



# Amtrak Fact Sheet, Fiscal Year 2011

## State of Kansas

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### 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 FY11 Amtrak served the following Kansas locations:

<u>City</u>	<u>Boardings + Alightings</u>
<a href="#">Dodge City</a>	5,149
<a href="#">Garden City</a>	7,511
<a href="#">Hutchinson</a>	5,185
<a href="#">Lawrence</a>	6,410
<a href="#">Newton</a>	13,890
<a href="#">Topeka</a>	9,760
<b>Total Kansas Station Usage:</b>	<b>47,905</b>

(up 8.7% from FY10)

### Procurement/Contracts

Amtrak placed orders valued at \$21,242,858 for goods and services in Kansas in FY11. Most of this amount was in the following locations:

<u>City</u>	<u>Amount</u>
Lenexa	\$ 1,847,782
Wichita	\$ 17,868,371

### Employment

At the end of FY11, Amtrak employed 14 Kansas residents. Total wages of Amtrak employees living in Kansas were \$930,391 during FY11.

### Expansion Planning

The Kansas Department of Transportation (KDOT) requested a study of options for the return of passenger rail service along a route between Kansas City and Oklahoma City, running via Newton and Wichita. The Feasibility Report of Proposed Amtrak Service provided an analysis of potential service

scenarios, schedules, ridership and revenue estimates, required state operating contribution, and capital requirements to establish new service. The report 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.*

Kansas engaged an outside contractor to further refine the assumptions of the Amtrak report. Amtrak, Oklahoma DOT, and Texas DOT cooperated in this effort and in November 2011, KDOT released a Service Development Plan (SDP), a comprehensive business and operating plan that looks at components such as route schedule, projected ridership, infrastructure investments, operating support, and implementation. Completion of the SDP was required in order to be eligible to apply for potential future federal capital funding. KDOT will present the SDP to the legislature for consideration

## **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.

Amtrak and the City of Lawrence celebrated the completion of a new, ADA-compliant platform, period platform lighting, and parking upgrades at the historic, 1955 ‘mid-century modern’ depot. The project cost \$1.8 million and was funded by Amtrak. Amtrak has worked with the City 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 styling. Lawrence continues to seek grants to finance the interior rehabilitation.