



Winter 2025

PROJECT OVERVIEW

The Kansas Department of Transportation (KDOT) has updated the Service Development Plan (SDP) to potentially expand passenger rail in south central Kansas. The proposed project would extend the Heartland Flyer passenger rail service from Oklahoma City, Oklahoma, to Newton, Kansas, where it would then connect with the Southwest Chief, a national route on Amtrak's passenger rail network. The Heartland Flyer currently provides daily service between Fort Worth, Texas, and Oklahoma City.

BENEFITS

KDOT and the Oklahoma Department of Transportation (ODOT) believe this extension is a unique opportunity to not only enhance the overall intercity passenger rail network, but also provide additional benefits, including:

- Better multimodal connections
- Supports economic development and community investment
- Newfound tourism opportunities
- Lower emissions
- More diverse transportation options

SERVICE DEVELOPMENT PLAN (SDP) UPDATE

The goal of the SDP Update was to build upon work completed in 2011 when KDOT completed a rail feasibility study and established an initial Passenger Rail Service Development Plan which outlined the Amtrak Heartland Flyer expansion into south central Kansas. The updated SDP considers all aspects of the proposed operations including associated costs, ridership, funding and the implementation plan. In addition, KDOT worked closely with stakeholders, including Amtrak, BNSF, ODOT and TxDOT and the general public, to gather input and understand concerns.

SERVICE AREA AND CONNECTIONS

The study considers a 160-mile extension of the existing Heartland Flyer north from its current terminus in Oklahoma City to Newton, KS.

The proposed service would include six stops between Oklahoma City and Newton as shown on the graphic. In addition, the service would provide a connection to Amtrak's existing Southwest Chief long distance train, that provides service from Los Angeles to Chicago.

Currently, no additional stops or routes beyond Newton are under consideration as part of this plan.



This information can be made available in alternative languages and accessible formats upon request. Contact the KDOT Division of Communications, 700 SW Harrison St., 2nd Fl West, Topeka, KS 66603-3745 or dial 785-296-3585 for voice. Dial 711 for speech/hearing impaired.



SERVICE TIME SCHEDULE

The proposed service would offer one daily trip per direction between Fort Worth, Oklahoma City and Newton. These hours would run overnight to coordinate with the existing Heartland Flyer schedule.

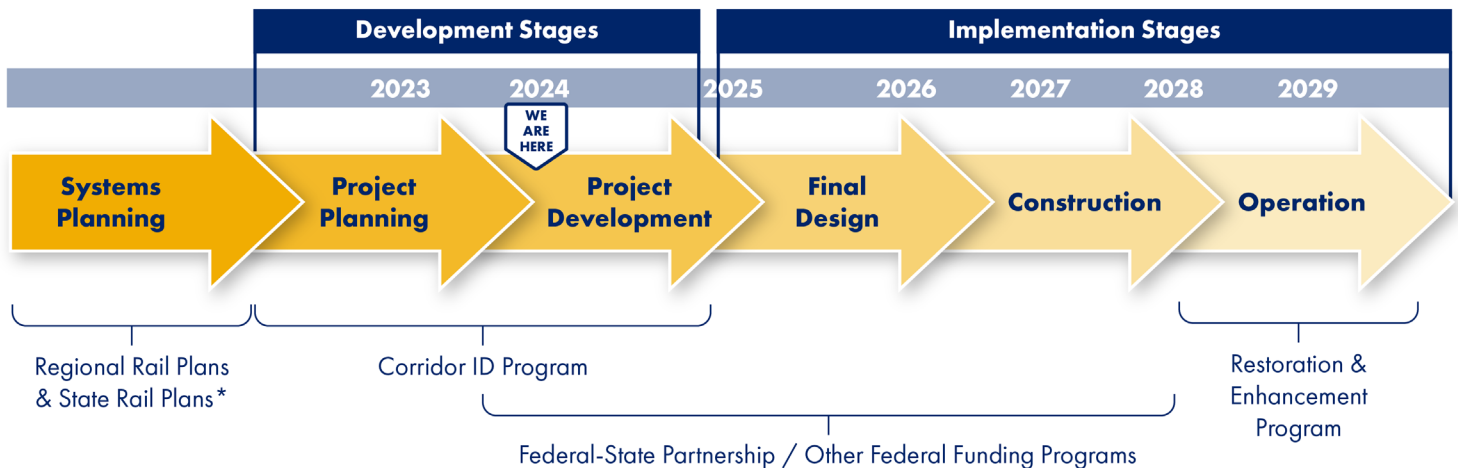
Travel time between Newton and OKC would be approximately 3 hours and 30 minutes, and the travel time between Newton and Fort Worth would be approximately 7 hours 30 mins.

TIMELINE AND NEXT STEPS

There are several steps that KDOT must complete prior to construction and operation. KDOT is currently in the Project Planning and Project Development phase.

If selected by the Federal Railroad Association for continuation in the Corridor ID program, an environmental review would be the next step, followed by preliminary engineering, design, and then construction. The extension is proposed to be operational in 2029 dependent upon funding availability.

FRA Project Lifecycle Stages - Corresponding FRA Funding Programs



**Regional Rail Planning and State Rail Plans may be funded through other FRA funding programs.*

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PROJECT CONTACTS

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