

MINUTES OF THE SENATE TRANSPORTATION COMMITTEE

The meeting was called to order by Chairman Dwayne Umbarger at 8:30 a.m. on March 18, 2009, in Room 136-N of the Capitol.

All members were present except:  
Senator Anthony Hensley- excused

Committee staff present:  
Mike Corrigan, Office of the Revisor of Statutes  
Jill Shelley, Kansas Legislative Research Department  
Cindy Shepard, Committee Assistant

Conferees appearing before the Committee:  
Pat Hubbell, Lobbyist, Kansas Railroads  
Mark Corrison, Vice-President Kansas Division, Northern Flyer Alliance  
Debra Fischer-Stout, President, Northern Flyer Alliance  
R.E. "Tuck" Duncan, Executive Director, Kansas Public Transit Association  
Tammy Dickson, Recruiting Manager, Staff Management at Amazon.com

Others attending:  
See attached list.

The Chairman opened the hearing on **SB 323 - 2010 transportation plan, financing thereof.**

Informational testimony on **SB 323** for the committee to consider:

*Presentation on Status of Kansas Railroads by:*  
Pat Hubbell, Lobbyist, Kansas Railroads (Attachment 1)

*Presentation on Passenger Rail by:*  
Mark Corrison, Vice-President Kansas Division, Northern Flyer Alliance (Attachment 2)  
Debra Fischer-Stout, President, Northern Flyer Alliance (Attachment 3)

*Overview of Public Transit in Kansas by:*  
R.E. "Tuck" Duncan, Executive Director, Kansas Public Transit Association (Attachment 4)

*Regional Transportation*  
Tammy Dickson, Recruiting Manager, Staff Management at Amazon.com (Attachment 5)

Chairman Umbarger announced the hearing on **SB 323** will continue on March 19, 2009.

The meeting was adjourned at 9:30 a.m. The next meeting is scheduled for March 19, 2009.

# SENATE TRANSPORTATION COMMITTEE GUEST LIST

DATE: 3-18-09

| NAME                            | REPRESENTING                       |
|---------------------------------|------------------------------------|
| SEAN MILLER                     | CAPITOL STRATEGIES                 |
| Fred Shaw                       | NARVRE #140 & Heartland Flyer All. |
| Jammy Dickson                   | Staff Mgmt / Amazon                |
| David Fischer Fleet             | Northern Flyer Alliance            |
| Mark Corrison<br>MARK CORRISTON | Northern Flyer Alliance            |
| TOM PALACE                      | PMCA OF KS                         |
| Terry Heidner                   | KDOT                               |
| Tom Whitaker                    | KMCA                               |
| Reed Davis                      | KDOT                               |
| BRUCE BURDITT                   | KDOT                               |
| Pat Nuhll                       | KS-RR                              |
| Ben Jones                       | UP                                 |
| JIM WOODS                       | AMTRAK                             |
| John A. Mills                   | NARP                               |
| Kyle Schneeweis                 | KDOT                               |
| Tom Kaufman                     | KDOT                               |
| John Mudgett                    | KDOT                               |
| Bob Totten                      | Ks Contractors                     |
| ERIK SARTORIUS                  | City of Overland Park              |
| MIKE TAYLOR                     | Unified Gov Wyandotte / KCC        |



# SENATE TRANSPORTATION COMMITTEE GUEST LIST

DATE: 3-18-09

| NAME          | REPRESENTING                     |
|---------------|----------------------------------|
| TUCK DUNCAN   | <del>KS wine &amp; spirits</del> |
|               | <del>KS State Assn</del>         |
| Whitney Jamm  | KS Good Roads, Inc.              |
| Scott Heidner | Graces Braden                    |
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# Railroad Land Grants: Paid In Full

ASSOCIATION OF AMERICAN RAILROADS

FEBRUARY 2009

## Summary

Some rail critics claim that because some railroads received government land grants more than 135 years ago, railroads today owe a debt to the public that railroads should repay by charging below-market rates to certain shippers, by subsidizing passenger rail, or in some other way. Government studies have shown that railroads have **already paid several times over** for the land grants they received — mainly by giving the government discounted rates for decades. The days are long past when railroad land grants should be a source of controversy.

## Land Grants Were Critical to America's Early Development

- During America's early development, the federal government distributed land to a variety of groups and individuals to meet national objectives. Homesteaders, schools, churches, hospitals, railroads, road builders, canal builders, and others received land grants. Railroads accounted for less than 12 percent of total federal land grants.
- Congress offered land grants to states and individual railroads to use as railroad rights-of-way and to help finance costly rail construction. From 1850 to 1871, approximately 18,700 miles of rail line were built with land grant aid. The overwhelming majority of U.S. rail lines, though, were built **without** land grant assistance. Railroad land grants ceased in 1871 when transcontinental rail service was a reality.
- Thanks in part to land grants, a national transportation system able to meet the economic and defense needs of a rapidly-developing nation was built much earlier than would otherwise have been the case. **The benefits to the America public were tremendous.** During the land-grant era, railroads:
  - ✓ Provided a way for cities and towns to develop in previously inaccessible areas, enhancing the value of both public and private lands;
  - ✓ Created a market for hundreds of millions of acres of public lands which previously could not be sold at any price because of lack of transportation service and distance from population centers;
  - ✓ Accelerated agricultural and industrial development by providing a reliable means for mineral, timber, and agricultural products to get to market;
  - ✓ Provided a way for dispersed areas of a growing nation to be bound together economically, socially, and politically.



## Railroads Have More Than Repaid the Value of Their Land Grants

- Unlike other land grant recipients, railroads had to compensate the government for the value of the land granted to them. Compensation mainly took the form of decades of **sharply-reduced rates** on government-related passenger and freight traffic.
- These special reduced rates lasted until 1940 for government civilian traffic and mail, and until 1946 for military property and personnel — after railroads transported huge amounts of World War II materials and personnel.
- Two studies mandated by Congress compared the value of the decades of reduced government rail rates with the value of the land granted to railroads. **Both studies found that railroads have more than repaid the value of their land grants:**
  - ✓ A 1943 study by the **Board of Investigation and Research**, an independent agency created by the Transportation Act of 1940, concluded that the value of compensation provided by railroads to the federal government has “fully counter-balanced these aids which were conferred many years ago.”
  - ✓ A 1977 study by the **U.S. Department of Transportation** concluded that “...the federal government has been a net beneficiary of its railway aid programs,” having been more than fully reimbursed for its land, with interest.
- In 1945, when Congress relieved railroads of their obligation to provide the government with reduced rates, Congress stated that, “...through the years the government has gotten all and more than it bargained for in the original land grant transaction...the time has come for the government to close its books on this transaction [and]...relieve the land grant railroads of the injustice of being required to continue to make payments on a debt that has long been extinguished.” Likewise, in 1951, a Senate committee observed that railroad land-grant aid “has been repaid several times over.”
- Given these circumstances, the term “land grant” in the railroad context might more appropriately be changed to “land sale.” The U.S. Supreme Court noted that railroad “land grants were not public aids but, in effect, prepayments for the (transportation) services...part in land and the balance was paid in money.”
- Some rail critics claim that railroads are still indebted because their land-grant property is worth more today than it was in the past. Everywhere else in the economy, after an asset is transferred and paid for, all subsequent appreciation (or depreciation) in value accrues to the new owner. For example, if a house is sold and then appreciates in value by 10 percent, the new owner is not expected to compensate the previous owner for the difference. Yet, some seem to want this principle applied solely to railroads that received land grants. That makes no sense.



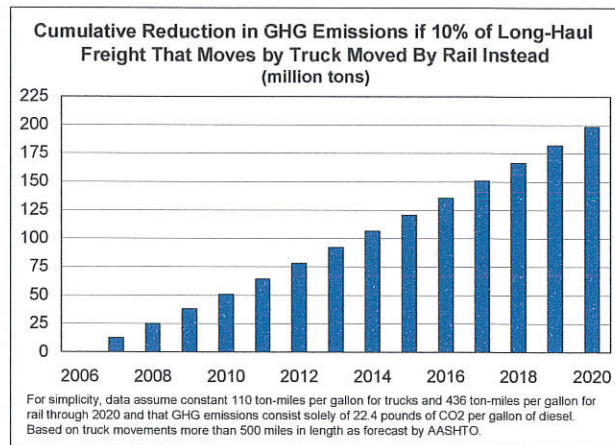
# Freight Railroads & Greenhouse Gas Emissions

## Summary

Greater use of freight rail offers a simple, inexpensive, and immediate way to meaningfully reduce greenhouse gas (GHG) emissions without harming the economy. Because railroads are, on average, three or more times more fuel efficient than trucks, railroads have a smaller carbon footprint: every ton-mile of freight that moves by rail instead of truck reduces greenhouse gas emissions by two-thirds or more. According to Environmental Protection Agency (EPA) data, freight railroads account for just 2.6 percent of U.S. GHG emissions from transportation sources and just 0.7 percent of U.S. GHG emissions from all sources.

## Moving More Freight By Rail Would Reduce Greenhouse Gas Emissions

- Because railroads are, on average, three or more times more fuel efficient than trucks (in terms of ton-miles per gallon), and because GHG emissions are directly related to fuel consumption, every ton-mile of freight that moves by rail instead of truck reduces greenhouse gas emissions by two-thirds or more.
- Moving more freight by rail is a straightforward way to meaningfully reduce greenhouse gas emissions without harming our economy. Based on data from the American Association of State Highway and Transportation Officials (AASHTO), for each 1 percent of long-haul freight that currently moves by truck that moved by rail instead, fuel savings would be around 110 million gallons per year and annual greenhouse gas emissions would fall by around 1.2 million tons. If 10 percent of long-haul freight now moving by truck moved by rail instead, annual greenhouse gas emissions would fall by more than 12 million tons.
- Because freight transportation demand is expected to rise sharply in the years ahead, future fuel savings — and greenhouse gas reductions — would be much higher if more freight moved by rail. For example, AASHTO projects that ton-miles for truck movements more than 500 miles long will increase from 1.40 trillion in 2000 to 2.13



trillion in 2020. If 10 percent of long-haul truck traffic went by rail — perhaps via efficient intermodal movements involving both railroads and trucks — cumulative GHG reductions from 2007 to 2020 would be around 200 million tons.

- Moving more freight by rail would also help reduce highway congestion, which costs \$78 billion just in wasted travel time (4.2 billion hours) and wasted fuel (2.9 billion gallons), according to the Texas Transportation Institute’s 2007 Urban Mobility Report. The total costs of highway congestion are far higher if lost productivity, costs associated with cargo delays, and other items are included. A typical train takes the freight equivalent of several hundred trucks off our highways. Railroads thus enhance mobility, reduce the costs of maintaining existing roads, and reduce the pressure to build costly new roads.

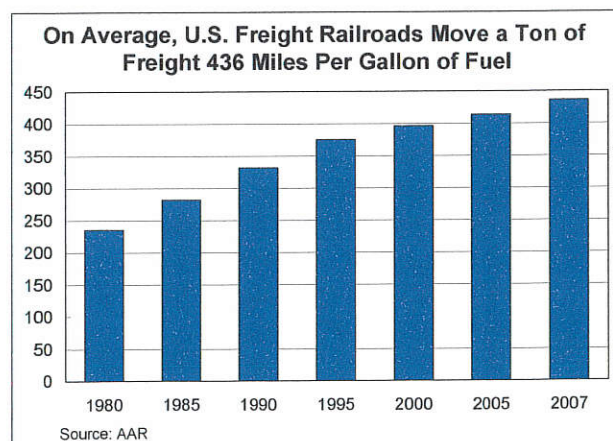
The seven largest U.S. freight railroads have all joined EPA’s “SmartWay Transport,” a voluntary partnership between freight transporters and the EPA that establishes incentives for fuel efficiency improvements and greenhouse gas reductions. The initiative is designed to reduce annual carbon dioxide emissions by 36 to 73 million tons and nitrogen oxide (NOx) emissions by up to 220,000 tons. As part of the partnership, each railroad has committed to evaluating the environmental impacts of its operations and agreed to work with the EPA to develop and implement plans to improve fuel efficiency and reduce emissions in coming years.

Policymakers should take steps to attract more freight to railroads and expand the greenhouse gas emissions benefits of rail transportation. For example, transportation-related greenhouse gas emissions would fall more quickly if tax incentives for projects that expand rail capacity were instituted and if more public-private partnerships for freight railroad infrastructure projects were implemented.

Policymakers should also avoid actions that hinder freight railroads. For example, reregulation of the rail industry would lead to a shrunken rail network. This would mean less freight moving by rail (and, consequently, higher greenhouse gas emissions) when we should have more freight moving by rail.

### Railroads Are Constantly Working to Improve Fuel Efficiency

- In 1980, one gallon of diesel fuel moved one ton of freight by rail an average of 235 miles. In 2007, one gallon of fuel moved one ton of freight by rail an average of 436 miles — roughly the distance from Boston to Baltimore and an 85 percent increase over 1980.
- In 2007 alone, Class I freight railroads used 3.5 billion fewer gallons of fuel — and emitted nearly 39 million fewer tons of carbon dioxide — than they would have if their fuel efficiency had remained constant since 1980. From 1980 through 2007, U.S. freight railroads consumed 48 billion fewer gallons of fuel and emitted 538 million fewer tons of carbon dioxide than they would have if their fuel efficiency had not improved.





- Railroads use technology, training, and changes in operating practices to curb fuel consumption. For example:
  - New locomotives. Railroads have spent billions of dollars in recent years on thousands of new environmentally-friendly locomotives. They have also overhauled thousands of older locomotives to improve their environmental friendliness.
 

Many of the new locomotives are high-horsepower units used in long-haul service. For example, one major locomotive manufacturer recently began commercial production of a 12-cylinder locomotive that produces the same 4,400 horsepower as the company’s 16-cylinder predecessor, but uses less fuel and has lower emissions.

Some new switching locomotives that are used to assemble and disassemble trains in rail yards are “genset” (generator set) switchers that sharply reduce fuel use and emissions. Gensets have two or three independent engines that cycle on and off, depending on need. If load conditions are such that one engine can handle the task, just one is engaged; if loads are heavier, other engines switch on.

Some switching locomotives are hybrids with a small fossil-fueled engine in addition to a large bank of rechargeable batteries. Hybrid switchers can save up to half the fuel of conventional switchers while releasing a fraction of smog-inducing emissions. Research is ongoing on advanced hybrid technology for long-haul locomotives that will store energy captured during braking for later use.
  - Locomotive monitoring systems. Railroads use sophisticated on-board monitoring systems to gather and evaluate information on location, topography, track curvature, train length and weight, and more to provide engineers with real-time “coaching” on the optimum speed for that train from a fuel-savings and operational standpoint.
  - Training. In many cases, railroad fuel efficiency is directly related to how well an engineer handles a train. That’s why railroads are using the skills of their engineers to save fuel. For example, railroads commonly offer training programs through which engineers and simulators provide fuel-saving tips. On one railroad, the fuel consumption performance of participating engineers in the same territory is compared, with awards given to the top “fuel masters.”
  - Information technology. Railroads use advanced computer software to improve their operational efficiency and, therefore, their fuel efficiency. For example, railroads use sophisticated modeling software to identify the best ways to sequence cars in a large classification yard. The result is more efficient, faster yard operations.
 

Railroads also use innovative “trip planning” systems that automatically analyze a mix of ever-changing variables (*e.g.*, crew and locomotive availability, congestion in rail yards, the priority of different freight cars, track conditions, etc.) to optimize how and when freight cars are assembled to form trains and when those trains depart. The result is smoother traffic flow, better asset utilization, and reduced fuel use.

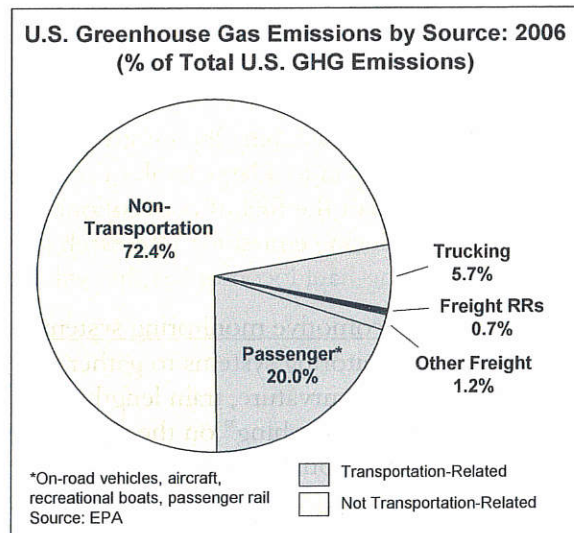


- Reduced idling. Locomotives often have to idle when not in use to prevent freezing of the coolant (most do not use anti-freeze), charge batteries and air reservoirs, or provide for crew comfort. However, some railroads are implementing “stop-start” idling-reduction technology that allows main engines to shut down when ambient conditions are favorable. One advantage of “genset” locomotives is that their smaller engines use anti-freeze, thus allowing them to shut down in cold weather. Some railroads also use “auxiliary power units” that warm engines so that locomotives can be shut down in cold weather.
- Components and design. Railroads use innovative freight car and locomotive components and designs to save fuel. For example, advanced top-of-rail lubrication techniques save fuel by reducing friction and wear. Improving the aerodynamic profile of trains saves fuel by reducing drag.

### Freight Railroads Account For a Small Share of U.S. Greenhouse Gas Emissions

According to data from the Environmental Protection Agency, in 2006 total U.S. greenhouse gas emissions were 7,054 teragrams of carbon dioxide equivalents (TgCO<sub>2</sub>Eq), with transportation accounting for 28 percent of the total. The vast majority of transportation-related greenhouse gas emissions are due to fossil fuel consumption.

According to the EPA, in 2006 freight railroads accounted for 51.5 TgCO<sub>2</sub>Eq of greenhouse gas emissions, equal to just 2.6 percent of the transportation-related total and just 0.7 percent of total U.S. greenhouse gas emissions.



| U.S. Greenhouse Gas Emissions By Economic Sector: 2006 |                |               | U.S. Greenhouse Gas Emissions from Transportation: 2006 |                |               |
|--|----------------|---------------|---|----------------|---------------|
| Economic Sector  | Tg CO2 Eq.     | % of Total    | Economic Sector   | Tg CO2 Eq.     | % of Total    |
| Electr. generation                                     | 2,377.8        | 33.7%         | Trucking  | 404.6          | 20.8%         |
| Residential  | 344.8          | 4.9%          | <b>Freight Railroads</b>                                | <b>51.5</b>    | <b>2.6%</b>   |
| Industry   | 1,371.5        | 19.4%         | Waterborne Freight                                      | 30.2           | 1.5%          |
| Agriculture  | 533.6          | 7.6%          | Pipelines   | 32.4           | 1.7%          |
| Transportation   | 1,969.5        | 27.9%         | Aircraft  | 157.4          | 8.1%          |
| Commercial   | 394.6          | 5.6%          | Recreational Boats                                      | 17.4           | 0.9%          |
| U.S. Territories                                       | 62.4           | 0.9%          | Passenger Railroads                                     | 6.4            | 0.3%          |
| <b>Total</b>   | <b>7,054.2</b> | <b>100.0%</b> | Pass. Cars & Light Duty Trucks                          | 1,236.9        | 63.5%         |
|  |                |               | Buses   | 12.5           | 0.6%          |
|  |                |               | <b>Total</b>  | <b>1,949.3</b> | <b>100.0%</b> |

Data are in teragrams of CO<sub>2</sub> equivalents.

Source: EPA, *Inventory of U.S. Greenhouse Gas Emissions and Sinks: 1990-2006, Tables ES-7, A-100, and A-101.*  
Totals for "transportation" in the two tables do not match exactly because of estimation issues.



# The Economic Impact of America's Freight Railroads

ASSOCIATION OF AMERICAN RAILROADS

FEBRUARY 2009

## Summary

From the food on our tables to the cars we drive to the shoes on our children's feet, **freight railroads carry the things America depends on.** Railroads account for 43 percent of intercity freight volume — more than any other mode of transportation. They form the **most efficient** and **cost-effective** freight rail system in the world, saving American consumers billions of dollars each year — while saving energy, reducing pollution, lowering greenhouse gas emissions, and cutting highway gridlock. Each year, U.S. freight railroads pay some \$18 billion in wages and benefits to their employees; pay billions of dollars in taxes; and spend billions of dollars on supplies and services.

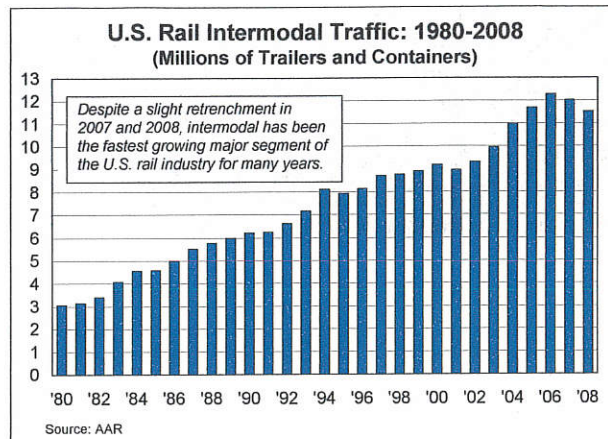
## Freight Railroads Are the Transportation Backbone of America

From one end of the country to the other, the United States is connected by the most **efficient, affordable, and environmentally-responsible** freight rail system in the world. Without freight railroads, America's economy could not function:

- **Agricultural and Food Products** – Railroads have been helping farmers get their goods to market since the earliest days of railroading. In a typical year, railroads haul 1.7 million carloads of wheat, corn, soybeans, and other agricultural products. In addition, railroads haul another 1.4 million carloads each year of animal feed, beer, birdseed, canned produce, corn syrup, flour, french fries, frozen chickens, sugar, wine, and countless other food products. **If it's on your table or in your pantry, railroads probably had a hand in getting it there.**
- **Chemicals** – The 2 million carloads of chemicals that America's railroads carry in a typical year help clean our water, fertilize our farms, package our food, build our cars and homes, protect our health, and **enhance our well-being** in thousands of other ways.
- **Coal** – Coal is indispensable: it generates **half** of America's electricity, and railroads haul more than 70 percent of it. Railroads originate some 7.6 million carloads of coal each year — enough to **meet the electricity needs of every home in America.** By helping to keep coal-based electricity affordable, railroads **reduce** our dependence on imported energy and save us money.
- **Paper and Lumber** – In a typical year, America's freight railroads carry 1.5 million carloads of lumber and paper products, including wood used to build our homes, newsprint and magazine paper, paperboard for packaging, and more. Railroads also haul tens of thousands of carloads of scrap paper each year for recycling.



- Intermodal** – Intermodal (moving shipping containers and truck trailers on rail cars) has been the fastest growing rail traffic segment over the past 20 years, and now accounts for nearly as much rail revenue as coal. Rail intermodal movements rose from 3 million trailers and containers in 1980 to around 12 million today. Talk about taking trucks off the road!

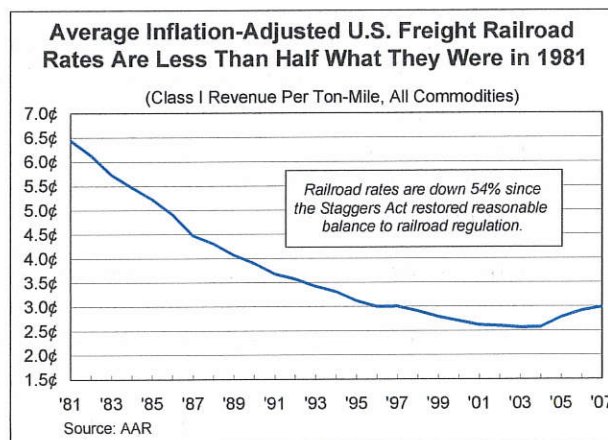


Intermodal transports a huge variety of consumer goods and large amounts of industrial and agricultural products as well. Approximately 60 percent of rail intermodal traffic consists of imports or exports, reflecting the vital role railroads play in international trade.

- Motor Vehicles** – Approximately 70 percent of the automobiles built in the United States move by rail. In a typical year, railroads originate 1.7 million carloads of finished vehicles, parts, and accessories.
- Railroads also carry large amounts of **metallic ores** (such as iron ore and bauxite), **steel** and other metal products, **petroleum and coal products** (such as petroleum coke and liquefied petroleum gases), **nonmetallic minerals** (such as crushed stone, gravel and sand), **cement**, and many other products.

### Freight Railroads Save America Money

- Even after increases over the last few years which have started the rail industry on the path to a sustainable economic future, average rail rates (measured by inflation-adjusted revenue per ton-mile) were **54 percent lower** in 2007 than in 1981.



- These rate reductions have helped rail customers control their prices, saving them (and, ultimately, consumers) **billions of dollars** each year, **enhancing the global competitiveness** of U.S. goods, and **improving our standard of living**.

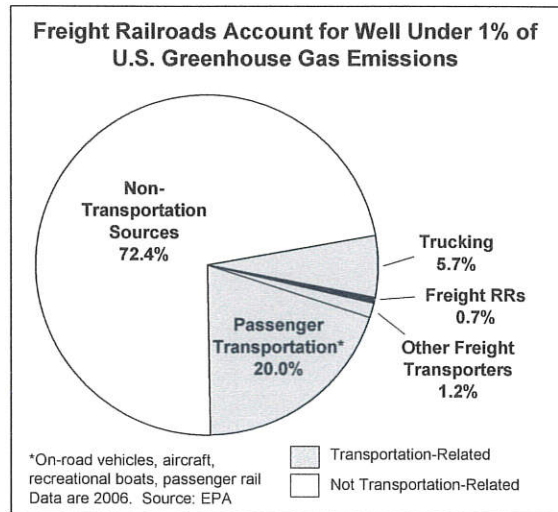
- Today, U.S. freight railroads are the **most affordable in the world**. According to World Bank data, average U.S. freight rail rates are half those in China and Japan, and 50 to 75 percent below those in major European countries.
- A few years ago, the American Association of State Highway and Transportation Officials (AASHTO) estimated that if all freight rail traffic were shifted to trucks, rail shippers would have to pay an additional **\$69 billion** per year.



## Freight Railroads Provide Huge Public Benefits

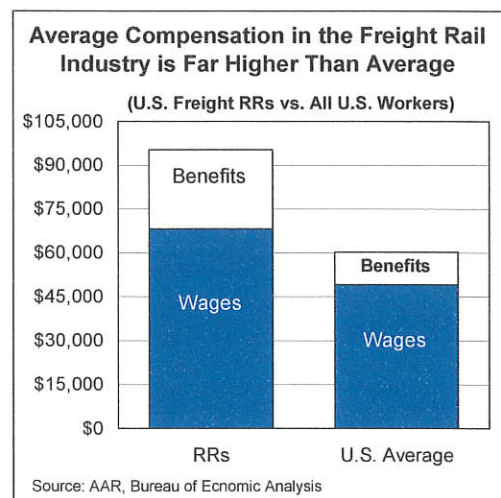
In addition to their cost effectiveness, railroads offer substantial public benefits:

- **Fuel efficiency** – On average, railroads are three or more times more fuel efficient than trucks. In 2007, U.S. railroads moved a ton of freight an average of **436 miles per gallon** of fuel. If 10 percent of the long-distance freight that currently moves by truck moved by rail instead, fuel savings would exceed **one billion gallons** per year.
- **Greenhouse gases** – Because greenhouse gas emissions are directly related to fuel consumption, moving freight by rail instead of truck **reduces greenhouse gas emissions by two-thirds or more**.
- **Highway congestion** – Highway congestion costs \$78 billion per year just in wasted travel time (4.2 billion hours) and wasted fuel (2.9 billion gallons). But because a train can take the freight of **280 or more** trucks off our highways, railroads reduce traffic worries for drivers. Railroads reduce highway gridlock, the costs of maintaining existing highways, and the pressure to build costly new highways.
- **Pollution** – According to the EPA, a typical truck emits three times more nitrogen oxides and particulates per unit of freight than a locomotive. The EPA recently released new regulations that will mean even greater reductions in locomotive emissions.



## Freight Railroading Offers Exceptional Employee Wages and Benefits

- In 2007, the average U.S. freight railroad employee earned wages of \$68,200 and fringe benefits of \$27,100 — for **total compensation of \$95,300**. By contrast, the average wage per full-time employee in the United States in 2007 was \$49,100 (72 percent of the comparable rail figure) and average total compensation was \$60,300 (63 percent of the comparable rail figure).
- Rail employees are covered by the Railroad Retirement System, which is **more generous** than Social Security. In fiscal year 2007, **616,000 beneficiaries** (including retired railroad employees and their survivors) received **\$9.8 billion** in retirement and survivor benefits from the Railroad Retirement System.



## Kansas Short Line Railroad Facts

- In 2008 short line railroads hauled approximately 177,500 carloads – the equivalent of 710,000 tractor-trailer truckloads
- 12 short line railroads operating in Kansas
- 4,673 total freight railroad miles in Kansas
- 2,790 total Class I railroad miles in Kansas
- 1,883 total short line railroad miles in Kansas (owned, leased and operated)
- Kansas short line railroads account for 40% of the total freight railroad miles statewide
- Short line railroads have trackage right agreements with the BNSF Railway and Union Pacific Railroad
- Short Line railroads have connections with the BNSF Railway, Union Pacific Railroad and the Kansas City Southern Railroad
- Short line railroads have track in 56 Kansas counties (53% of all Kansas counties)
- Kansas short line railroads are a key transportation mode serving agricultural markets in rural parts of the state
- While Kansas short line railroads are important in the transportation of agricultural commodities such as grains and fertilizers, they also serve the following industries: aggregates, cement, LPG, oil and natural gas, ethanol, manufacturing, industrial parks, and are seeking to expand into intermodal and transload facilities
- Since 2000, there have been a total of 44 rehabilitation projects, and one acquisition assistance project, utilizing the short line railroad loan/grant component of the Comprehensive Transportation Program
- Since 2000 a total of \$14,829,894 in loans and \$3,707,115 in grants have been utilized for short line railroad rehabilitation projects. A total of \$11,500,000 has been utilized for short line railroad acquisition assistance projects.
- Since 2000 short line railroads have contributed a total of \$7,795,895 towards rehabilitation projects through the short line railroad loan/grant component of the Comprehensive Transportation Program



## Amtrak Fact Sheet, Fiscal Year 2008 State of Kansas

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### Amtrak Service & Ridership

Amtrak operates one long-distance train through Kansas, the *Southwest Chief* (daily Chicago-Kansas City-Los Angeles via Topeka and Newton).

During FY08 Amtrak served the following Kansas locations:

| <u>City</u>                        | <u>Boardings + Alightings</u> |
|------------------------------------|-------------------------------|
| Dodge City                         | 4,612                         |
| Garden City                        | 6,840                         |
| Hutchinson                         | 4,289                         |
| Lawrence                           | 4,008                         |
| Newton                             | 14,563                        |
| Topeka                             | 7,554                         |
| <b>Total Kansas Station Usage:</b> | <b>41,866</b>                 |

### Procurement/Contracts

Amtrak expended \$22,054,453 for goods and services in Kansas in FY08, \$21,846,129 of which was spent in Wichita.

