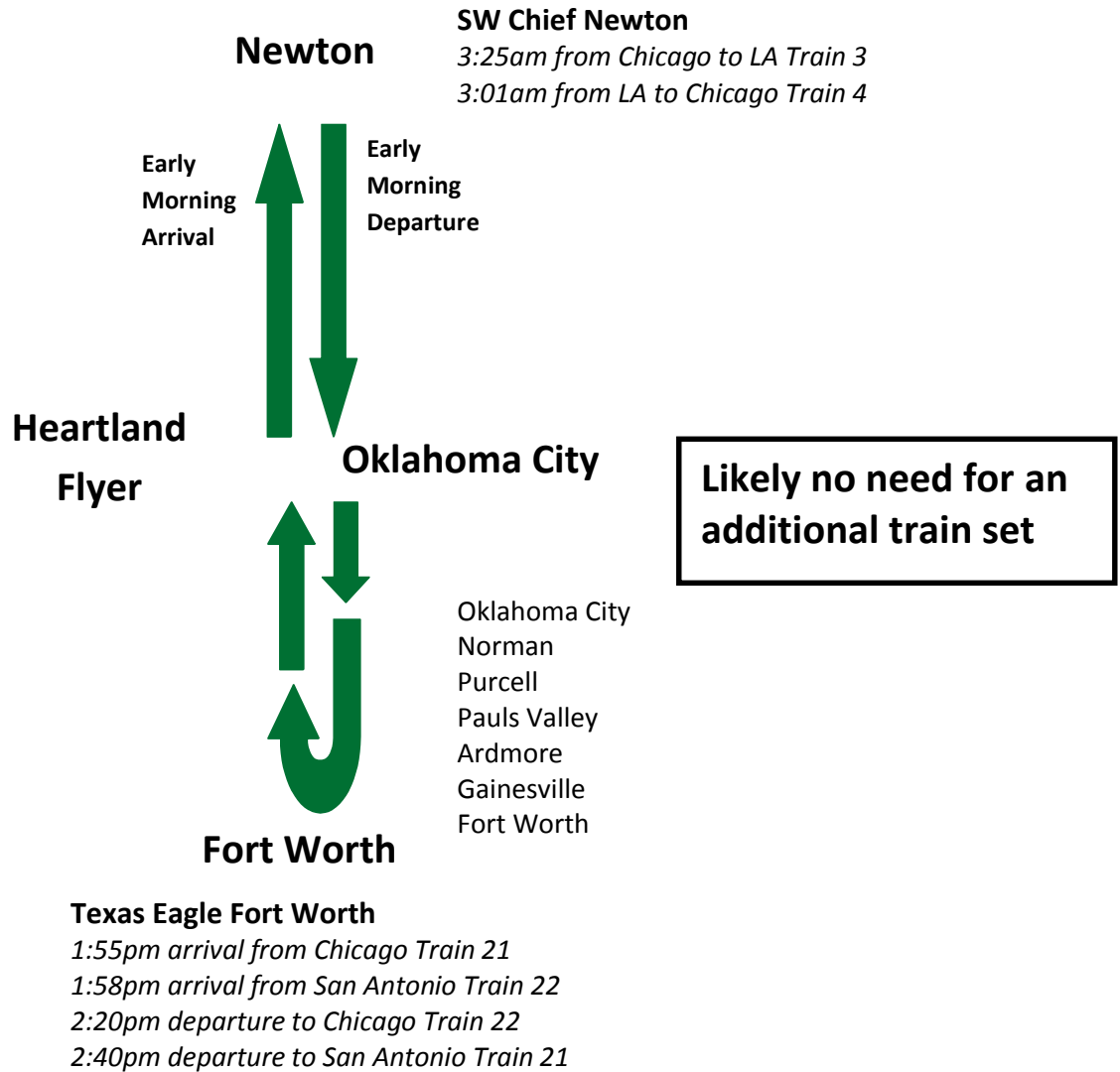


FIGURE 3: FORT WORTH – KANSAS CITY

(Not All Proposed Stops Shown)

