

Approved

2-17-92
Date

MINUTES OF THE House COMMITTEE ON Transportation

The meeting was called to order by Representative Herman G. Dillon at
Chairperson

1:37 a/m/p.m. on February 12, 1992 in room 519-S of the Capitol.

All members were present except:

Representative Vernon Correll - Excused Representative John McClure - Excused
Representative Robin Jennison - Excused
Representative Steve Lloyd - Excused

Committee staff present:

Hank Avila - Legislative Research
Tom Severn - Legislative Research
Bruce Kinzie - Revisor of Statutes
Jo Copeland - Committee Secretary

Conferees appearing before the committee:

John Scheirman - Chief, Bureau of Rail Affairs, KDOT

Chairman Dillon called on Representative Gross in regards to the Sub-Committee meeting held 2-12-92 on HB 2628 - Kansas Motor Fuel Marketing Act.

Representative Gross explained that the Kansas Oil Marketers Association presented the Sub-Committee with a proposal similar to HB 2628 but with some major changes. The representatives of petroleum refiners did not present an alternative. Representative Gross explained that neither side was able to get together and arrive at a compromise. He said that out of fairness to the petroleum refiners the Sub-Committee will meet again next week. During this time the petroleum refiners will have time to consider the proposal of the oil marketers.

Update - Rail Passenger Service

John Scheirman gave an update on the Rail Passenger Service.
(Attachment 1)

Discussion and questions followed.

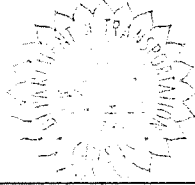
Final action on HCR 5041 - Supporting measures to improve the safety of the highways through incentives for driver improvement courses for older drivers and through more adequate highway safety measures for state and county roads in Kansas.

Representative Shallenburger made a motion to amend HCR 5041 by striking "older" on Page 1, in line 21, in line 24, by striking "aged 55 and older"; in line 40, by striking "aged 55 and older"; in the title, in line 10, by striking "older". Representative McKechnie seconded. Motion carried. (Attachment 2)

Discussion.

Representative Shallenburger move to pass HCR 5041 as amended. Representative Gross seconded. Motion carried.

Meeting adjourned at 2:16 P.M.



KANSAS DEPARTMENT OF TRANSPORTATION

Michael L. Johnston
Secretary of Transportation

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Joan Finney
Governor of Kansas

Testimony on Rail Passenger Service to the
House Committee on Transportation

by John R. Scheirman
Chief, Bureau of Rail Affairs
Kansas Department of Transportation

February 12, 1992

Mr. Chairman and members of the Committee, I am John R. Scheirman, Chief of the Bureau of Rail Affairs, KDOT.

We have been asked to address today the feasibility of expanding rail passenger routes in Kansas. To answer this question we need to first discuss the history and policies of Amtrak.

The National Railroad Passenger Corporation (Amtrak) was created by an act of Congress effective May 1, 1971, to operate a nationwide passenger service over a network of routes designated by the Secretary of Transportation (see map, attachment A) (John H. Armstrong, The Railroad, What It Is, What It Does, 3rd Edition, 1990, p. 205.) With the creation of Amtrak, most of the private railroad companies in the United States ceased to provide passenger service, which they had considered to be unprofitable or incompatible with their freight operations. Amtrak became the sole source of rail passenger service in most parts of the country, and has been dependent on federal subsidies to meet its costs.

House Transportation
2-12-92
ATTACHMENT 1
1-1

According to Railway Age, June 1991, page 59, Amtrak's operation have reached a ratio of revenue to expenses of 80% on September 30, 1991 with the stated goal of reaching 100% by the year 2000. The article further states, "There is now a realization by government, financial, and academic groups that Amtrak is here to stay, that it is a worthy credit risk, and that it has a role to play in this nation's effort to address growing environmental problems. And in the Bush Administration's eye, Amtrak is now a business, not a boondoggle. So Amtrak is back in the business of developing more ridership."

Mr. Graham Claytor, Jr., Chairman and President of Amtrak, has said that Amtrak wants to expand its service by 12 to 15 routes if equipment is available. Due to financial constraints, the primary method used by Amtrak to expand service is through section 403(b) of the Rail Service Act (see attachment B). In summary, a state or group of states can obtain Amtrak service if they guarantee to be responsible for 70% of deficit between revenue and operating costs. Amtrak will absorb 30% of operations cost up to one million dollars annually. Amtrak's share of capital expenditures for stations and right-of-way improvements to initiate service will not exceed 30%. Most likely the state or states will be required to provide cars and locomotives for the service requested. Cars and locomotives are provided by leasing from Amtrak or direct state purchases. In a letter to Senator Robert Dole (see attachment C), Mr. Claytor outlines what Amtrak has done and is doing, and explained the financial restrictions they are under.

In Kansas, presently Amtrak operates a single route from Chicago through Kansas City, Lawrence, Topeka, Emporia, Hutchinson, Dodge City and Garden City, to Los Angeles, with one train in each direction daily. Amtrak officials have indicated they have studied a proposed Chicago to Dallas passenger rail route through Kansas and have made cost estimates for service on a tri-weekly or daily basis (see attachment D). This would restore the service from Newton to Wichita and points south which was formerly provided by Amtrak's old Lone Star route until 1979. Amtrak's study indicates the need for capital expenditures of \$33 to \$50 million (\$11 million per train set for tri-weekly service, \$10 million per train set for daily service) for equipment, \$2 million for facility improvement and an annual subsidy of \$3.2 to \$8.4 million.

Although Amtrak should clearly be considered an expert on costs of passenger equipment, it is possible that their figures for the new equipment represent a high-end estimate. Making a quick check with rail passenger industry sources, the Bureau of Rail Affairs has found there is used (Amtrak approved) equipment available at much lower prices (two million dollars per train set) than cited in Amtrak's proposal. The Amtrak proposal specifically leaves out any revenue for postal or package freight, two areas in which Amtrak has increased volumes recently. Any net revenues generated from such sources would help to reduce the level of state subsidies needed.

