

# KDOT Passenger Rail Service Development Plan

Virtual Public Meeting  
December 2024

DRAFT PUB# EN-1202-22.PR.12.2024



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## Meeting Logistics

- Please provide your name, organization and email in the chat.
- The Project Team will provide a presentation that will last about 20-25 minutes. The presentation is being recorded and will be posted to the project webpage for those unable to attend today's meeting.
- After the presentation, we will end the recording and open the floor to questions and comments. If you have questions, you may raise your virtual hand (found under "Reactions") or type in your question to the chat box. A member of the project team will call on you or respond verbally.
- If you have comments throughout the presentation, you can use the chat function and the project team will respond during the Q&A portion of the meeting.
- If you are not on mute, please mute yourself while others are talking.



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## Opening Remarks & Agenda

- Project overview
- Service Development Plan updates
- Next steps

### Project Purpose

The Heartland Flyer Extension would re-connect Oklahoma and Kansas communities, provide increased transportation choices and economic opportunity for rural and urban residents and businesses along the fast-growing Interstate 35 megaregion.



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## Project Overview

- The Heartland Flyer passenger rail service currently provides daily service between Fort Worth, TX and Oklahoma City, OK
- Extension of the rail service has been proposed connecting Oklahoma City to Newton, KS
- The project would improve multimodal transportation in south-central Kansas



**“The SDP update should include the necessary components, strategies, and guidance for future implementation of the Heartland Flyer Extension”**

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# Project Background

## 2011

- Subject area previously studied by KDOT and stakeholders in 2011
- Similar expansion proposed and a Service Development Plan was made
- Plan fell short due to lack of funding

## 2023

- Growing federal interest in passenger rail services
- New funding opportunities available
- Revisiting and updating the Service Development Plan
- Corridor ID Program



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# Project Area



## Concept:

Extend existing Amtrak Heartland Flyer service north from Oklahoma City, OK to a connection with Amtrak Southwest Chief at Newton, KS



## Current Conditions:

Amtrak thruway bus connections currently exist between Newton and Oklahoma City, connecting to the existing Heartland Flyer service.



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## Benefits

- Provides better multimodal connections
- Supports economic development and community investment
- Newfound tourism opportunities
- Lower emissions



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## Public Meeting #1 – What we heard

- General support for the project
- Desire for daytime travel hours
- Interest in extending the rail service beyond Newton
- Consideration of upgrades to train cars and stations



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## Service Development Plan Analysis and Updates



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## Service Development Plan Includes

- **Operational analysis**  
Detailed operating characteristics such as frequency, route timing, station location, intermodal connections, etc.
- **Capital investment needs**  
Identify all costs associated with infrastructure, rolling stock, station stop construction or renovation, and other enhancements needed.
- **Financial analysis**  
Ridership and revenue forecasts along with potential funding mechanisms and cost sharing opportunities.
- **Implementation plan**  
Identify roles, responsibilities and costs.



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# Stakeholder Engagement



## Technical Working Group (TWG)

### Frequency

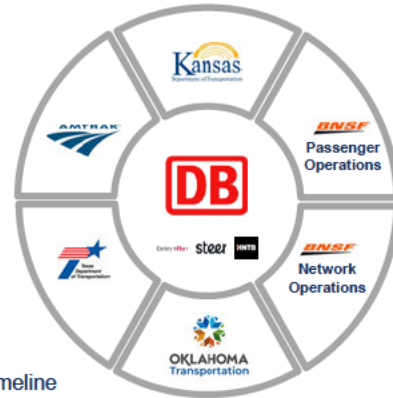
- Monthly, and as needed based on project milestones

### Key Focus Areas

- Stakeholder updates and project alignment
- Review of technical analyses (operational scenarios and infrastructure requirements)
- Addressing potential challenges and solutions
- Collaborative discussions on cost, funding, and scheduling

### Outcomes

- Consensus on project deliverables and next steps
- Actionable feedback to refine the project scope and timeline
- Strengthened collaboration across stakeholders



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## Service Description

### Heartland Flyer Extension Route:

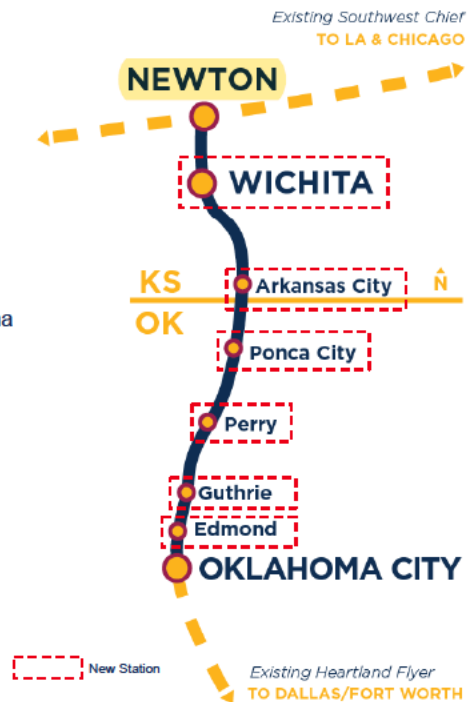
- Extension of existing service from Oklahoma City, OK to Newton, KS,

