



WELCOME

to the

Oklahoma Freight & Passenger Rail Plan OPEN HOUSE

Questions or Comments?

Contact Johnson Bridgwater
ODOT Rail Programs Division
Tel: 405-521-4203
Email: jbridgwater@odot.org



WHY A STATE RAIL PLAN?

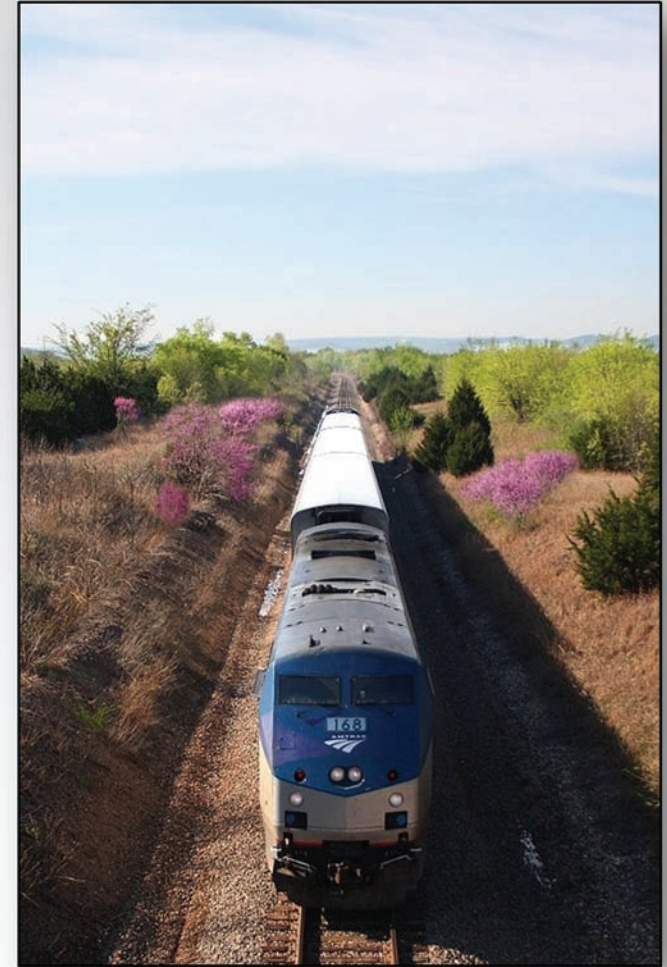
- Required by Federal legislation as a condition of Federal funding (PRIIA)
- Provides a road map for improving/expanding freight & passenger rail service
- Identifies funding sources – Federal & State
- Provides education regarding rail transportation





Passenger Rail Investment and Improvement Act (PRIIA) Requirements

- **Inventory of rail system, services and facilities**
- **Evaluation of rail lines**
- **Review of connections with other transportation modes (Multi-Modal)**
- **Review of existing publicly funded projects**
- **Determine economic and environmental impacts of rail service**
- **Passenger rail service objectives**





PRIA Requirements (continued)

- Evaluation of passenger and freight services
- High speed Passenger rail corridor development plan
- Rail needs assessment
- Long range investment program: proposed projects
- Determination of public and private benefits
- Financing alternatives





OKLAHOMA'S RAILROADS





OKLAHOMA'S RAILROADS

Shortname & Mileage

CLASS I



UP – 921 MI.



KCS – 139 MI.



BNSF – 1475 MI.

CLASS III



SK&O – 79 MI.



TSU – 10MI.



WT&J – 84 MI.



AT&L – 46 MI.



KKR – 157 MI.



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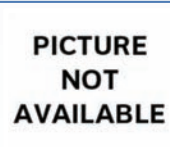
GNBC – 186 MI.



TO&E – 40 MI.



SS – 10MI.



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BNGR – 17 MI.



AOK – 70 MI.



FMRC – 179 MI.



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CVRR – 35 MI.



H&E – 14 MI.



SLWC – 240 MI.



NWO – 7MI.



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WFEC – 14 MI.



PC – 20 MI.

