



Amtrak in Kansas Fiscal Year 2024



Amtrak is America's Railroad,[®] created by Congress to "provide efficient and effective intercity passenger rail mobility consisting of high quality service that is trip-time competitive with other intercity travel options." In FY 2024, the company's 22,000+ employees operated an average of almost 300 intercity trains per day along 47 permanent routes, serving a record 32.8 million passengers. Amtrak's network includes 524 regularly-scheduled stops across 46 states, 3 Canadian provinces, and Washington, DC. Partner-operated Thruway routes offer connecting service to additional communities, typically via bus.

Service & Ridership

In FY 2024, Amtrak operated an average of **2 intercity trains per day** on 1 permanent route serving Kansas, with **43,226 total passengers** boarding or alighting in the state.¹ Service was provided via the following route:²

- **Long-Distance Trains**

- **Southwest Chief** — Chicago - Kansas City - Lawrence - Topeka - Newton (*Wichita*) - Hutchinson - Garden City - Albuquerque - Flagstaff - Los Angeles (*1 round trip daily*)

Thruway Connections

Some Amtrak routes offer partner-operated **Thruway connecting service** and/or other interline connections to additional communities (including in Kansas), via either bus or other modes of transportation. Many such services are sponsored by one or more of Amtrak's State-Supported partners, or by other public entities; these connections can be vitally important in certain markets. Tickets are purchasable through Amtrak; detailed, up-to-date information on available connections can be accessed via the booking tool on Amtrak.com.

Stations

During FY 2024, Amtrak intercity trains made scheduled stops at 6 locations in Kansas:

Station (Code)	Ridership (Ons + Offs)	Amtrak ADA Responsibility	Amtrak ADA Compliance	Amtrak ADA Investment ³
Dodge City (DDG)	4,511	Partial	Complete	\$2,861,540
Garden City (GCK)	6,746	Partial	FY 26	\$3,655,357
Hutchinson (HUT)	4,011	Sole	Complete	\$3,162,190
Lawrence (LRC)	7,338	Partial	Complete	\$1,278,403

¹ Total equals sum of all boardings and alightings at in-state stations.

² Not all stops shown. Note that certain frequencies may not serve every station listed.

³ "Amtrak ADA Investment" describes Amtrak's projected total investment in compliance work over the lifetime of ADASP.



Station (Code)	Ridership (Ons + Offs)	Amtrak ADA Responsibility	Amtrak ADA Compliance	Amtrak ADA Investment ³
Newton (NEW)	13,110	Partial	FY 26	\$8,033,276
Topeka (TOP)	7,510	Sole	Complete	\$5,225,672
Total:	43,226	6/6	In Progress	\$24,216,439

Importantly, Amtrak is working to ensure that its stations are fully accessible to individuals with disabilities. Most Amtrak-served stations are decades old; many were served by other railroads before the company ever existed. The Americans with Disabilities Act (ADA), enacted in 1990, requires that U.S. stations be made accessible; in response, Amtrak developed an ADA Stations Program (ADASP) to bring station components for which the company is responsible into full ADA compliance. ADASP aims to ensure Amtrak provides the best possible service in the shortest possible timeframe; the program will ultimately invest a total of \$1.8 billion in 385 communities nationwide, including a **\$24.2 million investment in Kansas**. All Amtrak-responsible work is targeted for completion by the end of FY 2029.

Detailed profiles of every permanent Amtrak station stop, including current information on accessibility, can be found on the Great American Stations website: <https://www.greatamericanstations.com>.

Host Railroads & On Time Performance

The Federal Railroad Administration (FRA) has set a clear standard: at least 80% of intercity rail passengers should reach their destinations on time. However, most Amtrak trains must travel over other “host” railroads’ tracks—and hosts generally control dispatching decisions on the tracks that they own. By law, Amtrak trains are supposed to receive preference over freight trains (i.e., priority in dispatching), but host railroads have consistently failed to provide that preference. As a result, many customers arrive late at their destinations, and many routes do not meet the on-time performance (OTP) standards established by FRA.

Listed below are the Amtrak routes that operate in Kansas, along with each route’s major in-state host railroad(s) and full-route customer on-time performance (C-OTP)⁴ in FY 2024:

Route	In-State Host(s)	C-OTP
<i>Southwest Chief</i>	BNSF	34.0%

Procurement

Amtrak’s procurements are subject to “Buy America”-style domestic preference requirements, which the company is proud to meet or exceed. Nationally, Amtrak paid nearly \$4.5 billion for goods and services in FY 2024; 99% of that amount was spent domestically, and **\$61.0 million** went to vendors in Kansas:

⁴ C-OTP measures the proportion of customers traveling on a given route who arrive at their destinations on time. Suppose that passengers board a train scheduled to make two stops, and suppose that train is on time at the first stop, but arrives late at the second. If all passengers alight at the first stop, C-OTP for that train is 100%; if all passengers alight at the second stop, C-OTP is 0%.

Community	Amount
Wichita	\$59,787,759
Overland Park	\$565,069
Mission	\$139,425
Atchison	\$138,849
Olathe	\$128,718
Lenexa	\$125,162
Lawrence	\$68,986
Kansas City	\$40,615
Linwood	\$36,631
Hutchinson	\$23,585
Dodge City	\$15,883
All Others < \$10K	\$17,480
Total KS Payments:	\$60,952,520

The single largest in-state payment category was **hotels and lodging and meeting facilities**.

