



Passenger Rail Oklahoma – Passenger Rail Kansas

www.PassengerRailOK.org
www.PassengerRailKS.org



Federal Railroad Administration
1200 New Jersey Avenue, SE
Washington, DC 20590

March 17, 2023

Re: FRA Amtrak Daily Long-Distance Service Study

Passenger Rail Oklahoma and *Passenger Rail Kansas* are pleased to offer our vision for long-distance passenger rail in the central region, despite not being invited to participate in the *Federal Railroad Administration (FRA)*, [Amtrak Daily Long-Distance Service Study](#). We request that the FRA rectify this matter and alert us to any future meetings as a participant.

We seek to become involved in the reinstatement of the *Lone Star* (Chicago-Houston); *San Francisco Chief* (Chicago-San Francisco); a route discontinued in 1967 operating between (Chicago), St. Louis-Lawton, Oklahoma via Springfield, Missouri; and a route between (Chicago), Kansas City and Dallas via Tulsa, also discontinued in the 1960s. These are key components in megaregion development in the I-35 and I-44 corridors.

Note that Oklahoma and Kansas passenger rail programs currently exist in state statutes. Links are provided below:

- The *Oklahoma Tourism and Passenger Rail Act*, mandates reinstatement of passenger rail service linking Oklahoma City and Tulsa ([§66-321 through §66-321](#)) (http://webserver1.lsb.state.ok.us/OK_Statutes/CompleteTitles/os66.pdf)
- *75-5089. Passenger rail service program*; requirements; loans or grants; passenger rail service revolving fund.
http://www.kslegislature.org/li/b2023_24/statute/075_000_0000_chapter/075_050_0000_article/075_050_0089_section/075_050_0089_k/

Our comments focus on three areas:

- Central United States Long Distance Route Structure Vision
- Service Characteristics
- Station Facilities

We look forward to collaborating with the FRA and consider this important to establish a more balanced national transportation landscape. Passenger Rail Oklahoma and Passenger Rail Kansas membership stand ready to assist.

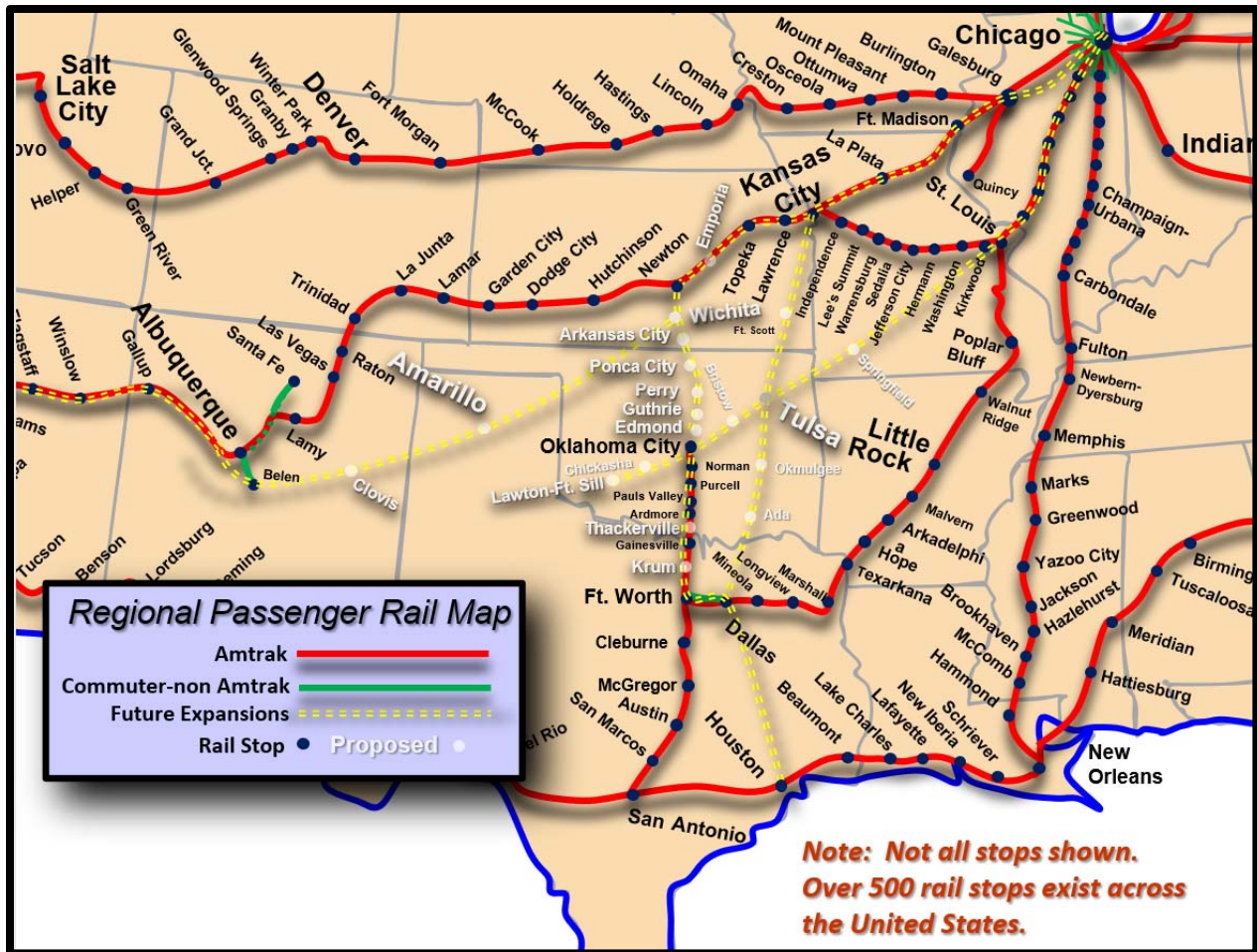
Sincerely,
Evan Stair
President
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**Passenger Rail Oklahoma and Passenger Rail Kansas
Central United States
Design Objectives**