### Employment

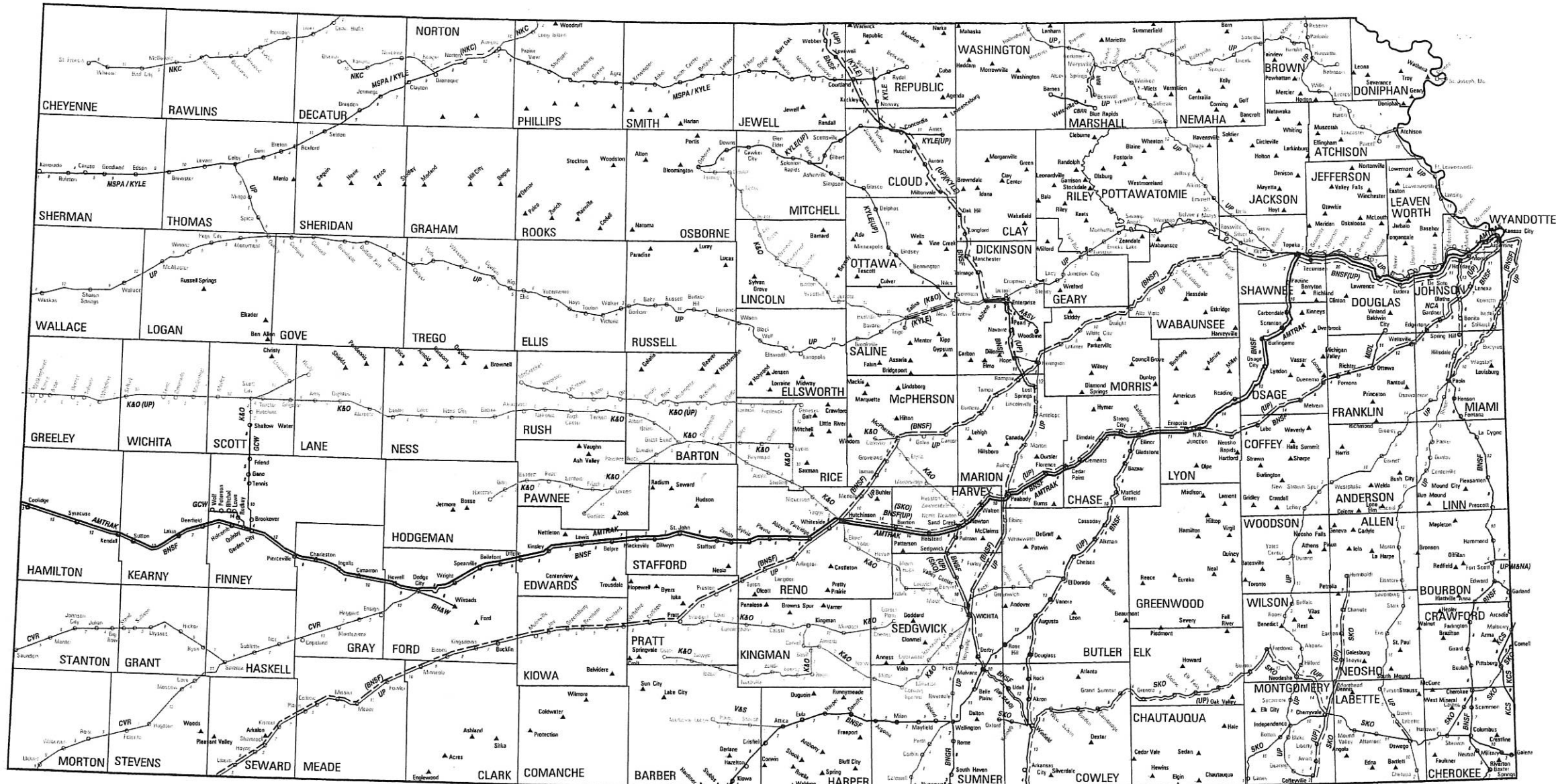
At the end of FY08, Amtrak employed 13 Kansas residents. Total wages of Amtrak employees living in Kansas were \$808,843 during FY08.

### Expansion Planning

Kansas Department of Transportation requested a study of options for the return of passenger rail service along a route between Kansas City, Missouri, and Oklahoma City, Oklahoma, running via Lawrence, Topeka, Newton, and Wichita. Amtrak is analyzing potential service scenarios, schedules, ridership and revenue estimates, required state operating contribution, and capital requirements to establish new service. The results of a route study should be complete by the end of 2009 and delivered to the State at that time.



# Kansas Railroad Map 2009



| RAILROAD                                | MILEAGE |
|---|---------|
| A&SV                                    | 18      |
| ABILENE & SMOKY VALLEY RAILROAD         | 18      |
| BLACKWELL NORTHERN GATEWAY RAILROAD CO. | 10      |
| BOOTHILL & WESTERN                      | 1,237   |
| BNSF RAILWAY                            | 10      |
| BR                                      | 12      |
| BRR                                     | 182     |
| CBRR                                    | 45      |
| CVR                                     | 642     |
| GCW                                     | 111     |
| K&O                                     |         |
| K&O (UP)                                |         |
| (LEASED FROM UP)                        |         |

| RAILROAD                       | MILEAGE |
|--------------------------------|---------|
| KCS                            | 25      |
| KCTR                           | 16      |
| KYLE                           | 255     |
| KYLE RAILROAD SYSTEM           | 130     |
| KYLE (OWNED)                   | 11      |
| LEASED FROM MSPA               | 8       |
| (UP) KYLE                      | 122     |
| MIDL                           | 5       |
| M&NA                           |         |
| MIDLAND RAILWAY                |         |
| MISSOURI & NORTHERN ARKANSAS   |         |
| NEBRASKA KANSAS COLORADO       |         |
| NCA                            |         |
| NEW CENTURY AIRCENTER RAILROAD |         |

| RAILROAD                                | MILEAGE |
|---|---------|
| NS                                      | 305     |
| NORFOLK SOUTHERN RAILWAY                | 1,535   |
| (TRACKAGE RIGHTS ONLY)                  | 10      |
| SOUTH KANSAS & OKLAHOMA                 | 24      |
| UP                                      | 3       |
| UP (BRR)                                |         |
| UNION PACIFIC SYSTEM (MKT, MP, OKT, UP) |         |
| LEASED FROM BLUE RAPIDS RR              |         |
| V&S                                     |         |
| V&S RAILWAY                             |         |
| WTA                                     |         |
| WICHITA TERMINAL ASSOCIATION            |         |

Mileage figures are owned main line route miles unless indicated otherwise  
 KDOT makes no warranties, guarantees, or representations for accuracy  
 of this information and assumes no liability for errors or omissions.

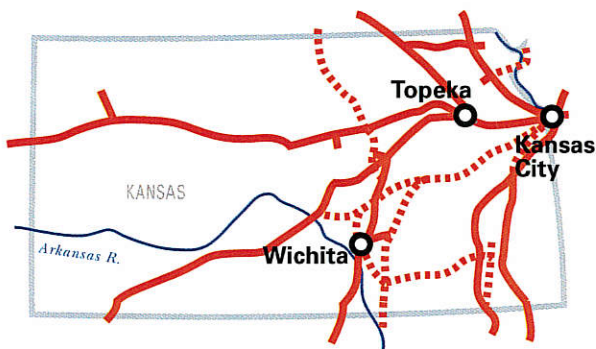
KANSAS DEPARTMENT OF TRANSPORTATION  
 RAIL AFFAIRS UNIT  
 AND  
 BUREAU OF TRANSPORTATION PLANNING  
 rmap2009.DGN REVISED 01/01/09

DASHED LINES INDICATE TRACKAGE RIGHTS ONLY  
 AMTRAK  
 ABANDONED STATIONS

# UNION PACIFIC RAILROAD IN KANSAS.

## 2007/2008 KANSAS FAST FACTS

|                    |                 |
|--------------------|-----------------|
| Miles of Track     | 2,208           |
| Employees          | 1,989           |
| Annual Payroll     | \$141 million   |
| In-State Purchases | \$146.9 million |
| Capital Spending   | \$94.7 million  |



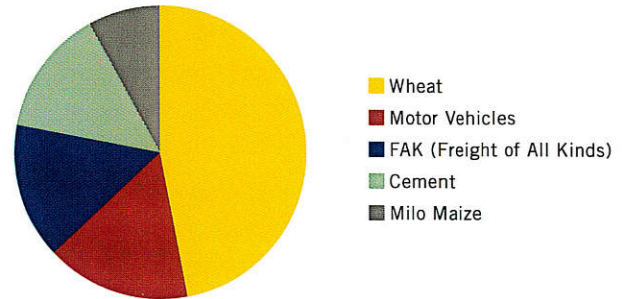
### Rail Cars Originated in Kansas

|      |         |
|------|---------|
| 2004 | 131,641 |
| 2005 | 147,009 |
| 2006 | 126,027 |
| 2007 | 125,838 |

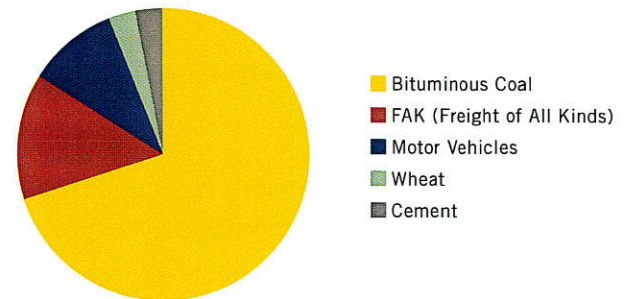
### Rail Cars Terminated in Kansas

|      |         |
|------|---------|
| 2004 | 176,954 |
| 2005 | 186,329 |
| 2006 | 188,519 |
| 2007 | 196,301 |

## Top Five Commodities Shipped in 2007 (by Volume)



## Top Five Commodities Received in 2007 (by Volume)



## UNION PACIFIC'S KANSAS HERITAGE

With thousands of miles of opportunity in every direction—north, south, east and west—it's easy to see why the railroads came to define the state of Kansas in the mid to late-19th century. It's also the reason that today the Sunflower State is still considered a nucleus for rail transportation in America.

The first locomotive rolled across Kansas soil in 1860, and from that moment transportation in the state would never be the same. In 1863, Kansas City was the launching point for a network of railroads that eventually spun a web across Kansas to Colorado and south through Oklahoma to Texas. A number of railroads, including many bearing the name Union Pacific in some form



## UNION PACIFIC RAILROAD IN KANSAS. (CONT.)

without actually being connected to the real Union Pacific, operated in the state throughout the century. Financier Jay Gould, whose name is synonymous with early railroads, played a major role in Kansas rail transportation, as he consolidated control of most of the lines in the state during the 1880s.

Today, Kansas is a study in contrasting railroad operations. Union Pacific operates a transcontinental corridor through the northeastern corner of the state, where as many as 60 trains a day travel between Topeka and Kansas City. In addition, Kansas is cobwebbed with a network of light-density, grain-gathering branch lines, many of which have been leased or sold to new short line railroads. This program has helped maintain rural rail service. Union Pacific also operates an important north-south "couplet" of main lines from Kansas City south to the Gulf Coast, as well as a trackage-rights route on BNSF Railway.

The primary commodity carried in the state is wheat. The railroad also moves military equipment to and from Fort Riley.

Union Pacific's top customers in Kansas are Kansas Power & Light, GM MCD Fairfax, Oklahoma Gas & Electric, Cargill, Continental Grain, Scoular Grain and DeBruce Grain.

### SUPPORTING THE COMMUNITIES WE SERVE

#### The Union Pacific Foundation

The Foundation's primary giving program, The Principals' Partnership, provides 40 public high school principals with year-round, self-directed assistance from some of the nation's top education professionals. As part of this program, UP also sponsors a Summer Leadership Institute where principals come together to share insights and concerns and hear from nationally recognized speakers.

In 2007, Union Pacific provided more than \$258,000 to charitable organizations in Kansas communities. This amount includes funding from Union Pacific Foundation for The Principals' Partnership Program and the Community Grants Program. Visit [www.up.com/found](http://www.up.com/found) for more information.

### AMERICA'S LARGEST RAILROAD

Union Pacific Railroad, a subsidiary of Union Pacific Corporation, is the largest railroad in North America. We operate in the western two-thirds of the country, serving 23 states including the fastest-growing U.S. population centers. UP links every major West Coast and Gulf Coast port and provides service to the east through the four major gateways of Chicago, St. Louis, Memphis and New Orleans. Additionally, Union Pacific operates key north/south corridors and is the only railroad to serve all six major gateways to Mexico. We also interchange traffic with the Canadian rail systems.

Union Pacific's diversified business mix includes Agricultural Products, Automotive, Chemicals, Energy, Industrial Products and Intermodal. While our primary role is transporting freight, UP also has substantial commuter train operations in Chicago.

#### Contact Us

Emergency Hotline  
(888) 877-7267

Ben Jones, Public Affairs  
(816) 399-1625

Mark Davis, Media Relations  
(402) 544-5459

Corporate Headquarters  
(402) 544-5000 or (888) 870-8777





# KANSAS

## AN IMPORTANT LINK IN THE BNSF NETWORK

For more than a century, BNSF Railway Company and Kansas have enjoyed a prosperous relationship, thanks to the state's strong workforce and its central location.

That tradition thrives today with BNSF maintaining significant operations in eight Kansas communities, including a major locomotive overhaul shop in Topeka, and a vital intermodal facility and rail switching yard in Kansas City, KS.

The tradition will grow after BNSF breaks ground on Logistics Park Kansas City, a new, larger intermodal facility near Gardner. When completed, this innovative facility will become the centerpiece of a broader logistics development that is expected to pump more than \$233 million into state and local public coffers over the next 20 years and create more than 13,000 jobs for Kansans.

BNSF also worked in partnership with Johnson County Community College (JCCC) in Overland Park to build and operate the National Academy of Railroad Sciences (NARS) on the campus of JCCC. This world-class facility is the largest railroad technical training center of its kind and provides new employees with the technical skills needed to work with today's sophisticated railroad systems.

Once trained, these BNSF employees help Kansas farmers move agricultural products to dining tables in every corner of the world, and they are helping to grow the state's emerging ethanol industry by providing the transportation link needed to deliver this green fuel to market.

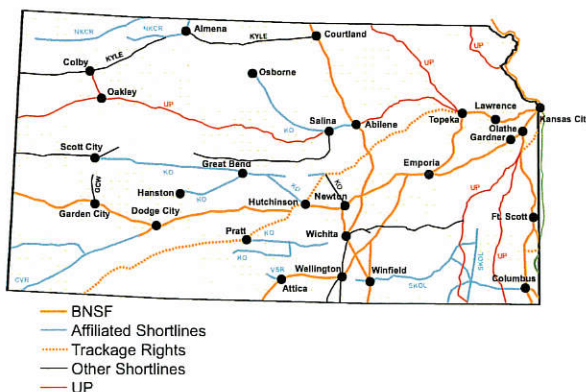
As a world leader in intermodal transportation, BNSF delivers products from around the globe to Kansas retailers through our intermodal facilities on the West Coast. We also deliver cleaner-burning Powder River Basin coal from Wyoming and Montana to provide the energy that feeds the Kansas economy, lumber from the Northwest for use in construction throughout the state and fertilizer from plants around the country to feed Kansas crops.

BNSF has the shortest and best routes between the Midwest and Southern California, and between the Pacific Northwest and the Southeast, both of which pass through Kansas. This strategic junction makes Kansas one of the nation's busiest rail corridors. In addition, BNSF offers Kansas shippers more single-line route options between Canada and Mexico than any other railroad.

In all, BNSF annually moves more than 3.5 million carloads of freight in Kansas.

Supporting BNSF's vast rail network in Kansas are more than 3,200 dedicated men and women who earn a combined payroll of more than \$264 million. In 2007, BNSF hired more than 250 new employees to fill existing and newly created positions in Kansas.

In addition, the BNSF Foundation plays an active role in multiple communities within the state and contributed more than \$580,000 in donations to various charities last year alone.



## BNSF RAILWAY IN KANSAS - 2007

**Employees (year-end total)**  
3,258

**Payroll**  
\$264,337,750

**BNSF Foundation Giving**  
\$581,451

**Lines Operated**  
Route miles owned: 1,231  
Route miles trackage rights: 475

**Carloadings**  
Originated: 258,021  
Handled within state: 3,639,736  
Terminated: 366,810

### MAJOR FACILITIES

**Rail Yards**  
Argentine, Arkansas City, Dodge City, Emporia, Hutchinson, Newton, Topeka, Wellington

**Intermodal Hub Centers**  
Argentine

**Shops**  
Argentine, Topeka

**Administrative Offices**  
Topeka

### BNSF Facts

Operating in 28 States and 2 Canadian Provinces  
Rail Cars: 82,000  
Locomotives: 6,400  
Route Miles: 32,000  
Number of Employees: 40,000



15  
1-\*

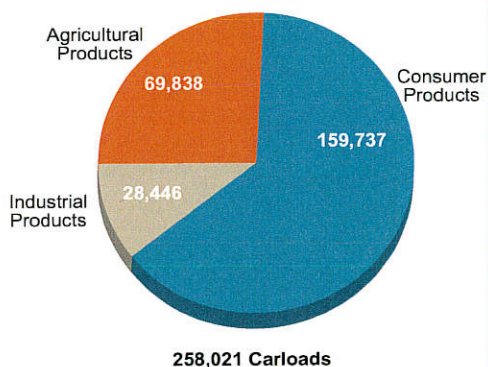


## Capital Commitments

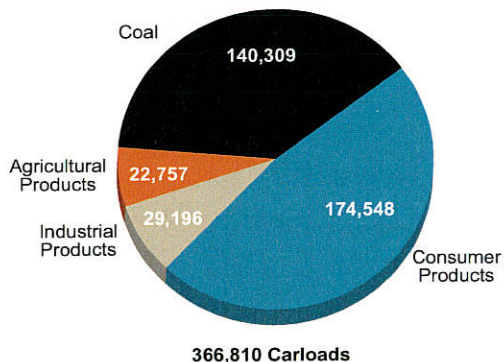
Over the past three years, BNSF has invested more than \$534 million in Kansas for capacity expansion and maintenance. In 2008, BNSF plans to invest an additional \$114 million.

## BNSF 2007 Volume - Kansas

Products shipped from Kansas



Products shipped to Kansas



### Coal

More than 10 percent of the electricity produced in the United States is generated from coal hauled by BNSF. More than 90 percent of the coal BNSF hauls comes from the Powder River Basin (PRB) in Wyoming and Montana and is 60 percent lower in sulfur than most other U.S. coal sources.

### Agricultural

BNSF is one of the largest grain-hauling railroads in the United States. In fact, BNSF hauls enough grain to supply 900 million people with a year's supply of bread. Approximately 50 percent of the agricultural commodities traffic BNSF hauls is transported to export points in the Pacific Northwest, Gulf of Mexico, Mexico and the Great Lakes.

### Consumer

Many items found in local retail stores, restaurants and automobile dealerships were shipped on a BNSF train. Each year BNSF moves about 10 percent of the vehicles sold in the United States; enough canned beverages to supply every resident of New York City, Chicago and Los Angeles with a beverage a day; and enough sugar to bake 3 million batches of cookies.

### Industrial

BNSF is a leader in transporting forest products, chemicals, metals and other products that drive our economy. Each year BNSF transports enough lumber to build more than 500,000 homes; enough asphalt to lay a single-lane road four times around the equator; and enough coiled sheet steel to lay the unrolled coils end to end 12 times between New York City and Seattle, WA.

### For more information contact:

**Mike Smythers**  
Federal Government Affairs  
202-347-8662

**Dennis Kearns**  
State Government Affairs  
512-473-2823

**Steve Dodd**  
Economic Development  
913-551-4168

**Steve Forsberg**  
Public Affairs  
913-551-4479

BNSF Emergency Hotline:  
1-800-832-5452

For more information,  
please visit our website at  
[www.bnsf.com](http://www.bnsf.com)





# The Northern Flyer Alliance

[About Us](#)

[Our Proposed Route](#)

[News](#)

[Action](#)

[Contact Us](#)

[Resources](#)

## Action

### January 2009

- The City of Arkansas City passed a [resolution](#) endorsing passenger rail in the 10-year State-wide Comprehensive Transportation Program.

### December 2008

- The Wichita Downtown Development Corporation issued a [letter](#) of support for expanding passenger rail service to Wichita.
- The City of El Dorado passed a [resolution](#) endorsing passenger rail in the 10-year State-wide Comprehensive Transportation Program.

### November 2008

- Cowley County passed a [resolution](#) endorsing passenger rail in the 10-year State-wide Comprehensive Transportation Program.
- The City of Haysville passed a [resolution](#) endorsing passenger rail in the 10-year State-wide Comprehensive Transportation Program.
- The City of Wellington passed a [resolution](#) endorsing passenger rail in the 10-year State-wide Comprehensive Transportation Program.
- The City of Udall passed a [resolution](#) endorsing passenger rail in the 10-year State-wide Comprehensive Transportation Program.
- The City of Rose Hill passed a [resolution](#) endorsing passenger rail in the 10-year State-wide Comprehensive Transportation Program.
- The City of [Mulvane](#) passed a [resolution](#) endorsing passenger rail in the 10-year State-wide Comprehensive Transportation Program.
- [Summer County](#) passed a [resolution](#) endorsing passenger rail in the 10-year State-wide Comprehensive Transportation Program.

### October 2008

- The City of Winfield passed a [resolution](#) endorsing passenger rail in the 10-year State-wide Comprehensive Transportation Program.
- The City of [Cassoday](#) passed a [resolution](#) endorsing passenger rail in the 10-year State-wide Comprehensive Transportation Program.
- The City of [Park City](#) passed a [resolution](#) endorsing passenger rail in the 10-year State-wide Comprehensive Transportation Program.
- The City of [Oxford](#) passed a [resolution](#) endorsing passenger rail in the 10-year State-wide Comprehensive Transportation Program.
- The City of [Clearwater](#) passed a [resolution](#) endorsing passenger rail in the 10-year State-wide Comprehensive Transportation Program.
- The City of [McPherson](#) passed a [resolution](#) endorsing passenger rail in the 10-year State-wide Comprehensive Transportation Program.

### September 2008

- The City of [Peabody](#) passed a [resolution](#) endorsing passenger rail in the 10-year State-wide Comprehensive Transportation Program.
- The City of [Bel Aire](#) passed a [resolution](#) endorsing passenger rail in the 10-year State-wide Comprehensive Transportation Program.
- The City of [Halstead](#) passed a [resolution](#) endorsing passenger rail in the 10-year State-wide Comprehensive Transportation Program.

### August 2008

- The City of [Guthrie](#) passed a [resolution](#) supporting the extension of passenger r



- The City of *Midwest City* passed a *resolution* supporting the extension of passenger rail northward from Oklahoma City.
- Ponca City Main Street sent a *letter* to Oklahoma Gov. Brad Henry supporting extension of the Heartland Flyer north into Kansas.
- The Old Town Association *endorsed* the extension of passenger rail from Oklahoma City to Kansas City through Wichita.
- The City of *Hesston* passed a *resolution* endorsing passenger rail service in the 10-year Comprehensive Transportation Plan.
- The Edmond Convention & Visitors Bureau sent a *letter* to Oklahoma Gov. Brad Henry supporting the extension of Amtrak service to Newton.
- *Harvey County* passed a *resolution* endorsing passenger rail service in the 10-year state-wide comprehensive transportation plan.
- The City of *Sedgwick* passed a *resolution* endorsing passenger rail service in the 10-year state-wide comprehensive transportation program.

#### July 2008

- The mayors of Ardmore, Pauls Valley, Purcell, Norman, Oklahoma City, Edmond, Guthrie, Perry, and Ponca City sent a *joint letter* to Oklahoma Gov. Brad Henry requesting support for northward expansion of the Heartland Flyer.
- The City of *Pauls Valley* passed a *resolution* supporting the NFA and the extension of Amtrak service between Oklahoma City and Kansas City.

#### June 2008

- The City of *Derby* passed a *resolution* supporting the NFA and the extension of Amtrak service between Oklahoma City and Kansas City.
- The City of *Edwardsville* passed a *resolution* supporting the NFA and extension of Amtrak service between Oklahoma City and Kansas City.

#### May 2008

- The City of *Ponca City* passed a *resolution* supporting the expansion of Amtrak from Oklahoma City through Perry and Wichita to Kansas City.
- The Mayor of *Guthrie* sent a *letter* to Oklahoma Governor Brad Henry expressing support for an expansion of Amtrak service to Kansas.
- The City of *Oklahoma City* passed a *resolution* supporting the NFA and the expansion of the Heartland Flyer.
- The City of *Perry* passed a *resolution* supporting the expansion of the Heartland Flyer through Perry to Kansas City.

#### April 2008

- The *Chase County Chamber of Commerce* sent a *letter* of support encouraging consideration of a Strong City stop on an extended Heartland Flyer.
- The *Edmond Chamber of Commerce* sent a *letter* to Oklahoma Governor Brad Henry asking that the city be included in any future expansion of the Heartland Flyer.
- The City of *Newton* passed a *resolution* supporting the NFA and the expansion of Amtrak service between Oklahoma City and Kansas City.
- The City of *Norman* passed a *resolution* supporting the expansion of Amtrak service from Oklahoma City through Wichita to Kansas City.
- The City of *Topeka* passed a *resolution* supporting the NFA and extending the Heartland Flyer to Kansas City through Topeka.
- The Mayor of *Strong City* sent a *letter* to Amtrak requesting that Strong City be considered a stop on a passenger rail route through Kansas.
- The Topeka Santa Fe Railroad Retired Employees Club sent a *letter* to the NFA supporting the expansion of passenger rail service in Kansas.
- The Superintendent of *Tallgrass Prairie National Preserve* sent a *letter* of support for including Strong City as a stop on passenger rail service through Kansas.
- The *Arkansas City Area Chamber of Commerce* sent letters of support for the NFA to *Kansas Governor Sebelius, State Sen. Goodwin, KDOT, and State Rep. Ed Trimmer.*
- The National Association of Retired and Veteran Railroad Employees #140 sent a *letter* to the NFA supporting expansion of passenger rail service from Kansas City to Oklahoma City, via Topeka.
- The Executive Director of *Camp Wood YMCA* sent a *letter* of support encouraging inclusion of Strong City as a stop on passenger rail service through Kansas.
- The City of *Valley Center* passed a *resolution* supporting the NFA and the extension of Amtrak service between Oklahoma City and Kansas City.
- The Mayor of *Edmond* sent a *letter* to Oklahoma Governor Brad Henry requesting inclusion in an

extended Heartland Flyer.

- The City of *Wichita* passed a *resolution* supporting the extension of Amtrak service between Oklahoma City and Kansas City, with a stop in Wichita.
- The proprietor of the *Grand Central Hotel* sent a *letter* urging inclusion of Strong City as a stop on passenger rail route through Kansas.
- The City of *Cottonwood Falls* sent a *letter* of support encouraging inclusion of a Strong City stop on an extended Heartland Flyer.

#### March 2008

- The *Shawnee County* Commission passed a *resolution* supporting the expansion of Amtrak services in Topeka and Shawnee County.
- The City of *Winfield's Mayor* and *Chamber of Commerce* sent letters of support for the NFA to KDOT and State Representative Ed Trimmer.
- The City of *Osage City* passed a *resolution* supporting the NFA and the extension of Amtrak service between Oklahoma City and Kansas City.
- The *Sumner County EDC* sent a *letter* of support for the extension of Amtrak services through Mulvane.
- The City of *Peabody* passed a *resolution* supporting the NFA and the extension of Amtrak service between Oklahoma City and Kansas City.

#### February 2008

- The Mayors of Krum and Denton sent a *letter* to TxDOT indicating they are investigating a stop in Krum on the existing Heartland Flyer route.
- The Mulvane Chamber of Commerce passed a *resolution* supporting the NFA and the extension of Amtrak service between Oklahomas City and Kansas City.
- The City of *Lawrence* passed a *resolution* supporting the NFA and the extension of Amtrak service through Lawrence between Oklahoma City and Kansas City.
- The City of *Arkansas City* passed a *resolution* supporting the NFA and passenger rail expansion from Oklahoma City through Arkansas City to Kansas City.
- The City of *Mulvane* passed a *resolution* supporting the NFA and the extension of Amtrak service between Oklahoma City and Kansas City.

#### January 2008

- The City of *Sedgwick* passed a *resolution* supporting the NFA and the extension of Amtrak service between Oklahoma City and Kansas City.

#### December 2007

- The City of *Strong City* passed a *resolution* supporting the NFA and passenger rail expansion between Oklahoma City and Kansas City.
- The City of *Emporia* passed a *resolution* supporting the NFA and passenger rail expansion in Kansas.

#### October 2007

- The U.S. Senate passed *S. 294* (Passenger Rail Investment and Improvement Act of 2007) with a 70-22 vote; referred to House of Representatives the following day. The 6-year authorization provides matching funds for capital costs to start or improve state-sponsored routes.

#### July 2007

- The Kansas Department of Transportation *requested* that Amtrak study an extension of the Heartland Flyer between Oklahoma City and Kansas City through Wichita.

#### March 2007

- The Colorado Passenger Rail Association sent a *letter* of support to Kansas Gov. Kathleen Sebelius for passenger rail expansion in Kansas. See KDOT's *response*.

#### November 2004

- The *Newton Chamber of Commerce* sent a *letter* to Kansas Governor Kathleen Sebelius supporting the expansion of the Heartland Flyer to Newton.

#### October 2004



- The Mayor of *Ponca City* sent a *letter* to the Oklahoma Department of Transportation in support of making that city a stop on the existing Heartland Flyer.



December 10, 2008

Ms. Autumn Heithaus  
Executive Director  
Northern Flyer Alliance  
Post Office Box 771557  
Wichita, KS 67277-1557

RE: Northern Flyer Alliance

Dear Ms. Heithaus:

The Wichita Downtown Development Corporation would like to present this correspondence as a letter of support for the Northern Flyer Alliance initiatives to implement Amtrak service between Kansas City and Fort Worth Texas. *The Wichita Downtown Development Corporation voted unanimously on Thursday, December 4<sup>th</sup>, to support your efforts.*

Connectivity of cities in Kansas, Oklahoma and Texas creates a dynamic economic opportunity for an entire region. Furthermore, the implementation of this service would be a complement to the numerous development initiatives underway in Downtown Wichita. In 2010, the new Intrust Arena will be opening in Downtown Wichita. The proposed rail service would establish a dynamic form of regional transportation to this new public sector investment.

Alternate forms of transportation are imperative to the future economic vitality of cities across the country. Therefore, the inclusion of this form of transportation in the State's 10-year Transportation Plan is essential to keep our state and cities competitive nationally.

We appreciate this opportunity to convey the WDDC's support of this initiative. Please keep us apprised of your progress.

Sincerely,

A handwritten signature in black ink, appearing to read "Joe Johnson".

Joe Johnson  
Chair

A handwritten signature in black ink, appearing to read "Larry Weber".

Larry Weber  
Vice Chair

A handwritten signature in black ink, appearing to read "Joan Cole".

Joan Cole  
Treasurer/Secretary

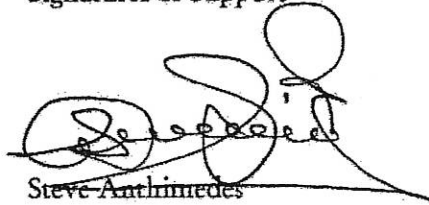
A handwritten signature in black ink, appearing to read "Clay Bastian".

