



PassengerRailOk.org  
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 Norman, OK 73069  
 366-8957

Mr. Joe Kyle  
 Rails Division Manager  
 Oklahoma Department of Transportation  
 200 N. E. 21st Street  
 Oklahoma City, OK 73105

September 8, 2006

Dear Mr. Kyle:

As a part of our efforts to see expansion of the Heartland Flyer through to Kansas City, PassengerRailOk.org has put together some dollar figures, based upon the 1999 one-time rail improvements to the Fort Worth to Oklahoma City BNSF rail route and current contract costs at \$3.9 million annually. We are using figures based upon all existing contracts, including and most importantly, the initial 1999 contracts for the Heartland Flyer. The figures, which we are calling broad estimates, are as follows:

**Table 1&2: Newton, Kansas Expansion**

<b>Kansas Contribution to Newton</b>	
<b>Startup</b>	\$ 950,000
<b>Annual</b>	\$ 1.48 million

<b>Oklahoma Contribution to State Line (Newton)</b>	
<b>Startup</b>	\$ 1.33 million
<b>Addnl Annual</b>	\$ 2.28 million
<b>Total Annual</b>	\$ 6.2 million

Figures based upon cost per mile for existing Heartland Flyer route from Oklahoma City to Fort Worth. Total rail mileage determined through 2002 BNSF timetable information. Assumption has been made that no additional equipment would be required with minor timetable adjustments and a turnaround at Newton, Kansas and Fort Worth, Texas. Startup costs are based upon a per-mile average cost for rail-grade repair as specified in the 1999 contracts.

**Table 3&4: Kansas City, Missouri Expansion through Newton, Kansas**

<b>Kansas Contribution to Kansas City</b>	
<b>Startup</b>	\$ 1.29 million
<b>Annual</b>	\$ 5.40 million

<b>Oklahoma Contribution to State Line/Equipment</b>	
<b>Startup</b>	\$ 1.7 million
<b>Addnl Annual</b>	\$ 2.3 million
<b>Total Annual</b>	\$ 6.2 million

Figures based upon cost per mile for existing Heartland Flyer route from Oklahoma City to Fort Worth. Total rail mileage determined through 2002 BNSF timetable information. Assumption has been made that an additional equipment set would be required on a 14 hour schedule. One time costs also include the purchase/refurbishing of three additional Hi-Level coaches for use as a second train set at \$270,000 each. Costs do not include any track upgrades between Newton, Kansas and Kansas City, Missouri, which is currently in use with another Amtrak passenger train.

If these numbers are drastically out of range, or if you have more definitive numbers, our organization would appreciate corrections so that we can work with local communities on expansion of this passenger rail route. If figures do not exist for these options it is the strong recommendation of PassengerRailOk.org that the state request this information directly from Amtrak and the Burlington Northern Santa Fe Railway for future reference in passenger rail planning and public information regarding this important transportation project. We would like to be included in any substitutive discussion regarding expansion of this train.

Sincerely,

Evan Stair  
 Executive Director

cc: Phil Tomlinson  
 Governor Brad Henry  
 Various Oklahoma Legislative Members