

## Appendix

### Passenger Rail Meeting Summary

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#### Meeting Dates

Meetings were held at potential station stops. Dates and attendance are listed below.

- May 18, 2010 in Lawrence—30 people signed in for the meeting.
- May 19, 2010 in Wichita —115 people signed in for the meeting.
- May, 25 2010 in Arkansas City—25 people signed in for the meeting.
- May 26, 2010 in Newton—58 people signed in for the meeting.
- May 27, 2010 in Emporia—42 people signed in for the meeting.
- June 8, 2010 in Topeka—38 people signed in for the meeting.
- June 9, 2010 in Shawnee—25 people signed in for the meeting.

#### Meeting Comments

Below are comments on the alternatives from the surveys.

##### **Alternative 1**

- Comments supported Alternative 1 because it had the lowest start-up cost and filled the gap in service between Newton and Oklahoma City. *“I think this is the best first step.”*
- Other comments on Alternative 1 identified as negative the lack of benefits to individual communities—particularly those not served by the route or limits of service. One attendee noted that *“Alternative 1 provides no benefit to Emporia and limited service for Kansas.”*

##### **Alternative 2**

- Support for Alternative 2 identified as benefits the use of existing service, short layover length and good connections with other passenger rail service.
- Drawbacks for Alternative 2 were noted by those that did not think it provided enough service for the extra cost.
- Those in support of daytime service did not like Alternative 2, and others thought it was *“inconvenient.”*

##### **Alternative 3**

- Alternative 3 received wide support at all the meeting locations. Daytime travel, ridership and economic opportunities to communities were noted as benefits with Alternative 3.
- Those that supported Alternative 3 identified the daytime travel as important criteria for expanding passenger rail service in Kansas. Many observed that it did cost more, but one attendee noted, *“You get what you pay for.”*
- Drawbacks noted for Alternative 3 included the high cost and long layover times to connect with other passenger rail service.

## Alternative 4

- Support for Alternative 4 noted that the daytime service and route were beneficial. As one attendee commented, *“This is a good choice for economic development.”* Many identified Alternative 4 as a second choice.
- Drawbacks noted for Alternative 4 included low ridership for the relative high cost and its failure to continue on to Texas without a long layover.

## SUMMARY OF ISSUES

The following section provides representative comments from meeting attendees regarding major issues of concern.

### DAYTIME VS. NIGHTTIME SERVICE

- *“I’ve been a weekend caretaker for Amtrak in Newton for years. I’ve never had a night when no one got on the train. People will use the service even at night. Besides this is the least expensive way to get things going. Let’s do it! (Alternative 1) People would not like the long layovers to continue beyond KC or OKC.”*
- *“I have ridden the night trains before and I would never get off a train at night.”*
- *“Daytime service is important for business travelers and for better local economic benefits to smaller cities/stops. Connection to Kansas City and points beyond is critical.”*
- *“Perhaps the best option at this time with several options and connections. I would like these options during daytime hours.”*
- *“This is my choice-daytime travel and going to San Antonio, etc.”*
- *“This is the best option, (Alternative 4) the times are wonderful.”*

### LAYOVER TIMES AND CONNECTIONS

- *“Alternative 2 provides good use of existing service depending on connecting time.”*
- *“With Alternative 2, in spite of the nighttime travel (boarding at 2:30 am in Emporia—urg) the possibility of boarding right here, coupled with the connections with the connections after a reasonable layover, make this the most attractive option.”*
- *“Too long of a delay for trips to Chicago and east.”*
- *“Daytime travel is nice, but layover time and total cost to passengers for Alternative 3 makes it not as good an option to me.”*
- *“This alternative 4 has major limitations unless there is multiple frequencies daily.”*

### COST

- *“While Alternative 1 is the most attractive option because of the lowest start-up cost and annual subsidy, Newton is not the best place to be stranded if the train is off schedule.”*
- *“Alternative 1 would likely be the quickest to implement.”*
- *“We need to be careful not to overload the taxpayers. I think this would be by far the best choice.” (Alternative 1)*

