

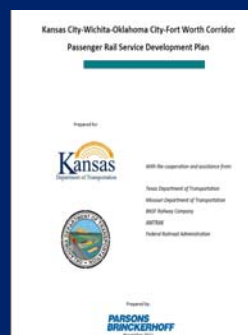


Expanded Passenger Rail Service in Kansas, Oklahoma, and Texas

January 25, 2012

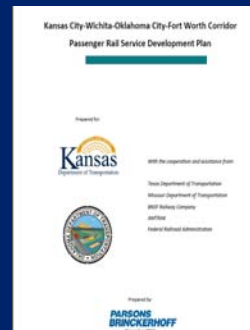
Service Development Plan

- Service Development Plan (SDP) completed in November 2011
- Posted on KDOT's passenger rail web page
 - http://www.ksdot.org/PDF_Files/PDF-Passenger-Rail-SDP.pdf
- SDP is an important step in process to expand passenger rail service
- Document required by FRA to apply for federal assistance



SDP Contents

- Contents of SDP
 - Discusses purpose and need for the service
 - Describes operation of the service
 - Identifies required infrastructure improvements
 - Estimates costs
 - Estimated ridership and revenues
 - Conducts Benefit-Cost Analysis using FRA criteria



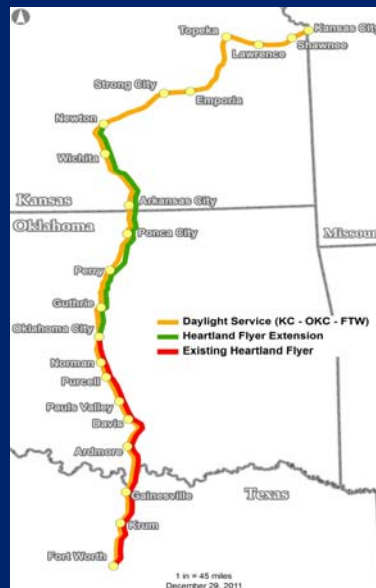
Work on the SDP

- Report prepared jointly for KDOT and OKDOT
- Finances
 - \$250k federal HSIPR grant
 - KDOT and OKDOT each matched \$125k
- Parsons Brinckerhoff was consultant
- Cooperation and assistance from
 - Texas DOT
 - Missouri DOT
 - BNSF Railway Company
 - Amtrak
 - Federal Railroad Administration



Options Studied

- Two options
 - Heartland Flyer Extension (nighttime service connecting with the Southwest Chief at Newton, KS)
 - KC-OKC-FW Daytime service (daytime standalone service between Kansas City and Fort Worth via Wichita and Oklahoma City)
- 79 mph top speed



Service Options



Findings

- Estimated ridership
 - HFE: 200,500 (including riders on existing HF service)
 - KC-OKC-FW: 270,500
- Capital Investment required
 - HFE: \$136.5 million
 - KC-OKC-FW: \$436.2 million



Findings (cont.)

- Annual operating subsidy required (operating cost minus revenue)
 - HFE: \$4.4 million (incremental over existing HF subsidy)
 - KC-OKC-FW: \$10 million
- Benefit/Cost ratio
 - HFE: 0.88/0.93 (assuming 30% contingency/15% contingency)
 - KC-OKC-FW: 0.61/0.64



Next Steps

- Present findings to Kansas Legislature
 - House and Senate Transportation Committees
- Legislative commitment and funding before proceeding further



Questions?