Employment & Compensation

At the end of FY 2024, **4 Amtrak employees** worked in Kansas, and the company had paid out a total of **\$306,071 in base wages and salary** in-state. Nationwide, Amtrak employed more than 22,000 people; total base wages and salaries for the year exceeded \$2.1 billion.

Amtrak Guest Rewards

Amtrak Guest Rewards (AGR) is Amtrak’s free-to-enroll customer rewards program, offering exclusive benefits and an overall enhanced travel experience both on and off the train. At the end of FY 2024, there were approximately **64,298 AGR members** with a Kansas address, out of a grand total of 19,662,097. For more information about AGR, visit: <https://www.amtrak.com/guestrewards/home>.

A New Era of Rail for Kansas

Enacted in November of 2021, the Infrastructure Investment and Jobs Act (IIJA), sometimes called the “bipartisan infrastructure law,” is ushering in a new era of rail. The IIJA provides a historic \$66.0 billion for the needs of intercity passenger and freight rail, including \$22.0 billion specifically for Amtrak and \$44.0 billion for discretionary grants to be awarded by the FRA. IIJA funding is helping to enable or accelerate 1) improvement or expansion of service (including development of new FRA-selected corridor routes) and 2) overdue capital investments to bring important assets into a state of good repair (e.g., replacement or rehabilitation of aging equipment and infrastructure). Notable recent developments in these two areas—not all of which are necessarily IIJA-supported—include:

Service Expansion and Improvement

Amtrak's vision is to connect more people and places, ultimately doubling ridership by 2040 (to 66 million passengers per year) while continuing to deliver exceptional, customer-focused service. To that end, the company works with current and potential partners to initiate, expand, or improve service along new and existing routes. Notable developments and opportunities in Kansas include:

- **Applications under CID** — Created by the IIJA, the FRA's Corridor Identification & Development Program (CID) allows eligible applicants to propose initiations, improvements, or expansions of intercity passenger rail service; FRA selects promising proposals and then works with the applicants to advance those proposals through a planning and development process. The goal is to create a pipeline of projects ready for implementation; those projects are then eligible to receive funding from separate FRA grant programs. In December of 2023, FRA accepted 69 CID applications (most led by states and other entities, as opposed to Amtrak); as described in the agency's initial announcement,⁵ selected corridors / proposals that could benefit Kansas include:
 - ***Heartland Flyer Extension*** — Application by the Kansas Department of Transportation (KDOT) to extend existing *Heartland Flyer* service to Newton, Kansas, with intermediate stops in Wichita and Arkansas City, Kansas, and Ponca City, Perry, and Edmond, Oklahoma. (Awarded up to \$500,000 for step 1 of CID.)

Additional information about CID can be found on the FRA's website at:

<https://railroads.dot.gov/corridor-ID-program>. More detailed descriptions of many selected corridors can be found within the "Corridor ID StoryMap" linked to on that page.

- **FRA Long-Distance Study** — In effect, the IIJA directed FRA to "conduct a study to evaluate the restoration of daily intercity rail passenger service" along 1) discontinued Amtrak Long-Distance routes and 2) existing Long-Distance routes currently receiving less-than-daily service.⁶ In January 2025, FRA released its final report, which set forth a network of "selected preferred route options" that, if implemented, could "increase access to intercity passenger rail for millions of Americans" while also providing economic and other benefits; the list of preferred options contains at least one route that would serve Kansas.⁷ However, the report also makes clear that the selected route options are "not FRA proposals for service," and serving any routes that do not currently exist would require additional funding from Congress.⁸ The final Long-Distance Study can be found at: <https://fralongdistancerailstudy.org/final-report/>.

⁵ FRA, "FY22 Corridor Identification and Development Program Selections": <https://railroads.dot.gov/sites/fra.dot.gov/files/2023-12/FY22%20CID%20Project%20Summaries-Map-r1.pdf>.

⁶ Sec. 22214 of Div. B of the Infrastructure Investment and Jobs Act (P.L. 117-58).

⁷ FRA, "Amtrak Daily Long-Distance Service Study": <https://fralongdistancerailstudy.org/wp-content/uploads/2025/01/Amtrak-Daily-Long-Distance-Service-Study-%E2%80%93-Final-Report-2025.pdf>.

⁸ *Ibid.*

Capital Investments

Thanks in part to the unprecedented capital resources that Congress provided via the IIJA, Amtrak, working with its partners, is advancing many projects to renew, improve, or develop rail infrastructure and other capital assets. The company made record-setting capital investments in FY 2024 (roughly \$4.5 billion), and continues working to advance billions of dollars' worth of projects across the U.S.

Moreover, Amtrak's partners are themselves leading many critically-important projects; in many cases, the company offers planning, engineering, and/or funding support. In addition to the ADASP station accessibility work mentioned above, notable planned, ongoing, or recent capital and capital-related activity affecting Kansas includes:

- **Bilevel Long-Distance Re-Fleeting** — Amtrak is in the process of procuring new train equipment to replace existing Long-Distance passenger cars—beginning with the company's bilevel Superliner equipment, which is used by routes like the ***Southwest Chief***. (The oldest of Amtrak's Superliner Is have been in service since 1979; even the newer Superliner IIs are, on average, almost 30 years old.) Amtrak issued an initial request for information (RFI) from potential manufacturers in 2022 and a subsequent request for proposals (RFP) in December of 2023. Following the expected contract award (targeted for 2025) and subsequent design, development, and production work, delivery of new equipment is projected to begin in the early 2030s.