SWITCHING TERMINALS

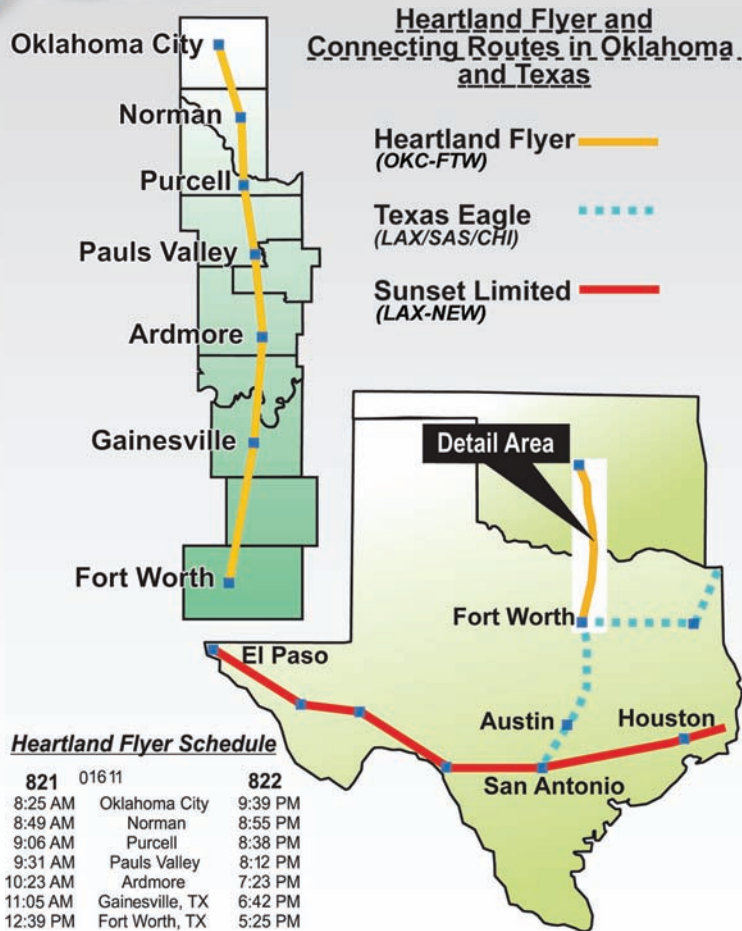
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PSO – 11 MI.



PASSENGER RAIL

Existing Services



- Heartland Flyer Inaugurated on June 14, 1999
- Oklahoma City to Fort Worth Service
 - Sponsored by the States of Oklahoma and Texas
- Winner of two major “President’s Service & Safety Awards”
- Winner of the “Champion of the Rails” Award in 2008
- Winner of the “President’s State Partner Award” in 2010
- Named TIME’s “The 50 Best Inventions of 2010” for Biodiesel fuel test

Annual Heartland Flyer Ridership



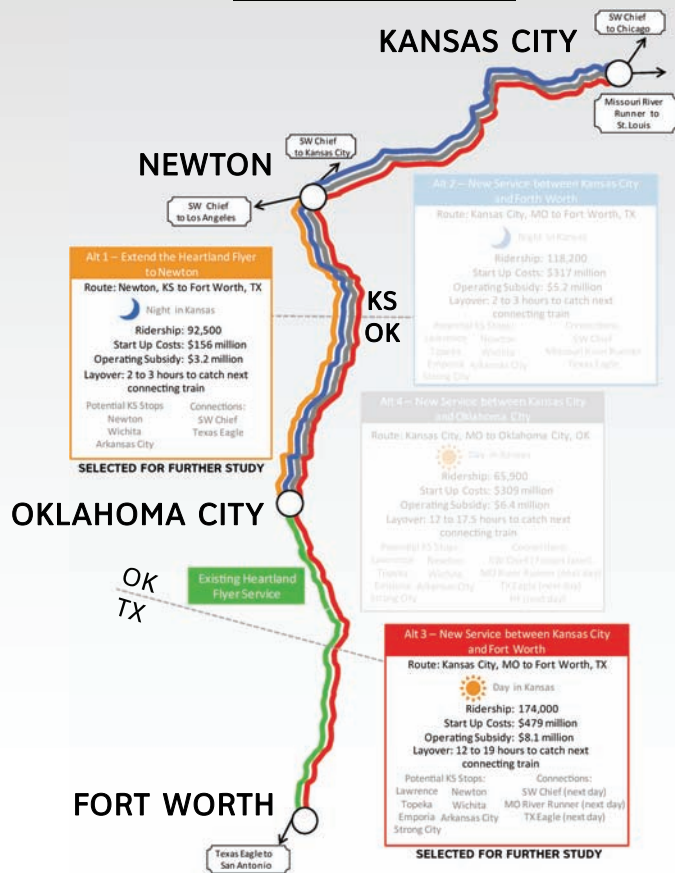
For Reservations : 1-800-USA-RAIL or www.amtrak.com