- *“Alternative 1 was the most preferred. Best alternative because of least cost, fills in the gap between Newton and Oklahoma City, low layover time and relatively high ridership.”*
- *“With the operation of thru cars as I have indicated in plan 1 makes this plan 2 redundant. The additional train miles from Newton to Kansas City are eliminated by the Southwest Chief handling the thru-cars over this segment of the route.”*
- *“Alternative 2 will not provide much to the cities on the route. May attract only departing riders and not bring any money traveling to the state.”*
- *“Alternative 3 is the obvious selection for all concerned regardless of maximum cost.”*
- *“Alternative 3 is too expensive.”*
- *“The cost is a little scary for Alternative 3.”*
- *“Alternative 3 daytime services is not critical enough to warrant the cost. Alts 1 and 2 are sufficient. Plus overnight waits for connections are bad drawbacks.”*
- *“Do not support Alternative 4 due to initial costs and long layovers.”*
- *“Again, I am not concerned about daytime service and prefer not to have an extended or overnight layover. The relatively low ridership of this alternative (Alt. 4) concerns me; especially compared to the startup costs.”*

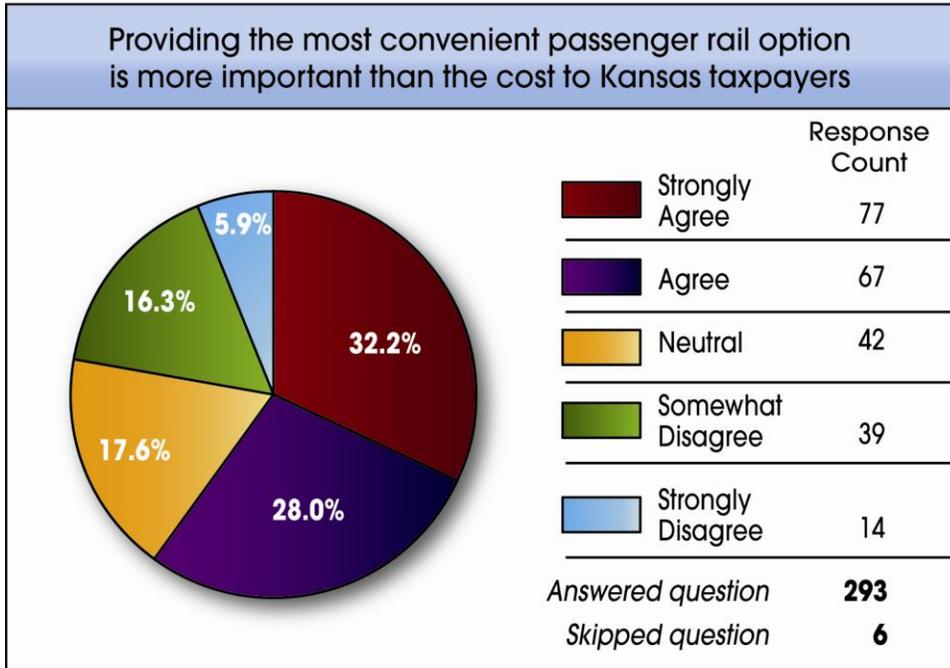
### **Economic Opportunities**

- *“Alternative 1 provides no benefit to Emporia and limited service for Kansas.”*
- *“Alternative 1 seems to add no value to the major economic center of Kansas.”*
- *“Alternative 2 will not provide much to the cities on the route. May attract only departing riders and not bring any money traveling to the state.”*
- *“Alternative 4 is a good choice for economic development.”*
- *“Alternative 3 seems to be the best alternative will benefit local businesses. It is my first choice.”*

