



Amtrak Fact Sheet, Fiscal Year 2010

State of Kansas

Amtrak Service & Ridership

Amtrak operates one long-distance train through Kansas, the *Southwest Chief* (daily Chicago-Kansas City-Los Angeles via Topeka and Newton).

During FY10 Amtrak served the following Kansas locations:

<u>City</u>	<u>Boardings + Alightings</u>
Dodge City	4,847
Garden City	7,075
Hutchinson	4,519
Lawrence	5,096
Newton	13,926
Topeka	8,618
Total Kansas Station Usage:	44,081

Procurement/Contracts

Amtrak placed orders valued at \$28,517,938 for goods and services in Kansas in FY10. Most of this amount was in the following locations:

<u>City</u>	<u>Amount</u>
Lenexa	\$ 2,598,191
Wichita	\$ 25,074,510

Employment

At the end of FY10, Amtrak employed 13 Kansas residents. Total wages of Amtrak employees living in Kansas were \$929,027 during FY10.

Expansion Planning

The Kansas Department of Transportation requested a study of options for the return of passenger rail service along a route between Kansas City, Missouri, and Oklahoma City, Oklahoma, running via Lawrence, Topeka, Newton, and Wichita. Amtrak delivered an analysis of potential service scenarios, schedules, ridership and revenue estimates, required state operating contribution, and capital requirements

to establish new service. The Feasibility Report of Proposed Amtrak Service provided four service scenarios encompassing a range of schedules and service end-points:

- Extension of the current Fort Worth-Oklahoma City *Heartland Flyer* service to a connection with the Chicago-Kansas City-Topeka-Los Angeles *Southwest Chief* at Newton.
Ridership - 92,500; capital cost - \$156 million; revenue-\$2.7 million.
- New overnight Kansas City-Topeka-Wichita-Fort Worth train.
Ridership - 118,200; capital cost - \$317 million; revenue- \$5.2 million.
- New daytime Kansas City-Topeka-Wichita-Fort Worth trains.
Ridership – 174,000; capital cost-\$479 million; revenue - \$6.1 million
- New Kansas City-Topeka-Wichita-Oklahoma City trains.
Ridership - 65,900; capital cost - \$309 million; revenue - \$2.1 million.

Amtrak representatives joined Kansas DOT representatives at public open houses along the proposed route to explain the findings, solicit comments, and gather additional information to make a determination of which option should receive further study. Once a route has been determined, a service development plan would be completed and delivered to the Kansas Legislature for consideration, a determination of funding and a final decision whether the state would contract with Amtrak to operate the service.

Station Development

Amtrak has worked with the City of Lawrence and a local citizens group in developing plans for acquiring the former Santa Fe Railway depot from the BNSF Railway for a thoughtful rehabilitation, returning it to its as-built, 1955 “mid-century modern” styling. Amtrak has contributed to the project by installing a new display kiosk that provides train schedules, and ticketing, safety, and security information while enhancing Amtrak brand visibility. Lawrence continues to seek grants to finance the rehabilitation.