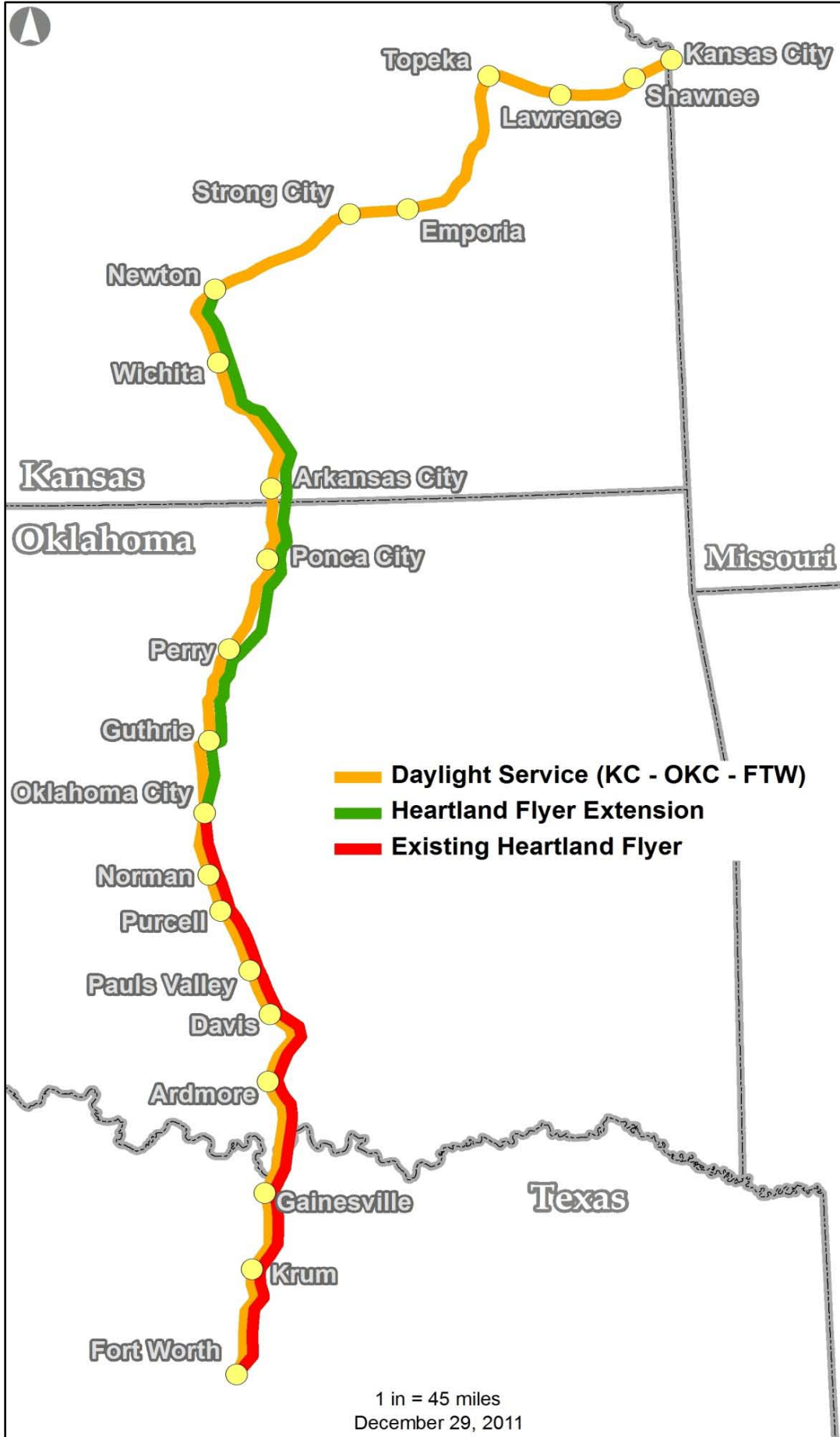
Dennis Slimmer
Chief of Transportation Planning
(785) 296-3865
dennis@ksdot.org

Thank You!



Passenger Service Options

Kansas City – Oklahoma City – Fort Worth



Ridership and Cost Estimates

Expanded Passenger Rail Service

Service Option	Ridership	Grand Total Capital Costs*	Annual Operating Subsidy	Benefit-Cost Ratio (30%/15% Contingencies**)
Heartland Flyer Extension (Amtrak Study – Alternative #1)	200,500	\$136.5M	\$4.4M	0.88/0.93
New Daytime Service KC-OKC-FW (Amtrak Study – Alternative #3)	270,500	\$436.2M	\$10M	0.61/0.64

* Including costs for engineering, infrastructure improvements, and equipment

** Benefit-Cost ratios are based on assumptions for cost contingencies of 30% and 15%.