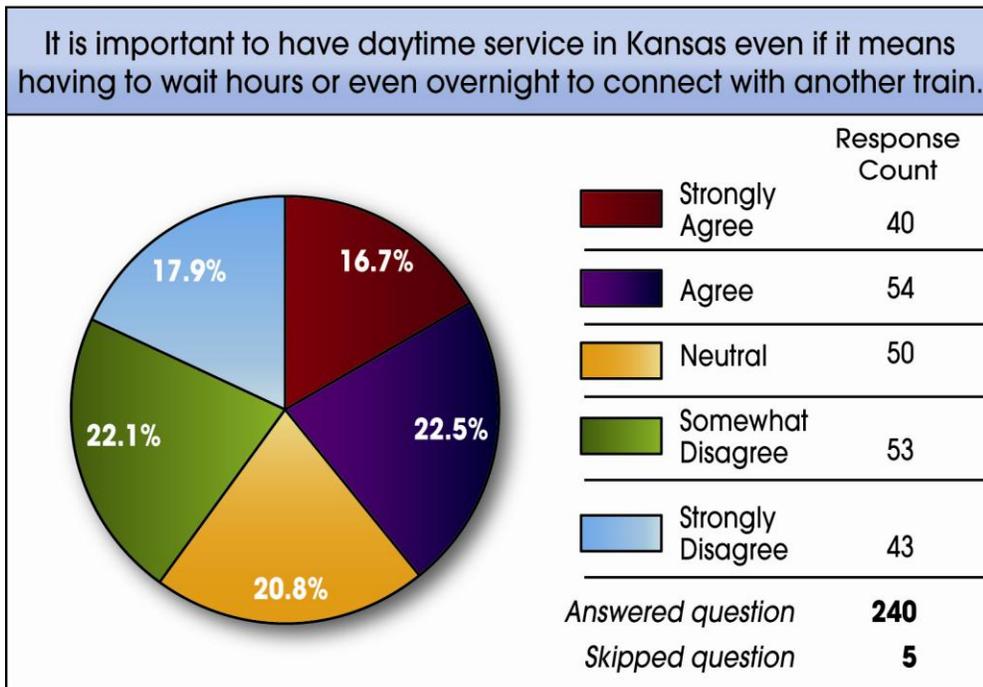
**Survey Results**

Section 1 of the survey asked for opinions on specific issues to consider when thinking about expanding passenger rail. Below are the results from each of the questions.