**FRA Amtrak Daily Long-Distance Service Study
March 17, 2023**

1.0 Central United States Long Distance Route Structure Vision

- **Long-Distance Routes**
 - Priority Routes:
 - ***Lone Star***
 - Endpoints: Chicago and Houston
 - Key Communities: *Chicago, Kansas City, Wichita (or Tulsa), Oklahoma City, and Fort Worth*
 - Connecting Routes:
 - *Southwest Chief*
 - Endpoints: Chicago and Los Angeles
 - *Additional frequency between Chicago-Newton, Kansas*
 - ***San Francisco Chief***
 - Endpoints: Chicago-San Francisco
 - Key Communities: *Chicago, Kansas City, Wichita, Amarillo, Clovis, Flagstaff, Barstow, Bakersfield, Fresno, Stockton, Oakland, San Francisco*
 - Connecting Routes:
 - *Southwest Chief*
 - Endpoints: Chicago and Los Angeles
 - *Additional frequency between Chicago-Newton, Kansas*
 - Secondary Route 1:
 - Chicago (section of another long-distance train) – St. Louis – Lawton / Fort Sill
 - Key Communities: Chicago, St. Louis, Springfield, Tulsa, Oklahoma City, Lawton
 - Connecting routes: *Texas Eagle, Lone Star, Secondary Route 2*
 - Secondary Route 2:
 - Chicago (section of another long-distance train) – Kansas City – Dallas
 - Key Communities: Chicago, Kansas City, Fort Scott, Tulsa, Dallas
 - Connecting routes: *Southwest Chief, Lone Star, Secondary Route 1*



2.0 Service Characteristics

- Minimum twice daily frequency in each direction
- Sections where appropriate for secondary routes
- Incremental improvement/investment to bring all rail routes to FRA Class 6 Track
- Ontime-Performance Objectives: in accordance with 49 USC § 24308.
- Continuous WiFi Service
- Lounge and Diner Service for transit times between the hours of 7:00 am and 8:00 pm
- Sleeper service for all routes with operating within the 10:00 pm to 6:00 am window
- Station spacing to be 30-miles maximum between stops between 6:00 am and 10:00 pm.

3.0 Stations

- All depots to be staffed by railroad employees under eight hour shifts as appropriate to local arrival and departure times in accordance with Great American Stations designs (<https://www.greatamericanstations.com/planning-development/>)
- All stations to comply with applicable Americans with Disabilities Act (ADA) laws
- All stations to provide shelter from the weather