Clay Bastian  
Past Chair

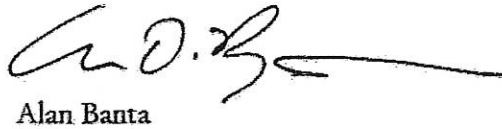
507 E. Douglas  
Wichita, KS 67202  
316.264.0005 phone  
316.264.0869 fax  
[www.downtownwichita.org](http://www.downtownwichita.org)



Wichita Downtown Development Corporation Board of Directors  
Signatures of Support



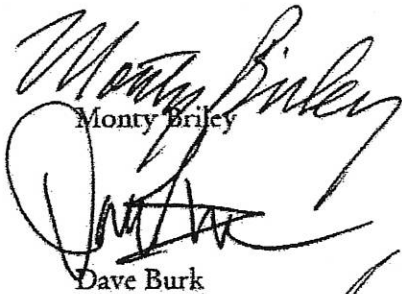
Steve Anthrimes



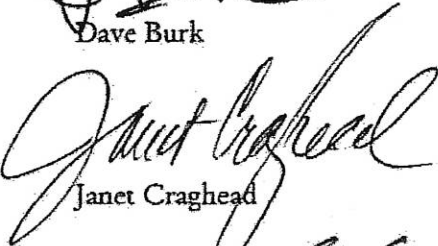
Alan Banta



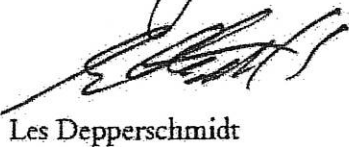
John Belford



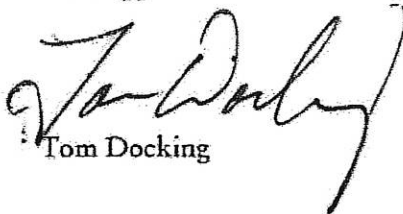
Monty Briley



Janet Craghead



Les Depperschmidt



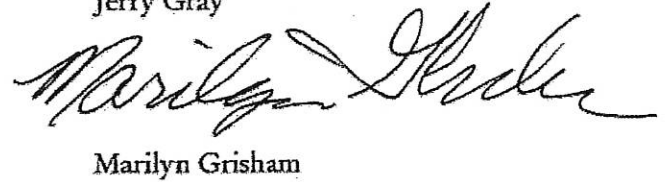
Tom Docking



Jim Faith



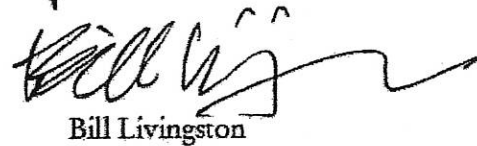
Jerry Gray



Marilyn Grisham



Dick Honeyman



Bill Livingston

Dave Lundberg



Mike Relihan



Gary Schmidt

Wichita Downtown Development Corporation Board of Directors  
Signatures of Support



Dale Maltbie

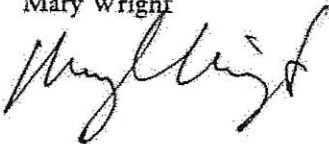


Steve Willardsen

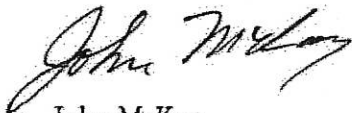
Sam Williams



Mary Wright



2009 Board Elect Members



John McKay



Don Sherman



**RESOLUTION NO. 2009-01-2514**

**A RESOLUTION ENDORSING PASSENGER RAIL SERVICE IN THE 10-YEAR STATE-WIDE COMPREHENSIVE TRANSPORTATION PROGRAM.**

WHEREAS, the State of Kansas is preparing its new 10-year Comprehensive Transportation Plan; and

WHEREAS, the economic, environmental and recreational benefits of rail travel has been well established; and

WHEREAS, The Northern Flyer Alliance/Passenger Rail Kansas and Arkansas City, Winfield, Mulvane, Derby, Wichita, Valley Center, Sedgwick, Newton, Peabody, Florence, Strong City, Emporia, Osage City, Topeka, Lawrence, and Edwardsville have adopted resolutions supporting passenger rail service across Kansas. These communities along the proposed route recognize the benefits of passenger rail service to their communities and the State of Kansas; and

WHEREAS, the Governing Body of the City of Arkansas City, Kansas, further recognizes that by enacting its 10-year Transportation Plan, the State of Kansas will be establishing its transportation priorities for the next decade and, therefore, this Resolution becomes a supporting document in support of expanded passenger rail service for Kansas within the 10-year Comprehensive Transportation Plan. This specific transportation capital improvement is essential to the health, safety and welfare of our citizens in the future; as well as, an effective way to move mass groups of people; and

WHEREAS, failure to include passenger rail service in the 10-year Comprehensive Transportation Plan will impede, the economic, environmental and recreational benefits of the City of Arkansas City and the State of Kansas from being accomplished; and

WHEREAS, the City of Arkansas City is unable to finance such capital transportation improvements without substantial assistance from the State of Kansas, the Kansas Department of Transportation and federal capital improvement funding; and

WHEREAS, the State of Kansas and the Department of Transportation cannot sufficiently address the transportation needs of the City of Arkansas City and other cities and counties across the State without the enactment of a new Comprehensive Transportation Program by the Kansas Legislature, and that passenger rail service cannot be included in funding State transportation projects except by 2/3 vote of the State Senate and House.

NOW, THEREFORE BE IT RESOLVED BY THE GOVERNING BODY OF THE CITY OF ARKANSAS CITY, KANSAS:

Section 1. New Comprehensive Transportation Program. The City of Arkansas City hereby endorses and supports the enactment of a new 10-year Comprehensive Transportation Program by the Kansas Legislature, which shall include a multi-platform transportation system that includes:

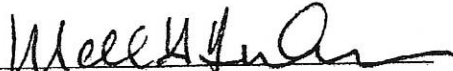
Public Roads  
Passenger and Freight Rail Service  
Commercial Air Service


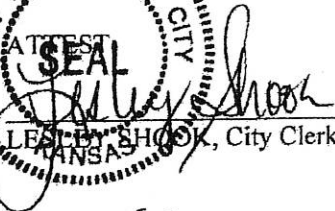
Section 2: The City of Arkansas City hereby endorses and requests that the State Senate and State House adopt the 10-year Comprehensive Transportation Plan, and funding for passenger rail service,

by a 2/3 majority in each chamber or by some other means.


Section 3. The City of Arkansas City's Clerk shall send copies of this resolution and any supporting documentation to: Governor Kathleen Sebelius; State Senators Steve Abrams, Carolyn McGinn, Jim Barnett, Mark Gilstrap, David Wysong, Chris Steineger, Marci Francisco, Jim Ward, Les Donovan; etc. and State Representatives Ed Trimmer, Terry McLachlan, Valdenia Winn, Don Schroeder, Raj Goyle, Delia Garcia, Peggy Mast, Don Hill, and Vince Wetta, etc.; all local news media outlets; League of Kansas Municipalities; and Northern Flyer Alliance in Wichita.

PASSED AND RESOLVED by the Governing Body of the City of Arkansas, Kansas this 6<sup>th</sup> day of January, 2009.

  
MELL KUHN, Mayor

  
ATTEST  
  
LESLEY SHOOK, City Clerk

APPROVED AS TO FORM:

  
TAMARA L. NILES, City Attorney



**RESOLUTION NO. 2621**

**A RESOLUTION ENDORSING PASSENGER RAIL  
SERVICE IN THE TEN-YEAR STATE-WIDE  
COMPREHENSIVE TRANSPORTATION PROGRAM**

**WHEREAS**, the State of Kansas is preparing its new ten-year Comprehensive Transportation Plan; and

**WHEREAS**, the economic, environmental and recreational benefits of rail travel has been well established; and

**WHEREAS**, one of the major responsibilities of local governments is to plan for the immediate and long-term transportation needs of the community; and

**WHEREAS**, the Northern Flyer Alliance/Passenger Rail Kansas and Arkansas City, Winfield, Mulvane, Derby, Wichita, Valley Center, Sedgwick, Newton Peabody, Florence, Strong City, Emporia, Osage City, Topeka, Lawrence and Edwardsville have adopted resolutions supporting passenger rail service across Kansas. These communities along the proposed route recognize the benefits of passenger rail service to their communities and the State of Kansas; and

**WHEREAS**, the Governing Body of the City of El Dorado, Kansas further recognizes that by enacting this 10-Year Transportation Plan, the State of Kansas will be establishing its transportation priorities for the next decade and, therefore, this Resolution becomes a supporting document in support of expanded passenger rail service for Kansas within the 10-year Comprehensive Transportation Plan. This specific transportation capital improvement is essential to the health, safety and welfare of our citizens in the future; as well as, an effected way to move mass groups of people; and

**WHEREAS**, failure to include passenger rail service in the 10-year Comprehensive Transportation Plan will impede, the economic, environmental and recreational benefits of the City of El Dorado and the State of Kansas from being accomplished; and

**WHEREAS**, the City of El Dorado is unable to finance such capital transportation improvements without substantial assistance from the State of Kansas, the Kansas Department of Transportation and federal capital improvement funding; and

**WHEREAS**, the State of Kansas and the Department of Transportation cannot sufficiently address the transportation needs of the City of El Dorado and other cities and counties across the state without the enactment of a new Comprehensive Transportation Program by the Kansas Legislature, and that passenger rail service cannot be included in funding State transportation projects except by 2/3 vote of the State Senate and house.

**NOW THEREFORE BE IT RESOLVED** by the Governing Body of the City of El Dorado:


**Section 1.** New Comprehensive Transportation Program. The City of El Dorado hereby endorses and supports the enactment of a new 10-year Comprehensive Transportation Program by the Kansas Legislature, which shall include a multi-platform transportation system that includes Public Roads, Passenger and Freight Rail Service and Commercial Air Service.

**Section 2.** The City of El Dorado hereby endorses and requests that the State Senate and State House adopt the 10-year Comprehensive Transportation Plan, and funding for passenger rail service, by a 2/3 majority in each chamber or by some other means.

**Section 3.** The City Clerk shall send copies of this resolution and any supporting documentation to Governor Kathleen Sebelius, State Senators, State Representatives, all local news media outlets, the League of Kansas Municipalities in Topeka, and the Northern Flyer Alliance in Wichita.

ADOPTED BY THE CITY COMMISSION OF THE CITY OF EL DORADO ON THIS 15<sup>TH</sup>  
DAY OF DECEMBER 2008.



  
\_\_\_\_\_  
Tom M. Kishan, Mayor

  
Kendra Postler, City Clerk



RESOLUTION NO 08-22

A RESOLUTION ENDORSING PASSENGER RAIL SERVICE IN THE 10-YEAR STATE-WIDE COMPREHENSIVE TRANSPORTATION PROGRAM.

WHEREAS, the State of Kansas is preparing its new 10-year Comprehensive Transportation Plan;

WHEREAS, the economic, environmental and recreational benefits of rail travel has been well established;

WHEREAS, The Northern Flyer Alliance/Passenger Rail Kansas and Arkansas City, Winfield, Mulvane, Derby, Wichita, Valley Center, Sedgwick, Newton, Peabody, Florence, Strong City, Emporia, Osage City, Topeka, Lawrence, and Edwardsville have adopted resolutions supporting passenger rail service across Kansas. These communities along the proposed route recognize the benefits of passenger rail service to their communities and the State of Kansas.

WHEREAS, the Governing Body of the City of Haysville, Kansas, further recognizes that by enacting this 10-year Transportation Plan, the State of Kansas will be establishing its transportation priorities for the next decade and, therefore, this Resolution becomes a supporting document in support of expanded passenger rail service for Kansas within the 10-year Comprehensive Transportation Plan. This specific transportation capital improvement is essential to the health, safety and welfare of our citizens in the future; as well as, an effective way to move mass groups of people;

WHEREAS, failure to include passenger rail service in the 10-year Comprehensive Transportation Plan will impede, the economic, environmental and recreational benefits of the City of Haysville and the State of Kansas from being accomplished;

WHEREAS, the City of Haysville is unable to finance such capital transportation improvements without substantial assistance from the State of Kansas, the Kansas Department of Transportation and federal capital improvement funding;

WHEREAS, the State of Kansas and the Department of Transportation cannot sufficiently address the transportation needs of the City of Haysville and other cities and counties across the State without the enactment of a new Comprehensive Transportation Program by the Kansas Legislature, and that passenger rail service cannot be included in funding State transportation projects except by 2/3 vote of the State Senate and House;

NOW, THEREFORE BE IT RESOLVED BY THE GOVERNING BODY OF THE CITY OF , KANSAS OR BOARD OF COUNTY COMMISSIONERS OF COUNTY, KANSAS

Section 1. New Comprehensive Transportation Program. The City of Haysville hereby endorses and supports the enactment of a new 10-year Comprehensive Transportation Program by the Kansas Legislature, which shall include a multiplatform transportation system that includes:

Public Roads  
Passenger and Freight Rail Service  
Commercial Air Service

Section 2: The City of Haysville hereby endorses and requests that the State Senate and State House adopt the 10-year Comprehensive Transportation Plan, and funding for passenger rail service, by a 2/3 majority in each chamber or by some other means.

Section 3. The City of Haysville's clerk shall send copies of this resolution and any supporting documentation to:

Governor Kathleen Sebelius; and

State Senators Greta Goodwin, Carolyn McGinn, Jim Barnett, Mark Gilstrap, David Wysong, Chris Steineger, Marci Francisco, Jim Ward, Les Donovan; etc.  
and

State Representatives Ed Trimmer, Terry McLachlan, Valdenia Winn, Don Schroeder, Raj Goyle, Delia Garcia, Peggy Mast, Don Hill, and Vince Wetta; etc.,

and

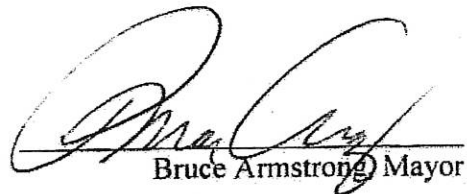
all local news media outlets;

League of Kansas Municipalities

Northern Flyer Alliance in Wichita.

ADOPTED this 17<sup>th</sup> day of November, 2008.

(SEAL)

  
Bruce Armstrong Mayor

Attest:

  
Beverly Rodgers, City Clerk



## RESOLUTION NO 5267

### A RESOLUTION ENDORSING PASSENGER RAIL SERVICE IN THE 10-YEAR STATE-WIDE COMPREHENSIVE TRANSPORTATION PROGRAM.

WHEREAS, the State of Kansas is preparing its new 10-year Comprehensive Transportation Plan;

WHEREAS, the economic, environmental and recreational benefits of rail travel has been well established;

WHEREAS, one of the major responsibilities of local governments is to plan for the immediate and long-term transportation needs of the community;

WHEREAS, The Northern Flyer Alliance/Passenger Rail Kansas and Arkansas City, Winfield, Mulvane, Derby, Wichita, Valley Center, Sedgwick, Newton, Peabody, Florence, Strong City, Emporia, Osage City, Topeka, Lawrence, and Edwardsville have adopted resolutions supporting passenger rail service across Kansas. These communities along the proposed route recognize the benefits of passenger rail service to their communities and the State of Kansas.

WHEREAS, the Governing Body of the City of Wellington, Kansas (hereinafter the name of City), further recognizes that by enacting this 10-Year Transportation Plan, the State of Kansas will be establishing its transportation priorities for the next decade and, therefore, this Resolution becomes a supporting document in support of expanded passenger rail service for Kansas within the 10-year Comprehensive Transportation Plan. This specific transportation capital improvement is essential to the health, safety and welfare of our citizens in the future; as well as, an effected way to move mass groups of people;

WHEREAS, failure to include passenger rail service in the 10-year Comprehensive Transportation Plan will impede, the economic, environmental and recreational benefits of the City and the State of Kansas from being accomplished;

WHEREAS, the City is unable to finance such capital transportation improvements without substantial assistance from the State of Kansas, the Kansas Department of Transportation and federal capital improvement funding.

WHEREAS, the State of Kansas and the Department of Transportation cannot sufficiently address the transportation needs of the City and other cities and counties across the State without the enactment of a new Comprehensive Transportation Program by the Kansas Legislature, and that passenger rail service cannot be included in funding State transportation projects except by 2/3 vote of the State Senate and House;

W, THEREFORE BE IT RESOLVED BY THE GOVERNING BODY OF THE CITY OF WELLINGTON, KANSAS

Section 1. New Comprehensive Transportation Program. The City hereby endorses and supports the enactment of a new 10-year Comprehensive Transportation Program by the Kansas Legislature, which shall include a multiplatform transportation system that includes:

Public Roads Passenger and Freight Rail Service Commercial Air Service

Section 2: The City hereby endorses and requests that the State Senate and State House adopt the 10-year Comprehensive Transportation Plan, and funding for passenger rail service, by a 2/3 majority in each chamber or by some other means.

Section 3. The City Clerk shall send copies of this resolution and any supporting documentation to:

Governor Kathleen Sebelius; and

State Senators Greta Goodwin, Carolyn McGinn, Jim Barnett, Mark Gilstrap, David Wysong, Chris Steineger, Marci Francisco, Jim Ward, Les Donovan; etc. and

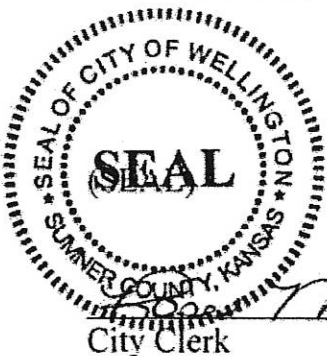
State Representatives Ed Trimmer, Terry McLachlan, Valdenia Winn, Don Schroeder, Raj Goyle, Delia Garcia, Peggy Mast, Don Hill, and Vince Wetta; etc., and

all local news media outlets;

League of Kansas Municipalities/Kansas Association of Counties in Topeka.

Northern Flyer Alliance in Wichita.

ADOPTED this 18th day of November, 2008.



*Miller*  
\_\_\_\_\_  
City Clerk

*Ronald Stallman*  
\_\_\_\_\_  
Mayor

RESOLUTION NO 237

A RESOLUTION ENDORSING PASSENGER RAIL SERVICE IN THE 10-YEAR STATE-WIDE COMPREHENSIVE TRANSPORTATION PROGRAM.

WHEREAS, the State of Kansas is preparing its new 10-year Comprehensive Transportation Plan;

WHEREAS, the economic environmental and recreational benefits of rail travel has been well established;

WHEREAS, one of the major responsibilities of local governments is to plan for the immediate and long-term transportation needs of the community;

WHEREAS, The Northern Flyer Alliance/Passenger Rail Kansas and Arkansas City, Winfield, Mulvane, Derby, Wichita, Valley Center, Sedgwick, Newton, Peabody, Florence, Strong City, Emporia, Osage City, Topeka, Lawrence and Edwardsville have adopted resolutions supporting passenger rail service across Kansas. These communities along the proposed route recognize the benefits of passenger rail service to their communities and the State of Kansas.

WHEREAS, the Governing Body of the City of Udall, Kansas, further recognizes that by enacting this 10-Year Transportation Plan, the State of Kansas will be establishing its transportation priorities for the next decade and, therefore, this Resolution becomes a supporting document in support of expanded passenger rail service for Kansas within the 10-year Comprehensive Transportation Plan. This specific transportation capital improvement is essential to the health, safety and welfare of our citizens in the future; as well as an effective way to move mass groups of people;

WHEREAS, failure to include passenger rail service in the 10-year Comprehensive Transportation Plan will impede the economic environmental and recreational benefits of the City of Udall and the State of Kansas from being accomplished:

WHEREAS, the City of Udall is unable to finance such capital transportation improvements without substantial assistance from the State of Kansas, the Kansas Department of Transportation and federal capital improvement funding.

WHEREAS, the State of Kansas and the Department of Transportation cannot sufficiently address the transportation needs of the City of Udall and other cities and counties across the State without the enactment of a new Comprehensive Transportation Program by the Kansas Legislature, and that passenger rail service cannot be included in funding State transportation projects except by 2/3 vote of the State Senate and House;



NOW, THEREFORE BE IT RESOLVED BY THE GOVERNING BODY  
THE CITY OF UDALL, KANSAS

Section 1. New Comprehensive Transportation Program. The City of Udall hereby endorses and supports the enactment of a new 10-year Comprehensive Transportation Program by the Kansas Legislature, which shall include a multi-platform transportation system that includes:

Public Roads  
Passenger and Freight Rail Service  
Commercial Air Service

Section 2: The City of Udall hereby endorses and requests that the State Senate and State House adopt the 10-year Comprehensive Transportation Plan, and funding for passenger rail service, by a 2/3 majority in each chamber or by some other means.

Section 3. The City of Udall clerk shall send copies of this resolution and any supporting documentation to:

Governor Kathleen Sebelius; and

State Senators Greta Goodwin, Carolyn McGinn, Jim Barnett, Mark Gilstrap, David Wysong, Chris Steineger, Marci Francisco, Jim Ward, Les Donovan; etc.  
and

State Representatives Ed Trimmer, Terry McLachlan, Valdenia Winn, Don Schroeder, Raj Goyle, Delia Garcia, Peggy Mast, Don Hill, and Vince Wetta; etc.,


and

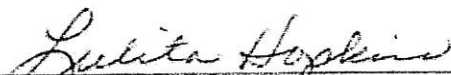
all local news media outlets;

League of Kansas Municipalities/Kansas Association of Counties in Topeka

Northern Flyer Alliance in Wichita.

ADOPTED this 24 day of November, 2008.

  
Chris Lette, Mayor of Udall

  
Lulita Hopkins, City Clerk

COPY

**RESOLUTION NO 427**

**A RESOLUTION ENDORSING PASSENGER RAIL SERVICE IN THE 10-YEAR STATE-WIDE COMPREHENSIVE TRANSPORTATION PROGRAM.**

**WHEREAS**, the State of Kansas is preparing its new 10-year Comprehensive Transportation Plan;

**WHEREAS**, the economic, environmental and recreational benefits of rail travel has been well established;

**WHEREAS**, one of the major responsibilities of local governments is to plan for the immediate and long-term transportation needs of the community;

**WHEREAS**, The Northern Flyer Alliance/Passenger Rail Kansas and Arkansas City, Winfield, Mulvane, Derby, Wichita, Valley Center, Sedgwick, Newton, Peabody, Florence, Strong City, Emporia, Osage City, Topeka, Lawrence, and Edwardsville have adopted resolutions supporting passenger rail service across Kansas. These communities along the proposed route recognize the benefits of passenger rail service to their communities and the State of Kansas.

**WHEREAS**, the Governing Body of the City of Rose Hill, Kansas further recognizes that by enacting this 10-Year Transportation Plan, the State of Kansas will be establishing its transportation priorities for the next decade and, therefore, this Resolution becomes a supporting document in support of expanded passenger rail service for Kansas within the 10-year Comprehensive Transportation Plan. This specific transportation capital improvement is essential to the health, safety and welfare of our citizens in the future; as well as, an effected way to move mass groups of people;

**WHEREAS**, failure to include passenger rail service in the 10-year Comprehensive Transportation Plan will impede, the economic, environmental and recreational benefits of the City of Rose Hill and the State of Kansas from being accomplished;

**WHEREAS**, the City of Rose Hill is unable to finance such capital transportation improvements without substantial assistance from the State of Kansas, the Kansas Department of Transportation and federal capital improvement funding.

**WHEREAS**, the State of Kansas and the Department of Transportation cannot sufficiently address the transportation needs of the City of Rose Hill and other cities and counties across the State without the enactment of a new Comprehensive Transportation Program by the Kansas Legislature, and that passenger rail service cannot be included in funding State transportation projects except by 2/3 vote of the State Senate and House;

**NOW, THEREFORE BE IT RESOLVED BY THE GOVERNING BODY OF THE CITY OF ROSE HILL,**

**Section 1.** New Comprehensive Transportation Program. The City of Rose Hill hereby endorses and supports the enactment of a new 10-year Comprehensive Transportation Program by the Kansas Legislature, which shall include a multi-platform transportation system that includes:

Public Roads  
Passenger and Freight Rail Service  
Commercial Air Service

**Section 2.** The City of Rose Hill hereby endorses and requests that the State Senate and State House adopt the 10-year Comprehensive Transportation Plan, and funding for passenger rail service, by a 2/3 majority in each chamber or by some other means.

**Section 3.** The City of Rose Hill city clerk shall send copies of this resolution and any supporting documentation to:

Governor Kathleen Sebelius; and

State Senator (Elect) Ty Masterson and State Representative David Crum  
and  
~~Northern Flyer Alliance in Wichita.~~

**ADOPTED AND APPROVED** by the Governing Body of the City of Rose Hill, Kansas, on this 17th day of November 2008.



*Mark Conway*  
\_\_\_\_\_  
Mark Conway, Mayor

Attest: *Kathy Raney*  
\_\_\_\_\_  
Kathy Raney, City Clerk

CERTIFICATE OF CLERK OF THE CITY OF ROSE HILL  
The above is a true and correct copy of the original  
Instrument which is on file or of record in this City,  
Done this 17 day of NOV 2008  
*Kathy Raney* Clerk



RESOLUTION NO 2008-12

**A RESOLUTION ENDORSING PASSENGER RAIL SERVICE IN THE 10-YEAR STATE-WIDE COMPREHENSIVE TRANSPORTATION PROGRAM.**

**WHEREAS, the State of Kansas is preparing its new 10-year Comprehensive Transportation Plan;**

**WHEREAS, the economic, environmental and recreational benefits of rail travel has been well established;**

**WHEREAS, one of the major responsibilities of local governments is to plan for the immediate and long-term transportation needs of the community;**

**WHEREAS, The Northern Flyer Alliance/Passenger Rail Kansas and Arkansas City, Winfield, Mulvane, Derby, Wichita, Valley Center, Sedgwick, Newton, Peabody, Florence, Strong City, Emporia, Osage City, Topeka, Lawrence, and Edwardsville have adopted resolutions supporting passenger rail service across Kansas. These communities along the proposed route recognize the benefits of passenger rail service to their communities and the State of Kansas.**

**WHEREAS, the Governing Body of the City of Mulvane, Kansas (hereinafter the name of City) further recognizes that by enacting this 10-Year Transportation Plan, the State of Kansas will be establishing its transportation priorities for the next decade and, therefore, this Resolution becomes a supporting document in support of expanded passenger rail service for Kansas within the 10-year Comprehensive Transportation Plan. This specific transportation capital improvement is essential to the health, safety and welfare of our citizens in the future; as well as, an effected way to move mass groups of people;**

**WHEREAS, failure to include passenger rail service in the 10-year Comprehensive Transportation Plan will impede, the economic, environmental and recreational benefits of the City of Mulvane and the State of Kansas from being accomplished;**

**WHEREAS, the City of Mulvane is unable to finance such capital transportation improvements without substantial assistance from the State of Kansas, the Kansas Department of Transportation and federal capital improvement funding.**

**WHEREAS, the State of Kansas and the Department of Transportation cannot sufficiently address the transportation needs of the City of Mulvane and other cities and counties across the State without the enactment of a new Comprehensive Transportation Program by the Kansas Legislature, and that passenger rail service cannot be included in funding State transportation projects except by 2/3 vote of the State Senate and House;**

NOW, THEREFORE BE IT RESOLVED BY THE GOVERNING BODY OF THE CITY OF MULVANE, KANSAS

Section 1. New Comprehensive Transportation Program. The City of Mulvane hereby endorses and supports the enactment of a new 10-year Comprehensive Transportation Program by the Kansas Legislature, which shall include a multi-platform transportation system that includes:

Public Roads  
Passenger and Freight Rail Service  
Commercial Air Service

Section 2: The City of Mulvane hereby endorses and requests that the State Senate and State House adopt the 10-year Comprehensive Transportation Plan, and funding for passenger rail service, by a 2/3 majority in each chamber or by some other means.

Section 3. The City of Mulvane city clerk shall send copies of this resolution and any supporting documentation to:

Governor Kathleen Sebelius; and


State Senators Carolyn McGinn, Jim Barnett, Mark Gilstrap,  
David Wysong, Chris Steineger, Marci Francisco, Jim Ward, Les Donovan; etc.  
and

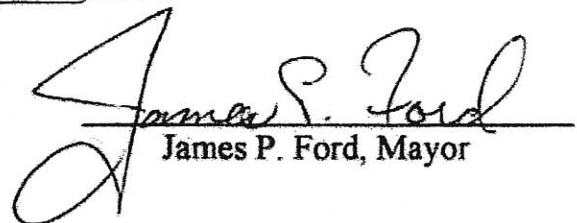
State Representatives Ed Trimmer, Terry McLachlan, Valdenia Winn, Don Schroeder, Raj Goyle, Delia Garcia, Peggy Mast, Don Hill, and Vince Wetta;  
etc.,

and the Northern Flyer Alliance in Wichita.

ADOPTED this 17<sup>th</sup> day of November, 2008.



  
Patty Gerwick, City Clerk

  
James P. Ford, Mayor

**A RESOLUTION ENDORSING PASSENGER RAIL SERVICE IN THE 10-YEAR STATE-WIDE COMPREHENSIVE TRANSPORTATION PROGRAM.**

**WHEREAS, the State of Kansas is preparing its new 10-year Comprehensive Transportation Plan;**

**WHEREAS, the economic, environmental and recreational benefits of rail travel has been well established;**

**WHEREAS, one of the major responsibilities of local governments is to plan for the immediate and long-term transportation needs of the community;**

**WHEREAS, The Northern Flyer Alliance/Passenger Rail Kansas and Arkansas City, Winfield, Mulvane, Derby, Wichita, Valley Center, Sedgwick, Newton, Peabody, Florence, Strong City, Emporia, Osage City, Topeka, Lawrence, and Edwardsville have adopted resolutions supporting passenger rail service across Kansas. These communities along the proposed route recognize the benefits of passenger rail service to their communities and the State of Kansas.**

**WHEREAS, the Board of County Commissioners of Sumner County, Kansas (hereinafter the name of County), further recognizes that by enacting this 10-Year Transportation Plan, the State of Kansas will be establishing its transportation priorities for the next decade and, therefore, this Resolution becomes a supporting document in support of expanded passenger rail service for Kansas within the 10-year Comprehensive Transportation Plan. This specific transportation capital improvement is essential to the health, safety and welfare of our citizens in the future; as well as, an effected way to move mass groups of people;**

**WHEREAS, failure to include passenger rail service in the 10-year Comprehensive Transportation Plan will impede, the economic, environmental and recreational benefits of the county and the State of Kansas from being accomplished;**

**WHEREAS, the county is unable to finance such capital transportation improvements without substantial assistance from the State of Kansas, the Kansas Department of Transportation and federal capital improvement funding.**

**WHEREAS, the State of Kansas and the Department of Transportation cannot sufficiently address the transportation needs of the county and other cities and counties across the State without the enactment of a new Comprehensive Transportation Program by the Kansas Legislature, and that passenger rail service cannot be included in funding State transportation projects except by 2/3 vote of the State Senate and House;**

**NOW, THEREFORE BE IT RESOLVED BY THE BOARD OF COUNTY COMMISSIONERS OF SUMNER COUNTY, KANSAS.**

**Section 1. New Comprehensive Transportation Program. The county hereby endorses and supports the enactment of a new 10-year Comprehensive Transportation Program by the Kansas Legislature, which shall include a multi-platform transportation system that includes:**

**Public Roads  
Passenger and Freight Rail Service  
Commercial Air Service**

**Section 2: The county hereby endorses and requests that the State Senate and State House adopt the**



1. Comprehensive Transportation Plan, and funding for passenger rail service, by a 2/3 majority in each chamber or by some other means.

Section 3. The county clerk shall send copies of this resolution and any supporting documentation to:

Governor Kathleen Sebelius; and

State Senators Greta Goodwin, Carolyn McGinn, Jim Barnett, Mark Gilstrap, David Wysong, Chris Steineger, Marci Francisco, Jim Ward, Les Donovan; etc. and

State Representatives Ed Trimmer, Terry McLachlan, Valdenia Winn, Don Schroeder, Raj Goyle, Delia Garcia, Peggy Mast, Don Hill, and Vince Wetta; etc.,

and

all local news media outlets;

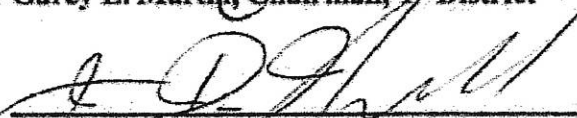
League of Kansas Municipalities/Kansas Association of Counties in Topeka.

Northern Flyer Alliance in Wichita.

ADOPTED this 10<sup>th</sup> day of November, 2008.

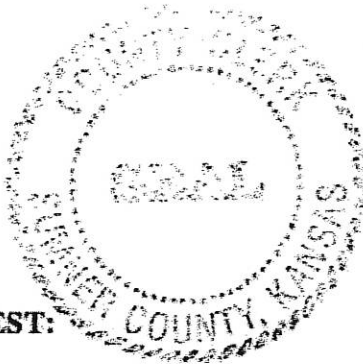
BOARD OF COUNTY COMMISSIONERS  
SUMNER COUNTY, KANSAS

  
\_\_\_\_\_  
Gary E. Martin, Chairman, 1<sup>st</sup> District

  
\_\_\_\_\_  
Jim D. Newell, Commissioner 1<sup>st</sup> District

  
\_\_\_\_\_  
Eldon B. Gracy, Commissioner 3<sup>rd</sup> District

ATTEST:



  
\_\_\_\_\_  
Shane J. Shields, County Clerk

## A RESOLUTION

ENDORSING transportation improvements for the City of Winfield, Kansas concerning the enactment by the Kansas Legislature of a state wide Comprehensive Transportation Program.