It should also be noted that this study is for rail passenger service from Chicago to Dallas, not just from Newton to Dallas.

The Chicago-to-Newton service would utilize the same trackage as Amtrak's existing Southwest Limited trains between Chicago and Newton, but separate equipment and crews would be scheduled. The benefits would affect a major portion of the Midwest, not just Kansas and Oklahoma. This may present the possibility of state subsidies from Illinois or Missouri if those states wish to receive the additional service.

The Bureau of Rail Affairs has also requested a cost estimate from Amtrak to do a feasibility study of passenger rail service from Kansas City/Topeka to Denver (see attachment E). Amtrak has also indicated they have studied replacing Amtrak's connecting bus route from Kansas City to Omaha with rail passenger service. As cited above, Amtrak wants to expand service but available equipment is limiting that growth.

Surrounding states have various Amtrak agendas. Missouri has a 10 year old 403(b) operation. Four trains a day operate between Kansas City and St. Louis. The Missouri annual subsidy has averaged two million dollars. Mr. Jack Hynes of Missouri Highway and Transportation Department has informed us that Amtrak provides the equipment now but any future equipment needs will have to be met by the State. Missouri funds the two million dollars annually out of its general fund and a small percentage of the sales tax on new vehicles.

The State of Oklahoma has been working to get Amtrak service reinstated in Oklahoma, one of only a handful of states which currently are not included on Amtrak's system. Oklahoma

transportation officials indicated they have worked up a position paper proposing the use of federal funds from the new federal Intermodal Surface Transportation Efficiency Act of 1991 to implement rail passenger service (see attachment F). However, it is our understanding that the Governor of Oklahoma recently announced that no state funds would be budgeted to subsidize Amtrak service.

Iowa, Nebraska and Illinois have asked Amtrak to study the feasibility of passenger rail service over the Chicago Northwestern between Chicago and Omaha. This proposed service is in addition to the present Amtrak service in southern Iowa, and would more directly serve Iowa's major population centers.

The Union Pacific line from Topeka to Denver is listed as class III railroad (40 mph freight, 60 mph passenger) with Automatic Block Signals (ABS) from Topeka to Salina and no signals from Salina to Denver. According to the attached diagram (see attachment G), Amtrak operates on a Class IV railroad at 79 mph with ABS as minimum operating conditions. We can roughly estimate a cost of about \$24,000,000 to up grade the line to operate at 79 mph from Topeka to Denver [(1000 ties x 565 miles x \$40 per tie) and (\$.50 ft. x 5280 x 565 miles to line, surface and tamp)]. At this time KDOT has no basis for estimating the additional costs of resignaling the Salina to Denver portion of that line.

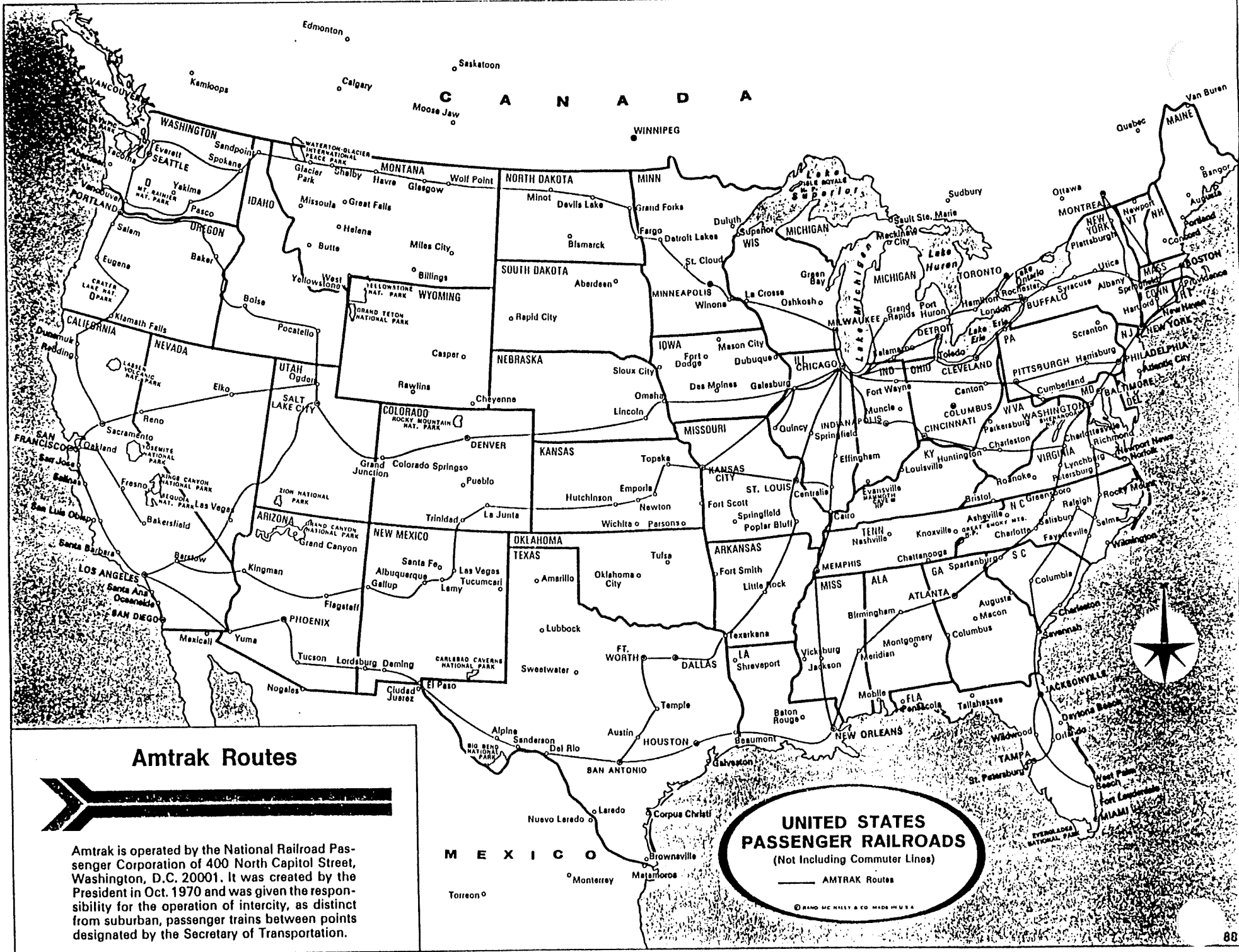
In contrast, the Santa Fe line from Newton via Wichita and Oklahoma City to Ft. Worth is Class IV, 79 mph rated and has CTC signals. Most of its rail is continuous welded rail while UP's is