### Route Highlights:

- Connection with Amtrak's Southwest Chief in Newton
- Enhanced regional connectivity for passengers in Kansas and Oklahoma

### Station Locations:

- Newton, KS (Existing): 414 N Main St
- Wichita, KS (New): 701 East Douglas Ave
- Arkansas City, KS (New): E. 5th Ave
- Ponca City, OK (New): W Oklahoma Ave
- Perry, OK (New): N. 7th Street
- Guthrie, OK (New): W Oklahoma Ave
- Edmon, OK (New): Main Street
- Oklahoma City, OK (Existing): 100 S EK Gaylord Blvd



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# Timetable

**Daily Service:**

- One round trip per direction between Newton, KS and Oklahoma City, OK

**Travel Times:**

- Newton to OKC: ~3 hours, 30 minutes
- Newton to Forth Worth: ~7 hours, 30 minutes

**Connectivity:**

- Links to the Southwest Chief for expanded travel options across the Amtrak network

Southwest Chief - Connection				
Read Down		▼ Station	▲	Read Up
2:45 AM		Dp Newton, KS	Ar	2:59 AM

Heartland Flyer Extension – Proposed Schedule				
Read Down	Mile	▼ Station	▲	Read Up
4:35 AM	0	Dp Newton, KS	Ar	1:26 AM
5:00 AM	24	Wichita, KS		1:03 AM
6:05 AM	78	Arkansas City, KS		11:58 PM
6:31 AM	104	Ponca City, OK		11:33 PM
7:01 AM	137	Perry, OK		11:03 PM
7:31 AM	168	Guthrie, OK		10:34 PM
7:48 AM	185	Edmond, OK		10:17 PM
8:09 AM	199	Ar Oklahoma City, OK	Dp	10:03 PM

Heartland Flyer (Existing) – Run Through Service				
Read Down		▼ Station	▲	Read Up
8:25 AM		Dp Oklahoma City, OK	Ar	9:37 PM
12:27 PM		Ar Ft. Worth, TX CT	Dp	5:25 PM



## Capital Investment Needs Infrastructure Improvements

Project #	State	Project Location	Project Name	Project Length	Total Estimated Capital Cost
1	Kansas	Newton	Layover Track	0.3 miles	\$7,718,760
2		Newton	Double Track	2.4 miles	\$44,621,640
3		Valley Center	Extend Siding	2.4 miles	\$27,619,200
4		Wichita	Connect Sidings	6 miles	\$82,281,024
5		Arkansas City	Improve Yard Facilities	1 mile	\$13,051,080
<b>Kansas Total</b>					<b>\$175,291,704</b>
6	Oklahoma	Edmond	Extend Siding	2.1 miles	\$29,758,1766
7		Oklahoma City	Extend Double Track	3.9 miles	\$100,422,000
8		Oklahoma City	Improve Layover Track	0.4 miles	\$6,451,200
<b>Oklahoma Total</b>					<b>\$136,631,376</b>
<b>Overall Total</b>					<b>\$311,923,080</b>



**Capital Investment Needs**

**Infrastructure Improvements – including Project 9**

**Project 9 considerations**

- Considered maximum passenger speed to 79 MPH
- Assumptions were reviewed by project members when estimating capital cost for passenger speed increases
- Additional, detailed engineering and design would be completed during the Preliminary Engineering process

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2		Newton	2.4 miles	\$44,621,640
3		Valley Center	2.4 miles	\$27,619,200
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7		Oklahoma City	3.9 miles	\$100,422,00
8		Oklahoma City	0.4 miles	\$6,451,200
<b>Oklahoma Total</b>				<b>\$136,631,376</b>
9	Kansas & Oklahoma	Corridor-Wide Speed Increase	Arkansas City MP 185.3 - Red Rocks MP 411.3	\$261,374,400
<b>Overall Total</b>				<b>\$573,297,480</b>