WHEREAS, one of the major responsibilities of Winfield government is to plan for the immediate and long-term transportation needs of the City of Winfield;

WHEREAS, the Governing Body of the City of Winfield, Kansas has conducted the necessary investigations to identify the transportation capital improvements that are needed in the City of Winfield; and

WHEREAS, these specific transportation capital improvements are essential to the health, safety and welfare of our citizens in the future; and

WHEREAS, these specific transportation capital improvements are vital to the economic well being of the City of Winfield and to its long-term growth and development; and

WHEREAS, the failure to undertake these transportation capital improvements will impede and may prevent the economic needs and goals of the City of Winfield from being accomplished; and

WHEREAS, the City of Winfield is unable to finance such capital transportation improvements without substantial assistance from the State of Kansas and the Kansas Department of Transportation; and

WHEREAS, the State of Kansas and the Department of Transportation cannot sufficiently address the transportation needs of the City of Winfield and other cities and counties across the state without the enactment of a new Comprehensive Transportation Program by the Kansas Legislature.

NOW, THEREFORE, BE IT RESOLVED BY THE GOVERNING BODY OF THE CITY OF WINFIELD, KANSAS:

**Section 1. Priority Transportation Projects:** After careful investigation of the transportation needs in the City of Winfield, the following transportation capital improvements are hereby declared to be vital to the future economic growth and development of the City of Winfield and the safety of its citizens:

- (1) Implementation of the US-77 Corridor Management Plan including the west bypass around Winfield
- (2) Completion of the K-360 bypass around the northeast portion of Winfield
- (3) Increased funding for Short Line rail needs

- (4) Planning for a connecting highway between K-15 and K-96
- (5) Funding for economic development street-road projects
- (6) Increase funding for Transit
- (7) Increase funding for local roads and streets (Special City & County Highway Fund)
- (8) Increase lane mile payments to cities for maintenance of state highways within cities (connecting links).
- (9) Funding for KLINK resurfacing projects on city connecting links.
- (10) Funding for geometric improvements on city connecting links.
- (11) Study the feasibility of AMTRAK passenger service from Oklahoma City through Kansas.


**Section 2. New Comprehensive Transportation Program:** The City of Winfield hereby endorses and supports the enactment of a new Comprehensive Transportation Program by the Kansas Legislature of sufficient size and magnitude to address the specific transportation capital improvements set forth in Section 1.


**Section 3.** The City Clerk shall send copies of this resolution and any supporting documentation to: Governor Kathleen Sebelius; Secretary of Transportation Deb Miller, State Senator, Greta Goodwin; State Representative, Ed Trimmer; all candidates for state representative; and local news media outlets; and the League of Kansas Municipalities.

ADOPTED this 20th day of October, 2008

ATTEST

MAYOR

  
Diane Rosecrans, City Clerk

  
Michael D. Eedy, Mayor





RESOLUTION NO 2008-1

**A RESOLUTION ENDORSING PASSENGER RAIL SERVICE IN THE 10-YEAR STATE-WIDE COMPREHENSIVE TRANSPORTATION PROGRAM.**

**WHEREAS, the State of Kansas is preparing its new 10-year Comprehensive Transportation Plan;**

**WHEREAS, the economic, environmental and recreational benefits of rail travel has been well established;**

**WHEREAS, one of the major responsibilities of local governments is to plan for the immediate and long-term transportation needs of the community;**

**WHEREAS, The Northern Flyer Alliance/Passenger Rail Kansas and Arkansas City, Winfield, Mulvane, Derby, Wichita, Valley Center, Sedgwick, Newton, Peabody, Florence, Strong City, Emporia, Osage City, Topeka, Lawrence, and Edwardsville have adopted resolutions supporting passenger rail service across Kansas. These communities along the proposed route recognize the benefits of passenger rail service to their communities and the State of Kansas.**

**WHEREAS, [the Governing Body of the City of Cassoday, Kansas (hereinafter the name of City) or Board of County Commissioners of \_\_\_\_\_ County, Kansas (hereinafter the name of County), further recognizes that by enacting this 10-Year Transportation Plan, the State of Kansas will be establishing its transportation priorities for the next decade and, therefore, this Resolution becomes a supporting document in support of expanded passenger rail service for Kansas within the 10-year Comprehensive Transportation Plan. This specific transportation capital improvement is essential to the health, safety and welfare of our citizens in the future; as well as, an effected way to move mass groups of people;**

**WHEREAS, failure to include passenger rail service in the 10-year Comprehensive Transportation Plan will impede, the economic, environmental and recreational benefits of the (city/county) and the State of Kansas from being accomplished;**

**WHEREAS, the (city/county) is unable to finance such capital transportation improvements without substantial assistance from the State of Kansas, the Kansas Department of Transportation and federal capital improvement funding.**

**WHEREAS, the State of Kansas and the Department of Transportation cannot sufficiently address the transportation needs of the (city/county) and other cities and counties across the State without the enactment of a new Comprehensive Transportation Program by the Kansas Legislature, and that passenger rail service cannot be included in funding State transportation projects except by 2/3 vote of the**

NOW, THEREFORE BE IT RESOLVED BY THE GOVERNING BODY OF THE CITY OF Cassoday, KANSAS OR BOARD OF COUNTY COMMISSIONERS OF \_\_\_\_\_ COUNTY, KANSAS.

Section 1. New Comprehensive Transportation Program. The (city/county) hereby endorses and supports the enactment of a new 10-year Comprehensive Transportation Program by the Kansas Legislature, which shall include a multi-platform transportation system that includes:

Public Roads  
Passenger and Freight Rail Service  
Commercial Air Service

Section 2: The (city/county) hereby endorses and requests that the State Senate and State House adopt the 10-year Comprehensive Transportation Plan, and funding for passenger rail service, by a 2/3 majority in each chamber or by some other means.

Section 3. The (city/county) clerk shall send copies of this resolution and any supporting documentation to:

Governor Kathleen Sebelius; and

State Senators Greta Goodwin, Carolyn McGinn, Jim Barnett, Mark Gilstrap, David Wyson, Chris Steiniger, Marci Francisco, Jim Ward, Les Donovan; etc.  
and

State Representatives Ed Trimmer, Terry McLachlan, Valdenia Winn, Don Schroeder, Raj Goyle, Delia Garcia, Peggy Mast, Don Hill, and Vince Wetta;  
etc.,

and

all local new media outlets;

League of Kansas Municipalities/Kansas Association of Counties in Topeka.

Northern Flyer Alliance in Wichita.

ADOPTED this 8<sup>th</sup> day of October, 2008.

(Affix appropriate attestations)

## **RESOLUTION NO. 751-2008**

### **A RESOLUTION ENDORSING PASSENGER RAIL SERVICE IN THE 10-YEAR STATE-WIDE COMPREHENSIVE TRANSPORTATION PROGRAM.**

**WHEREAS**, the State of Kansas is preparing its new 10-Year Comprehensive Transportation Plan; and

**WHEREAS**, the economic, environment and recreational benefits of rail travel has been well established; and

**WHEREAS**, one of the major responsibilities of local governments is to plan for the immediate and long-term transportation needs of the community; and

**WHEREAS**, the Northern Flyer Alliance/Passenger Rail Kansas and Arkansas City, Winfield, Mulvane, Derby, Wichita, Valley Center, Sedgwick, Newton, Peabody, Florence, Strong City, Emporia, Osage City, Topeka, Lawrence and Edwardsville have adopted resolution supporting passenger rail service across Kansas. These communities along with the proposed route recognize the benefits of passenger rail service to their communities and the State of Kansas; and

**WHEREAS**, the Governing Body of the City of Park City, Kansas further recognizes that by enactment of this 10-Year Comprehensive Transportation Plan, the State of Kansas will be establishing its transportation priorities for the next decade and, therefore, this Resolution becomes a supporting document in support of expanded passenger rail service for Kansas within the 10-Year Comprehensive Transportation Plan. This specific transportation capital improvement is essential to the health, safety and welfare of our citizens in the future; as well as, an effective way to move mass groups of people; and

**WHEREAS**, failure to include passenger rail service in the 10-Year Comprehensive Transportation Plan will impede the economic, environmental and recreational benefits of the City of Park City and the State of Kansas from being accomplished; and

**WHEREAS**, the City Of Park City is unable to finance such capital transportation improvements without substantial assistance from the State of Kansas, the Kansas Department of Transportation and federal capital improvement funding; and

**WHEREAS**, the State of Kansas and the Department of Transportation cannot sufficiently address the transportation needs of the City Of Park City and other cities and counties across the State without the enactment of a new Comprehensive Transportation Program by the Kansas Legislature, and that passenger rail service cannot be included in funding State transportation projects except by 2/3 vote of the State House and Senate.



**NOW, THEREFORE BE IT RESOLVED BY THE GOVERNING BODY  
OF THE CITY OF PARK CITY, KANSAS:**

**Section 1. New Comprehensive Transportation Program:** The City Of Park City endorses and supports the enactment of a new 10-Year Comprehensive Transportation Program by the Kansas Legislature, which shall include a multiplatform transportation system that includes:

**Public Roads  
Passenger and Freight Rail Service  
Commercial Air Service**

**Section 2.** The City Of Park City hereby endorses and requests that the State Senate and State House adopt the 10-Year Comprehensive Transportation Plan, and funding for passenger rail service, by a 2/3 majority in each chamber or by some other means.

**Section 3.** The City Clerk shall send copies of this resolution and any supporting documentation to:

Governor Kathleen Sebelius; and

State Senators Greta Goodwin, Carolyn McGinn, Jim Barnett, Mark Gilstrap, David Wyson, Chris Streineger, Marci Francisco, Jim Ward, Les Donovan; etc.  
and

State Representatives Ed Trimmer, Terry McLachlan, Valdenia Winn, Don Schroeder, Raj Goyle, Delia Garcia, Peggy Mast, Don Hill, and Vince Wetta; etc.  
and

all local news media outlets; and

League of Kansas Municipalities/Kansas Association of Counties in Topeka, and

Northern Flyer Alliance in Wichita.

**ADOPTED** by the Governing Body of the City Of Park City, Kansas this 14<sup>th</sup>  
Day of October, 2008.

  
\_\_\_\_\_  
Dee Stuart, Mayor

Attest:   
\_\_\_\_\_  
Carol A. Jones, City Clerk.

RESOLUTION NO 319

A RESOLUTION ENDORSING PASSENGER RAIL SERVICE IN THE 10-YEAR STATE-WIDE COMPREHENSIVE TRANSPORTATION PROGRAM.

WHEREAS, the State of Kansas is preparing its new 10-year Comprehensive Transportation Plan;

WHEREAS, the economic, environmental and recreational benefits of rail travel has been well established;

WHEREAS, one of the major responsibilities of local governments is to plan for the immediate and long-term transportation needs of the community;

WHEREAS, the Governing Body of the City of Oxford, Kansas, further recognizes that by enacting this 10-Year Transportation Plan, the State of Kansas will be establishing its transportation priorities for the next decade and, therefore, this Resolution becomes a supporting document in support of expanded passenger rail service for Kansas within the 10-year Comprehensive Transportation Plan. This specific transportation capital improvement is essential to the health, safety and welfare of our citizens in the future; as well as, an effected way to move mass groups of people;

WHEREAS, failure to include passenger rail service in the 10-year Comprehensive Transportation Plan will impede, the economic, environmental and recreational benefits of the (city/county) and the State of Kansas from being accomplished;

WHEREAS, the (city/county) is unable to finance such capital transportation improvements without substantial assistance from the State of Kansas, the Kansas Department of Transportation and federal capital improvement funding.

WHEREAS, the State of Kansas and the Department of Transportation cannot sufficiently address the transportation needs of the (city/county) and other cities and counties across the State without the enactment of a new Comprehensive Transportation Program by the Kansas Legislature, and that passenger rail service cannot be included in funding State transportation projects except by 2/3 vote of the State and Senate House;

NOW, THEREFORE BE IT RESOLVED BY THE GOVERNING BODY OF THE CITY OF OXFORD, KANSAS.

Section 1. New Comprehensive Transportation Program. The (city/county) hereby endorses and supports the enactment of a new 10-year Comprehensive Transportation Program by the Kansas Legislature, which shall include a multiplatform transportation system that includes:

Public Roads  
Passenger and Freight Rail Service  
Commercial Air Service

Section 2. The (city/county) hereby endorses and requests that the State Senate and State House adopt the 10-year Comprehensive Transportation Plan, and funding for passenger rail service, by a 2/3 majority in each chamber or by some other means.

Section 3. The (city/county) clerk shall send copies of this resolution and any supporting documentation to:

Governor Kathleen Sebelius; and

State Senators Greta Goodwin, Carolyn McGinn, Jim Barnett, Mark Gilstrap, David Wysong, Chris Steineger, Marci Francisco, Jim Ward, Les Donovan; etc.  
and

State Representatives Ed Trimmer, Terry McLachlan, Valdenia Winn, Don Schroeder, Raj Goyle, Delia Garcia, Peggy Mast, Don Hill, and Vince Wetta; etc.,

and

all local new media outlets;

League of Kansas Municipalities/Kansas Association of Counties in Topeka.

Northern Flyer Alliance in Wichita.

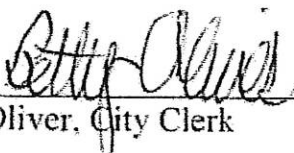
ADOPTED by the Council this 7<sup>th</sup> day of October, 2008.



Chad Bartelson, Mayor

(seal)

ATTEST:



Betty Oliver, City Clerk



**A RESOLUTION ENDORSING PASSENGER RAIL SERVICE IN THE 10-YEAR STATE-WIDE COMPREHENSIVE TRANSPORTATION PROGRAM.**

**WHEREAS, the State of Kansas is preparing its new 10-year Comprehensive Transportation Plan;**

**WHEREAS, the economic, environmental and recreational benefits of rail travel has been well established;**

**WHEREAS, one of the major responsibilities of local governments is to plan for the immediate and long-term transportation needs of the community;**

**WHEREAS, The Northern Flyer Alliance/Passenger Rail Kansas and Arkansas City, Winfield, Mulvane, Derby, Wichita, Valley Center, Sedgwick, Newton, Peabody, Florence, Strong City, Emporia, Osage City, Topeka, Lawrence, and Edwardsville have adopted resolutions supporting passenger rail service across Kansas. These communities along the proposed route recognize the benefits of passenger rail service to their communities and the State of Kansas;**

**WHEREAS, the Governing Body of the City of Clearwater, Sedgwick County, Kansas, further recognizes that by enacting this 10-Year Transportation Plan, the State of Kansas will be establishing its transportation priorities for the next decade and, therefore, this Resolution becomes a supporting document in support of expanded passenger rail service for Kansas within the 10-Year Comprehensive Transportation Plan. This specific transportation capital improvement is essential to the health, safety and welfare of our citizens in the future, as well as an effected way to move mass groups of people;**

**WHEREAS, failure to include passenger rail service in the 10-Year Comprehensive Transportation Plan will impede the economic, environmental and recreational benefits of Clearwater and the State of Kansas from being accomplished;**

**WHEREAS, Clearwater is unable to finance such capital transportation improvements without substantial assistance from the State of Kansas, the Kansas Department of Transportation and federal capital improvement funding;**

**WHEREAS, the State of Kansas and the Department of Transportation cannot sufficiently address the transportation needs of Clearwater and other cities and counties across the State without the enactment of a new Comprehensive Transportation Program by the Kansas Legislature, and that passenger rail service cannot be included in funding State transportation projects except by 2/3 vote of the State Senate and House.**

**NOW, THEREFORE BE IT RESOLVED BY THE GOVERNING BODY OF THE CITY OF CLEARWATER, KANSAS, OR BOARD OF COUNTY COMMISSIONERS OF SEDGWICK COUNTY, KANSAS.**

**Section 1: New Comprehensive Transportation Program.** Clearwater hereby endorses and supports the enactment of a new 10-Year Comprehensive Transportation Program by the Kansas Legislature, which shall include a multi-platform transportation system that includes:

**Public Roads  
Passenger and Freight Rail Service  
Commercial Air Service**

**Section 2: Clearwater hereby endorses and requests that the State Senate and State House adopt the 10-Year Comprehensive Transportation Plan, and funding for passenger rail service, by a 2/3 majority in each chamber or by some other means.**

**Section 3: The Clearwater clerk shall send copies of this resolution and any supporting documentation to:**

**Governor Kathleen Sebelius; and**

**State Senators Greta Goodwin, Carolyn McGinn, Jim Barnett, Mark Gilstrap, David Wysong, Chris Steineger, Marci Francisco, Jim Ward, Les Donovan, etc. and**

**State Representatives Ed Trimmer, Terry McLachlan, Valdenia Winn, Don Schroeder, Raj Goyle, Delia Garcia, Peggy Mast, Don Hill, and Vince Wetta, etc.,**

**and**


**all local news media outlets;**

**League of Kansas Municipalities/Kansas Association of Counties in Topeka.**

**Northern Flyer Alliance in Wichita**

**ADOPTED this 28<sup>th</sup> day of October, 2008.**

**ATTEST**

  
**Cheryl S. Wright, City Clerk**

  
**Michael Justice, Mayor**

RESOLUTION NO \_\_\_\_\_

**A RESOLUTION ENDORSING PASSENGER RAIL SERVICE IN THE 10-YEAR STATE-WIDE COMPREHENSIVE TRANSPORTATION PROGRAM.**

**WHEREAS, the State of Kansas is preparing its new 10-year Comprehensive Transportation Plan;**

**WHEREAS, the economic, environmental and recreational benefits of rail travel has been well established;**

**WHEREAS, one of the major responsibilities of local governments is to plan for the immediate and long-term transportation needs of the community;**

**WHEREAS, The Northern Flyer Alliance/Passenger Rail Kansas and Arkansas City, Winfield, Mulvane, Derby, Wichita, Valley Center, Sedgwick, Newton, Peabody, Florence, Strong City, Emporia, Osage City, Topeka, Lawrence, and Edwardsville have adopted resolutions supporting passenger rail service across Kansas. These communities along the proposed route recognize the benefits of passenger rail service to their communities and the State of Kansas.**

**WHEREAS, [the Governing Body of the City of McPherson, Kansas (hereinafter referred to as the "City"), further recognizes that by enacting this 10-Year Transportation Plan, the State of Kansas will be establishing its transportation priorities for the next decade and, therefore, this Resolution becomes a supporting document in support of expanded passenger rail service for Kansas within the 10-year Comprehensive Transportation Plan. This specific transportation capital improvement is essential to the health, safety and welfare of our citizens in the future; as well as, an effected way to move mass groups of people;**

**WHEREAS, failure to include passenger rail service in the 10-year Comprehensive Transportation Plan will impede, the economic, environmental and recreational benefits of the City and the State of Kansas from being accomplished;**

**WHEREAS, the City is unable to finance such capital transportation improvements without substantial assistance from the State of Kansas, the Kansas Department of Transportation and federal capital improvement funding.**

**WHEREAS, the State of Kansas and the Department of Transportation cannot sufficiently address the transportation needs of the City and other cities and counties across the State without the enactment of a new Comprehensive Transportation Program by the Kansas Legislature, and that passenger rail service cannot be included in funding State transportation projects except by 2/3 vote of the State Senate and House;**



**NOW, THEREFORE BE IT RESOLVED BY THE GOVERNING BODY OF  
THE CITY OF McPHERSON, KANSAS:**

**Section 1. New Comprehensive Transportation Program. The City hereby endorses and supports the enactment of a new 10-year Comprehensive Transportation Program by the Kansas Legislature, which shall include a multi-platform transportation system that includes:**

**Public Roads  
Passenger and Freight Rail Service  
Commercial Air Service**

**Section 2: The City hereby endorses and requests that the State Senate and State House adopt the 10-year Comprehensive Transportation Plan, and funding for passenger rail service, by a 2/3 majority in each chamber or by some other means.**

**Section 3. The City Clerk shall send copies of this resolution and any supporting documentation to:**

**Governor Kathleen Sebelius; and**

**State Senators Greta Goodwin, Carolyn McGinn, Jim Barnett, Mark Gilstrap, David Wysong, Chris Steineger, Marci Francisco, Les Donovan; etc.  
and**

**State Representatives Ed Trimmer, Terry McLachlan, Valdenia Winn, Don Schroeder, Raj Goyle, Delia Garcia, Peggy Mast, Don Hill, Jim Ward, and Vince Wetta; etc.,**

**League of Kansas Municipalities**

**and**

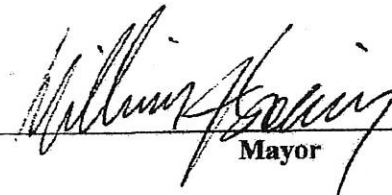
**Northern Flyer Alliance in Wichita.**

**ADOPTED this 6 day of October, 2008.**

**[SEAL]**

**Attest:**



  
\_\_\_\_\_  
**Mayor**

**RESOLUTION NO. 0929A-08**

**A RESOLUTION ENDORSING PASSENGER RAIL SERVICE IN THE 10-YEAR STATE-WIDE COMPREHENSIVE TRANSPORTATION PROGRAM.**

WHEREAS, the State of Kansas is preparing its new 10-year Comprehensive Transportation Plan;

WHEREAS, the economic, environmental and recreational benefits of rail travel has been well established;

WHEREAS, one of the major responsibilities of local governments is to plan for the immediate and long-term transportation needs of the community;

WHEREAS, The Northern Flyer Alliance/Passenger Rail Kansas and Arkansas City, Winfield, Mulvane, Derby, Wichita, Valley Center, Sedgwick, Newton, Peabody, Florence, Strong City, Emporia, Osage City, Topeka, Lawrence, and Edwardsville have adopted resolutions supporting passenger rail service across Kansas,. These communities along the proposed route recognize the benefits of passenger rail service to their communities and the State of Kansas.

WHEREAS, the Governing Body of the City of Peabody, Kansas, further recognizes that by enacting this 10-Year Transportation Plan, the State of Kansas will be establishing its transportation priorities for the next decade and, therefore, this Resolution becomes a supporting document in support of expanded passenger rail service for Kansas within the 10-year Comprehensive Transportation Plan. This specific transportation capital improvement is essential to the health, safety and welfare of our citizens in the future; as well as, an effected way to move mass groups of people;

WHEREAS, failure to include passenger rail service in the 10-year Comprehensive Transportation Plan will impede, the economic, environmental and recreational benefits of the City of Peabody and the State of Kansas from being accomplished;

WHEREAS, the City of Peabody is unable to finance such capital transportation improvements without substantial assistance from the State of Kansas, the Kansas Department of Transportation and federal capital improvement funding.

WHEREAS, the State of Kansas and the Department of Transportation cannot sufficiently address the transportation needs of the City of Peabody and other cities and counties across the State without the enactment of a new Comprehensive Transportation Program by the Kansas Legislature, and that passenger rail service cannot be included in funding State transportation projects except by 2/3 vote of the State Senate and House

NOW, THEREFORE BE IT RESOLVED BY THE GOVERNING BODY OF  
THE CITY OF PEABODY, KANSAS:

Section 1. New Comprehensive Transportation Program. The City of Peabody hereby endorses and supports the enactment of a new 10-year Comprehensive Transportation Program by the Kansas Legislature, which shall include a multiplatform transportation system that includes:

Public Roads

Passenger and Freight Rail Service

Commercial Air Service

Section 2: The City of Peabody hereby endorses and requests that the State Senate and State House adopt the 10-year Comprehensive Transportation Plan, and funding for passenger rail service, by a 2/3 majority in each chamber or by some other means.

Section 3. The city clerk shall send copies of this resolution and any supporting documentation to:

Governor Kathleen Sebelius; and

State Senators Greta Goodwin, Carolyn McGinn, Jim Barnett, Mark Gilstrap, David Wysong, Chris Steineger, Marci Francisco, Jim Ward, Les Donovan; etc. and

State Representatives Ed Trimmer, Terry McLachlan, Valdenia Winn, Don Schroeder, Raj Goyle, Delia Garcia, Peggy Mast, Don Hill, and Vince Wetta; etc.,


and

all local new media outlets;

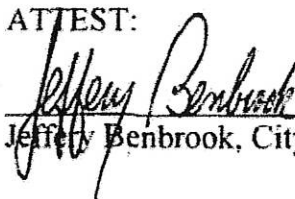
League of Kansas Municipalities/Kansas Association of Counties in Topeka.

Northern Flyer Alliance in Wichita.

**ADOPTED AND APPROVED** by the City Council of the City of Peabody, Kansas this 29<sup>th</sup> day of September, 2008.

  
Edmond Slocombe, Mayor

ATTEST:

  
Jeffrey Benbrook, City Clerk



**RESOLUTION NO 08-23**

**A RESOLUTION ENDORSING PASSENGER RAIL SERVICE IN THE 10-YEAR STATE-WIDE COMPREHENSIVE TRANSPORTATION PROGRAM.**

**WHEREAS**, the State of Kansas is preparing its new 10-year Comprehensive Transportation Plan;

**WHEREAS**, the economic, environmental and recreational benefits of rail travel has been well established;

**WHEREAS**, one of the major responsibilities of local governments is to plan for the immediate and long-term transportation needs of the community;

**WHEREAS**, The Northern Flyer Alliance/Passenger Rail Kansas and Arkansas City, Winfield, Mulvane, Derby, Wichita, Valley Center, Sedgwick, Newton, Peabody, Florence, Strong City, Emporia, Osage City, Topeka, Lawrence, and Edwardsville have adopted resolutions supporting passenger rail service across Kansas. These communities along the proposed route recognize the benefits of passenger rail service to their communities and the State of Kansas;

**WHEREAS**, The Governing Body of the City of Bel Aire, Kansas (hereinafter the City), further recognizes that by enacting this 10-year Transportation Plan, the State of Kansas will be establishing its transportation priorities for the next decade and, therefore, this Resolution becomes a supporting document in support of expanded passenger rail service for Kansas within the 10-year Comprehensive Transportation Plan. This specific transportation capital improvement is essential to the health, safety and welfare of our citizens in the future; as well as, an effected way to move mass groups of people;

**WHEREAS**, failure to include passenger rail service in the 10-year Comprehensive Transportation Plan could impede, the economic, environmental and recreational benefits of the City and the State of Kansas from being accomplished;

**WHEREAS**, the City is unable to finance such capital transportation improvements without substantial assistance from the State of Kansas, the Kansas Department of Transportation and federal capital improvement funding;

**WHEREAS**, the State of Kansas and the Department of Transportation cannot sufficiently address the transportation needs of the City and other cities and counties across the State without the enactment of a new Comprehensive Transportation Program by the Kansas Legislature, and that passenger rail service cannot be included in funding State transportation projects except by 2/3 vote of the State Senate and House;

**NOW, THEREFORE BE IT RESOLVED BY THE GOVERNING BODY OF THE CITY OF BEL AIRE, KANSAS.**

**Section 1.** New Comprehensive Transportation Program. The City hereby endorses and supports the enactment of a new 10-year Comprehensive Transportation Program by the Kansas Legislature, which shall include a multi-platform transportation system as follows:

Public Roads  
Passenger and Freight Rail Service  
Commercial Air Service

**Section 2.** The City hereby endorses and requests the State Senate and State House adopt the 10-year Comprehensive Transportation Plan, and consider funding for passenger rail service, by a 2/3 majority in each chamber.

**Section 3.** The City clerk shall send copies of this resolution and any supporting documentation to:

Governor Kathleen Sebelius; and

State Senators Greta Goodwin, Carolyn McGinn, Jim Barnett, Mark Gilstrap, David Wysong, Chris Steineger, Marci Francisco, Jim Ward and Les Donovan.

State Representatives Ed Trimmer, Terry McLachlan, Valdenia Winn, Don Schroeder, Raj Goyle, Delia Garcia, Peggy Mast, Don Hill, Vince Wetta and Steve Brunk.

League of Kansas Municipalities/Kansas Association of Counties in Topeka.

Northern Flyer Alliance in Wichita.

**ADOPTED this 16<sup>th</sup> day of September, 2008.**

  
MAYOR, HAROLD A. SMITH

SEAL

ATTEST:

  
CITY CLERK, VICKI S. BRADFORD

**RESOLUTION NO 09-08-08-04**

**A RESOLUTION ENDORSING PASSENGER RAIL SERVICE IN THE 10-YEAR STATE-WIDE COMPREHENSIVE TRANSPORTATION PROGRAM.**

**WHEREAS, the State of Kansas is preparing its new 10-year Comprehensive Transportation Plan;**

**WHEREAS, the economic, environmental and recreational benefits of rail travel have been well established;**

**WHEREAS, one of the major responsibilities of local governments is to plan for the immediate and long-term transportation needs of the community;**

**WHEREAS, The Northern Flyer Alliance/Passenger Rail Kansas and Arkansas City, Winfield, Mulvane, Derby, Wichita, Valley Center, Sedgwick, Newton, Peabody, Florence, Strong City, Emporia, Osage City, Topeka, Lawrence, and Edwardsville have adopted resolutions supporting passenger rail service across Kansas. These communities along the proposed route recognize the benefits of passenger rail service to their communities and the State of Kansas**

**WHEREAS, the Governing Body of the City of Halstead, Kansas (hereinafter the name of City) further recognizes that by enacting this 10-Year Transportation Plan, the State of Kansas will be establishing its transportation priorities for the next decade; and therefore, this Resolution becomes a supporting document in support of expanded passenger rail service for Kansas within the 10-year Comprehensive Transportation Plan. This specific transportation capital improvement is essential to the health, safety and welfare of our citizens in the future, as well as an effective way to move mass groups of people;**

**WHEREAS, failure to include passenger rail service in the 10-year Comprehensive Transportation Plan will impede the economic, environmental, and recreational benefits of the City of Halstead and the State of Kansas from being accomplished;**

**WHEREAS, the City of Halstead is unable to finance such capital transportation improvements without substantial assistance from the State of Kansas, the Kansas Department of Transportation, and federal capital improvement funding.**

**WHEREAS, the State of Kansas and the Department of Transportation cannot sufficiently address the transportation needs of the City of Halstead and other cities and counties across the State without the enactment of a new Comprehensive Transportation Program by the Kansas Legislature, and passenger rail service cannot be included in funding State transportation projects except by 2/3 vote of the State Senate and House;**

**NOW, THEREFORE BE IT RESOLVED BY THE GOVERNING BODY OF THE CITY OF HALSTEAD, KANSAS:**

**Section 1. New Comprehensive Transportation Program. The City of Halstead hereby endorses and supports the enactment of a new 10-year Comprehensive Transportation Program by the Kansas Legislature, which shall include a multi-platform transportation system that includes:**

**Public Roads  
Passenger and Freight Rail Service  
Commercial Air Service**

**Section 2: The City of Halstead hereby endorses and requests that the State Senate and State House adopt the 10-year Comprehensive Transportation Plan, and funding for passenger rail service, by a 2/3 majority in each chamber**

**Section 3. The Clerk of the City of Halstead shall send copies of this resolution and any supporting documentation to:**

**Governor Kathleen Sebelius and;**

**State Senators Greta Goodwin, Carolyn McGinn, Jim Barnett, Mark Gilstrap, David Wysong, Chris Steineger, Marci Francisco, Jim Ward, Les Donovan; etc. and;**

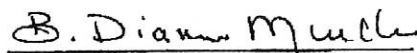
**State Representatives Ed Trimmer, Terry McLachlan, Valdenia Winn, Don Schroeder, Raj Goyle, Delia Garcia, Peggy Mast, Don Hill, and Vince Wetta, etc. and;**

**all local news media outlets, League of Kansas Municipalities/Kansas Association of Counties in Topeka, and the Northern Flyer Alliance in Wichita.**

ADOPTED this 8 day of September, 2008.

