

Kansas Expanded Passenger Rail Cost Estimates

Estimated Costs (\$M - 2011 Dollars)

Based on estimates in Service Development Plan (SDP)

*No infrastructure improvements are expected in Missouri

TOTAL COSTS - Includes track improvements, grade crossing improvements, Newton layover facility (HFE and CSO only), PE and NEPA (soft costs), contingencies and equipment (trainsets)

100% non federal funds (FULLY state supported)

	Kansas	Oklahoma	Texas	Total
Heartland Flyer Extension	75.64	60.86	0.00	136.5
KC-OKC-FW Daytime Service	139.16	178.70	118.34	436.2
Comined Services	175.10	181.51	118.34	475.0

With 80% Federal Funds - if federal funds are available and application is approved for full 80%

	Kansas - 20%	Federal - 80%	Oklahoma - 20%	Federal - 80%	Texas - 20%	Federal - 80%	Total
Heartland Flyer Extension	15.13	60.51	12.17	48.69	0.00	0.00	136.5
KC-OKC-FW Daytime Service	27.83	111.33	35.74	142.96	23.67	94.67	436.2
Combined Servies	35.02	140.08	36.30	145.21	23.67	94.67	475.0

Estimated Annual Operating Subsidy

\$Millions - 2011 Dollars

(Federal Funding is not available for operating expenses) - based on percentage of track miles in each state

	Kansas	Oklahoma	Texas	Total
Heartland Flyer Extension	1.80	2.60	0.00	4.40
Track miles %	41%	59%	0%	
KC-OKC-FW Daytime Service	4.70	4.10	1.20	10.00
Track miles %	47%	41%	12%	
Combined Services	6.44	5.62	1.64	13.70