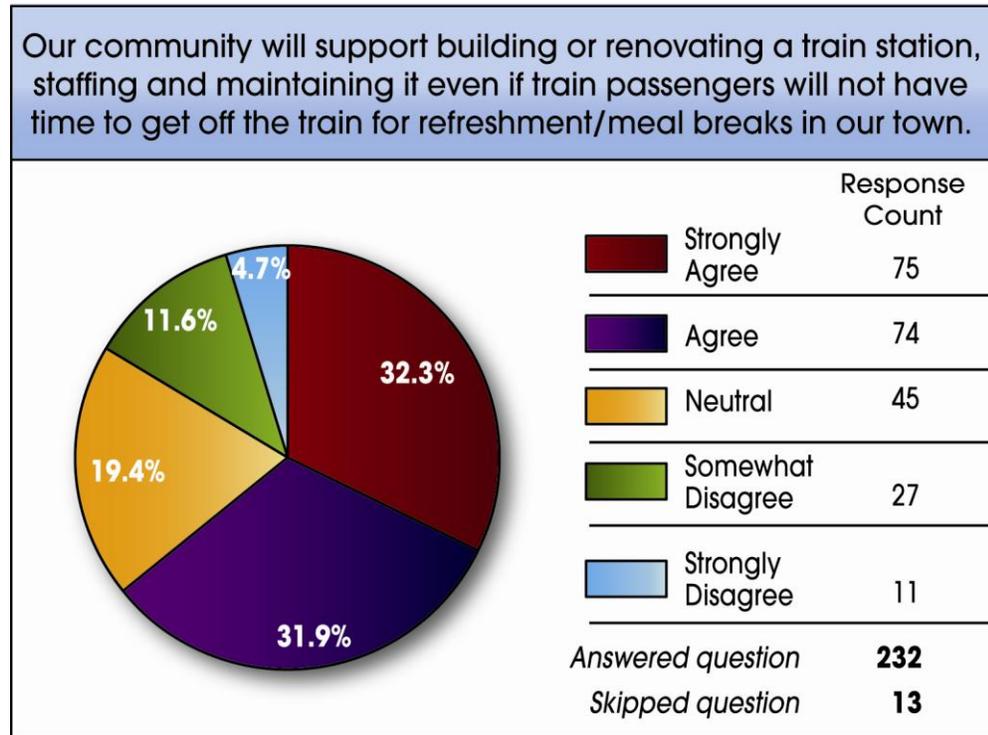
**Section One: Question One**



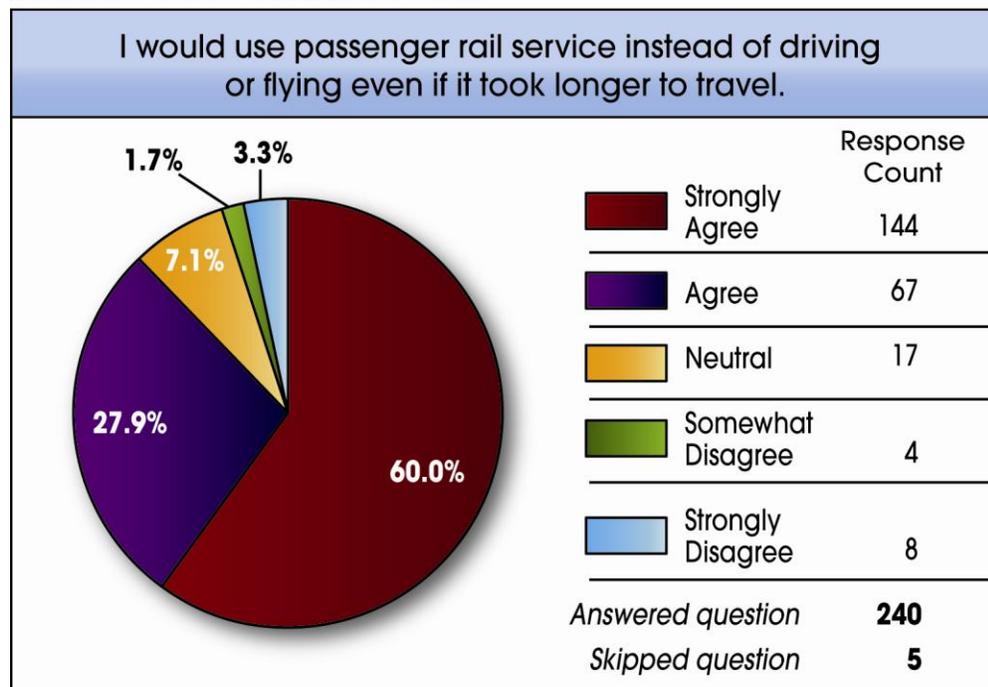
**Section One: Question Two**



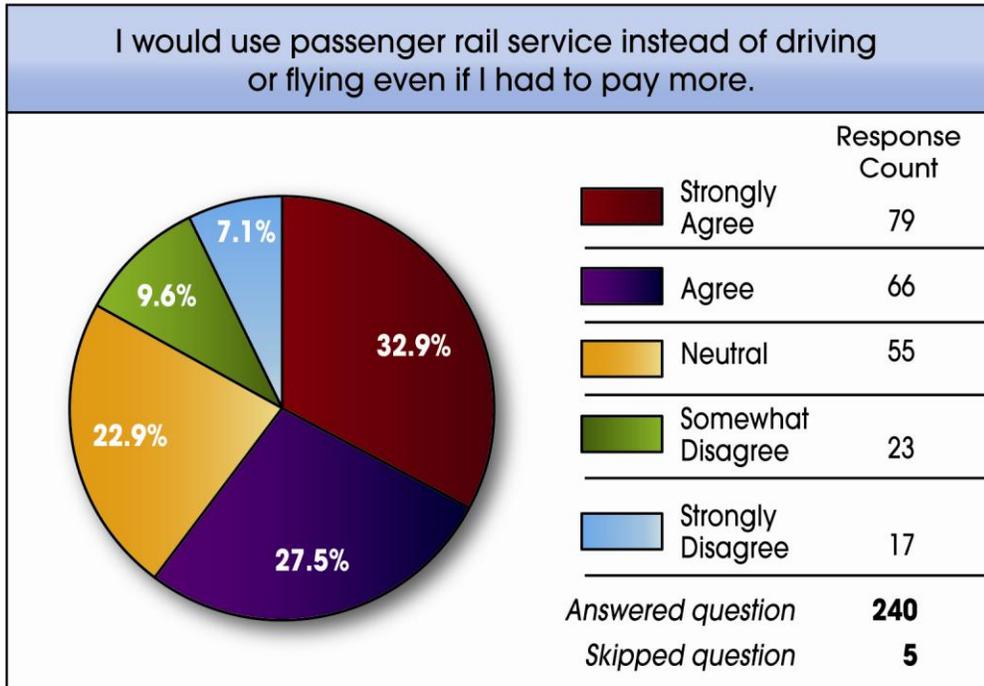
### Section One: Question Three



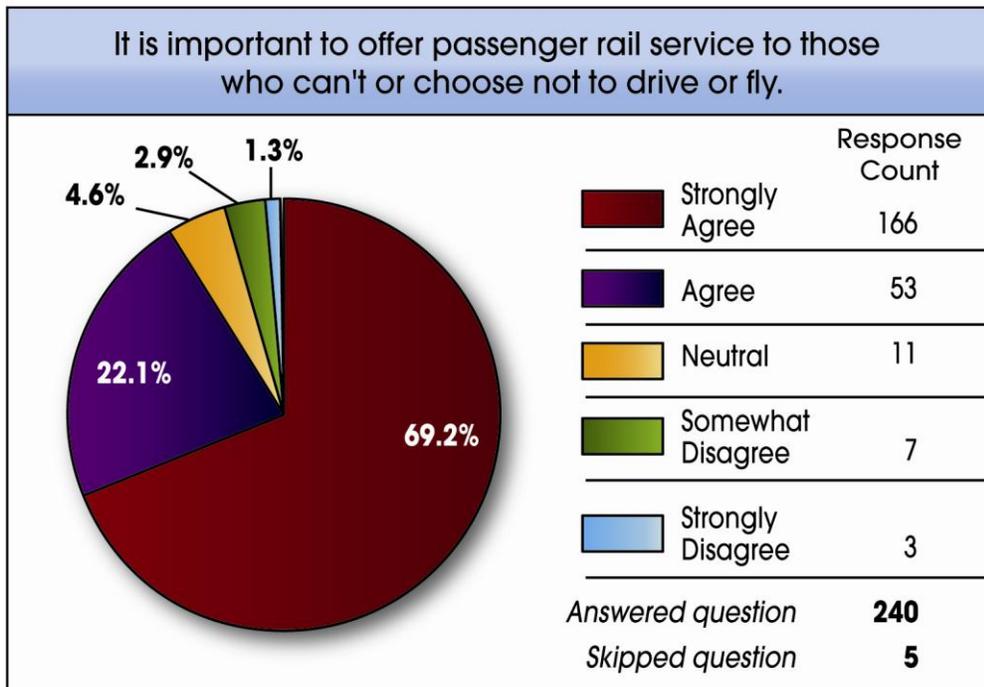