  
Kevin J. Pyle, Mayor

ATTEST:

  
B. Dianne Mueller, City Clerk





RESOLUTION NO. 08-11

**A RESOLUTION OF THE CITY OF MIDWEST CITY, OKLAHOMA EXPRESSING STRONG SUPPORT FOR THE EXTENSION OF AMTRAK PASSENGER RAIL SERVICE NORTHWARD FROM OKLAHOMA CITY AND FOR CREATION OF COMMUTER RAIL SERVICE BETWEEN MIDWEST CITY AND OKLAHOMA CITY.**

**WHEREAS**, the Northern Flyer Alliance is an intra-state compact of existing and potential on-route communities, elected officials, public organizations and business leaders organized to support extension of currently existing Oklahoma Amtrak passenger rail service, and

**WHEREAS**, the City of Oklahoma City is currently the terminal for existing Amtrak service, and

**WHEREAS**, the expressed Northern Flyer Alliance goal is to extend existing Amtrak service from Fort Worth/Dallas to Oklahoma City and northward to Kansas City, with equal service between Kansas City, Oklahoma City and Fort Worth/Dallas, and

**WHEREAS**, the City of Midwest City recognizes the importance of expanding current Heartland Flyer service to Kansas and supports the continuing efforts to do so, and

**WHEREAS**, national and regional support is growing for state-funded Amtrak corridor trains, and

**WHEREAS**, the people of Oklahoma could reap personal and financial benefits through federal matching funding for passenger rail expansion through the federal Passenger Rail Investment and Improvement Act, and

**WHEREAS**, the City of Midwest City recognizes the financial and environmental benefits, as well as the saving of travel time and quality of life advantages of connecting northward to the national Amtrak system in Kansas City, and

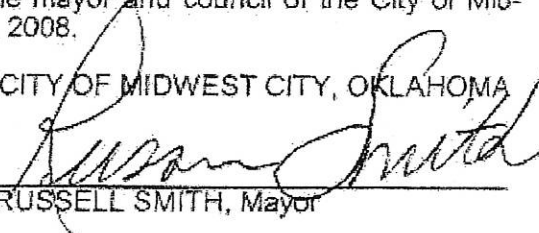
**WHEREAS**, current developments in the tightening of federal environmental ozone standards and significant increases in fuel and energy costs support reexamination of passenger and commuter rail service as a public transit alternative to transit by highway in passenger vehicles; and

WHEREAS, the City of Midwest City recognizes the importance for affordable transportation for work and pleasure in the Metropolitan area,


NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Midwest City that the City of Midwest City endorses the expansion of Amtrak service beyond Oklahoma City to Kansas City; the implementation of a Midwest City – Oklahoma City – Will Rogers Airport commuter rail program and, further, supports the efforts of the Northern Flyer Alliance in its efforts to bring about these service expansions.

PASSED AND APPROVED by the mayor and council of the City of Midwest City on the 12<sup>th</sup> day of August, 2008.

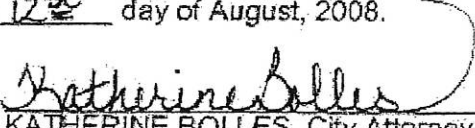
CITY OF MIDWEST CITY, OKLAHOMA

  
RUSSELL SMITH, Mayor

ATTEST:

  
RHONDA ATKINS, Deputy City Clerk

APPROVED as to form and legality this 12<sup>th</sup> day of August, 2008.

  
KATHERINE BOLLES, City Attorney



**Jayne C. Detten**  
Executive Director  
Ponca City Main Street  
516 E. Grand Ave.  
Ponca City, OK 74601  
580-763-8082  
[dettejc@poncacityok.gov](mailto:dettejc@poncacityok.gov)

*Where vision and values meet...*

The Honorable Governor Brad Henry  
c/o State Capitol Building  
2300 N. Lincoln Blvd.  
Oklahoma City, OK 73105

Honorable Governor Henry,

I am writing on behalf of the present efforts to extend the Heartland Flyer train service north from Oklahoma City, OK, on into south central Kansas. The line would parallel the Oklahoma communities of Edmond, Guthrie, Perry, and Ponca City. Further continuance of the line to Kansas City and then Chicago would be the ultimate goal proving a link between Dallas/Fort Worth, Oklahoma City, Kansas City and Chicago.

Enhanced transportation opportunities through the state north of Oklahoma City will increase tourism and economic development to the communities mentioned, others in proximity and the state of Oklahoma. The northern half of our state is now underserved by way of rail line which leaves many opportunities and other development unfulfilled.

The Ponca City Main Street program and its board of directors supports the expansion of the Heartland Flyer route as a means to enhance the economy, infrastructure and quality of life advantages its service would offer the state of Oklahoma. Please seriously consider its funding and support.

Respectfully,

  
Jayne C. Detten  
Executive Director  
Ponca City Main Street

CC:

Evan Stair, Oklahoma Director, Northern Flyer Alliance  
Nancy Tyndall, Chairwoman of the Board, PCMS



Northern Flyer Alliance  
Passenger Rail Kansas  
PO Box 771557  
Wichita, KS 67277-1557

August 25, 2008

To Whom It May Concern,

The Old Town Association (OTA) represents the businesses and residents in the Old Town area of Wichita, Kansas. We promote tourism and development in the downtown area of Wichita which borders the central rail corridor through Wichita.

The OTA endorses the proposed expansion of Amtrak service through Wichita between Oklahoma City and Kansas City with a stop in Wichita and further supports the efforts of the Northern Flyer Alliance to bring about this service expansion. We understand that the Northern Flyer Alliance is a grassroots effort endeavoring to extend north to Kansas City the existing Amtrak service between Ft. Worth and Oklahoma City.

Current developments in the tightening of federal environmental ozone standards and significant increases in fuel and energy costs support reexamination of passenger rail service as a public transit alternative to transit by highway passenger vehicles.

Designating the Old Town area of Wichita as a stopping point on the proposed expanded rail service route would be a great benefit to the surrounding area.

Sincerely,

A handwritten signature in cursive script that reads "Charlie Claycomb".

Charlie Claycomb  
President - Old Town Association  
151 N Rock Island, Loft 4A  
Wichita, KS 67202  
316-260-8999



RESOLUTION NO. 1056

A RESOLUTION ENDORSING PASSENGER RAIL SERVICE IN THE 10-YEAR STATE-WIDE COMPREHENSIVE TRANSPORTATION PROGRAM.

WHEREAS, the State of Kansas is preparing its new 10-year Comprehensive Transportation Plan;

WHEREAS, the economic, environmental and recreational benefits of rail travel has been well established;

WHEREAS, one of the major responsibilities of local governments is to plan for the immediate and long-term transportation needs of the community;

WHEREAS, The Northern Flyer Alliance/Passenger Rail Kansas and Arkansas City, Winfield, Mulvane, Derby, Wichita, Valley Center, Sedgwick, Newton, Peabody, Florence, Strong City, Emporia, Osage City, Topeka, Lawrence, and Edwardsville have adopted resolutions supporting passenger rail service across Kansas. These communities along the proposed route recognize the benefits of passenger rail service to their communities and the State of Kansas

WHEREAS, [the Governing Body of the City of Hesston, Kansas (hereinafter the name of City) further recognizes that by enacting this 10-Year Transportation Plan, the State of Kansas will be establishing its transportation priorities for the next decade and, therefore, this Resolution becomes a supporting document in support of expanded passenger rail service for Kansas within the 10-year Comprehensive Transportation Plan. This specific transportation capital improvement is essential to the health, safety and welfare of our citizens in the future; as well as, an effected way to move mass groups of people;

WHEREAS, failure to include passenger rail service in the 10-year Comprehensive Transportation Plan will impede, the economic, environmental and recreational benefits of the City and the State of Kansas from being accomplished;

WHEREAS, the City is unable to finance such capital transportation improvements without substantial assistance from the State of Kansas, the Kansas Department of Transportation and federal capital improvement funding.

WHEREAS, the State of Kansas and the Department of Transportation cannot sufficiently address the transportation needs of the City and other cities and counties

across the State without the enactment of a new Comprehensive Transportation Program by the Kansas Legislature, and that passenger rail service cannot be included in funding State transportation projects except by 2/3 vote of the State Senate and House;

**NOW, THEREFORE BE IT RESOLVED BY THE GOVERNING BODY OF THE CITY OF HESSTON, KANSAS**

**Section I. New Comprehensive Transportation Program.** The City hereby endorses and supports the enactment of a new 10-year Comprehensive Transportation Program by the Kansas Legislature, which shall include a multi-platform transportation system that includes:

**Public Roads  
Passenger and Freight Rail Service  
Commercial Air Service**

**Section 2:** The City hereby endorses and requests that the State Senate and State House adopt the 10-year Comprehensive Transportation Plan, and funding for passenger rail service, by a 2/3 majority in each chamber

**Section 3.** The city clerk shall send copies of this resolution and any supporting documentation to:

**Governor Kathleen Sebelius and;**

**State Senators Greta Goodwin, Carolyn McGinn, Jim Barnett, Mark Gilstrap, David Wysong, Chris Steineger, Marci Francisco, Jim Ward, Les Donovan; etc. and;**

**State Representatives Ed Trimmer, Terry McLachlan, Valdenia Winn, Don Schroeder, Raj Goyle, Delia Garcia, Peggy Mast, Don Hill, and Vince Wetta, etc. and;**

**all local news media outlets, League of Kansas Municipalities/Kansas Association of Counties in Topeka, and the Northern Flyer Alliance in Wichita.**

**ADOPTED this 11<sup>th</sup> day off August, 2008.**

*Visit*  
**EDMOND**  
CONVENTION &  
VISITORS BUREAU

Wednesday, August 20, 2008

The Honorable Brad Henry  
Governor of the State of Oklahoma  
212 State Capitol Building  
Oklahoma City, OK 73105

Dear Governor Henry,

The Edmond Convention & Tourism Advisory Board has noted the continuing discussion regarding the expansion of AMTRAK service to Newton, KS thereby accessing the Kansas City market. We are firm in our belief that such a venture would be beneficial to Oklahoma.

Such an expansion would bring leisure travelers from both Kansas and Texas to more locations in Oklahoma thereby expanding the tourism revenues generated in our state by this business. Edmond's location is a key opportunity in Oklahoma's service of rail travelers providing a vibrant visitor experience for incoming riders and access to an educated and affluent community of prospective travelers for the system. Edmond's picturesque downtown area, adjacent to historic Rt. 66, would be the location of an AMTRAK stop in this community.

An AMTRAK stop in Edmond would be of significant benefit in Oklahoma's future growth in public transportation for commuter traffic. This is a community with a growing population and a vibrant economy.

The Edmond Convention & Tourism Advisory Board supports the expansion of passenger rail service from Oklahoma City to Newton, Kansas. We respectfully request that Edmond be considered as a stop and ask that our community be actively included in future discussion on this important transportation issue.

Yours in Tourism,



Scott Smelser, Chairman  
Edmond Convention & Tourism Advisory Board

cc: Edmond Mayor and City Council  
Edmond Convention & Tourism Advisory Board Members  
Larry Stevens, COE City Manager  
Steve Murdock, COE City Attorney

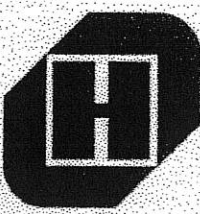
Edmond Convention & Visitors Bureau  
Physical: 1030 S Bryant - Mailing: PO Box 2970  
Edmond, OK 73083  
Local: 405.341.4344 - Fax: 405.216.7783 - Toll Free: 866.641.4344  
[www.VisitEdmondOK.com](http://www.VisitEdmondOK.com)



*John Walther*  
\_\_\_\_\_  
John Walther, Mayor

ATTEST:  
*Jason Thrasher*  
\_\_\_\_\_  
Jason Thrasher, City Clerk





HARVEY COUNTY, KANSAS

ADMINISTRATION DEPARTMENT

COURTHOUSE  
P.O. BOX 687  
NEWTON, KANSAS 67114-0687

PHONE: 316-284-6806

FAX: 316-284-6856

August 13, 2008

Dear Mr. Heckman,

Enclosed you will find a signed copy of the resolution supporting your passenger rail service. This resolution was passed and signed by the Harvey County Commissioners on August 11, 2008.

Sincerely,

Craig Simons  
Harvey County Administrator

**NOW, THEREFORE BE IT RESOLVED BY THE GOVERNING BODY OF THE CITY OF SEDGWICK, KANSAS .**

Section 1. New Comprehensive Transportation Program. The city hereby endorses and supports the enactment of a new 10 year Comprehensive Transportation Program by the Kansas Legislature, which shall include a multi-platform transportation system that includes:

Public Roads  
Passenger and Freight Rail Service  
Commercial Air Service

Section 2. The city hereby endorses and requests that the State Senate and State House adopt the 10 year Comprehensive Transportation Plan, and funding for passenger rail service, by a 2/3 majority in each chamber

Section 3. The city clerk shall send copies of this resolution and any supporting documentation to:

Governor Kathleen Sebelius and;

State Senators Greta Goodwin, Carolyn McGinn, Jim Barnett, Mark Gilstrap, David Wysong, Chris Steineger, Marci Francisco, Jim Ward, Les Donovan; etc. and;

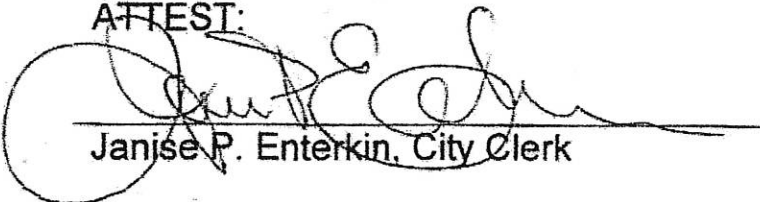
State Representatives Ed Trimmer, Terry McLachlan, Valdenia Winn, Don Schroeder, Raj Goyle, Delia Garcia, Peggy Mast, Don Hill, and Vince Wetta, etc. and;

All local news media outlets, League of Kansas Municipalities/Kansas Association of Counties in Topeka, and the Northern Flyer Alliance in Wichita.

**ADOPTED BY THE GOVERNING BODY OF THE CITY OF SEDGWICK ON THIS 4<sup>TH</sup> DAY OF AUGUST, 2008.**

  
Donald K. DeHaven, Mayor

ATTEST:

  
Janise P. Enterkin, City Clerk

**RESOLUTION NO. 2008-16**

**A RESOLUTION ENDORSING PASSENGER RAIL SERVICE IN THE 10-YEAR STATE-WIDE COMPREHENSIVE TRANSPORTATION PROGRAM.**

**WHEREAS, the State of Kansas is preparing its new 10-year Comprehensive Transportation Plan;**

**WHEREAS, the economic, environmental, and recreational benefits of rail travel have been well established;**

**WHEREAS, one of the major responsibilities of local governments is to plan for the immediate and long-term transportation needs of the community;**

**WHEREAS, The Northern Flyer Alliance/Passenger Rail Kansas and Arkansas City, Winfield, Mulvane, Derby, Wichita, Valley Center, Sedgwick, Newton, Peabody, Florence, Strong City, Emporia, Osage City, Topcka, Lawrence, and Edwardsville have adopted resolutions supporting passenger rail service across Kansas. These communities along the proposed route recognize the benefits of passenger rail service to their communities and the State of Kansas;**

**WHEREAS, the Board of County Commissioners of Harvey County, Kansas, further recognizes that by enacting this 10-Year Transportation Plan, the State of Kansas will be establishing its transportation priorities for the next decade and, therefore, this Resolution becomes a supporting document in support of expanded passenger rail service for Kansas within the 10-year Comprehensive Transportation Plan. This specific transportation capital improvement is essential to the health, safety, and welfare of our citizens in the future; as well as an effective way to move mass groups of people;**

**WHEREAS, failure to include passenger rail service in the 10-year Comprehensive Transportation Plan will impede the economic, environmental, and recreational benefits of Harvey County and the State of Kansas from being accomplished;**

**WHEREAS, Harvey County is unable to finance such capital transportation improvements without substantial assistance from the State of Kansas, the Kansas Department of Transportation and federal capital improvement funding;**

**WHEREAS, the State of Kansas and the Department of Transportation can not sufficiently address the transportation needs of Harvey County and other cities and counties across the State without the enactment of a new Comprehensive Transportation Program by the Kansas Legislature, and that passenger rail service can not be included in funding State transportation projects except by 2/3 vote of the State Senate and House;**



**NOW, THEREFORE BE IT RESOVLED BY THE BOARD OF COUNTY COMMISSIONERS OF HARVEY COUNTY, KANSAS.**

**Section 1. New Comprehensive Transportation Program. The Board of Harvey County hereby endorses and supports the enactment of a new 10-year Comprehensive Transportation Program by the Kansas Legislature, which shall include a multiplatform transportation system that includes:**

**Public Roads  
Passenger and Freight Rail Service  
Commercial Air Service**

**Section 2. The Board of Harvey County hereby endorses and requests that the State Senate and State House adopt the 10-year Comprehensive Transportation Plan, and funding for passenger rail service, by a 2/3 majority in each chamber.**

**Section 3. The Harvey County clerk shall send copies of this resolution and any supporting documentation to:**

**Governor Kathleen Sebelius and;**

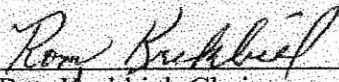
**State Senators Greta Goodwin, Carolyn McGinn, Jim Barnett, Mark Gilstrap, David Wysong, Chris Steineger, Marci Francisco, Jim Ward, Les Donovan; etc. and;**

**State Representatives Ed Trimmer, Terry McLachlan, Valdenia Winn, Don Schroeder, Marc Rhoades, Raj Goyle, Delia Garcia, Peggy Mast, Don Hill, and Vince Wetta, etc, and;**

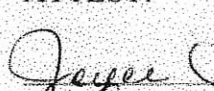
**All local news media outlets, League of Kansas Municipalities/Kansas Association of Counties in Topeka, and the Northern Flyer Alliance in Wichita.**

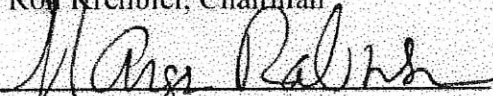
ADOPTED this 17<sup>th</sup> day of August, 2008.

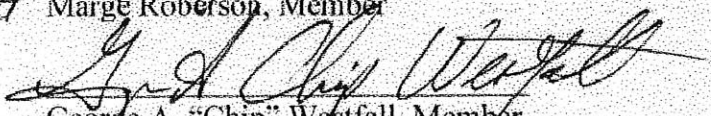
**BOARD OF HARVEY COUNTY COMMISSIONERS**

  
\_\_\_\_\_  
Ron Krehbiel, Chairman

ATTEST:

  
Joyce Truskett  
County Clerk

  
\_\_\_\_\_  
Marge Roberson, Member

  
\_\_\_\_\_  
George A. "Chip" Westfall, Member





## The Northern Flyer Alliance

Post Office Box 75575 Oklahoma City OK 73147

405-943-9732 405-366-8957

July 1<sup>st</sup>, 2008

The Honorable Brad Henry, Governor  
212 Oklahoma Capitol  
2300 North Lincoln Boulevard  
Oklahoma City, OK 73105

Dear Governor Henry:

We the below signed Mayors of Ardmore, Pauls Valley, Purcell, Norman, Oklahoma City, Edmond, Guthrie, Perry and Ponca City, would like to discuss with you a matter of urgent importance. Today our citizens face the rapid approach of five-dollar a gallon gasoline. The airline industry is cutting services and raising fares in order to address \$140.00 per barrel oil. The decline in intercity bus transportation coupled with the high cost of personal automobile travel is resulting in the increasing isolation of small town Oklahoma.

At your earliest convenience we would like to meet with you, Transportation Secretary Phil Tomlinson, and ODOT staff to discuss a strategy addressing a partial solution to our worsening transportation crisis. The crisis, related to crude oil pricing and resulting market volatility, threatens the mobility of our citizens. A decrease in cost effective transportation will negatively impact our communities making economic development and recovery difficult.

Oklahoma has crossed a major threshold. No longer is there any argument about whether Oklahomans and the American people want optional transportation. We can confirm to you that market demand already exists in our communities that would make the *Heartland Flyer* expansion north into Kansas, and on to Kansas City highly beneficial. We can confirm to you that the expansion of the *Heartland Flyer* will bring economic benefit to state communities. We can confirm to you that the expansion of the *Heartland Flyer* will increase the quality of life for hundreds of thousands of Oklahomans.

On February 11, 2008 the Kansas Department of Transportation (KDOT) issued a formal request to Amtrak to study expanded passenger rail operations on the 606 mile Kansas City to Fort Worth corridor. This rail corridor presently hosts Amtrak's 206 mile passenger rail segment operating between Oklahoma City and Fort Worth. The study is estimated to cost \$150,000 to \$175,000. It will be complete late in 2008, or early 2009. Unfortunately, the time delay in going

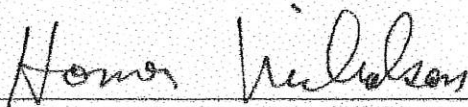
through the legislative process anticipated for the 2011 sessions in Kansas and Oklahoma will place unnecessary and increasing burdens on the citizens of our states.

On October 30, 2007 the US Senate passed S. 294, The Passenger Rail Investment and Improvement Act, by a vote of 70-22. Oil at that time was just \$92 a barrel. On June 11, 2008, Oklahoma's delegation to the US House of Representatives unanimously passed the House version of The Passenger Rail Investment and Improvement Act, HR6003. The final House vote was 311 - 104. This Act will provide a federal match of up to 80 percent for passenger rail capital improvements. Oklahoma, Kansas, and Texas should act soon to reap benefit from this landmark legislation while Senate and House versions are combined in conference committee.

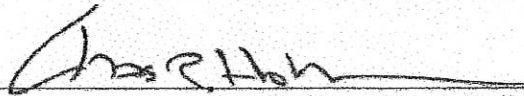
Based upon current Oklahoma and Texas contractual payments to Amtrak, some \$4.3 million combined, Oklahoma and Texas pay Amtrak a \$21,000/mile annual fee for passenger rail operations. Applying this figure to the Kansas City - Fort Worth corridor, the total cost would be in the range of \$13 million annually, split between Texas, Oklahoma, and Kansas. ODOT estimated in 2001, through a Carter Burgess engineering study that track upgrades for this corridor would be in the range of \$5 million with \$2.9 million required in Oklahoma and \$2.1 million in Kansas. Estimates also show that an additional train set, required for expanded operations, would cost Kansas, Oklahoma, and Texas a combined \$8 million. In other words, with the federal match, the combined capital startup infrastructure cost would be \$2.6 million. Oklahoma's share would likely be around \$1.17 million.

With increasing support from Congress for expanded passenger rail service, now is the time for completion of the *Heartland Flyer* route. With your voice and with the power of your office we request your support and advocacy in order to expedite planning and funding by the inclusion of a provisional line item in your 2009 budget.

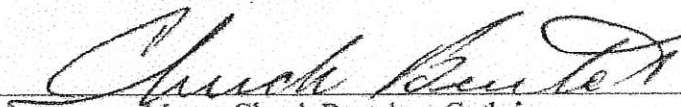
Sincerely,



Mayor Homer Nicholson, Ponca City



Mayor Chuck Hall, Perry



Mayor Chuck Burtcher, Guthrie



**A RESOLUTION ENDORSING PASSENGER RAIL SERVICE IN THE 10 YEAR STATE-WIDE COMPREHENSIVE TRANSPORTATION PROGRAM.**

**WHEREAS**, the State of Kansas is preparing its new 10 year Comprehensive Transportation Plan;

**WHEREAS**, the economic environmental and recreational benefits of rail travel has been well established;

**WHEREAS**, one of the major responsibilities of local governments is to plan for the immediate and long-term transportation needs of the community;

**WHEREAS**, The Northern Flyer Alliance/Passenger Rail Kansas and Arkansas City, Winfield, Mulvane, Derby, Wichita, Valley Center, Sedgwick, Newton, Peabody, Florence, Strong City, Emporia, Osage City, Topeka, Lawrence and Edwardsville have adopted resolutions supporting passenger rail service across Kansas. These communities along the proposed route recognize the benefits of passenger rail service to their communities and the State of Kansas.

**WHEREAS**, the Governing Body of the City of Sedgwick, Kansas further recognizes that by enacting this 10 Year Transportation Plan, the State of Kansas will be establishing its transportation priorities for the next decade and, therefore, this Resolution becomes a supporting document in support of expanded passenger rail service for Kansas within the 10 year Comprehensive Transportation Plan. This specific transportation capital improvement is essential to the health, safety and welfare of our citizens in the future; as well as, an effected way to move mass groups of people;

**WHEREAS**, failure to include passenger rail service in the 10 year Comprehensive Transportation Plan will impede, the economic, environmental and recreational benefits of the city and the State of Kansas from being accomplished;

**WHEREAS**, the city is unable to finance such capital transportation improvements without substantial assistance from the State of Kansas, the Kansas Department of Transportation and federal capital improvement funding.

**WHEREAS**, the State of Kansas and the Department of Transportation cannot sufficiently address the transportation needs of the city and other cities and counties across the State without the enactment of a new Comprehensive Transportation Program by the Kansas Legislature, and the passenger rail service cannot be included in funding State transportation projects except by 2/3 vote of the State Senate and House;

*Dan O'Neil*

---

Mayor Dan O' Neil, Edmond

*Mick Cornett*

---

Mayor Mick Cornett, Oklahoma City

*Cindy Rosenthal*

---

Mayor Cindy Rosenthal, Norman

*Betty Gerhard*

---

Mayor Betty Gerhard, Purcell

*Tim Gamble*

---

Mayor Tim Gamble, Pauls Valley

*Sheryl Ellis*

---

Mayor Sheryl Ellis, Ardmore



RESOLUTION NO. 917

**A RESOLUTION SUPPORTING THE EXTENSION OF AMTRAK SERVICE BETWEEN OKLAHOMA CITY AND KANSAS CITY; AND NORTHERN FLYER ALLIANCE ACTIVITIES TO COMPLETE THIS EXPANSION**

**WHEREAS**, the Northern Flyer Alliance is a intra-state compact of existing and potential on-route communities, elected officials, public organizations and business leaders, to support extension of currently existing Oklahoma Amtrak passenger rail service, and

**WHEREAS**, the City of Oklahoma City is currently the terminal for existing Amtrak service, and

**WHEREAS**, the expressed Northern Flyer Alliance goal is to extend existing Amtrak service further to Kansas City, and

**WHEREAS**, the City of Pauls Valley recognizes the importance of continuing efforts to expand current Heartland Flyer service to Kansas and


**WHEREAS**, the People of Oklahoma could reap personal and financial benefits through federal matching funding for passenger rail expansion through the federal Passenger Rail Investment and Improvement Act, and

**WHEREAS**, the City of Pauls Valley recognizes the financial, environmental, travel time saving, and quality of life advantages of connecting northward to the national Amtrak system in Kansas City, and

**NOW, THEREFORE, BE IT RESOLVED** the City of Pauls Valley endorses the expansion of Amtrak service beyond Oklahoma City to Kansas City, implement state commuter rail programs and, further, supports the efforts of the Northern Flyer Alliance in its efforts to bring about these service expansions.

This Resolution shall take effect immediately upon its passage by the Governing Body of the City of Pauls Valley

APPROVED AND ADOPTED BY THE ELECTED GOVERNING BODY OF PAULS VALLEY, OKLAHOMA, THIS 1st DAY OF July, 2008.

  
Mayor

Attest:

 Secretary

Resolution No. 38-2008

**A RESOLUTION SUPPORTING THE NORTHERN FLYER ALLIANCE AND  
EXTENDING AMTRAK SERVICE BETWEEN OKLAHOMA CITY AND  
KANSAS CITY.**

**WHEREAS**, the Northern Flyer Alliance is a grass-roots effort designed to extend existing Amtrak Service from Dallas to Oklahoma City further to Kansas City; and

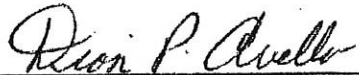
**WHEREAS**, the City of Mulvane is currently designated as a stopping point on the proposed service expansion; and

**WHEREAS**, the City of Derby recognizes the financial, environmental and quality of life benefits of having Amtrak service in Mulvane; and

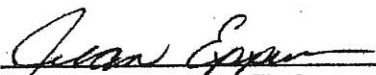
**NOW, THEREFORE BE IT RESOLVED** by the City Council of the City of Derby, Kansas that the City of Derby endorses the expansion of Amtrak service through Mulvane to Kansas City and further supports the efforts of the Northern Flyer Alliance in their efforts to bring about this service expansion.

This Resolution shall take effect immediately upon passage by the City Council of the City of Derby, Kansas this 24th day of June, 2008.

**CITY OF DERBY, KANSAS**

  
\_\_\_\_\_  
Dion P. Avello, Mayor

Attest:

  
\_\_\_\_\_  
Jean Epperson, City Clerk

A RESOLUTION OF THE BOARD OF COMMISSIONERS OF THE CITY OF PONCA CITY, OKLAHOMA, SUPPORTING THE EXPANSION OF THE AMTRAK SERVICE KNOWN AS THE HEARTLAND FLYER FROM OKLAHOMA CITY THROUGH PERRY, THROUGH WICHITA, KANSAS, TO KANSAS CITY.

WHEREAS, the City of Ponca City, Oklahoma ("Ponca City") desires Amtrak and the State of Oklahoma to provide a full line of customer service and transportations to Ponca City residents and the residents in the surrounding communities; and

WHEREAS, Ponca City supports and is is interested in generating additional support for further Amtrak service expansion between Oklahoma City and Kansas City, which expansion would be provided by the Heartland Flyer; and

WHEREAS, the Kansas Department of Transportation submitted a formal study request to Amtrak on February 11, 2008, and the study is expected to start later this summer with a target completion date of the late summer/early fall of 2009; and

WHEREAS, the 2030 Oklahoma city Area Regional Transportation Study prepared by the association of Central Oklahoma Governments makes specific reference to the desirability of a passenger rail system that extends to multiple surrounding states; and

WHEREAS, the Oklahoma Department of Transportation 2005-2030 Statewide Intermodal Transportation Plan also supports the expansion of the Amtrak Service; and

WHEREAS, OK Gateway, composed of the cities of Newkirk, Ponca City, Tonkawa, Blackwell, Stillwater, Cushing, Pawnee, Guthrie, Billings, and Perry, plans to support the purpose of this resolution; and

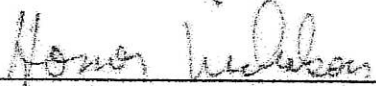
WHEREAS, if the Heartland Flyer service becomes a reality, Ponca City would serve as a stopping point of the Amtrak service route, serving many of the residents of the cities composing OK Gateway, and increasing commerce and tourism opportunities for our community; and

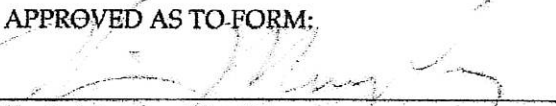
WHEREAS, Ponca City desires to obtain the financial, environmental and quality of life advantages of having Amtrak service in Ponca City and supports the Amtrak expansion.

NOW, THEREFORE, BE IT RESOLVED by the Board of Commissioners of the City of Ponca City, Oklahoma, that the City of Ponca City, Oklahoma endorses the expansion of Amtrak service from Oklahoma City through Ponca City, Oklahoma through Wichita, Kansas, and to Kansas City and further supports OK Gateway, the Northern Flyer Alliance and all other interested parties and entities in their efforts to bring about this Amtrak Service expansion.

RESOLUTION DECLARED ADOPTED this 27<sup>th</sup> day of May 2008.