jointed rail (higher maintenance costs). It would appear the Newton south route would not require an outlay of capital to put it in Amtrak service, although state subsidies for operating losses would be needed as discussed above.

In closing, KDOT has not been actively involved in the rail passenger area, and we would need the assistance of Amtrak staff or private consultants to prepare a more formal financial feasibility study. It is clear that expansion of rail passenger service in Kansas is technologically and legally feasible. The public policy question to be determined is whether the benefits of such service are sufficient to justify state expenditures for such equipment, capital improvements and operating subsidies as Amtrak will require. We will do our best to respond to any questions the Committee may have.

Attachments

Attachment A



Amtrak Routes



Amtrak is operated by the National Railroad Passenger Corporation of 400 North Capitol Street, Washington, D.C. 20001. It was created by the President in Oct. 1970 and was given the responsibility for the operation of intercity, as distinct from suburban, passenger trains between points designated by the Secretary of Transportation.

UNITED STATES PASSENGER RAILROADS
 (Not Including Commuter Lines)
 — AMTRAK ROUTES

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Attachment B

403(b) Policy

The National Railroad Passenger Corporation -- better known as Amtrak -- is America's intercity passenger railroad. It was created by an act of Congress (the Rail Passenger Service Act of 1970) to take over from the railroads the increasingly heavy financial burden of operating a national rail passenger system. Amtrak operates some 250 intercity trains a day over 24,000 miles of rail line serving more than 480 communities in 45 states. Amtrak annually carries in excess of 40 million passengers -- more than 22 million on Amtrak trains and about 18 million on contract metropolitan commuter trains operated by Amtrak.

There has been an enormous resurgence of interest in nearly every region of the country for expanded rail passenger service as a means of coping with growing highway and air transportation congestion.

Under the Rail Passenger Service Act (Act), which governs Amtrak's operations, there are two avenues for expanding rail passenger service. First, new trains that are projected to cover their operating costs -- thereby not adding to Amtrak's need for federal operating assistance -- can be initiated if equipment is available. Unfortunately, very few services cover their costs, particularly when operated over new routes.

For that reason, Section 403(b) of the Act also authorizes Amtrak to initiate new routes that are financially supported, in part, by a non-Amtrak source. A state, group of states, any regional or local agency, or any other person with adequate financial backing may request institution of rail passenger service. Under Amtrak's 403(b) policy, the Corporation will consider new train service when the following conditions are met:

- o All operating losses associated with the new services will be shared by the state(s) and Amtrak. The state(s) will be responsible for 70 percent of the long-term loss; Amtrak will absorb the remaining 30 percent, up to a maximum of \$1 million annually;
- o Capital expenditures for station construction and right-of-way improvements needed to initiate service will be on a negotiated basis, but Amtrak's share will not exceed 30 percent.

Amtrak's ability to participate in any specific 403(b) proposal is dependent on the availability of passenger cars and locomotives required for the service and Amtrak's financial ability to absorb its share of the losses associated with operation of the new train. If Amtrak equipment is available for use in a state-supported service, it can be provided with costs shared by Amtrak and the state. If Amtrak equipment is not

available, then the applicant would have to provide the necessary cars or locomotives. There are a number of ways in which equipment can be supplied, and Amtrak would be happy to assist in exploring such options with the applicant. If Amtrak's financial circumstances prevent its sharing the cost of a proposed 403(b) service, the applicant would have the option of covering the full cost of service.

effective January 1992

Attachment C

January 23, 1992

Honorable Bob Dole
United States Senate
Washington, D.C. 20510

Dear Bob:

Thank you for your letter of December 6, 1991, regarding expansion of Amtrak service to Kansas.

I certainly appreciate your enthusiasm for additional rail passenger service to Kansas. As background, we are in close communication with the Oklahoma Department of Transportation regarding prospective service through that state, and we will continue to maintain contact with officials there as they identify possible sources of funding for a passenger rail operation.

As you know, a proposed Texas Chief service has been considered as a daily operation and alternatively as a tri-weekly operation. This service would operate as part of the Southwest Chief (Trains 3 and 4), between Chicago and Newton, Kansas. At Newton, the Southwest Chief would continue independently to Los Angeles, while the Texas Chief would operate from Newton to Dallas via Wichita, Oklahoma City and Ft. Worth.

At this point, Amtrak does not have enough equipment to provide any additional services and has not had an opportunity to study a cross-Kansas service from Kansas City to Denver. Our ability to conduct such analyses is severely limited by staff and budgetary constraints. Therefore, we normally do not commit our scarce resources to conducting a detailed evaluation absent a formal request for a study from a state's department of transportation. The state also must commit to financially support operation of the prospective service should the decision be made to implement it. In today's extremely tight public budget environment, no state makes such a commitment lightly. Please be assured that we are open to discussing any request for additional passenger service that the Kansas Department of Transportation may have.

Honorable Bob Dole
Page Two

Thank you again for your interest in Amtrak. If you have additional questions, please let me know.