### Section One: Question Four



### Section One: Question Five

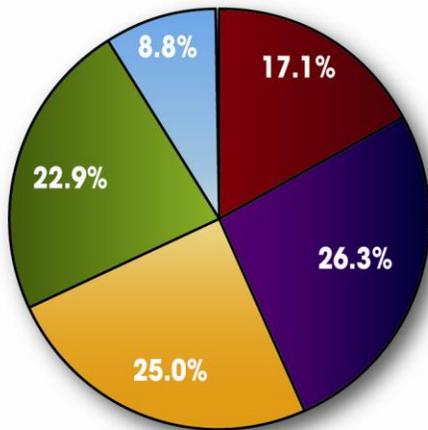


### Section One: Question Six



### Section One: Question Seven

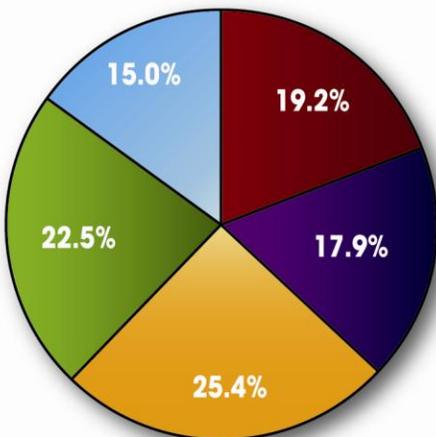
Given the current economic climate, it will be important that new passenger rail service has the least impact on Kansas taxpayers.