ATTEST:    
 Marc Labossiere, City Clerk

CITY OF PONCA CITY, OKLAHOMA   
    
 Homer Nicholson, Mayor

APPROVED AS TO FORM:   
    
 Kevin Murphy, City Attorney

**RESOLUTION NO. 2008-13**

**A RESOLUTION OF ENDORSEMENT BY THE CITY OF EDWARDSVILLE, KANSAS SUPPORTING THE NORTHERN FLYER ALLIANCE AND EXTENDING AMTRAK SERVICE BETWEEN OKLAHOMA CITY AND KANSAS CITY.**

**WHEREAS**, the Northern Flyer Alliance is a grass-roots effort designed to extend existing Amtrak service from Dallas to Oklahoma City further to Kansas City; and

**WHEREAS**, the City of Edwardsville is currently being considered as a potential designated stopping point on the proposed service expansion; and

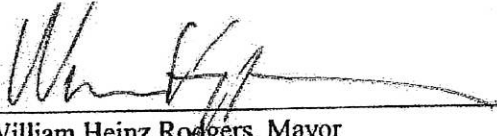
**WHEREAS**, current developments in federal environmental ozone standards and significant increases in fuel and energy costs support passenger rail service as a public transit alternative to transit by highway passenger vehicles; and

**WHEREAS**, the City of Edwardsville recognizes the financial, environmental and quality of life advantages associated with having Amtrak service in Edwardsville; and


**NOW, THEREFORE, BE IT RESOLVED** by the Governing Body of the City of Edwardsville, Kansas, that the city of Edwardsville endorses the expansion of Amtrak service through Edwardsville to Kansas City and further, supports the efforts of the Northern Flyer Alliance in their efforts to bring about this service expansion.

This Resolution shall take effect immediately upon its adoption by the Governing Body.

**ADOPTED** this 23rd day of June, 2008.

  
William Heinz Rodgers, Mayor

ATTEST:

  
Phyllis Freeman, City Clerk



RESOLUTION NO. 2008-10

A RESOLUTION SUPPORTING EXTENSION OF AMTRAK PASSENGER RAIL SERVICE BETWEEN OKLAHOMA CITY AND KANSAS CITY, WITH A STOP IN GUTHRIE, OKLAHOMA

WHEREAS, the Northern Flyer Alliance is a business-civic-government based conglomerate designed to promote extended Amtrak operation north of Oklahoma City to Kansas City, utilizing the existing Amtrak service operating between Dallas and Oklahoma City; and,

WHEREAS, the City of Guthrie, Oklahoma is a nationally recognized tourism destination with one of the largest historic districts on the National Register, including a portion of Downtown designated as a National Historic Landmark; and,

WHEREAS, significant increases in fuel and energy costs support reexamination of passenger rail service as a public transit alternative to transit using highway passenger vehicles; and,

WHEREAS, increasing fuel and energy costs will negatively affect the city of Guthrie's tourism industry unless alternative transportation sources as provided by Amtrak passenger rail service are secured; and,

WHEREAS, the Northern Flyer Alliance has designated Guthrie as a stopping point on their proposed expanded rail service route; and,

WHEREAS, the City of Guthrie recognizes the financial, tourism, environmental and quality of life advantages associated with restoring Amtrak passenger rail service to Guthrie;

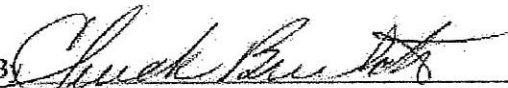
NOW, THEREFORE, BE IT RESOLVED BY THE MAYOR AND CITY COUNCIL OF THE CITY OF GUTHRIE, OKLAHOMA:

Section 1. The City of Guthrie, Oklahoma endorses the proposed expansion of Amtrak service through Guthrie to Kansas City, with a stop in Guthrie, and further, supports the efforts of the Northern Flyer Alliance to bring about this service expansion.


Section 2. This Resolution shall take effect immediately upon its adoption by the Mayor and City Council of the City of Guthrie, Oklahoma.

ADOPTED by the Mayor and City Council of the City of Guthrie, Oklahoma this 20<sup>th</sup> day of May, 2008.

CITY OF GUTHRIE, OKLAHOMA.

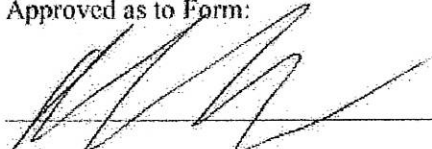
By   
Chuck Burtcher, Mayor

ATTEST:

  
Wanda Calvert, City Clerk

(SEAL)

Approved as to Form:

  
Randel Shadid, City Attorney



P.O. Box 908, Guthrie, OK 73044

May 16, 2008

The Honorable Governor Brad Henry  
Governor of the State of Oklahoma  
212 State Capitol Building  
Oklahoma City, Oklahoma 73105

Dear Governor Henry:

Please accept this letter expressing support for a possible expansion of Amtrak from Oklahoma City to Newton, Kansas. As one of several communities along that particular route, Guthrie would recognize much needed and appreciated traffic by Amtrak riders.

For many years Guthrie representatives have been among those pursuing the expansion of this rail service. We believe that this expansion would be a vital enhancement in our efforts to increase tourism and general commerce in the City of Guthrie. As you are well aware, Guthrie's attractive and unique downtown and depot area offer shopping experiences which would increase the desirability of patrons to utilize this rail service once available.

Even given the success we've experienced, additional opportunities to fuel the economy are always welcome. Respectfully, I ask you to support the Guthrie-Newton expansion.

Thank you,

A handwritten signature in black ink that reads "Melody A. Kellogg". The signature is written in a cursive style.

Melody A. Kellogg  
City Manager

RESOLUTION NO. 2008-07

A RESOLUTION OF THE MAYOR AND CITY COUNCIL OF THE CITY OF PERRY, OKLAHOMA, SUPPORTING THE EXPANSION OF THE AMTRAK SERVICE KNOWN AS THE HEARTLAND FLYER FROM OKLAHOMA CITY, THROUGH PERRY, THROUGH WICHITA, KANSAS, TO KANSAS CITY

WHEREAS, the City of Perry, Oklahoma ("Perry"), desires Amtrak and the State of Oklahoma to provide a full line of customer service and transportation alternatives to Perry residents and the residents in the surrounding communities; and

WHEREAS, Perry supports and is interested in generating additional support for further Amtrak service expansion between Oklahoma City and Kansas City, which expansion would be provided by the Heartland Flyer; and

WHEREAS, the Kansas Department of Transportation submitted a formal study request to Amtrak on February 11, 2008, and the study is expected to start later this summer with a target completion date of late summer/early fall of 2009; and

WHEREAS, the 2030 Oklahoma City Area Regional Transportation Study prepared by the Association of Central Oklahoma Governments makes specific reference to the desirability of a passenger rail system that extends to multiple surrounding states; and

WHEREAS, the Oklahoma Department of Transportation 2005-2030 Statewide Intermodal Transportation Plan also supports the expansion of the Amtrak Service; and

WHEREAS, OK Gateway, composed of the cities of Newkirk, Ponca City, Tonkawa, Blackwell, Stillwater, Cushing, Pawnee, Guthrie, Billings and Perry, plans to support the purpose of this resolution; and

WHEREAS, if the Heartland Flyer service becomes a reality, Perry would serve as a stopping point of the Amtrak service route, serving many of the residents of the cities composing OK Gateway, and increasing commerce and tourism opportunities for our community; and

WHEREAS, Perry desires to obtain the financial, environmental and quality of life advantages of having Amtrak service in Perry, Oklahoma, and supports the Amtrak expansion.

NOW, THEREFORE, BE IT RESOLVED BY THE MAYOR AND CITY COUNCIL OF THE CITY OF PERRY, OKLAHOMA:

That the City of Perry, Oklahoma, endorses the expansion of Amtrak Service from Oklahoma City through Perry, Oklahoma, through Wichita, Kansas, and to Kansas City and further supports OK Gateway, the Northern Flyer Alliance and all other interested parties and entities in their efforts to bring about this Amtrak Service expansion.

PASSED AND ADOPTED this 5<sup>th</sup> day of May 2008.



ATTEST  
SEAL  
Kyla Golay  
KYLA GOLAY, CITY CLERK

THE CITY OF PERRY, OKLAHOMA

Charles Hall  
CHARLES HALL, MAYOR



RESOLUTION

**RESOLUTION OF THE MAYOR AND COUNCIL OF THE CITY OF OKLAHOMA CITY EXPRESSING STRONG SUPPORT FOR THE EXTENSION OF AMTRAK PASSENGER RAIL SERVICE SOUTHWARD FROM NEWTON, KANSAS, INTO THE STATE OF OKLAHOMA.**

WHEREAS, the Heartland Flyer, which travels into the State of Oklahoma from the State of Texas, but goes no farther north than The City of Oklahoma City, is currently the only existing Amtrak passenger rail service ("Amtrak service") serving the State of Oklahoma; and

WHEREAS, no Amtrak service directly connects the State of Oklahoma and The City of Oklahoma City with the State of Kansas or with any segments of the Amtrak service that heads northward and westward from Newton, Kansas; and

WHEREAS, national and regional support is growing for a state-funded Amtrak expansion southward from Newton, Kansas, into the State of Oklahoma; and

WHEREAS, Federal matching funds for the expansion of Amtrak service from the State of Kansas into the State of Oklahoma could be available for the State of Oklahoma through the Federal "Passenger Rail Investment and Improvement Act;" and

WHEREAS, The City of Oklahoma City recognizes the numerous financial, environmental, quality of life and travel-time saving benefits of connecting the State of Oklahoma (and hence The City of Oklahoma City) to the national Amtrak system located in the State of Kansas; and

WHEREAS, the Mayor and Council of The City of Oklahoma City, who collectively constitute the governing body of the City, desire to approve this resolution

expressing the City's strong support for the extension of Amtrak service southward from Newton, Kansas, into the State of Oklahoma.

**NOW, THEREFORE, BE IT RESOLVED** that the Mayor and Council of The City of Oklahoma City do hereby express their strong support for the extension of Amtrak service southward from Newton, Kansas, into the State of Oklahoma.

**PASSED** by the Council of The City of Oklahoma City this 20th day of May, 2008.

**SIGNED** by the Mayor of The City of Oklahoma City this 20th day of May, 2008.

*Mick Cornett*

\_\_\_\_\_  
**MICK CORNETT**  
VICE MAYOR

ATTEST:

*Sharon Berry*  
\_\_\_\_\_  
CITY CLERK



**REVIEWED** for form and legality.

*Kenneth Jordan*

\_\_\_\_\_  
Municipal Counselor



April 24, 2008

The Honorable Brad Henry  
Governor of the State of Oklahoma  
212 State Capitol Building  
Oklahoma City, OK73105

Dear Governor Henry:

The Edmond Area Chamber of Commerce is aware that there is discussion about expanding Amtrak service to Newton, Kansas. This expansion, in our opinion, would be beneficial to Oklahoma by providing more travel options for its residents.

We are pleased to join the City of Edmond and Mayor Dan O'Neal in requesting that Edmond be included in any Department of Transportation plans for the expansion of this service. With a growing population and a vibrant diverse economy, we believe a stop in Edmond near our Downtown area would be beneficial to any efforts to expand service.

We respectfully request that Edmond be considered as a stop on any expansion of The Heartland Flyer into Kansas and ask that representatives of our community be involved in future discussions on this important transportation issue.

Sincerely,

A handwritten signature in black ink that reads 'Ken Moore'.

Ken Moore  
President & CEO

cc: Mayor Dan O'Neal  
Members – Edmond City Council  
Larry Stevens – City Manager  
Janet Yowell – EEDA  
Evan Stair – Executive Director, PRO  
Peggy Geib – Chairman of the Board, Edmond Chamber

Do not pass up Strong City, Kansas. This is a growth opportunity for Amtrak and for us.

Sincerely,

A handwritten signature in cursive script that reads "Deb Zeiner".

Deb Zeiner  
Director





# CHASE COUNTY CHAMBER OF COMMERCE



P.O. BOX 362 • COTTONWOOD FALLS, KANSAS 66945  
(620) 273-8469 • 800-431-6344

March 26, 2008

To Whom It May Concern:

I am writing on behalf of the Chase County Chamber of Commerce to ask you to keep Strong City on your list of stops on the proposed Northern Flyer project.

Considering the population of different areas was undoubtedly one of the main considerations used when determining which towns would be named as likely stops on the route. And while Strong City is quite probably the least populated community vying to be a stop on the route, there are some things about Strong City that must be kept in mind.

Strong City, Kansas is just two miles from the Tallgrass Prairie National Preserve, the only national park in Kansas. Each year, thousands of visitors come to Strong City to visit the park. These "experiential tourists" are precisely the sort of travelers who would utilize Amtrak service to Strong City.

In fact, more visitors might come to the park if they could ride a train to Strong City, and then hike the newly-constructed Community Connection Trail to the park. The trail goes right past the depot, through Strong City and on to the north, where it connects to National Park property. Imagine the promotional opportunities that would come with this sort of experience.

Unlike Emporia, which no longer has a depot or any sort of facility that would serve as a depot, Strong City has a historic depot which is about to be restored. Transportation Enhancement funding from KDOT has already been awarded this project. When completed, Strong City will

Bezaar • Cedar Point  
Clements • Cottonwood Falls

**Heart of the Flint Hills**

Elmdale • Matfield Green  
Saffordville • Strong City

offer a beautifully restored historic depot for arriving and departing passengers. If Strong City is an Amtrak depot, the Tallgrass Prairie National Preserve has said they will offer transportation to and from the national park to visitors. No other location in Kansas would have something like this - ever.

Camp Wood YMCA is a popular summer camp for children from Kansas City and Wichita. Each year, hundreds of children visit the camp for sessions in the summer, over Spring break and long weekends. Imagine the convenience for parents of these children to be able to put their children on a train, knowing that staff from Camp Wood would pick them up at the depot in Strong City.

Finally, you must understand that railroad culture is a large part of the culture of Chase County, Kansas. Several locations in this county were, at one time or another, the largest cattle-shipping locations in the state and the country. Even now, trains criss-cross this county all day long, carrying cargo throughout the United States. Some of our small towns have daily train counts approaching 100. Chase Countians still work on trains and talk about their fathers and grandfathers who worked on trains. Many tell stories about waiting for the trains along the tracks and that their fathers would slow down, pick them up and take them down the line to play with friends. We would be some of the most likely folks along the route to travel by train again. We're used to it!

An Amtrak stop in Strong City, Kansas might not be recognizably important to you. But there are important economic, tourist and cultural reasons there should be a stop here.

We will do anything and everything possible to encourage you to keep Strong City, Kansas in consideration for a stop on the Northern Flyer route.

There are so many projects coming together in our area that would entice travelers to ride a train here to the Heart of the Flint Hills of Kansas. We have the national park, we have the funds and will soon have a beautifully restored depot, we have a hiking/biking trail from the depot to the national park as well as the offer of a shuttle from the depot to the national park.

# Resolution

R-0708-111

A RESOLUTION OF THE COUNCIL OF THE CITY OF NORMAN, OKLAHOMA, SUPPORTING THE EXPANSION OF AMTRAK SERVICE FROM OKLAHOMA CITY THROUGH WICHITA, KANSAS, TO KANSAS CITY.

- § 1. WHEREAS, the City of Norman desires Amtrak and the State of Oklahoma to provide a full line of customer services and transportation alternatives to Norman residents; and
- § 2. WHEREAS, the Northern Flyer Alliance is a grass roots effort designed to generate support for further Amtrak service expansion between Oklahoma City and Kansas City; and
- § 3. WHEREAS, the Kansas Department of Transportation (KDOT) submitted a formal study request to Amtrak on February 11, 2008, and the study is expected to start later this summer with a target completion date of late summer/early fall of 2009; and
- § 4. WHEREAS, the 2030 Oklahoma City Area Regional Transportation Study (OCARTS 2030) prepared by the Association of Central Oklahoma Governments (ACOG) makes specific reference to the desirability of a passenger rail system that extends to multiple surrounding states and the Oklahoma Department of Transportation's 2005-2030 Statewide Intermodal Transportation Plan also supports the expansion of Amtrak Service; and
- § 5. WHEREAS, the City of Norman is currently a stopping point on the existing Amtrak service route and expansion route; and
- § 6. WHEREAS, the City of Norman recognizes the financial, environmental and quality of life advantages of having Amtrak service in Norman, Oklahoma.

NOW, THEREFORE, BE IT RESOLVED BY THE COUNCIL OF THE CITY OF NORMAN, OKLAHOMA:

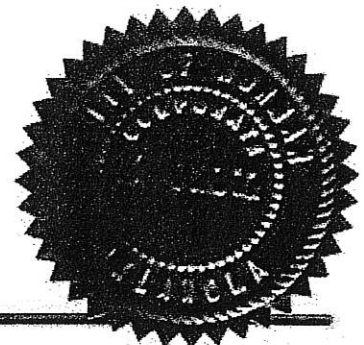
- § 7. That the City of Norman endorses the expansion of Amtrak service from Oklahoma City through Wichita, Kansas, to Kansas City and further, supports the efforts of the Northern Flyer Alliance in their efforts to bring about this service expansion.

PASSED and ADOPTED this 22nd day of April, 2008.

  
Mayor

ATTEST:

  
City Clerk



RESOLUTION NO. G-1017

A RESOLUTION OF SUPPORT FOR THE NORTHERN FLYER ALLIANCE AND FOR THE EXTENSION OF AMTRAK SERVICE BETWEEN OKLAHOMA CITY AND KANSAS CITY, MISSOURI

WHEREAS, the Northern Flyer Alliance is a grass-roots effort seeking the extension of the existing Dallas to Oklahoma City Amtrak service to Kansas City, Missouri; and

WHEREAS, the governing body of the City of Newton, Kansas, recognizes the economic, environmental and quality of life advantages of having Amtrak service in the South Central Kansas Region;

NOW, THEREFORE, BE IT RESOLVED BY THE GOVERNING BODY OF THE CITY OF NEWTON, KANSAS, that it hereby gives its support to the Northern Flyer Alliance in their efforts to bring about this expansion of Amtrak rail service.

PASSED AND ADOPTED by the governing body of the City of Newton, Kansas, on this 22nd day of April, 2008.

  
James E. Nickel, Mayor

ATTEST:

  
Denise R. Duerksen, City Clerk



**CITY OF TOPEKA RESOLUTION NO. 8056**

**SHAWNEE COUNTY RESOLUTION NO. 2008-48**

**A CITY OF TOPEKA/BOARD OF COUNTY COMMISSIONERS OF SHAWNEE COUNTY  
JOINT RESOLUTION OF SUPPORT FOR THE EXPANSION OF  
AMTRAK SERVICES IN TOPEKA AND SHAWNEE COUNTY**

**SPONSORED BY COUNTY COMMISSIONERS BUHLER, ENSLEY, MILLER, AND CITY  
COUNCILMEMBERS ORTIZ, ALCALA, AND WOELFEL**

**WHEREAS**, The Board of County Commissioners of the County of Shawnee, Kansas and the City of Topeka desire Amtrak to provide a full line of customer service to the residents of Topeka and Shawnee County; and

**WHEREAS**, the Northern Flyer Alliance is a grassroots effort designed to extend existing Amtrak service from Dallas to Oklahoma City further to Kansas City; and

**WHEREAS**, the City of Topeka is currently designated as a stopping point on the proposed service expansion; and

**WHEREAS**, The Board of County Commissioners of the County of Shawnee, Kansas and the City of Topeka recognize the financial, environmental, and quality of life advantages of having Amtrak service in Topeka and Shawnee County, Kansas.

**NOW THEREFORE**, The Board of County Commissioners of the County of Shawnee, Kansas, meeting in regular session this 31<sup>st</sup> day of March, 2008, and the City Council adopting and approving this 15<sup>th</sup> day of April, 2008, do hereby resolve as follows:

1. The Board of County Commissioners of the County of Shawnee, Kansas and the City of Topeka support the expansion of Amtrak service from Oklahoma City through Arkansas City to Kansas City and, further, supports the efforts of the Northern Flyer Alliance in their efforts to bring about this service expansion.

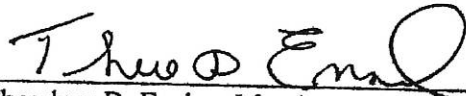
2. The Board of County Commissioners of the County of Shawnee, Kansas and the City of Topeka request that Amtrak make the City of Topeka a stopping point for service between Oklahoma City and Kansas City and that Amtrak provide a full line of customer service including "Red Cap" services, such as baggage handling, at its station in Topeka, Kansas.

**BOARD OF COUNTY COMMISSIONERS  
SHAWNEE COUNTY, KANSAS**




  
Michele A. Buhler, Chair

  
Vic Miller, Vice-Chair

  
Theodore D. Ensley, Member

**ATTEST:**

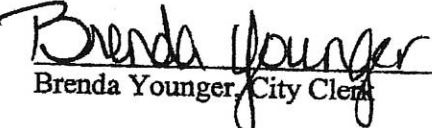
  
Cynthia A. Beck, Shawnee County Clerk

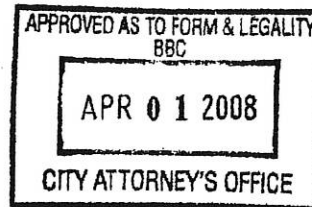


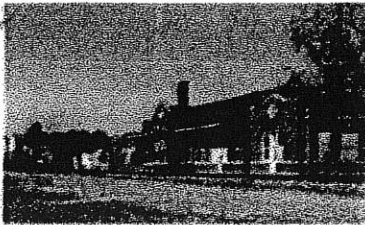
**CITY OF TOPEKA, KANSAS**

  
William W. Bunten, Mayor

**ATTEST:**

  
Brenda Younger, City Clerk





## City of Strong City

4th & Chase • P O Box 208

Strong City, Kansas 66869

Tel: (620) 273-6345

Fax: (620) 2736110

[strongcity@sbcglobal.net](mailto:strongcity@sbcglobal.net)

<http://skyways.lib.ks.us/kansas/towns/StrongCity>

April 8, 2008

Ray Lang, Director Amtrak Government Affairs  
National Railroad Passenger Association  
525 West Van Buren Street, 2<sup>nd</sup> Floor  
Chicago, IL 60607

Dear Mr. Lang:

This letter is in regards to the proposed passenger rail service in Kansas. We are pleased that KDOT has agreed to underwrite an Amtrak study to determine the feasibility that passenger rail service could bring to Kansas. We are disappointed that Strong City has been removed as a potential passenger stop on the route between Kansas City and Wichita.

We believe that Chase County has a lot to offer rail passengers traveling through Strong City. We are located in the heart of the Flint Hills, with the Tallgrass Prairie National Park, now one of the 8 Wonders of Kansas, located just two miles north on the Flint Hills National Scenic Byway. The city has seen an increase in tourism and overall interest in the area thanks in part to the National Preserve, which has an annual attendance of approximately 15,000 tourists. The Chase County Community Connection Trail has just recently been constructed connecting Strong City and Cottonwood Falls with a safe pedestrian passageway between the two cities that are separated by just one mile. Partial funding is in place to complete the trail to meet with the Tallgrass Prairie Bottomland Trail, providing over three miles of pedestrian/bicycle corridor. The Cottonwood Falls Historic River Bridge was restored as part of this project with KDOT Transportation Enhancement funds to provide a safe walkway across the Cottonwood River.

Tourists would benefit from visiting the Chase County Courthouse, the oldest operating courthouse in the State of Kansas, which is under complete restoration.

Every year the City of Strong City is host to the PRCA sanctioned Flint Hills Rodeo held on the first full weekend of June which attracts upwards of 10,000 visitors to the area.

Located along the main railroad line is the Strong City Atchison, Topeka & Santa Fe depot that was constructed in 1912 because the old depot was not large enough to accommodate the passenger traffic. The City of Strong City has been awarded KDOT Transportation Enhancement funds for complete restoration of this depot. Future plans for the restored depot include a visitor's center with public restrooms, a small meeting area, a local heritage museum including railroad memorabilia and a larger community room. We believe that our depot would

accommodate passenger traffic as well as attract more visitors to our area with the availability of rail travel. The Tallgrass Prairie National Park has expressed interest in providing visitor transportation from the depot to the park. Camp Wood YMCA, located in Elmdale, would utilize the passenger rail service by transporting their campers to Strong City. Many residents of Chase County have expressed interest in taking day trips on the passenger trains.

The Strong City Council feels that passenger rail transportation would not only benefit our community but would also enhance the local economy for the entire State of Kansas.

Please reconsider Strong City as a potential stop for passenger rail service.

Sincerely,



Michael W. Cahoone

Mayor

MWC/sld





**Topeka Santa Fe Retired  
Employees Club  
Topeka, Kansas**

April 8, 2008

Mr. Mark Corrison  
Kansas City Director, Northern Flyer Alliance  
876 N Diane Dr.  
Olathe, KS 66061-0797

The Topeka Santa Fe Retired Employees Club is a non-profit organization for the promotion of fellowship and was founded on Tuesday, March 22, 1955 of retired employees of The Atchison, Topeka and Santa Fe Railway Company. Subsequently, retired employees of the Burlington Northern and Santa Fe Railway Company, Santa Fe Industries and Burlington Northern Santa Fe Corp. were admitted to membership. Our membership roll is about 500 members.

Topeka Santa Fe Retired Employees Club's Board of Directors strongly supports your efforts in pursuing passenger rail service from Kansas City to Oklahoma City, via Topeka, connecting with the Heartland Flyer that offers passenger service down into southern Texas. Passenger train travel will reduce the ever-increasing cost and usage of fuel that is necessary in the operation of automobile traffic versus mass transit of travelers by rail. Secondly, traveling by rail will help reduce stress to the elderly when traveling by automobile. In addition to these reasons is the high potential of ridership by college students in the cities where it will serve.

Sincerely,

Thelma Haefner, President and Board of Director's Chairperson

Manny Cano, 1<sup>st</sup> Vice President

James Woods, Secretary

cc: Autumn Heithaus -  
Kansas Executive Director  
amheithaus@sbcglobal.net  
Wichita, Kansas

Evan Stair  
Oklahoma Executive Director  
517 Claremont  
Norman, Oklahoma 73069-5020

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|                     |                |                    |                 |                 |
|---------------------|----------------|--------------------|-----------------|-----------------|
| Board of Directors: | Thelma Haefner | Manny Cano         | Margie Cano     | James Woods     |
|                     | Nola Harrison  | Rose Ann Eberly    | Bob Hughes      | Evelyn Ehrsam   |
|                     | Larry Ehrsam   | Paulette Broadbent | Larry Broadbent | Linden May      |
|                     | Bev Harding    | Doris Neguebauer   | Theresa Platt   | George Williams |



## United States Department of the Interior

### NATIONAL PARK SERVICE

Tallgrass Prairie National Preserve Office  
P.O. Box 686, 226 Broadway  
Cottonwood Falls, Kansas 66845-0686

IN REPLY REFER TO:

April 7, 2008

A3823 (TAPR)

To Whom It May Concern:

This letter is written in support of including Strong City as a potential stop in the upcoming Amtrak study to determine the cost and feasibility that passenger rail service could bring to Kansas.

The Strong City community owes its origin to the railroad, choosing to name itself after Atchison, Topeka, and Santa Fe President William Barstow Strong. In the following years, Strong City became an important stop on the railroad line and a major shipping point for the area's cattle, limestone, and agricultural products.

Today, the community is looking to its past in planning for the future by restoring the 1913 railroad depot. The depot will serve not only as a draw for history and railroad enthusiasts, but would provide the necessary infrastructure to accommodate modern passenger service as well. It will also be a stop along the Flint Hills National Scenic Byway and is adjacent to the future hiking and biking trail between Cottonwood Falls, Strong City, and the Tallgrass Prairie National Preserve less than one mile to the north.

The developing 10,894-acre preserve, a National Park Service area, is the only unit in a federal system of parks dedicated to the tallgrass prairie ecosystem. As infrastructure, programs, and public access continue to expand in the future, the preserve will become a significant public attraction and destination. Restoring passenger rail service will provide a future energy-efficient way for people to access the preserve and the greater Flint Hills region.

It is very important that Strong City, a gateway community to the preserve and Flint Hills region, be included in this study. As rural communities continue to struggle economically, opportunities like this are critical to their future survival and livelihood. We ask for your favorable consideration of this request.

Sincerely,

Stephen T. Miller  
Superintendent

# ARKANSAS CITY

*Area Chamber of Commerce*

April 7, 2008

Senator Greta Goodwin  
State Capitol Building  
300 SW 10<sup>th</sup> Avenue, 162-E  
Topcka, KS 66612

Dear Senator Goodwin,


I am writing on behalf of the efforts to extend the Heartland Flyer north from Oklahoma City, OK into south central Kansas. The line could possibly include Wichita, Newton, Winfield and Arkansas City.

Few activities resonate with the Chamber's dual mission of economic and community development in the way that the potential rail expansion does, and for that reason, our organization is committed to being a strong partner in this effort.

Enhanced transportation opportunities will increase tourism and economic development to Cowley and the state of Kansas. A possible stopover in Arkansas City along the Heartland Flyer rail line would not only benefit our community, but many of the rural treasures located throughout the state.

The Arkansas City Area Chamber of Commerce supports the expansion of the Heartland Flyer route as a means to enhance the economy, infrastructure and quality of life advantages its service would offer the state of Kansas.

Sincerely,

  
Jane Siebert  
President/CEO  
Arkansas City Area Chamber of Commerce

Cc: Evan Stair  
Oklahoma Director, Northern Flyer Alliance

PO Box 795 ~ 106 South Summit ~ Arkansas City, KS 67005 ~ (620) 442-0230

# ARKANSAS CITY

*Area Chamber of Commerce*

April 7, 2008

The Honorable Governor Kathleen Sebelius  
State Capitol Building  
300 SW 10<sup>th</sup> Avenue  
Topeka, KS 66612

Honorable Governor Sebelius,

I am writing on behalf of the efforts to extend the Heartland Flyer north from Oklahoma City, OK into south central Kansas. The line could possibly include Wichita, Newton, Winfield and Arkansas City.

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The Arkansas City Area Chamber of Commerce supports the expansion of the Heartland Flyer route as a means to enhance the economy, infrastructure and quality of life advantages its service would offer the state of Kansas.

Sincerely,



Janet Siebert  
President/CEO  
Arkansas City Area Chamber of Commerce

Cc: Evan Stair  
Oklahoma Director, Northern Flyer Alliance

PO Box 795 ~ 106 South Summit ~ Arkansas City, KS 67005 ~ (620) 442-0230



# ARKANSAS CITY

*Area Chamber of Commerce*

April 7, 2008

Representative Ed Trimmer  
State Capitol Building  
300 SW 10<sup>th</sup> Avenue, 420-S  
Topeka, KS 66612

Dear Representative Trimmer,

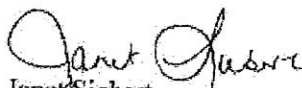
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Sincerely,



Janet Siebert  
President/CEO  
Arkansas City Area Chamber of Commerce

Cc: Evan Stair  
Oklahoma Director, Northern Flyer Alliance

PO Box 795 ~ 106 South Summit ~ Arkansas City, KS 67005 ~ (620) 442-0230

# ARKANSAS CITY

*Area Chamber of Commerce*

April 7, 2008

Ms. Deb Miller  
Secretary of Transportation  
Kansas Department of Transportation  
Dwight D. Eisenhower State Office Building  
700 SW Harrison Street  
Topeka, KS 66603-3754

Dear Ms. Miller,

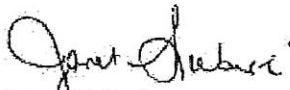
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The Arkansas City Area Chamber of Commerce supports the expansion of the Heartland Flyer route as a means to enhance the economy, infrastructure and quality of life advantages its service would offer the state of Kansas.

Sincerely,



Janet Siebert  
President/CEO  
Arkansas City Area Chamber of Commerce

Cc: Evan Stair  
Oklahoma Director, Northern Flyer Alliance

PO Box 795 ~ 106 South Summit ~ Arkansas City, KS 67005 ~ (620) 442-0230

RESOLUTION NO. 538-08

A RESOLUTION SUPPORTING THE NORTHERN FLYER ALLIANCE AND EXTENDING AMTRAK SERVICE BETWEEN OKLAHOMA CITY AND KANSAS CITY, MISSOURI.

WHEREAS, the Northern Flyer Alliance is a grass-roots effort designed to extend existing Amtrak service from Dallas, Texas to Oklahoma City, Oklahoma further to Kansas City, Missouri; and

WHEREAS, the City of Valley Center recognizes the financial, environmental and quality of life advantages of having Amtrak service in the Southcentral Kansas Region;

NOW, THEREFORE, BE IT RESOLVED by the Governing Body of the City of Valley Center, Kansas that the City of Valley Center endorses the expansion of Amtrak service through Valley Center connecting Kansas City and Oklahoma City and, further, supports the efforts of the Northern Flyer Alliance in their efforts to bring about this service expansion.