Sincerely,

(ORIGINAL SIGNED)

W. Graham Claytor, Jr.
President

bcc: D. F. Sullivan
W. S. Norman

WGC/TJG/DJC/JLJ/MLS:ckk:01

Document Name: Dole.220
Diskette: #8

Attachment D

National Railroad Passenger Corporation

An Analysis Of Texas Chief Amtrak Service To Oklahoma

I. Proposal

The proposed Texas Chief service was evaluated as a daily operation and as a tri-weekly operation. It would operate as part of the Southwest Chief (Trains 3 and 4), between Chicago and Newton, Kansas. At Newton, the Southwest Chief would continue independently to Los Angeles, while the Texas Chief would operate from Newton to Dallas via Wichita, Oklahoma City and Ft. Worth. The last major Amtrak inspection of the line south of Newton was in 1983.

Connections to the San Antonio leg of the Texas Eagle would be possible at Ft. Worth, with onward service to Los Angeles via the Sunset Limited. Connections for the Houston leg of the Texas Eagle would be possible at Dallas. Plans of the Dallas Area Rapid Transit (DART) for Dallas Union Station may limit overnight parking of the train at this facility, and an alternate location may have to be found. Alternatively, the Texas Chief service could assume the Dallas-Houston leg of the Texas Eagle. If this were to occur, the incremental revenues of proceeding to Houston should equal the incremental operating costs, but this assumption needs further examination. The proposed schedule and connecting services are shown in Attachment I. A map depicting the service is shown in Attachment II.

II. Assumptions

1. **Equipment Requirements** - The daily Texas Chief would operate with one F-40 locomotive, one Superliner bag-coach, one Superliner coach, one Superliner diner, and one Superliner sleeper. A total of 4 sets of equipment (4 locomotives and 16 Superliner cars), excluding protect, would be required to operate daily between Chicago and Dallas. The tri-weekly option would

operate with the same equipment as the daily service, plus one additional Superliner coach. A total of 2 sets of equipment (2 locomotives and 10 Superliner cars), excluding protect, would be required to operate between Chicago and Dallas on a tri-weekly basis.

Equipment for either Texas Chief option is currently not available; however, the 39 car Superliner order option includes equipment to reinstate Oklahoma service. Based on the Superliner option order prices and the current locomotive order prices, equipment for this service is estimated to be a total of \$50.3 million for the daily service and \$33.7 million for the tri-weekly service, as identified in Attachment III. These estimates include protect equipment, in addition to the operating sets required.

2. **Train and Engine Crews** - Both options assume a three-person Amtrak train and engine crew between Newton and Arkansas City, and a four-person crew between Arkansas City and Dallas. Due to the consist size between Chicago and Newton, an additional assistant conductor has been included in the costs. A crew base would need to be established at Arkansas City. Costs for the crew base are included in the capital requirements. We have also assumed a 10 percent contingency for qualification and pilot costs between Newton and Ft. Worth.
3. **Transportation** - Incentive payments were projected assuming a 90 percent on-time rate over the 404 miles of Santa Fe track, and 100 percent over the 31 miles of Union Pacific track. Maintenance-of-way costs on the Santa Fe were estimated on the basis of ton miles, and on the basis of train miles over the UP. Also included are assumption of risk payments, overhead, and yard operations costs at Dallas.
4. **On-Board Services** - The daily option assumes an OBS staff of one chief, one sleeping car attendant, one coach attendant, and four employees in the dining car. The tri-weekly option assumes the same staff, plus one additional coach attendant.
5. **Stations** - It was assumed that two five-day ticket clerks would be required at Wichita and three at Oklahoma City for the daily service option. Tri-weekly service would require one five-day ticket clerk at Wichita and three at Oklahoma City. The remaining stations (Arkansas City, Ponca City, Perry, Guthrie, Norman, Pauls Valley, Ardmore and Gainesville), if established as stops, would be unstaffed and would only require caretakers.

6. **Mechanical** - The maintenance-of-equipment costs are allocated on the basis of both miles of operation and units employed in the service. Included in the numbers are mechanical costs to split/combine the train at Newton, as well as turnaround servicing expenses at Dallas, and train servicing at Ft. Worth using existing Amtrak personnel.
7. **Mail Revenue** - No mail revenue was assumed for either service option. Based on Amtrak experience, daily service may provide some opportunities for a U.S. Postal Service contract. Further investigation would be required in order to determine the potential for a mail contract.
8. **Ridership and Revenue** - The ridership and revenue estimates include connections to the Houston leg of the Texas Eagle at Dallas, and to the San Antonio leg at Ft. Worth, including tri-weekly through passengers to the Sunset Limited.
9. **Capital Requirements** - Capital requirements have only been partially identified for this service. Station facilities along this line, which last had Amtrak service in 1979, may have been removed, sold, or otherwise not be available for our use. The majority of the estimated capital expense is for station related costs. Also included are expenses for a T & E crew base at Arkansas City, Kansas, and for lengthening crossing protection circuits along the 404 miles of Santa Fe track. Preliminary capital requirements are estimated at \$2.0 million, as shown in Attachment IV.
10. **On-Time Performance** - In previous evaluations of the proposed service, there was some question as to the operational feasibility of combining the eastbound Southwest Chief and the northbound Texas Chief at Newton, Kansas due to the poor on-time reliability of the Southwest Chief. Since the last evaluation, Amtrak has signed an incentive contract with Santa Fe, and the performance of the Southwest Chief has improved significantly. The Chief's eastbound reliability is currently considered satisfactory.

III. Conclusion

The proposed daily operation of the Texas Chief results in a federal subsidy increase of \$8,443,000, as shown in Attachment V. The outcome is much worse than in the 1989 evaluation due to several different factors. The Eagle, which was a tri-weekly service during the last study, now operates on a daily basis and has diverted revenue

previously assumed for a daily Texas Chief service. The current study also applies the actual revenue experience associated with changing a train from tri-weekly to daily service. The old Texas Chief study was developed from a tri-weekly base, applying a projected growth rate for the change to daily service. Based on actual Eagle experience, it was determined that the previously assumed growth rate was overstated, and the rate was adjusted downward in the current study to reflect the actual experience. Costs have also increased since the last evaluation, primarily due to inflation and revised T & E crew assumptions.