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**Financial Analysis**

**Additional Operating Cost & Ridership Projections**

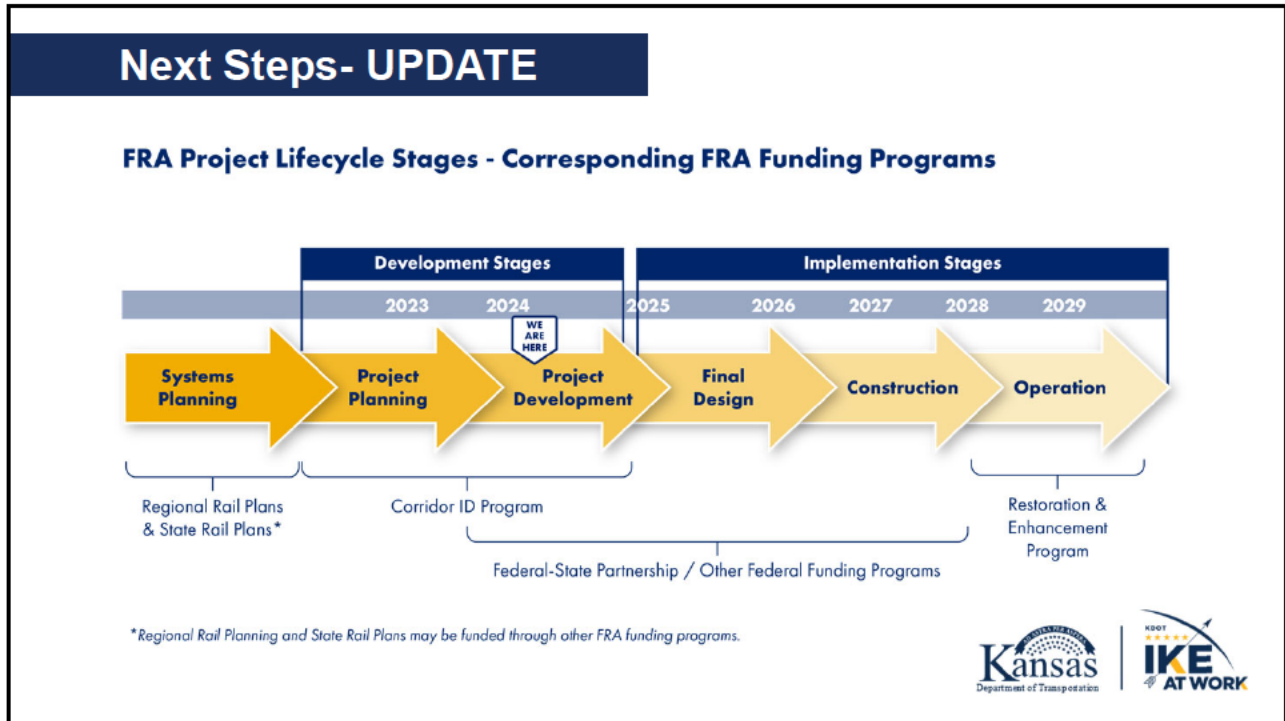
<b>Heartland Flyer Financial Results</b>				
	FY29	FY30	FY31	FY32
Total Revenues	\$459,029	\$749,739	\$956,700	\$976,872
Variable Cost Subtotal	\$3,142,972	\$3,363,457	\$3,553,124	\$3,660,363
Fixed Costs Subtotal	\$682,046	\$729,276	\$769,843	\$792,758
Total Operating Costs	\$3,825,018	\$4,092,733	\$4,322,967	\$4,453,121
Forecasted State Payment	\$2,483,805	\$2,400,320	\$2,368,708	\$2,448,653

<b>Heartland Flyer Demand Results</b>				
Ridership	16,100	26,100	32,900	33,200
Ticket Revenues	\$381,100	\$615,800	\$777,500	\$785,300
Passenger Miles	3,498,200	5,653,200	7,137,100	7,208,500



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# Thank you!

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## Stay Engaged

Project Webpage: [www.ksdot.gov/passrail/](http://www.ksdot.gov/passrail/)



### Project contacts:

Cory Davis  
KDOT Project Manager  
[Cory.Davis@ks.gov](mailto:Cory.Davis@ks.gov)

John Ireland  
Consultant Project Manager  
[John.Ireland@db-eco.us](mailto:John.Ireland@db-eco.us)



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## Questions/Comments

- Please use the chat box or raise your virtual hand (in the Reaction function) to submit comments and questions to the Project Team
- In addition, you may visit [www.ksdot.gov/passrail/](http://www.ksdot.gov/passrail/) to complete an electronic comment form at any time

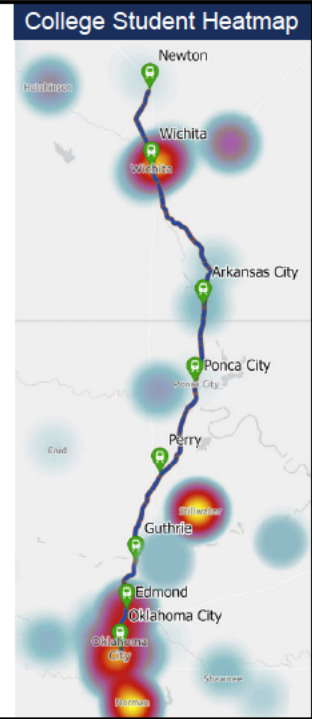


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# Prospective Users

- College students
- Aging population
- Persons with disabilities
- Low-income households

Persons 65 years and over		
State	City / Proposed Station	Persons 65 years and over, percent
Kansas	Newton	<b>17.4%</b>
	Wichita	14.6%
	Arkansas City	16.5%
Oklahoma	Ponca City	<b>17.7%</b>
	Perry	14.4%
	Guthrie	<b>21.9%</b>
	Edmond	14.6%
	Oklahoma City	12.7%
<b>National Average</b>		<b>16.8%</b>



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## Timeline



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