	Response Count
Strongly Agree	41
Agree	63
Neutral	60
Somewhat Disagree	55
Strongly Disagree	21
<b>Answered question</b>	<b>240</b>
<b>Skipped question</b>	<b>5</b>

### Section One: Question Eight

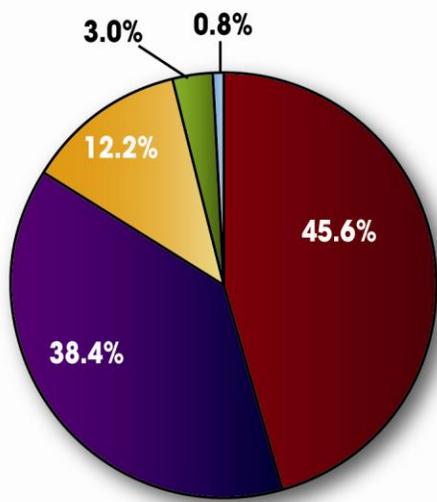
For safety and convenience, it is critical that passengers board and get off the train during daylight hours in Kansas.



	Response Count
Strongly Agree	46
Agree	43
Neutral	61
Somewhat Disagree	54
Strongly Disagree	36
<b>Answered question</b>	<b>240</b>
<b>Skipped question</b>	<b>5</b>

### Section One: Question Nine

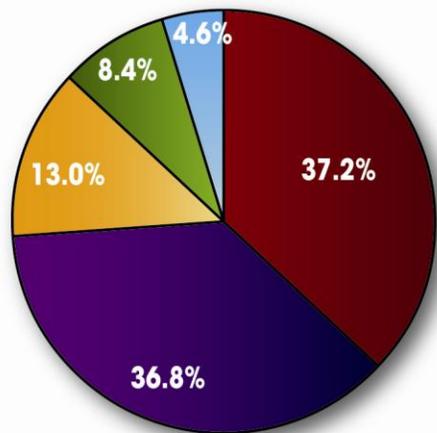
I think businesses in my community could be developed like taxi cabs, 24-hour food and lodging to support passenger rail service.



	Response Count
Strongly Agree	108
Agree	91
Neutral	29
Somewhat Disagree	7
Strongly Disagree	2
<i>Answered question</i>	<b>237</b>
<i>Skipped question</i>	<b>8</b>

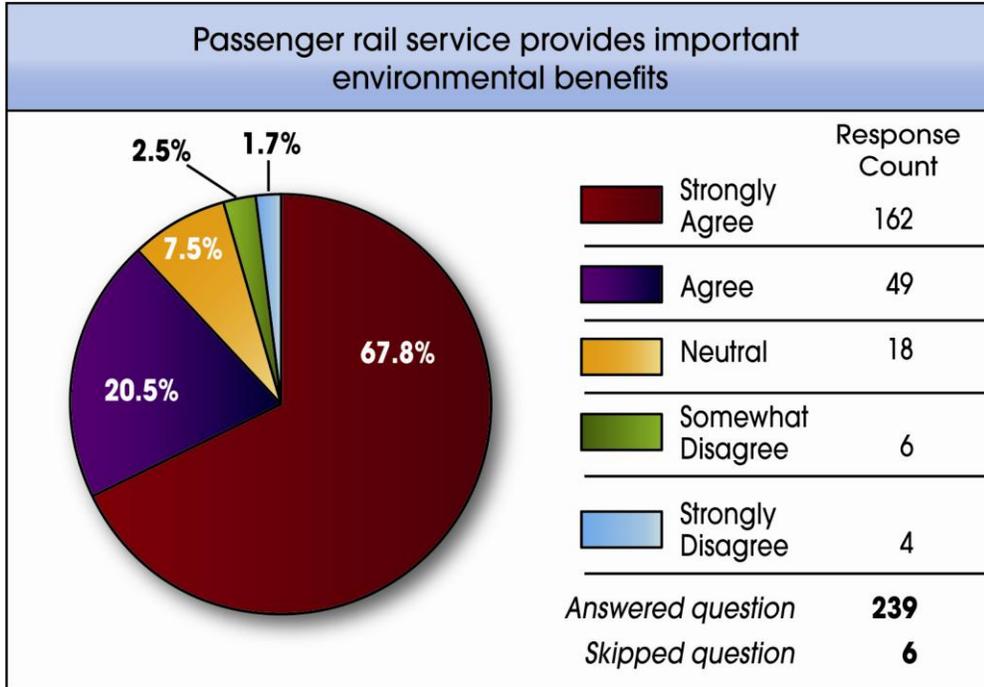
### Section One: Question Ten

I would pay more in taxes to cover the cost of building and operating passenger rail service.