The tri-weekly operation results in a federal subsidy increase of \$3,285,000, as shown in Attachment V. The difference versus the 1989 study is not as significant as in the daily option, and is primarily due to increased costs resulting from inflation and revised T & E crew assumptions.

The operating subsidy increases do not include preliminary capital requirements of approximately \$2.0 million. An additional \$50.3 million would also be required to purchase the necessary equipment for a daily service, while \$33.7 million would be necessary for tri-weekly service equipment. The performance measures for both options are shown below. Due to competing daily service on the Eagle between Chicago and Texas, the tri-weekly revenue, primarily generated at points not served by the Eagle, is disproportionately higher than its increase in costs compared to the daily option. This results in better performance measures under the tri-weekly scenario.

PERFORMANCE MEASURES

	<u>DAILY</u>	<u>TRI-WEEKLY</u>
PASSENGER MILES/TRAIN MILE *	153	282
SHORT-TERM AVOIDABLE LOSS/ PASSENGER MILE (\$)	(0.103)	(0.039)
REVENUE/SHORT-TERM COST	0.559	0.761

* Passenger miles are included from Chicago to Dallas, while train miles are only counted between Newton and Dallas.

Attachments

cc: E. G. Wander

PROPOSED SCHEDULE
TEXAS CHIEF SERVICE TO OKLAHOMA
(FOR PLANNING PURPOSES ONLY)

DAILY

SERVICE:	05:00 PM	DP	CHICAGO	AR	03:50 PM
	01:05 AM	DP	KANSAS CITY	DP	07:40 AM
	05:00 AM	AR	NEWTON	DP	03:25 AM
	05:45 AM	DP	NEWTON	AR	02:30 AM
	06:30 AM	DP	WICHITA	DP	01:55 AM
	10:00 AM	DP	OKLAHOMA CITY	DP	10:25 PM
	02:35 PM	DP	FT. WORTH	DP	05:40 PM
	03:45 PM	AR	DALLAS	DP	04:15 PM

TRI-WEEKLY

SERVICE:	DEPARTURE SU, TU, FR			ARRIVAL WE, FR, MO
	05:00 PM	DP	CHICAGO	AR 03:50 PM
	01:05 AM	DP	KANSAS CITY	DP 07:40 AM
	05:00 AM	AR	NEWTON	DP 03:25 AM
	05:45 AM	DP	NEWTON	AR 02:30 AM
	06:30 AM	DP	WICHITA	DP 01:55 AM
	10:00 AM	DP	OKLAHOMA CITY	DP 10:25 PM
	02:35 PM	DP	FT. WORTH	DP 05:40 PM
	03:45 PM	AR	DALLAS	DP 04:15 PM
	ARRIVAL MO, WE, SA			DEPARTURE TU, TH, SU

THE DAILY AND TRI-WEEKLY SCHEDULES REFLECT CURRENT SOUTHWEST CHIEF RUNNING TIMES CHICAGO-NEWTON, AND PROPOSED RUNNING TIMES FROM EARLIER ROUTE EVALUATIONS FOR NEWTON-DALLAS.

TRAIN 21/22 CONNECTIONS (AND BEYOND TO TRAIN 1/2):

04:37 PM	DP	FT. WORTH	AR	02:10 PM
11:45 PM	AR	SAN ANTONIO	DP	07:05 AM

(CONNECTIONS TO TRAIN 1/2)

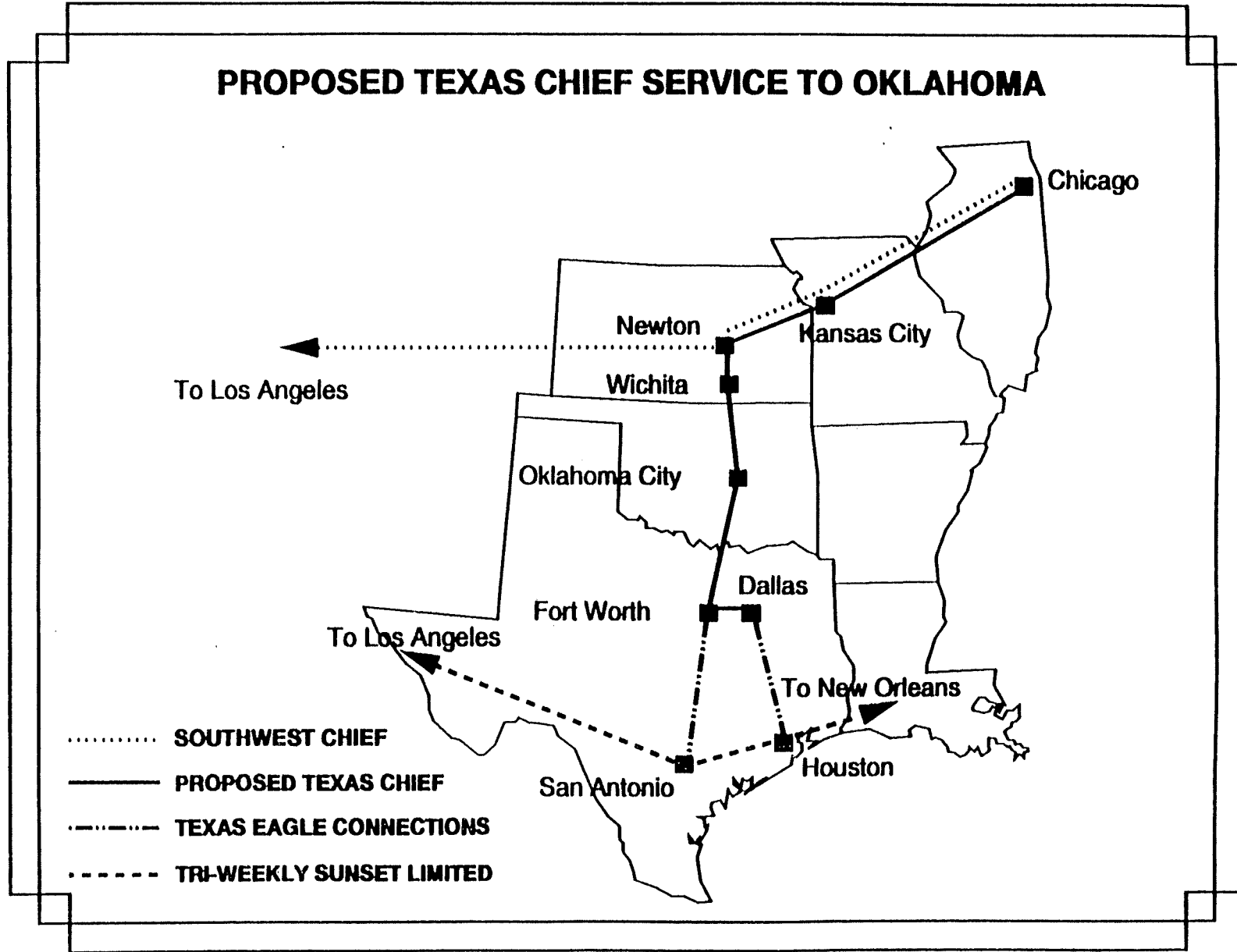
DEPARTURE TU, TH, SU			ARRIVAL TU, TH, SU
03:40 AM	DP	SAN ANTONIO	AR 06:05 AM
07:00 AM	AR	LOS ANGELES	DP 10:50 PM
ARRIVAL WE, FR, MO			DEPARTURE SU, TU, FR
DEPARTURE TU, TH, SU			ARRIVAL TU, TH, SU
06:35 AM	DP	SAN ANTONIO	AR 03:10 AM
07:50 PM	AR	NEW ORLEANS	DP 02:15 PM
ARRIVAL TU, TH, SU			DEPARTURE MO, WE, SA