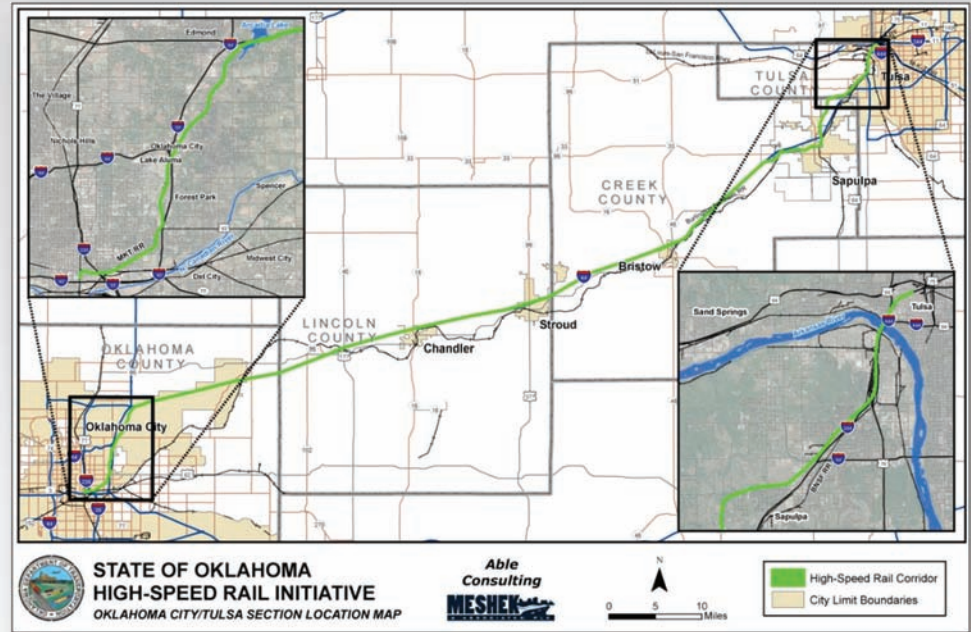
PASSENGER RAIL

Proposed Services – Heartland Flyer Extension

Heartland Flyer Extension & new Kansas City to Fort Worth Daylight Service



Tulsa to Oklahoma City High Speed Service



Multiple trains per day on a dedicated right-of-way
 Range of technology options, including:

- Conventional Diesel-Electric Passenger Train
- Light-weight Fossil Fuel or Electric Train



PASSENGER RAIL

Expanding Passenger Rail Service

HOW IS ODOT WORKING TO EXPAND PASSENGER RAIL SERVICE IN OKLAHOMA?

ODOT (Oklahoma), KDOT (Kansas) and TXDOT(Texas) Rail Divisions all met for a regional rail summit at the end of 2010 to discuss how to grow passenger rail. Following this summit, MODOT (Missouri) was invited into discussions as well. At this time, all these Rail Divisions continue to work on a regional approach to build on existing passenger rail service, and the following activities are either underway or preparing to start:

- ODOT is working with KDOT on developing a Service Development Plan to connect the two states with new passenger rail service; currently the SDP is studying two options: (1) service between OKC and Newton, KS to tie into the AMTRAK national system by way of the Southwest Chief; and (2) new daytime service between Kansas City and Fort Worth by way of Oklahoma City, with one train departing Kansas City for Fort Worth each morning, while another would leave Fort Worth for Kansas City; the Federal Railroad Administration pays for 50% of this study.
- ODOT is working with TXDOT on studies to enhance the existing Heartland Flyer passenger rail service corridor to move it towards more trips and faster travel times; also, work will start this year on environmental analysis and passenger rail service analysis that will pave the way for high speed passenger rail to this corridor in the future; the Federal Railroad Administration pays for 80% of these studies.
- ODOT will begin environmental and passenger rail service analysis (an Environmental Impact Statement and a Service Development Program) this year on proposed new passenger rail service between Oklahoma City and Tulsa; the Federal Railroad Administration pays for 75% of these studies.



INTERESTING RAILROAD FACTS

- In 2008, America's railroads moved a ton of freight an average of 457 miles on one gallon of fuel.
- Nationwide, each freight rail job supports 4.5 jobs elsewhere in the economy. Each \$1 billion in new rail investment creates 20,000 jobs.
- One train can carry the load of 280 or more trucks. In 2008, 299.8 million tons of freight originated, terminated, or passed through Oklahoma by rail. It would have taken approximately 16.7 million trucks to handle this freight.
- Intercity passenger trains use 47% less energy than if the same passengers traveled by passenger vehicles.
- Every ton of freight shipped by rail uses 91% less energy than the same amount of freight moved by truck thus reducing emissions.



OKLAHOMA FREIGHT RAILROAD DATA

Oklahoma Freight Railroad Industry Snapshot

Number of Freight Railroads	22
Freight Railroad Miles	3,240
Freight Railroad Employees	1,926



Oklahoma ranks 17th nationally in number of railroads
 Oklahoma ranks 18th nationally in total railroad miles

Starting in Oklahoma



Ending in Oklahoma