	Response Count
Strongly Agree	89
Agree	88
Neutral	31
Somewhat Disagree	20
Strongly Disagree	11
<i>Answered question</i>	<b>239</b>
<i>Skipped question</i>	<b>6</b>

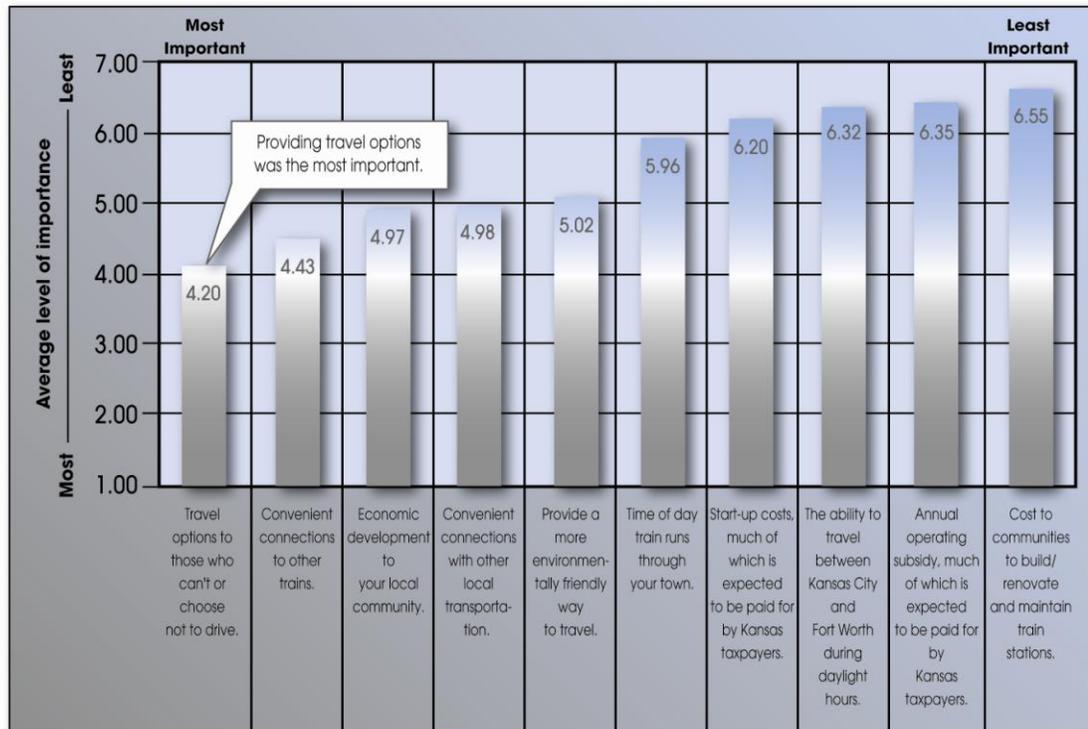
## Section One: Question Eleven



## Section 2:

Participants were asked to rank the factors in order of importance with 1 being **most important** and **10** being **least important**. All 164 responses were averaged together for each factor and in general, all factors ranked between 4 and 7 in level of importance. Just 2.36 separate the most important factor from the least important factor.

Top factors include: travel options for those who can't or choose not to drive with an average ranking of 4.20; convenient connection to other trains with an average ranking of 4.43; economic development to your local community with an average ranking of 4.97; convenient connection with other local transportation with an average ranking of 4.98; and provide a more environmentally friendly way to travel with an average ranking of 5.02. The graph below ranks the factors in order of importance based on the average scores from left to right.



### Section 3

Section three summarizes the preferences for each of the four alternatives.