TRAIN 521/522 CONNECTIONS:

03:15 PM *	DP	DALLAS	AR	03:10 PM
09:15 PM	AR	HOUSTON	DP	09:15 AM

* SCHEDULE NEEDS MINOR ADJUSTMENT IN ORDER TO MEET CONNECTION.

PROPOSED TEXAS CHIEF SERVICE TO OKLAHOMA



TEXAS CHIEF SERVICE TO OKLAHOMA
CONSIST AND EQUIPMENT REQUIREMENTS

Service Option	Consist	Total Units	Unit Cost	Total Cost
Daily	Locomotive F-40	5	\$2,400,000	\$12,000,000
	Superliner Bag-Coach	5	\$1,742,000	\$8,710,000
	Superliner Coach	5	\$1,742,000	\$8,710,000
	Superliner Diner	5	\$2,120,000	\$10,600,000
	Superliner Sleeper	5	\$2,055,000	\$10,275,000
				\$50,295,000

-Service requires 4 sets, plus protect
-5 locomotives and 20 cars required total

Tri-Weekly	Locomotive F-40	3	\$2,400,000	\$7,200,000
	Superliner Bag-Coach	3	\$1,742,000	\$5,226,000
	Superliner Coach	3	\$1,742,000	\$5,226,000
	Superliner Coach	2	\$1,742,000	\$3,484,000
	Superliner Diner	3	\$2,120,000	\$6,360,000
	Superliner Sleeper	3	\$2,055,000	\$6,165,000
				\$33,661,000

-Service requires 2 sets, plus protect
-3 locomotives and 14 cars required total

NOTE - THE SUPERLINER UNIT COSTS ARE BASED ON THE OPTION ORDER
PRICES AND BAG-COACH IS CHARGED AT COACH PRICE.
- LOCOMOTIVE UNIT COST IS BASED ON CURRENT ORDER.

CORPORATE PLANNING
08/12/91
D:MLE37 F:OKLAHOMA\EQUIP

PRELIMINARY CAPITAL REQUIREMENTS
TEXAS CHIEF SERVICE TO OKLAHOMA

- STATIONS (INCLUDES 8 UNSTAFFED FACILITIES AND A WICHITA STATION - DOES NOT INCLUDE OKLAHOMA CITY FACILITIES)	\$1,616,000
- TRAIN AND ENGINE CREW BASE AT ARKANSAS CITY	199,000
- LENGTHENING OF CROSSING PROTECTION CIRCUITS	190,000

	\$2,005,000

CORPORATE PLANNING
08/12/91
D:MLE37 F:OKLAHOMA\CAPITAL

PROPOSED TEXAS CHIEF SERVICE TO OKLAHOMA
 INCREASE IN FEDERAL OPERATING SUBSIDY REQUIREMENTS
 FY92\$ (000'S)

INCREMENTAL OPERATING: -----	DAILY -----	TRI-WEEKLY -----
REVENUE	6,351	4,775
LONG-TERM AVOIDABLE COSTS	14,794 -----	8,060 -----
LONG-TERM AVOIDABLE LOSS - INCREASE IN FEDERAL OPERATING SUBSIDY REQUIREMENTS	(8,443) =====	(3,285) =====

CORPORATE PLANNING
 10/16/91
 D:MLE37 F:OKLAHOMA\FEDSUB

Attachment E



KANSAS DEPARTMENT OF TRANSPORTATION

Michael L. Joinston
Secretary of Transportation

Docking State Office Building
Topeka 66612-1568
(913) 296-3566
FAX - (913) 296-1095

Joan Finney
Governor of Kansas

February 5, 1992

Mr. John Jacobsen
State and Local Affairs
Amtrak
60 Massachusetts Ave. NE
Washington DC 20002

Dear Mr. Jacobsen:

Per our conversation on February 4, 1992, I am requesting a cost estimate of what Amtrak would charge the State of Kansas to do a study to determine feasibility of passenger rail service between Kansas City/Topeka and Denver.