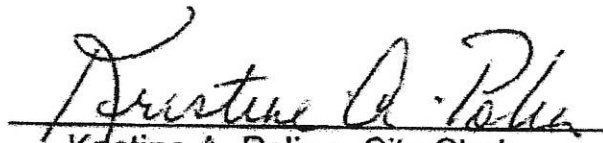
This Resolution shall take effect immediately upon its passage.

Approved by the Governing Body of the City of Valley Center, Kansas this 1st day of April, 2008.



Michael D. McNown  
Mayor

Attest:



Kristine A. Polian, City Clerk





**National Association of Retired and  
Veteran Railway Employees, Inc.  
NARVRE Unit #140  
Topeka, Kansas**

April 4, 2008

Mr. Mark Corrison  
Kansas City Director, Northern Flyer Alliance  
876 N Diane Dr.  
Olathe, KS 66061-0797

The National Association of Retired and Veteran Railway Employees, Inc. (NARVRE) is the only Federally Chartered Organization whose sole purpose is the protection and preservation of the Railroad Retirement System and provides information that will be useful to veteran railway employees as well as retired employees.

NARVRE Unit #140 strongly supports your efforts in pursuing passenger rail service from Kansas City to Oklahoma City, via Topeka, connecting with the Heartland Flyer that offers passenger service down into southern Texas. Passenger train travel will reduce the ever-increasing cost and usage of fuel that is necessary in the operation of automobile traffic versus mass transit of travelers by rail. Secondly, traveling by rail will help reduce stress to the elderly when traveling by automobile. In addition to these reasons is the high potential of ridership by college students in the cities where it will serve.

Sincerely,

Jim Brewer, President

Fred Shaw, 2<sup>nd</sup> Vice President

Ron Dean

cc: Autumn Heithaus -  
Kansas Executive Director  
amheithaus@sbcglobal.net  
Wichita, Kansas

Evan Stair  
Oklahoma Executive Director  
517 Claremont  
Norman, Oklahoma 73069-5020

President Jim Brewer - james.brewer@sflks.net  
2<sup>nd</sup> Vice President Fred Shaw - Fredshaw@aol.com  
Treasurer Larry Meinhardt

1<sup>st</sup> Vice President John Swain - Swain.John@yahoo.com  
Secretary Larry Broadbent - lbroadbent@cox.net  
Area 6 Director Roger Barr - rogerwbarr@cox.net





RR 1, Box 78 • Elmdale, Kansas 66850  
Phone - 620-273-8641 • Fax - 620-273-8676  
Email: [ymca@campwood.org](mailto:ymca@campwood.org)  
Website: [www.campwood.org](http://www.campwood.org)

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Camp Wood YMCA Mission: To put Christian principles into practice through programs that build healthy spirit, mind and body for all.

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April 3, 2008

Ron Kaufman  
Bureau Chief, Public Involvement  
Kansas Department of Transportation  
700 SW Harrison  
Topeka, KS 66603

Dear Mr. Kaufman,

It is my understanding that a study is to be done on possible passenger rail service to locations across Kansas. I am also told that Strong City / Chase County, Kansas is not yet on the list of stops. This raises some questions and suggested considerations. I would like to be an advocate for the consideration for a stop by this passenger train in Strong City at the local depot that is still standing.

My name is Ken Wold and I act as the CEO for Camp Wood YMCA located two miles south of Elmdale and seven miles west of Strong City. One of the first stories I ever heard concerning Camp Wood YMCA is of the railroad trip kids made to come to camp. The train, in the old days, came to Elmdale, KS and dropped off campers each week where kids were picked up by wagons and pick-ups and taken to camp. It would be wonderful if that could be brought back only this time they would be picked up in Strong City by bus and taken to camp and back to the depot at the end of the camp week.

Camp Wood YMCA serves 4,000 people each year. Our summer camp will see 1,900 campers this summer. In 2008 we saw a 46% growth in the number of campers that were served. We will see 200 campers per week and of this 200 it would be a conservative guess that 20 campers would arrive by train. We receive phone calls from new parents of campers asking for transportation for their children. It would be our intention to place the information in our brochures and have them sign up ahead of time for pick-up and drop-off. Information about camp with this information would go out to 120,000 school children each spring.

Camp Wood YMCA also provides opportunities for families, school groups, individuals, and corporate groups to use camp. If rail service was provided, it would be my guess that a good many of these visitors could arrive by rail, whether they be day trips from Wichita or overnight trips from other locations. It just makes sense. Camp Wood YMCA could serve as another destination for visitors to the Flinthills.



Summer Residence Camp - Conference Center - Outdoor Education

**YCAMP**

Other considerations would be the whole package Chase County has to offer. This may include:

- A stay at the Grand Central Hotel with a meal at a AAA - Four Diamond establishment.
- Friday night at the Emma Chase Café with live local music.
- A trip to the **Tall Grass Prairie National Preserve** – The only National Park in Kansas.
- A trip to Matfield Green to see Pioneer Bluffs highlighting life in Chase County.
- A trip to the Flinthills to experience the "Symphony in the Flinthills".
- A weekend during the first weekend in June for the Strong City Rodeo.
- A stay at one of the wonderful bed and breakfasts in the area.
- Experiencing the River Suite, A Dam Concert (Classical music on a Classically Restored Bridge) on a warm summer's evening.
- Experiencing ranch life on one of the agri-tourist adventures.
- A visit to the Chase County Historic Courthouse. The oldest operating courthouse west of the Mississippi.
- The Annual Prairie Fire Festival in April
- The lighting of the Court House during "A Country Christmas".
- A hunting experience with a local guide service.

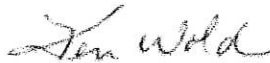
And, I am sure there are more.

What about people traveling from here to other places for day trips or overnight? While I worked in Reno, NV, our YMCA sent children on a summer camp experience that included a train trip to Truckee, CA and back. The campers loved the experience. One of our most popular trip camps here in Kansas has been a train trip to St. Louis or Chicago and back. How exciting would it be to start in Strong City and return to Strong City. I am not saying we would fill the train. I am saying that we, with all the attractions and the possible traffic out of this location, could enhance the profitability.

All of this could benefit from rail service. All of the attractions could promote the possibilities. Speaking for Camp Wood YMCA, we would definitely do all that is possible to promote riding the rails.

If you have questions or would like to visit about our participation, please call 620-273-8641. I would be happy to visit with you. Thank you for your time and consideration. Chase County is the hottest place going in Kansas.

Sincerely yours,



Ken Wold  
Executive Director

RESOLUTION NO. 08-171

A RESOLUTION SUPPORTING EXTENSION OF AMTRAK PASSENGER RAIL SERVICE  
BETWEEN OKLAHOMA CITY AND KANSAS CITY, WITH A STOP IN WICHITA,  
KANSAS

WHEREAS, the Northern Flyer Alliance is a grass-roots effort designed to extend north, to Kansas City, the existing Amtrak service between Dallas and Oklahoma City; and,

WHEREAS, although the City of Wichita, Kansas is the largest city of the first class in the State of Kansas, Wichita has not had passenger rail service since 1979, and citizens of Wichita who wish to use Amtrak's passenger rail service must travel to other localities, such as Newton or Hutchinson in order to access this service; and,

WHEREAS, current developments in the tightening of federal environmental ozone standards and significant increases in fuel and energy costs support reexamination of passenger rail service as a public transit alternative to transit by highway passenger vehicles; and,

WHEREAS, the Northern Flyer Alliance has designated Wichita as a stopping point on the proposed expanded rail service route; and,

WHEREAS, the Governing Body of the City of Wichita recognizes the financial, environmental and quality of life advantages associated with restoring Amtrak passenger rail service to Wichita;


NOW, THEREFORE, BE IT RESOLVED BY THE GOVERNING BODY OF THE CITY OF WICHITA, KANSAS:

Section 1. The City of Wichita, Kansas endorses the proposed expansion of Amtrak service through Wichita to Kansas City, with a stop in Wichita, and further, supports the efforts of the Northern Flyer Alliance to bring about this service expansion.

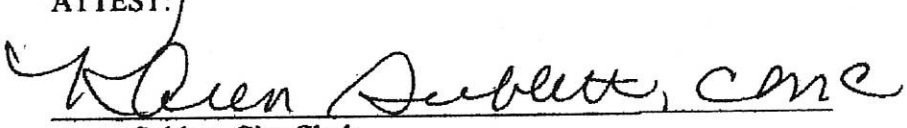
Section 2. This Resolution shall take effect immediately upon its adoption by the Governing Body.

ADOPTED by the Governing Body of the City of Wichita, Kansas, this 12<sup>th</sup>  
day of April, 2008.

CITY OF WICHITA, KANSAS

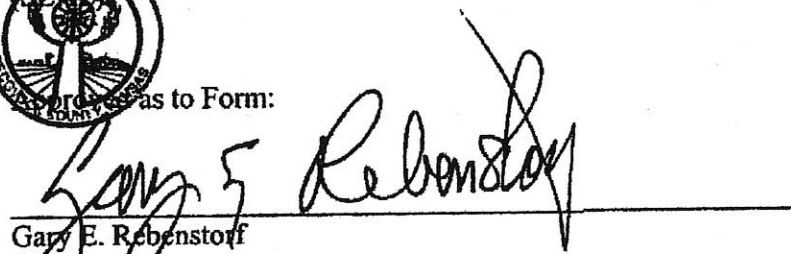
By   
Carl Brewer, Mayor

ATTEST:

  
Karen Sublett, City Clerk



as to Form:

  
Gary E. Rebenstorf  
Director of Law





FROM THE OFFICE OF THE MAYOR

April 1, 2008

The Honorable Governor Brad Henry  
Governor of the State of Oklahoma  
212 State Capitol Building  
Oklahoma City, OK 73105

Dear Governor Henry:

The City of Edmond is aware that there is discussion about potentially expanding the Amtrak service to Newton, Kansas for more travel options.

We request that Edmond be included in any Oklahoma Department of Transportation plans for expansion of the service. Amtrak service would be a definite enhancement to the Edmond community and would provide a wonderful and unique shopping experience for the Heartland Flyer's passengers. Our Downtown area has a unique concentration of public art pieces and Edmond is nationally known for our public art program.

In addition, Edmond is continuing to make significant public improvements in the proximate area of the old, original train station location. As you may know, Edmond's history is connected to the railroad, and our city evolved from a railroad stop.

We are respectfully requesting that our community be considered as a stop on the rail line of the Heartland Flyer if expansion plans are further explored.

Sincerely,

Dan O'Neil  
Mayor

cc: Edmond City Council  
Gary Ridley, Director, ODOT  
John Fuller, Deputy Director, ODOT  
Evan Stair, Executive Director, PRO  
Janet Yowell, EEDA  
David Forrest, Central Edmond Urban Development Board  
Ken Moore, Edmond Area Chamber of Commerce

A GREAT PLACE TO GROW

City First Building  
24 East First Street • PO Box 2970  
Edmond, Oklahoma 73083-2970

Office Phone: (405) 359-4569  
Office Fax: (405) 359-4512  
edmondok.com

# GRAND CENTRAL HOTEL

April 7, 2008

To Whom It May Concern:


On behalf of the City of Strong City and Chase County, we urge you to consider our community as a stop for the Northern Flyer Passenger Rail system for Kansas. Our community is in the heart of the Flint Hills of Kansas – the last 3% of the remaining tallgrass prairie in North America. We have visitors from all over the United States and the World. I can't think of any other type of transportation that would be as unique as our Flint Hills. What a delightful addition to the passenger rail system this would be.

We have a small airport in Chase County. Frequently, we meet passengers at our airport and transport them to destinations in Chase County. We would welcome the opportunity to provide personal meet and greet service from the depot in Strong City.

We would truly appreciate your consideration of this request. As proprietor of the Grand Central Hotel, the only AAA Four Diamond Hotel/Restaurant in Kansas, I look forward to adding rail service to our community's added value.

Please do not hesitate to contact me with any additional questions or concerns.

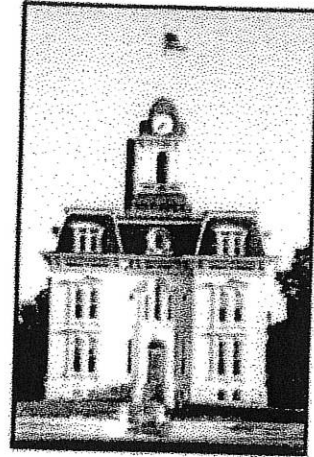
Sincerely,

  
Suzan Barnes, CTC  
Proprietor

City of  
Cottonwood Falls

220 Broadway  
P.O. Box 487  
Cottonwood Falls, KS 66845

(620) 273-6666



1871 - 1872

To Whom It May Concern:

On behalf of the City of Cottonwood Falls, we would like you to keep Strong City on your list of stops for the Northern Flyer project from Fort Worth to Kansas City. We think it makes sense for you to keep Strong City on your list. There needs to be a reason for a passenger train to have a stop, and we think Strong City offers many reasons.

- Strong City is in the Heart of the Flint Hills and has a historic depot that is about to be restored. That depot is within a few miles of a number of places that could generate traffic for the railroad. The City of Strong City reflects railroad history with its name, named after the president of the railroad. This entire area is rich with railroad history and attracts many train buffs every year.
- The Tallgrass Prairie National Preserve is only a couple miles from the Strong City depot. Our understanding is that the TPNP would provide transportation for travelers to and from the park. The park provides visitors an opportunity to visit and learn about the only remaining part of the tallgrass prairie that once covered the central part of the country from the Dakotas to Oklahoma.
- The Chase County Courthouse is the oldest operating courthouse in the state of Kansas and the second oldest west of the Mississippi. Each year, the courthouse attracts thousands of visitors from around the world, many of whom are used to railroad travel and would undoubtedly utilize the Northern Flyer.

- The Chase County Community Connection Trail is a walking/biking project that, when completed, will allow one the opportunity to hike or bike from Cottonwood Falls north to the Tallgrass Prairie National Preserve. The trail crosses the Cottonwood River on a newly restored bridge next to the falls the city took its name from. The trail runs past the depot and ends at the National Park. The trail goes through working farmland and areas that have been left untouched since the settlers came to this area.
- Camp Wood YMCA is a popular summer camp for children and offers opportunities for individuals and organizations for recreation and meetings. Camp Wood would offer transportation to and from the depot. In a time of increasing energy costs, rail service to the area would offer parents an alternative way to get their children to Camp Wood and it would give the children the experience of riding a train.

To borrow a line from a movie, "If you build it, they will come" might very well apply here. If you establish a stop in Strong City, people will find reasons to come. This is a win/win situation. A stop in Strong City would help you attract travelers and it would help our area, as more people continue to visit Chase County each year.

We will do all that we can to help make a stop in Strong City a good decision for you.



---

Mayor Dan Riggs  
Representing the City Council of  
Cottonwood Falls, KS



RESOLUTION NO. 2008-48

**A CITY OF TOPEKA/BOARD OF COUNTY COMMISSIONERS OF SHAWNEE COUNTY  
JOINT RESOLUTION OF SUPPORT FOR THE EXPANSION OF  
AMTRAK SERVICES IN TOPEKA AND SHAWNEE COUNTY**

**SPONSORED BY COUNTY COMMISSIONERS BUHLER, ENSLEY, MILLER, AND CITY  
COUNCILMEMBERS ORTIZ, ALCALA, AND WOELFEL**

**WHEREAS**, The Board of County Commissioners of the County of Shawnee, Kansas and the City of Topeka desire Amtrak to provide a full line of customer service to the residents of Topeka and Shawnee County; and

**WHEREAS**, the Northern Flyer Alliance is a grassroots effort designed to extend existing Amtrak service from Dallas to Oklahoma City further to Kansas City; and

**WHEREAS**, the City of Topeka is currently designated as a stopping point on the proposed service expansion; and

**WHEREAS**, The Board of County Commissioners of the County of Shawnee, Kansas and the City of Topeka recognize the financial, environmental, and quality of life advantages of having Amtrak service in Topeka and Shawnee County, Kansas.

**NOW THEREFORE**, The Board of County Commissioners of the County of Shawnee, Kansas, meeting in regular session this 31<sup>st</sup> day of March, 2008, and the City Council adopting and approving this \_\_\_\_\_ day of April, 2008, do hereby resolve as follows:

1. The Board of County Commissioners of the County of Shawnee, Kansas and the City of Topeka support the expansion of Amtrak service from Oklahoma City through Arkansas City to Kansas City and, further, supports the efforts of the Northern Flyer Alliance in their efforts to bring about this service expansion.

2. The Board of County Commissioners of the County of Shawnee, Kansas and the City of Topeka request that Amtrak make the City of Topeka a stopping point for service between Oklahoma City and Kansas City and that Amtrak provide a full line of customer service including "Red Cap" services, such as baggage handling, at its station in Topeka, Kansas.

**BOARD OF COUNTY COMMISSIONERS  
SHAWNEE COUNTY, KANSAS**

  
\_\_\_\_\_  
Michele A. Buhler, Chair

  
\_\_\_\_\_  
Vic Miller, Vice-Chair

  
\_\_\_\_\_  
Theodore D. Ensley, Member



**ATTEST:**

  
\_\_\_\_\_  
Cynthia A. Beck, Shawnee County Clerk

**CITY OF TOPEKA, KANSAS**

\_\_\_\_\_  
William W. Bunten, Mayor

**ATTEST:**

\_\_\_\_\_  
Brenda Younger, City Clerk



P.O. Box 640  
Winfield, KS 67156

(620) 221-2420  
Fax: (620) 221-2958

E-mail:  
win@winfieldchamber.org

Website:  
winfieldchamber.org

*The mission of the Winfield Chamber of Commerce is to advance the economic and community development of the greater Winfield and Cowley County area through leadership, education and advocacy.*

March 12, 2008

Representative Ed Trimmer  
State Capitol Building  
300 SW 10<sup>th</sup> Ave., 420-S  
Topeka, KS 66612

Dear Rep. Trimmer,

I am writing on behalf of the efforts to extend the Heartland Flyer north from Okalahoma City, OK into south central Kansas. The line could possibly include Wichita, Newton, Winfield and Arkansas City.

Few activities resonate with the Chamber's dual mission of economic and community development in the way that the potential rail expansion does, and for that reason, our organization is committed to being a strong partner in this effort.

Enhanced transportation options will lead to increased tourism throughout the state and bring economic growth to many communities. A possible stopover in Winfield along the Heartland Flyer rail line would not only benefit our community, but many of the rural treasures located throughout the state.

The Winfield Area Chamber of Commerce supports the expansion of the Heartland Flyer route as a means to enhance the economy, infrastructure and quality of life advantages its service would offer the state of Kansas.

Sincerely,

Lonnie Boyd  
Winfield Area Chamber of Commerce

Cc: Evan Stair  
Oklahoma Director, Northern Flyer Alliance



**A RESOLUTION SUPPORTING THE NORTHERN FLYER ALLIANCE AND EXTENDING  
AMTRAK SERVICE BETWEEN OKLAHOMA CITY AND KANSAS CITY**

WHEREAS, the Northern Flyer Alliance is a grassroots effort designed to extend existing Amtrak service from Dallas, Texas to Oklahoma City, Oklahoma to Kansas City, Missouri; and

WHEREAS, the City of Osage City is currently on the proposed service expansion route; and


WHEREAS, the City of Osage City recognizes the financial, environmental, and quality of life advantages of having Amtrak in our regional community.

NOW, THEREFORE, IN CONSIDERATION OF THE AFORESTATED PREMISES, BE IT  
RESOLVED BY THE GOVERNING BODY OF THE CITY OF OSAGE CITY, KANSAS:

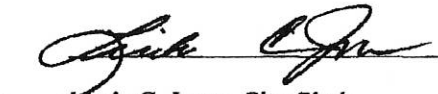
SECTION ONE: The City of Osage City endorses the expansion of Amtrak service from Oklahoma through Topeka to Kansas City and, further supports the efforts of the Northern Flyer Alliance in their efforts to bring about this service expansion.

SECTION TWO: This Resolution will be in force and effect from its date of passage by the City Council of the City of Osage City.

PASSED AND RESOLVED by the Governing Body of the City of Osage City, Kansas this 11<sup>th</sup> day of March, 2008.

  
\_\_\_\_\_  
Steve Haller, Mayor

ATTEST:

  
\_\_\_\_\_  
Linda C. Jones, City Clerk





# Sumner County Economic Development Commission

Physical Address: 123 N. Jefferson, Wellington, Kansas 67152  
Mailing Address: P. O. Box 279, Wellington, Kansas 67152  
Office Phone Number: (620) 326-8779 Office Fax Number: (620) 326-6544  
Email Address: [scedc@co.sumner.ks.us](mailto:scedc@co.sumner.ks.us)

March 11, 2008.

**2008  
BOARD OF  
DIRECTORS**

◇◇◇

*Marvin White,  
Chairman*

*David Carr,  
Vice-Chairman*

*Stan Gilliland,  
Treasurer*

*Chad Bartelson*

*Mary Ann Dickey*

*Julie Gooch*

*Ruth Nelson*

*Leo Schiltz*

*Pam Schneider*

*Kyle Steadman*

*Val Wacker*

*Bob Wall*

**STAFF**

◇◇◇

*Janis Hellard  
Director*

*Jean Orton  
Administrative  
Assistant*

SUBJECT: Northern Flyer Alliance - Letter of Support

TO WHOM IT MAY CONCERN:

The Sumner County Economic Development Commission would like to provide this letter of support regarding the extension of services by Amtrak from Dallas to Oklahoma City further to Kansas City as is proposed and supported by the Northern Flyer Alliance.

This extension has designated the City of Mulvane, Kansas as a stopping point on the proposed service extension. Mulvane resides partially in Sumner County. We are in support of the positive economic, environmental, and quality of life impact the Amtrak service extension and stop in Mulvane could provide to this community and the region. With the continued increase in fuel prices and heightened awareness of environmental concerns, we believe we need to look seriously at alternative forms of transportation that are affordable to all, while having a positive impact on our environment. Projects such as this one are an opportunity to do just that.

It is our hope that you will support this effort and assist in making this a reality. Thank you for time and your consideration of this project.

Sincerely,

Marvin White, Chairman

Janis Hellard, Director

**SCEDC**  
*Committed to Improving the Economy of Sumner County*

**RESOLUTION NO. 0310B-08**

**A RESOLUTION SUPPORTING THE NORTHERN FLYER ALLIANCE AND  
EXTENDING AMTRAK SERVICE BETWEEN OKLAHOMA CITY AND  
KANSAS CITY.**

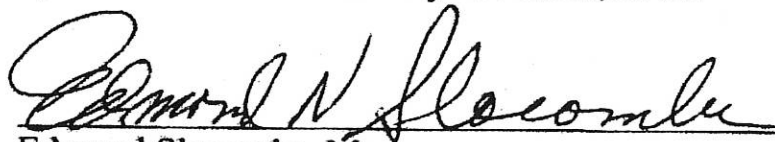
**WHEREAS**, the Northern Flyer Alliance is a grass-roots effort designed to extend existing Amtrak service from Dallas, Texas to Oklahoma City, Oklahoma and further to Kansas City, Missouri; and

**WHEREAS**, the City of Peabody is actively pursuing designation as a stopping point on the proposed service expansion due to our ideal location as a depot due to the crossing of the Union Pacific Railroad and BNSF Railroad lines allowing for north-south and east-west passenger transfers; and

**WHEREAS**, The City of Peabody recognizes the financial, environmental and quality of life advantages of having Amtrak service in Peabody not only for our community at large; but for the betterment and further development of our designated Historical Site in the downtown business district;

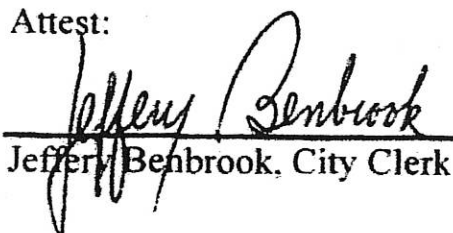
**NOW, THEREFORE, BE IT RESOLVED** by the City Council of the City of Peabody, Kansas that the City of Peabody endorses the expansion of Amtrak service through Peabody to Kansas City and, further, supports the efforts of the Northern Flyer Alliance in their efforts to bring about this service expansion.

Resolution 0310B-08 APPROVED AND ADOPTED BY THE GOVERNING BODY  
OF THE CITY OF PEABODY, KANSAS THIS 10th day of March, 2008.



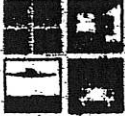
Edmond Slocombe, Mayor

Attest:



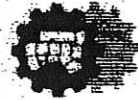
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Jeffrey Benbrook, City Clerk



## Regional Transportation Council

The Transportation Policy Body for the North Central Texas Council of Governments  
(Metropolitan Planning Organization for the Dallas-Fort Worth Region)



January 9, 2008

Mr. Mark Nelson  
Chief Transportation Officer  
City of Denton  
215 East McKinney  
Denton, TX 76201

Dear Mr. Nelson:

On December 13, 2007, the Regional Transportation Council (RTC) unanimously approved support to the City of Denton and the City of Krum in their development of a new Amtrak rail station. The RTC agrees that this additional station would provide a northern access point to the Amtrak system and would fill a gap in service not covered by the other stations in Dallas, Fort Worth, or Cleburne.

Additionally, recommendations made in Mobility 2030: The Metropolitan Transportation Plan for the Dallas-Fort Worth Area, support inter-regional passenger rail service like that provided by Amtrak's Texas Eagle and Heartland Flyer routes. The pursuance of additional Amtrak stations in the region is consistent with the current metropolitan transportation plan.

You can count on the support of the RTC during your work to pursue this station location with Amtrak. If any assistance in this effort is needed, please contact Michael Morris at (817) 695-9240.

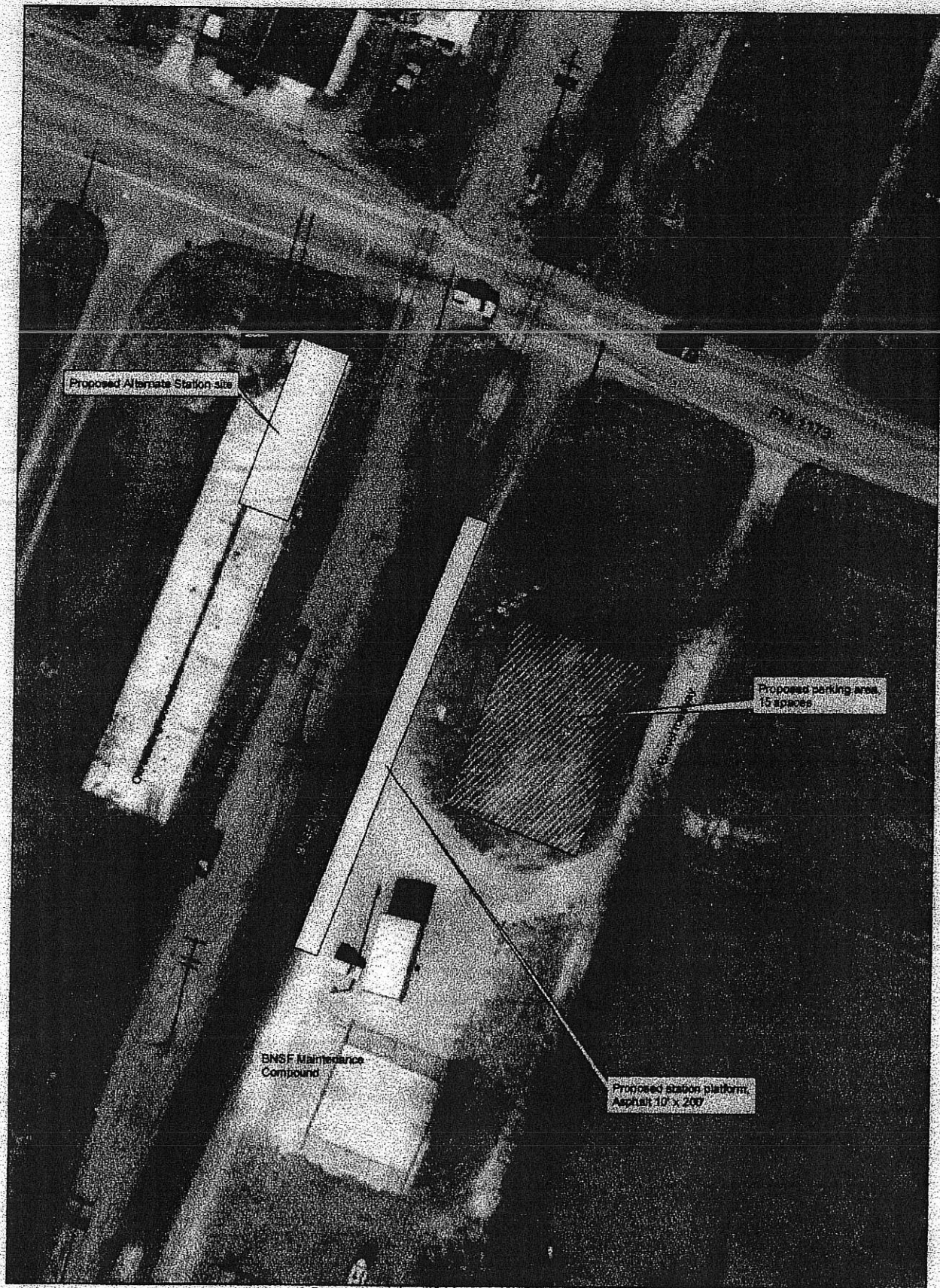
Sincerely,

T. Oscar Trevino Jr., P.E.  
Chair, Regional Transportation Council  
Mayor, City of North Richland Hills

CE:cmg



# Proposed Amtrak Denton/Krum Station Stop







**MARY HORN**  
Denton County Judge

February 5, 2008

Mr. Amadeo Saenz, Jr. P.E.  
Executive Director  
Texas Department of Transportation  
125 East 11<sup>th</sup> Street  
Austin, Texas 78701

Dear Mr. Saenz:

I am writing this letter in support of the efforts of the Cities of Krum and Denton to establish passenger rail service for Denton County with a station stop in Krum via Amtrak's Heartland Flyer. The Mayors of the City of Krum and the City of Denton have been working together over the past several months investigating this opportunity and have expressed their desires to your office.

The Heartland Flyer provides service between Fort Worth and Oklahoma City with additional stops in Gainesville, Texas, Ardmore, Oklahoma, Pauls Valley, Oklahoma, Purcell, Oklahoma and Norman, Oklahoma. Establishment of an additional stop along this corridor is consistent with the North Central Texas Council of Governments' (NCTCOG) metropolitan transportation plan. An Amtrak station in Krum would provide convenient passenger rail service to the more than 550,000 Denton County residents as well as provide an alternative mode of transportation by connecting to regional rail service, Trinity Rail Express, between Fort Worth and Dallas.

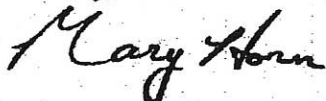
City of Krum and City of Denton staff have been in contact with private development interests as well as regional stakeholders such as NCTCOG and the Denton County Transportation Authority who believe there is strong merit in establishing rail service in Denton County. It is our understanding that the Texas Department of Transportation (TxDOT) along with the Oklahoma Department of Transportation provides financial support for the operation of the Heartland Express. Amtrak officials have indicated that support from TxDOT to establish a stop in Krum will be essential in establishing the desired stop. Therefore, I respectfully request that TxDOT commit to supporting the Cities request for the proposed stop both in principle and financially.

Courthouse-on-the-Square • 110 West Hickory • Denton, Texas 76201  
(940) 349-2820 • Fax (940) 349-2821 • [www.dentoncounty.com](http://www.dentoncounty.com)

EXHIBIT 2

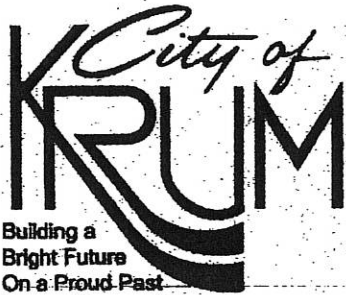
Thank you for your continued efforts in improving the transportation infrastructure for the great State of Texas and for your consideration of this important request. Should you have any questions, please do not hesitate to contact me.

