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:

- 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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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
- On-time 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 Americas with Disabilities Act (ADA) laws
- All stations to provide shelter from the weather