Thank you for your consideration. I will look forward to your reply.

Sincerely

A handwritten signature in cursive script that reads "John Jay Rosacker".

John Jay Rosacker
Research Analyst
Bureau of Rail Affairs
217 SE 4th
Topeka KS 66604
(913) 296-4286

JJR:rem

Attachment F

POSITION STATEMENT

RETURN OF AMTRAK PASSENGER SERVICE TO OKLAHOMA

March 25, 1991

The Oklahoma Department of Transportation supports the resumption of Amtrak passenger service in this state. Of particular interest is an Amtrak route, the "Tulsa Eagle", which would provide service between the state's two largest metropolitan areas, Oklahoma City and Tulsa, as part of a larger route extending from Chicago southwesterly to St. Louis, Tulsa, Oklahoma City, Dallas/Fort Worth, Austin and San Antonio, where connections can be made to the east and west coasts. In addition, resumption of service on the former "Lone Star" route between Oklahoma City and Newton, Kansas would provide Oklahomans excellent rail passenger service access to all parts of the country.

Section 403(b) of the federal Rail Passenger Service Act (45 U.S.C. Section 563, as amended) provides a mechanism for states to cooperate with Amtrak in sharing start-up, additional equipment and operating costs of rail passenger service where ticket revenues cannot fully cover such costs. Since Amtrak is, however, a private corporation, Oklahoma cannot expend state funds for such purposes. Article 10, Section 15 of the Oklahoma Constitution prohibits such payments to private corporations.

It should be noted that the people of Oklahoma have, since April 1, 1983, paid in excess of \$154 million into the federal Transit Trust Fund. In return, the state has received only about \$25 million for urban transit operation and capital expenditures from that fund. Certainly, that inequity should be corrected at the earliest possible time.

The Department believes that states with such inequities should be permitted by federal law to use a portion of their excess contributions to the Transit Trust Fund to assist Amtrak in the recovery of legitimate costs associated with the provision of rail passenger services within and through such states. Intercity and interstate rail passenger service is, after all, an excellent example of mass transportation which provides both urban and rural benefits in terms of decreased traffic congestion, reduced energy consumption and which is substantially less damaging to the environment than air travel, buses or automobiles.

Post-It™ brand fax transmittal memo 7671		# of pages >
To John Rasacker	From Ken LoRue	
Co. KDOT	Co. ODOT	
Dept. Rail 0963	Phone # (405) 521-2584	
Fax # 913-296-0063	Fax # 521-2524	

The Department recommends that the Oklahoma Transportation Commission, the Secretary of Transportation, the Governor, the Legislature and the Oklahoma Congressional Delegation unite in an effort to amend the federal Urban Mass Transportation Act (49 U.S.C. Appx. Section 1601, et seq.) to provide that funds contributed by any state to the federal Transit Trust Fund which are in excess of that state's receipts from that fund, be made available for use by such states to assist Amtrak in financing the legitimate costs of rail passenger services in accordance with provisions of Section 403(b) of the federal Rail Passenger Service Act.

