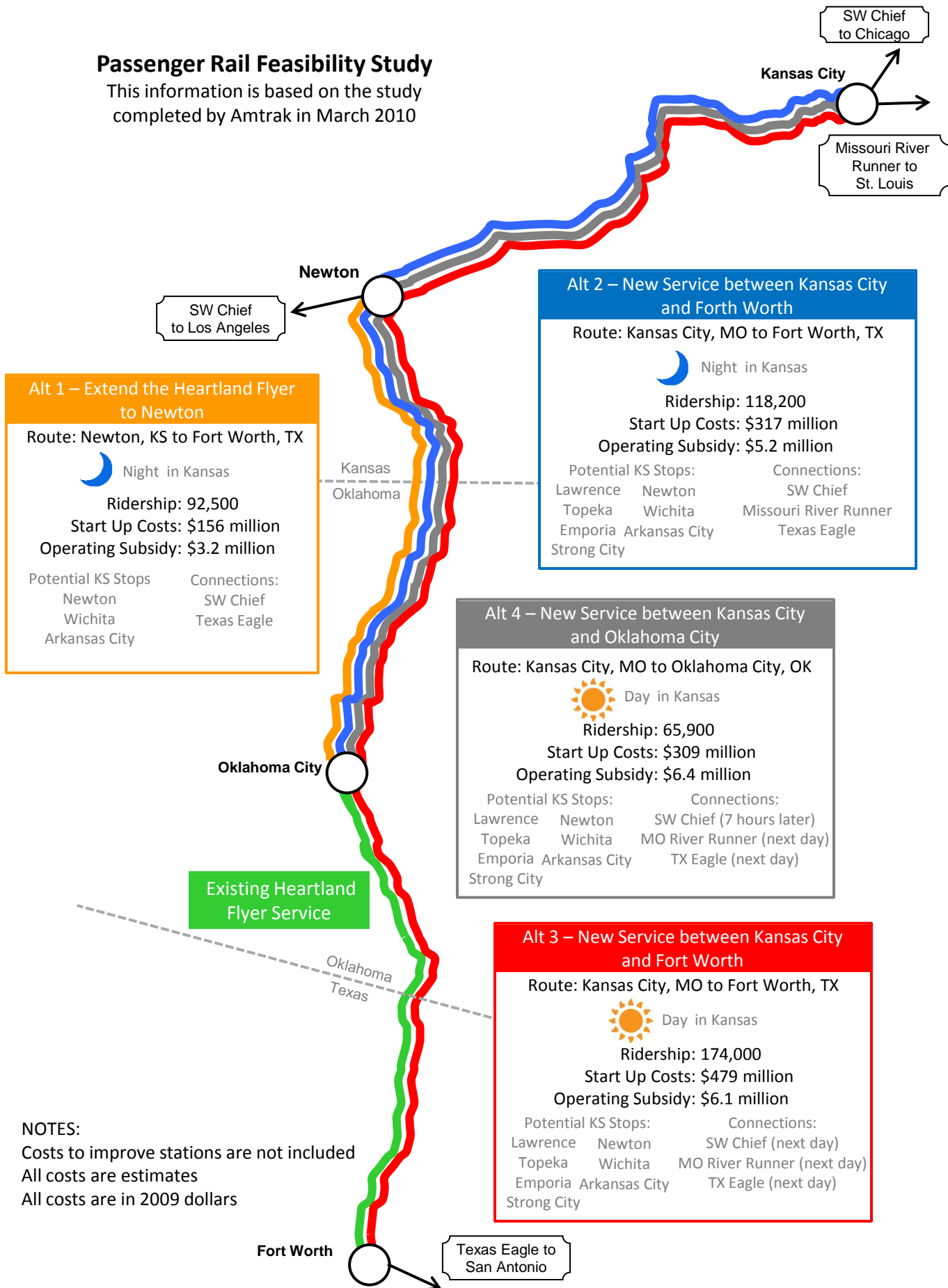




# Passenger Rail Feasibility Study

This information is based on the study completed by Amtrak in March 2010




**Alt 1 – Extend the Heartland Flyer to Newton**  
 Route: Newton, KS to Fort Worth, TX  
 Night in Kansas  
 Ridership: 92,500  
 Start Up Costs: \$156 million  
 Operating Subsidy: \$3.2 million


Potential KS Stops	Connections:
Newton	SW Chief
Wichita	Texas Eagle
Arkansas City	

**Alt 2 – New Service between Kansas City and Fort Worth**  
 Route: Kansas City, MO to Fort Worth, TX  
 Night in Kansas  
 Ridership: 118,200  
 Start Up Costs: \$317 million  
 Operating Subsidy: \$5.2 million

Potential KS Stops:	Connections:
Lawrence Newton	SW Chief
Topeka Wichita	Missouri River Runner
Emporia Arkansas City	Texas Eagle
Strong City	

**Alt 4 – New Service between Kansas City and Oklahoma City**  
 Route: Kansas City, MO to Oklahoma City, OK  
 Day in Kansas  
 Ridership: 65,900  
 Start Up Costs: \$309 million  
 Operating Subsidy: \$6.4 million

Potential KS Stops:	Connections:
Lawrence Newton	SW Chief (7 hours later)
Topeka Wichita	MO River Runner (next day)
Emporia Arkansas City	TX Eagle (next day)
Strong City	

**Alt 3 – New Service between Kansas City and Fort Worth**  
 Route: Kansas City, MO to Fort Worth, TX  
 Day in Kansas  
 Ridership: 174,000  
 Start Up Costs: \$479 million  
 Operating Subsidy: \$6.1 million

Potential KS Stops:	Connections:
Lawrence Newton	SW Chief (next day)
Topeka Wichita	MO River Runner (next day)
Emporia Arkansas City	TX Eagle (next day)
Strong City	

**NOTES:**  
 Costs to improve stations are not included  
 All costs are estimates  
 All costs are in 2009 dollars