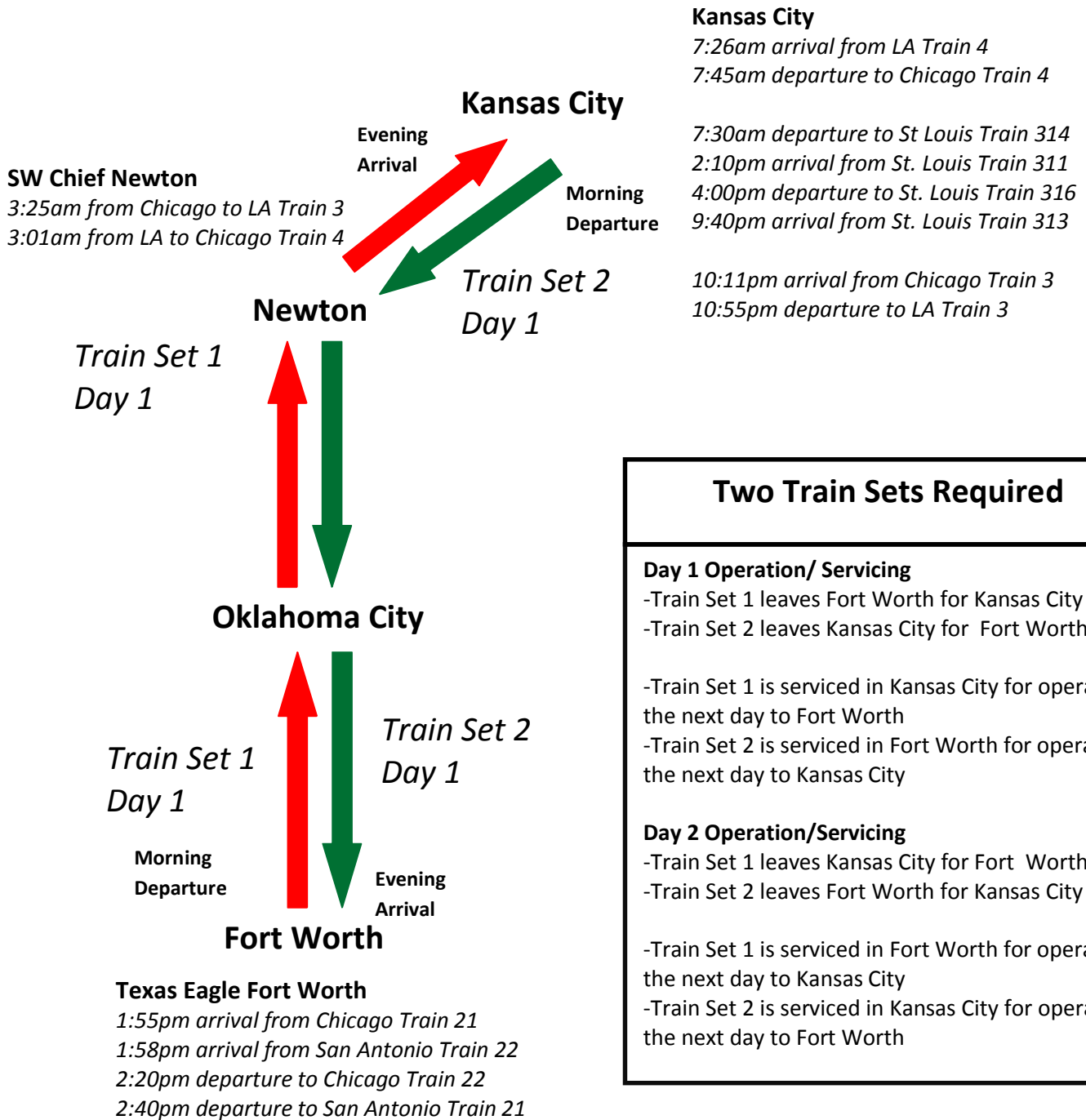


FIGURE 4: SEGMENTED ROUTES

(Not All Proposed Stops Shown)