OKLAHOMA DEPARTMENT OF TRANSPORTATION

Attachment G

	MASS TRANSIT			RAILROAD					
	LIGHT RAIL	HEAVY RAIL TRANSIT		COMMUTER		INTERCITY		AUTO FERRY	
		URBAN	COMMITTEE	PRIMARY	ANCILLARY	CORRIDOR	LONG-HAUL		
TYPICAL TRAIN CONSIST	SINGLE OR TWO-CAR ARTICULATED LIGHT-RAIL VEHICLES	SELF-PROPELLED MULTIPLE-UNIT PASSENGER CARS	SELF-PROPELLED MULTIPLE-UNIT PASSENGER CARS	SELF-PROPELLED MULTIPLE-UNIT PASSENGER CARS	LOCOMOTIVE Hauled (PULL-PULL) OR SELF-PROPELLED PASSENGER CARS	LOCOMOTIVE Hauled OR SELF-PROPELLED MULTIPLE-UNIT OR FIXED-CONSIST PASSENGER & SHACK CARS	LOCOMOTIVE Hauled BAGGAGE, PASSENGER & NON-REVENUE CARS	LOCOMOTIVE Hauled TRANSPORTER, PASSENGER & NON-REVENUE CARS	
TYPICAL PASSENGER ACCOMMODATIONS <small>LM SEATING STANDARDS = 65-800 SEAT/CAR. SINGLE-DECK COMMUTER = 100/CAR; DOUBLE-DECK = 160/CAR.</small>	SINGLE-DECK LIMITED SEATING + STANDARDS	SINGLE-DECK LIMITED SEATING + STANDARDS	SINGLE-DECK LIMITED SEATING + LIMITED STANDARDS	SINGLE OR DOUBLE-DECK LIMITED SEATING	SINGLE OR DOUBLE-DECK LIMITED STANDARDS	MEDIUM-DENSITY COACH SEATING + LIMITED 1ST CLASS (LOW DENSITY)	SINGLE OR DOUBLE-DECK LOW DENSITY COACH, LOUNGE, SLEEPING, DINING	SINGLE-DECK LOW-DENSITY COACH, LOUNGE, SLEEPING, DINING	
FARE STRUCTURE, SALE & COLLECTION (TYPICAL)	FLAT-FARE, SINGLE TRIP FARE ONLY OR MACHINE TICKET, + RANDOM INCF.	FLAT OR ZONE SINGLE TRIP FARE MACHINE-ISSUED, TURNSTILE COLLECTION	GRADUATED SINGLE TRIP FARE MACHINE-ISSUED, FARE DATE COLLECTION	MULTI-RIDE ZONE FARE ASSET, SOLID FLASH TICKET	MULTI-RIDE ZONE FARE, ASSET, SOLID ON-TRAIN TICKET COLLECTION	SINGLE-TRIP, ASSET, SOLID, ACCUMULATED ON-TRAIN COLL.	SINGLE-TRIP ASSET, SOLID ACCOMMODATIONS ON-TRAIN COLL.	SINGLE-TRIP RESERVED ACCOMMODATIONS CHECK-IN	
SCHEDULES: TRIPS/DAY (EACH WAY, PER LINE) (TYPICAL)	50-180	100-200	25-150	25-75	1-25	4-40	1/2-4	1	
MINIMUM HEADWAY (RUSH HOUR PER TR)	5 MIN.	1/2 MIN.	3 MIN.	3 MIN.	10 MIN.	15 MIN.	N.A.	N.A.	
HOURS OF SERVICE	DAY, EVENING, LIN. WEEKEND	DAY, EVENING, WEEKEND	WEEKDAY, EVENING, WEEKEND, OVL	RUSH HOUR, LIN. OFF-PEAK, EVENING	RUSH HOUR WEEKDAY	DAY & EVENING	DAILY (OR TRI-WEEKLY) OPERATIONS	DAILY (OVERNIGHT)	
MILES BETWEEN PASSENGER STOPS (AVERAGE, TYPICAL)	0.2	0.5 (LOCAL), 1.5 (EXPRESS)	1.5	2.5 (LOCAL), 3.5 (EXPRESS)	3.0	35, 200 (EXPRESS)	80	900	
LENGTH OF ROUTE MILES (TYPICAL)	10	15	25	35 (LOCAL), 75 (EXPRESS)	50	75	300-2500	900	
SPEED, - AVERAGE INCL. STOPS MPH; * MAXIMUM	15	25	35	79 (ABS), 100 (CAR BIDS)	79	79 (ABS), 110-125 (CAR BIDS)	79 (ABS), 90 (CAR BIDS)	79	
RIGHT-OF-WAY: PRINCIPAL LOCATIONS, EXCLUSIVITY	SURFACE - STREET OR PRIVATE RIGHT-OF-WAY (WITH GRADE CROSSINGS)	TUNNEL, ELEVATED, SURFACE (NO GRADE CROSSINGS)	ELEVATED TUNNEL, SURFACE (NO GRADE CROSSINGS)	SURFACE, TUNNEL (NO GRADE CROSSINGS)	SURFACE - (SOME GRADE CROSSINGS)	SURFACE - (FEW GRADE CROSSINGS)	SURFACE - (MANY GRADE CROSSINGS)	SURFACE - (MANY GRADE CROSSINGS)	
OTHER NON-PS OR. RAIL TRAFFIC	NONE-CAR IN FLT	NONE	NONE	LIMITED FREIGHT	FREIGHT	FREIGHT	FREIGHT	FREIGHT	
NO. OF TRACKS	2	2 TO 4	2	2 TO 6	2	2 TO 4	1 TO 2	1 TO 2	
SIGNALING/CONTROL (TYPICAL)	ABS (ON PRIVATE)	ABS/ATC	ABS/ATC	ABS/ATC	ABS	ABS/ATC	CYC/ABS	CYC/ABS	
STATION PLATFORMS	LOW	HIGH	HIGH	HIGH	LOW	HIGH/LOW	LOW	LOW	
TRAIN CHARACTERISTICS (TYPICAL)	PROPULSION/POWER DISTRIBUTION/VOLTAGE (LOW VOLTAGE = 600-750V HIGH = 11-25KV)	ELECTRIC - OVERHEAD TRIGLYPH WIRE/ LOW VOLTAGE DC	ELECTRIC - THIRD RAIL/ LOW VOLTAGE DC	ELECTRIC - THIRD RAIL/ LOW VOLTAGE DC	ELECTRIC - OVERHEAD (LOW VOLTAGE) / TRIGLYPH WIRE/ HIGH V. DC	DIESEL-ELECTRIC AND DIESEL-HYDRAULIC	ELECTRIC OVERHEAD CATALYNY HIGH V AC OR TRIGLYPH DIESEL-ELECTRIC	DIESEL-ELECTRIC	DIESEL-ELECTRIC
CARS/TRAIN	1-11	2-12	4-12	2-12	3-18	4-12	4-18	25-45	
TRAIN WGT/PASSENGER (LB)	300 (WITH STANDARDS)	150 (WITH STANDARDS)	700	800	1000	2000	5500	8000	
ACCELERATION: MPH/SEC @ MEDIUM SPEED	4.5	3.5	3.0	3.0	1.0	1.5	0.3	0.2	
ACCELERATION CONTROL	OPERATOR	AUTOMATIC	COMPUTER	AUTOMATIC	OPERATOR	OPERATOR	OPERATOR	OPERATOR	
BRKING	ELECTRIC PNEUMATIC	ELECTRIC PNEUMATIC	ELECTRIC PNEUMATIC	ELECTRIC PNEUMATIC	AUTOMATIC AIR	ELECTRIC/MECHANICAL	AUTOMATIC AIR	AUTOMATIC AIR	

Figure 17-1 Rail Passenger Systems

1-32

Abc
vintag
sleepin
service
haul
model
turbine
At
inher
betwe
comp
Loco
Locom
hears
last
Amr
corn
field
man
dire
abs
over
and
Oct

REPORTS OF STANDING COMMITTEES

MR. SPEAKER:

Your Committee on Transportation

Recommends that House Concurrent Resolution No. 5041

"A CONCURRENT RESOLUTION supporting measures to improve the safety of the highways through incentives for driver improvement courses for older drivers and through more adequate highway safety measures for state and county roads in Kansas."

Be amended:

On page 1, in line 21, by striking "older"; in line 24, by striking "aged 55 and older"; in line 40, by striking "aged 55 and older";

In the title, in line 10, by striking "older";

And the concurrent resolution be adopted as amended.

Chairperson

*House Transportation
2-12-92
ATTACHMENT 2
2-1*