Sincerely,

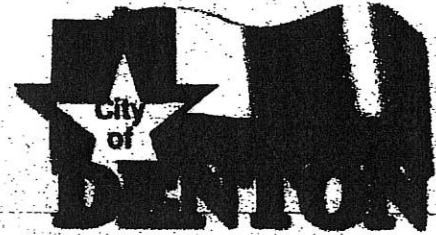


Mary Horn  
Denton County Judge

Courthouse-on-the-Square • 110 West Hickory • Denton, Texas 76201  
(940) 349-2820 • Fax (940) 349-2821 • [www.dentoncounty.com](http://www.dentoncounty.com)



OFFICE OF THE MAYOR



OFFICE OF THE MAYOR

February 6, 2008

Mr. Amadeo Saenz, Jr. P.E.  
Executive Director  
Texas Department of Transportation  
125 East 11<sup>th</sup> Street  
Austin, Texas 78701

Dear Mr. Saenz:

The Mayors of the City of Krum and the City of Denton have been working together over the past several months investigating the opportunity to establish passenger rail service for Denton County with a station stop in Krum via Amtrak's Heartland Flyer.

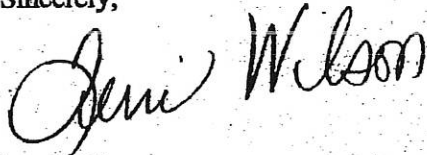
The Heartland Flyer provides service between Fort Worth and Oklahoma City with additional stops in Gainesville, Texas, Ardmore, Oklahoma, Pauls Valley, Oklahoma, Purcell, Oklahoma and Norman, Oklahoma. Establishment of an additional stop along this corridor is consistent with the North Central Texas Council of Governments' (NCTCOG) metropolitan transportation plan as stated in the attached support letter from Mayor Trevino, Chair, NCTCOG Regional Transportation Council. An Amtrak station in Krum would provide convenient passenger rail service to the more than 550,000 Denton County residents as well as provide an alternative mode of transportation by connecting to regional rail service, Trinity Rail Express, between Fort Worth and Dallas.

City of Krum and City of Denton staff has been in contact with private development interests as well as regional stakeholders such as Denton County, NCTCOG, and the Denton County Transportation Authority who believe there is strong merit in establishing rail service in Denton County. It is our understanding that the Texas Department of Transportation (TxDOT) along with the Oklahoma Department of Transportation provides financial support for the operation of the Heartland Express. Amtrak officials have indicated that support from TxDOT to establish a stop in Krum will be essential in establishing the desired stop. Therefore, we respectfully request that TxDOT commit to supporting the proposed stop both in principle and financially. Furthermore, we request that the appropriate TxDOT staff contact Jack Smith, Krum City

Administrator at 940.482.3491 or Mark Nelson, City of Denton Transportation Director 940.349.7702 to outline an action plan and develop a stakeholder group necessary to advance this proposal.


Thank you for your continued efforts in improving the transportation infrastructure for the great State of Texas and for your consideration of this important request. Should you have any questions, please feel free to contact either of us directly.

Sincerely,



Terri Wilson  
Mayor, City of Krum  
940.482.6183

Sincerely,



Dr. Perry McNeill, P.E.  
Mayor, City of Denton  
940.349.8177

Attachments:

1. Aerial Proposed Station
2. Letter of Support from Denton County Judge Horn
3. NCTCOG Letter of Support



Resolution No. 6758

A RESOLUTION SUPPORTING THE NORTHERN FLYER  
ALLIANCE AND EXTENDING AMTRAK SERVICE THROUGH  
LAWRENCE BETWEEN OKLAHOMA CITY AND KANSAS CITY

**WHEREAS**, the Northern Flyer Alliance is a grass-roots effort designed to extend existing Amtrak service from Dallas to Oklahoma City further to Kansas City; and


**WHEREAS**, the City of Lawrence is currently designated as a stopping point on the proposed service expansion route; and

**WHEREAS**, the City of Lawrence recognizes the financial, environmental, and quality of life advantages of having Amtrak services in Lawrence;


**NOW, THEREFORE, BE IT RESOLVED** by the City Commission of the City of Lawrence, Kansas, that the City of Lawrence endorses the expansion of Amtrak service through Lawrence to Kansas City and, further, supports the efforts of the Northern Flyer Alliance in its efforts to bring about this service expansion.

This Resolution shall take effect immediately upon its passage by the Governing Body of the City of Lawrence, Kansas.

APPROVED AND ADOPTED BY THE GOVERNING BODY OF THE CITY OF LAWRENCE,  
KANSAS THIS 26<sup>th</sup> DAY OF FEBRUARY, 2008.

  
\_\_\_\_\_  
Sue Hack, Mayor

Attest:

  
\_\_\_\_\_  
Frank S. Reeb, City Clerk

**MULVANE CHAMBER OF COMMERCE**

**RESOLUTION OF SUPPORT**

**A RESOLUTION SUPPORTING THE NORTHERN FLYER ALLIANCE AND EXTENDING AMTRAK SERVICE BETWEEN OKLAHOMA CITY AND KANSAS CITY.**

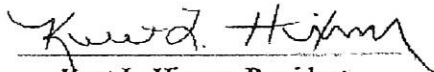
**WHEREAS**, the Northern Flyer Alliance is a grass-roots effort designed to extend existing Amtrak service from Dallas to Oklahoma City further to Kansas City; and

**WHEREAS**, the City of Mulvane, Kansas is currently designated as a stopping point on the proposed service expansion; and

**WHEREAS**, the Mulvane Chamber of Commerce recognizes the financial, environmental and quality of life benefits of having Amtrak service in Mulvane; and

**NOW, THEREFORE BE IT RESOLVED** by the Board of Directors of the Mulvane Chamber of Commerce that we do endorse the expansion of Amtrak service through the City of Mulvane to Kansas City and further we support the hard work of the Northern Flyer Alliance in their efforts to bring about this service expansion.

This Resolution shall take effect immediately upon its passage by the Board of Directors of the Mulvane Chamber of Commerce this 7<sup>th</sup> day of February, 2008.



Kent L. Hixson, President  
Mulvane Chamber of Commerce

RESOLUTION NO. 2008-02-2454

**A RESOLUTION SUPPORTING THE NORTHERN FLYER ALLIANCE AND  
EXTENDING AMTRAK SERVICE BETWEEN OKLAHOMA CITY AND KANSAS  
CITY**

WHEREAS, the Northern Flyer Alliance is a grassroots effort designed to extend existing Amtrak service from Dallas to Oklahoma City further to Kansas City; and

WHEREAS, the City of Arkansas City is currently designated as a stopping point on the proposed service expansion; and

WHEREAS, the City of Arkansas City recognizes the financial, environmental and quality of life advantages of having Amtrak service in Arkansas City.

NOW, THEREFORE, IN CONSIDERATION OF THE AFORESTATED PREMISES, BE IT RESOLVED BY THE GOVERNING BODY OF THE CITY OF ARKANSAS CITY, KANSAS:

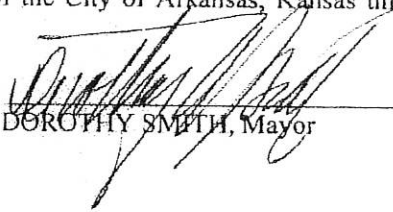
SECTION ONE: The City of Arkansas City endorses the expansion of Amtrak service from Oklahoma City through Arkansas City to Kansas City and, further, supports the efforts of the Northern Flyer Alliance in their efforts to bring about this service expansion.

SECTION TWO: This Resolution will be in full force and effect from its date of passage by the City Commission of the City of Arkansas City.

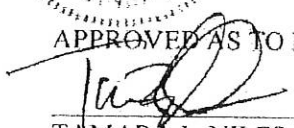
PASSED AND RESOLVED by the Governing Body of the City of Arkansas, Kansas this 5<sup>TH</sup> day of February, 2008.



MICHAEL W. COX, City Clerk

  
DOROTHY SMITH, Mayor

APPROVED AS TO FORM:

  
TAMARA L. NILES, City Attorney  
125 West Fifth Avenue  
Arkansas City, Kansas 67005  
Telephone: 620/442-6010

RESOLUTION NO. 2008-2

**A RESOLUTION SUPPORTING THE NORTHERN FLYER ALLIANCE AND EXTENDING AMTRAK SERVICE BETWEEN OKLAHOMA CITY AND KANSAS CITY.**

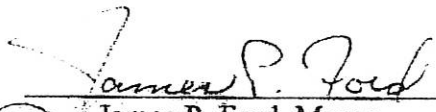
**WHEREAS**, the Northern Flyer Alliance is a grass-roots effort designed to extend existing Amtrak service from Dallas to Oklahoma City further to Kansas City; and



**WHEREAS**, the City of Mulvane is currently designated as a stopping point on the proposed service expansion; and

**WHEREAS**, the City of Mulvane recognizes the financial, environmental and quality of life benefits of having Amtrak service in Mulvane; and

**NOW, THEREFORE BE IT RESOLVED** by the City Council of the City of Mulvane, Kansas that the City of Mulvane endorses the expansion of Amtrak service through Mulvane to Kansas City and further supports the efforts of the Northern Flyer Alliance in their efforts to bring about this service expansion.

This Resolution shall take effect immediately upon its passage by the City Council of the City of Mulvane, Kansas this 4<sup>th</sup> day of February, 2008.

  
\_\_\_\_\_  
James P. Ford, Mayor

  
  
\_\_\_\_\_  
Patty Gerwick, City Clerk



RESOLUTION NO. 12/12/2007

A RESOLUTION SUPPORTING THE NORTHERN FLYER ALLIANCE AND  
EXTENDING AMTRAK SERVICE BETWEEN OKLAHOMA CITY AND KANSAS  
CITY

WHEREAS, the Northern Flyer Alliance is a grass-roots effort designed to extend existing Amtrak service from Dallas to Oklahoma City further to Kansas City; and

WHEREAS, the City of Strong City is currently designated as a stopping point on the proposed service expansion; and

WHEREAS, the City of Strong City recognizes the financial, environmental and quality of life advantages of having Amtrak service in Strong City;

NOW, THEREFORE, BE IT RESOLVED by the Governing Body of the City of Strong City, Kansas that the City of Strong City endorses the expansion of Amtrak service through Strong City to Kansas City and, further, supports the efforts of the Northern Flyer Alliance in their efforts to bring about this service expansion.

This Resolution shall take effect immediately upon its passage and publication in the official City newspaper.

APPROVED AND ADOPTED BY THE GOVERNING BODY OF THE CITY OF  
STRONG CITY, KANSAS THIS 12<sup>TH</sup> DAY OF DECEMBER, 2007.

ATTEST

MAYOR

\_\_\_\_\_  
Shari L. DeWitt, City Clerk

\_\_\_\_\_  
Michael W. Cahoone, Mayor

RESOLUTION NO. 012108

**A RESOLUTION SUPPORTING THE NORTHERN FLYER ALLIANCE AND  
EXTENDING AMTRAK SERVICE BETWEEN OKLAHOMA CITY AND  
KANSAS CITY**

**WHEREAS**, the Northern Flyer Alliance is a grass-roots effort designed to extend existing Amtrak service from Dallas to Oklahoma City further to Kansas City; and

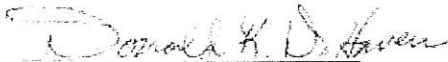
**WHEREAS**, the City of Sedgwick is currently being considered as a potential designated stopping point on the proposed service expansion; and

**WHEREAS**, the City of Sedgwick recognizes the financial, environmental and quality of life advantages of having Amtrak service in Sedgwick;


**NOW, THEREFORE, BE IT RESOLVED** by the Governing Body of the City of Sedgwick, Kansas, that the City of Sedgwick endorses the expansion of Amtrak service through Sedgwick to Kansas City and, further, supports the efforts of the Northern Flyer Alliance in their efforts to bring about this service expansion.

This Resolution shall take effect immediately upon its passage and publication in an official City newspaper.

**APPROVED AND ADOPTED BY THE GOVERNING BODY OF THE CITY OF  
SEDGWICK, KANSAS THIS 21<sup>st</sup> DAY OF JANUARY, 2008**

  
Donald K. DeHaven, Mayor

Attest:

  
Janise P. Enterkin, City Clerk

(SEAL)

# Colorado Rail Passenger Association

P.O. Box 480452  
Denver, CO 80248

March 16, 2007

The Honorable Kathleen Sebelius  
State Capitol Building  
300 SW 10<sup>th</sup> Ave., Suite 212S  
Topeka, KS 66612

Dear Governor Sebelius:

I am writing to let you know that we are in full support of recent efforts in Kansas and Oklahoma to continue an Amtrak rail extension from Oklahoma City through Kansas to Newton, Kansas. This vital link at Newton will allow connection with an east-west passenger train, the Southwest Chief.

We are very supportive of this effort in Colorado. We plan to collaborate with your effort in Kansas so there can eventually be a Chicago/KC/Newton/Denver passenger service once again.

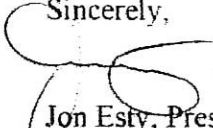
The effort in Kansas is the lynchpin to a network bringing together several adjoining states. The network will have synergetic impacts for all towns, airports, tourism venues, and deliver a lower cost public transportation alternative for all of our citizens.

We are looking at studies and proposals that would enhance the value of trains for your Kansas citizens and our Colorado population at the same time. Nearly all Kansas citizens with connections in LaJunta could get to Denver by passenger train. Denver and Colorado citizens along with Kansas residents would then have passenger service to Kansas City and south to Wichita and Dallas/Ft. Worth and beyond.

We are at an incredible threshold of opportunity for each of our states. We want to help our Kansas and Oklahoma friends find a way to get this done. What the benefits will be for years to come will far outweigh the incremental costs to get the network in place. Compared to extension costs of other forms of public transportation, this one is a clear winner for all.

Please give this proposal the study and earnest consideration it deserves.

Sincerely,



Jon Esty, President  
Colorado Rail Passenger Association

*"A Voice for Colorado's Rail Passengers"*

RESOLUTION NO. 3315

**A RESOLUTION SUPPORTING THE NORTHERN FLYER ALLIANCE AND  
EXTENDING AMTRAK SERVICE BETWEEN OKLAHOMA CITY AND KANSAS CITY**

WHEREAS, the Northern Flyer Alliance is a grass-roots effort designed to extend existing Amtrak service from Dallas to Oklahoma City further to Kansas City; and

WHEREAS, the City of Emporia is currently designated as a stopping point on the proposed service expansion; and

WHEREAS, the City of Emporia recognizes the financial, environmental and quality of life advantages of having Amtrak service in Emporia;

**NOW, THEREFORE, BE IT RESOLVED** by the City Commission of the City of Emporia, Kansas that the City of Emporia endorses the expansion of Amtrak service through Emporia to Kansas City and, further, supports the efforts of the Northern Flyer Alliance in their efforts to bring about this service expansion.

This Resolution shall take effect immediately upon its passage and publication in an official City newspaper.

RESOLUTION # 3315 APPROVED AND ADOPTED BY THE GOVERNING BODY OF THE CITY OF EMPORIA, KANSAS THIS 7th day of November, 2007.



*Julie Johnson*  
Julie Johnson, Mayor

Attest:

*Susan Mendoza*  
Susan Mendoza, City Clerk



City of  
**PONCA CITY**

*Richard Stone, Mayor*

516.  
P.O. 1  
Ponca City, Oklahoma  
(580) 767-0300 Fax (580) 767-0300

October 29, 2004

Mr. Paul Adams  
Deputy Director  
Oklahoma Department of Transportation  
200 N.E. 21<sup>st</sup> Street  
Oklahoma City, Oklahoma 73105-3204

Dear Mr. Adams:

The City of Ponca City respectfully requests your consideration of Ponca City as a stopover on the rail line of the Heartland Flyer.

Ponca City continues to not only support and preserve its community heritage but to use it as a tool to promote the vitality of our community. Whether it be the City of Ponca City renovating City Hall, the Marland Estate Commission preserving the E.W. Marland Mansion and Estate, the Ponca City Main Street revitalizing downtown, the citizens of Ponca City raising monies to erect a statue of Lew Wentz in Centennial Plaza, or the Ponca City Tourism Authority promoting the Pioneer Woman Museum, the railroad is very much a part of our community's heritage that needs to be restored and preserved!

A stopover in Ponca City along the rail line of the Heartland Flyer would not only benefit tourism and economic development in Ponca City, but the entire State. Amtrak is a safe, comfortable and affordable method of travel that Ponca City strongly encourages and supports!

Sincerely,

Richard Stone  
Mayor

Copy: Evan Stair  
Executive Director



Newton Area Chamber of Commerce & Visitors Bureau  
 500 North Main, Suite 101  
 Newton, Kansas 67114-2211  
[www.infonewtonks.org](http://www.infonewtonks.org)

(316) 283-2560  
 Fax (316) 283-8722  
 Chamber 1-800-868-2560  
 Visitors Bureau 1-800-899-0455



**THE CHAMBER**

November 10, 2004

Governor Kathleen Sebelius  
 State Capitol Building  
 300 SW 10<sup>th</sup> Avenue  
 Suite 212S  
 Topeka, KS 66612-1590

Honorable Governor Sebelius:

On behalf of the Newton Area Chamber of Commerce and all of Central Kansas, I want to alert you to the following information that Passenger Rail Oklahoma have provided us. The Chamber has attended and worked with Oklahoma folks in this effort to get passenger service from Kansas to over 22 million people from Newton to the South of the BNSF route through Kansas. Any help from your office would be appreciated.

In 1999 the state of Oklahoma began operation of the Fort Worth to Oklahoma City *Heartland Flyer* Amtrak train. This state funded service, has become the number one rated train in customer satisfaction from coast-to-coast. The train has doubled ridership projections; however, it could do even better.

There was a hope when this train began that Kansas would contribute for expansion to at least Newton where connection could be made with the Chicago-to-Los Angeles *Southwest Chief*. Expansion as far as Kansas City would allow a change in timetable and Eastern and Central Kansas could once again see daylight passenger rail service. Despite the formation of a Kansas Passenger Rail Task Force, the train still terminates in Oklahoma City.

While the *Southwest Chief* is a strong performer, additional passengers traveling to and from Texas and Oklahoma would supplement already impressive ridership on that train and make more immune to discontinuance threats from Congress. Transportation benefits would lead to more Kansas visitors and bring economic growth to the region. Oklahoma currently pays \$3.6 million annually for the *Heartland Flyer* on its daily 428 mile run. Expansion to Newton would less than double this figure. Estimates show that Kansas would pay approximately \$1.5 million per year for this Amtrak service. A 2003 KDOT study showed a positive Amtrak economic impact in Kansas:

**"The economic impact of Amtrak for goods and services in Kansas totaled just over \$15.5 million in FY 2002. Large portions of those purchases were made in Wichita, where expenditures totaled nearly \$15.5 million. Amtrak employs 29 Kansas residents whose FY 2002 total wages totaled approximately \$887,500."**

Mission Statement: To promote the civic, commercial, industrial, agricultural and professional interests of the City of Newton, Kansas and its vicinity, and to further the progress and development of such community, and to do all things necessary and lawful to accomplish such purposes.

Vision Statement: A healthy, progressive, prosperous community with a distinctively appealing identity; committed to modeling civic, business and humanitarian ideals; and rich and attractive in its cultural traditions, educational opportunities and recreational activities.



Page 2



**MOVING THE  
AMERICAN  
ECONOMY**

**Federal Railroad  
Administration  
The American Recovery and  
Reinvestment Act of 2009  
Frequently Asked Questions**

**Rail Programs Funded Under  
The American Recovery and Reinvestment Act (ARRA)  
of 2009  
Public Law 111-5**

**Eligibility Issues**

*Question 1: What rail programs are funded under ARRA?*

Answer 1: There are two major types of rail grant programs under ARRA: (i) \$1.3 billion for capital grants to Amtrak, of which \$450 million is for security improvements including life safety improvements, and (ii) \$8 billion for capital grants for high-speed rail corridors and intercity passenger rail service. Under (ii), there are three specific rail grant programs:

- High-speed rail corridor development grants (authorized in Section 501 of the Passenger Rail Investment and Improvement Act of 2008 (PRIIA), Public Law 110-432, Division B, as 49 U.S.C. §26101 et seq.)
- Intercity passenger rail service corridor capital assistance grants (authorized in Section 301 of PRIIA, 49 U.S.C. Chapter 244)
- Congestion grants (authorized in Section 302 of PRIIA), as 49 U.S.C §24105)

*Question 2: Who can apply for funds under the ARRA rail programs?*

Answer 2: Amtrak is the only eligible applicant for the \$1.3 billion Amtrak grant program. For the \$8 billion capital funds, there are three types of competitive discretionary rail grant programs, each with slightly different applicant eligibility requirements:

- For high-speed rail corridor development grants, States (including the District of Columbia), groups of States, Interstate Compacts, public high-speed passenger rail agencies established by one or more States, and Amtrak are eligible to apply

Federal Railroad Administration  
February 23, 2009

Senate Transportation

3-18-09

Attachment 3

- For intercity passenger rail service corridor capital assistance grants, States (including the District of Columbia), groups of States, Interstate Compacts, and public intercity passenger rail agencies established by one or more States are eligible to apply
- For congestion grants, States and Amtrak (in cooperation with States) are eligible to apply

*Question 3: What types of projects are eligible for funding under the \$8 billion ARRA program?*

Answer 3: The following types of capital projects are eligible for funding:

- High-speed rail corridor grants and intercity passenger rail grants:
  - a project for acquiring, constructing, improving, or inspecting equipment, track, and track structures, or a facility of use in or for the primary benefit of high-speed rail service, expenses incidental to the acquisition or construction (including designing, engineering, location surveying, mapping, environmental studies, and acquiring rights-of-way), payments for the capital portions of rail trackage rights agreement, highway-rail grade crossing improvements related to high-speed rail service, mitigating environmental impacts, communication and signalization improvements, relocation assistance, acquiring replacement housing sites, and acquiring, constructing, relocating, and rehabilitating replacement housing; or
  - a project for rehabilitating, remanufacturing or overhauling rail rolling stock and facilities used primarily in intercity passenger rail service.
- Congestion grants: capital costs of facilities, infrastructure, and equipment for high priority rail corridor projects necessary to reduce congestion or facilitate ridership growth in intercity rail passenger transportation. Additional information on project eligibility is provided in 49 U.S.C. §24105(b).

Grant funds cannot be used for operating expenses.

*Question 4: Is planning an eligible expense under the ARRA rail programs?*

Answer 4: No. While good planning is an essential component of successful projects, it is not an eligible use of ARRA grant funds. However, FRA intends to encourage use of other grant funds (such as funds made available under the intercity passenger rail grant annual appropriations) for planning and project development activities. Furthermore, expenses for post-planning activities that are directly related to construction (including design work, engineering, location surveying, mapping, environmental studies, and acquiring rights-of-way) may be eligible for ARRA grant funds, although ARRA requires that priority be given to applications for projects that are ready to go to construction immediately.

*Question 5: While the federal share is "up to" 100 percent, are applicants expected to provide a non-federal match?*

Answer 5: No. Grant recipients determine whether to provide a match or not. However, once a grant is awarded, recipients will be expected to cover any project expense overruns and complete the projects. Moreover, the existence of non-federal matching contributions strengthens an application insofar that it provides evidence of a tangible commitment on the part of the applicant to fully implement and complete the project.

*Question 6: Will projects have to be on the State Transportation Improvement Program (STIP) to be eligible for grant funds under ARRA?*

Answer 6: ARRA appropriates funds in support of three programs authorized under PRIIA, which does not explicitly require that projects be included in a State's STIP to be eligible for funding. However, for the high-speed rail corridor development and intercity passenger rail corridor capital assistance programs a project must be compatible with the plans developed pursuant to the transportation planning requirements under 23 U.S.C. §135 (which set out STIP requirements). Inclusion of a project in the applicant State's STIP would be one way of fulfilling this requirement.

*Question 7: Will projects have to be on an approved State Rail Plan to be eligible for ARRA grant funds?*

Answer 7: No, Congress exempted ARRA grant funds from the requirement contained in PRIIA that projects must be on an approved State Rail Plan. However, FRA will be looking for evidence that projects fit into an applicant's longer-term intercity passenger rail development plans, including evidence that projects are on a prioritized list of projects that meaningfully advance a longer-term corridor development program.

*Question 8: ARRA emphasizes "ready-to-go" projects; what does that mean for the rail grant programs?*

Answer 8: "Ready-to-go" projects are those for which planning, environmental and preliminary engineering activities have been completed – thus allowing grant recipients to immediately begin final design and construction and/or enter into design-build contracts. Projects that have not reached this stage of development may still be eligible for grant funding under ARRA.

*Question 9: Are projects subject to "Buy American" provisions?*

Answer 9: Section 1605 of Title XVI of Division A of ARRA contains a Buy American provision that applies to all funds made available under the Act. In addition, Title XII of Division A (which contains the \$8 billion in funding for high-speed rail corridor development, intercity passenger rail corridor capital assistance, and congestion grants programs) provides that 49 U.S.C. §24405 applies to the \$8 billion grant funds. Section 24405(a) contains a Buy American requirement that is somewhat stricter with respect to waiving the Buy American requirements than the provision of section 1605. FRA will be providing further guidance on reconciling these two requirements in the interim guidance for the program that will be issued on or before June 17, 2009 (see discussion below).

### **Program Schedule**

*Question 10: What is FRA's schedule for implementing the rail grant programs under ARRA?*

Answer 10: Unlike other programs funded under ARRA, the high-speed rail corridor development, intercity passenger rail corridor capital assistance, and congestion grant programs are newly established programs authorized in PRIIA. Congress acknowledged this fact by requiring the Secretary to develop a strategic plan for implementing the programs and deliver that plan to Congress within 60 days of enactment, April 18, 2009. In addition, since there are no existing regulations governing these programs, Congress instructed the Secretary to provide interim guidance to prospective applicants within 120 days of enactment, June 17, 2009.

*Question 11: What will the Strategic Plan submitted to Congress cover?*

Answer 11: FRA and the Department are currently developing the strategic plan. The plan will likely include, among other things, a description of: (1) the proposed schedule for providing grant funds under ARRA, (2) the criteria that will be used to select projects, (3) the reporting and evaluation process that will be used to measure and communicate program effectiveness, and (4) the relationship of the ARRA grant programs to the recently enacted intercity passenger rail authorization act (PRIIA).

*Question 12: What will the interim guidance cover?*

Answer 12: The interim guidance will cover the grant terms, conditions and procedures applicants will need to satisfy in order to submit applications, including deadline(s) and timeframes for submission and selection.



*Question 13: Since Congress allowed more time for implementation of the rail grant programs than for other investment programs under ARRA, does that mean that these projects have a longer-term build out period than others?*

Answer 13: FRA will detail the expectations and implementation timeframes in the Strategic Plan as well as the interim guidance. Generally, it is likely that FRA will initially seek projects that are "ready to go," but will also provide opportunities for subsequent applications that include projects with a longer build-out period.

*Question 14: What are the selection criteria for the ARRA rail grant programs?*

Answer 14: Final selection criteria will be provided in the interim guidance. Based upon statutory guidance and best practices, it is likely that selection criteria will include such elements as:

- Application completeness
- Adequate project identification/planning processes and controls
- Job creation or preservation benefits
- Transportation and other benefits such as energy efficiency, reduced emissions, and mitigation of congestion growth in other modes
- Minimizing or mitigating project risk
- Start and completion dates
- Cost-effectiveness

*Question 15: Is there a limit to the amount of funds an eligible applicant may seek?*

Answer 15: No. FRA will be constrained by the funds available.

*Question 16: Who will monitor spending to prevent waste, fraud and abuse? What controls and audit procedures are being established to manage the funding?*

Answer 16: In accordance with guidance from OMB and FRA's own plans, FRA staff, oversight contractor personnel, the DOT Inspector General, and the GAO will all monitor spending to prevent waste, fraud and abuse. The controls and audit requirements will be spelled out in the grant agreements for selected projects. Within Title XII of the ARRA, \$20,000,000 is provided Department of Transportation's Inspector General for conducting audits and investigations of projects and activities carried out under the Act. In addition, \$5 million of the \$1.3 billion available to Amtrak is provided to the Amtrak Inspector General.

*Question 17: What can applicants do now to enhance their chances of being selected when funds become available?*

Answer 17: Where feasible, applicants should take steps to get projects "ready-to-go," including:

- Complete planning, environmental, and preliminary engineering activities
- Seek, obtain and /or secure the approval and concurrence of all rail carriers that are authorized to use any rail infrastructure, facilities or operational resources (i.e. dispatching) that are proposed to be altered or reconfigured by the project
- Initiate negotiations to enter into formal agreements with the infrastructure owner (typically freight railroads) to ensure project success – e.g., project investment plan, service plan, benefits agreements, liability, labor issues, etc. FRA will be issuing more specific guidance on the requirement for such agreements as set forth in 49 U.S.C. §24405
- Amend or conclude agreements with the operator (typically Amtrak) to deliver a service plan
- Identify and secure sources of funding that may be necessary to cover any operating expenses incurred once service commences

*Question 18: While the strategic plan and interim guidance are being developed, will there be any other grant funds available to advance projects?*

Answer 18: FRA expects to issue a Notice of Funds Availability (NOFA) in the near future for the Fiscal Year (FY) 2009 Intercity Passenger Rail (IPR) Grants to States program – funded under the Continuing Resolution for FY 2009 (the Consolidated Security, Disaster Assistance, and Continuing Appropriations Act, 2009, Public Law 110-329). If the full year appropriations for FY 2009 becomes available and provides funding for IPR or other grant programs, those funds may be available in the near future as well.

*Question 19: What projects would be eligible for FY 2009 grant funds?*

Answer 19: Under the Continuing Resolution, project eligibility will be similar to the FY 2008 version of the IPR Grants program (NOFA available at <http://www.fra.dot.gov/Downloads/Research/E8-3018.pdf>). FRA may also give preference to applications for the planning, environmental and preliminary engineering necessary to advance projects that would later be eligible under ARRA.

*Question 20: What will the matching requirements be for FY 2009 grant funds?*

Answer 20: IPR grants funded under the Continuing Resolution would mirror the FY 2008 program, and thus require a 50 percent non-federal matching contribution. It is not yet known what the matching requirements would be under the FY 2009 full-year appropriations.



  
**KANSAS**  
 DEPARTMENT OF TRANSPORTATION

*Kathleen Sebelius, Governor*  
*Deb Miller, Secretary*

<http://www.ksdot.org>

July 16, 2007

Mr. Ray Lang, Director Government Affairs  
 National Railroad Passenger Association  
 525 West Van Buren Street, 2<sup>nd</sup> Floor  
 Chicago, IL 60607

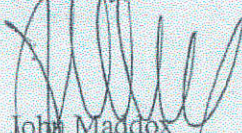
Dear Mr. Lang:

I am writing to follow up on our telephone conversation this morning during which we discussed the possibility of Amtrak conducting a feasibility study to extend the Heartland Flyer north from Oklahoma City, OK to Newton, KS. As we discussed, the Kansas Department of Transportation (KDOT) is interested in a study that looks at daylight service from Kansas City, MO to Fort Worth TX, as well as service that provides overnight connections in Newton, with a 79-mph maximum operating speed. Service would traverse the BNSF Railway line from Kansas City to Topeka then through Emporia and on to Newton. From Newton the line would go south through Wichita, Winfield and Arkansas City and then on to Oklahoma City and Fort Worth. While service stops have not been identified at this time, the cities of Lawrence, Topeka, Emporia, Newton, Wichita, Winfield and Arkansas City seem to make sense for an initial list of stops.

It is our understanding that Amtrak will provide an estimate to conduct a feasibility study as well as a time frame in which the study can be completed. It will be important to have a detailed listing of services that will be provided by Amtrak as well as all components of the study.

Thanks again for visiting with us this morning. If you have any additional questions please contact me via phone at 785-296-3228 or e-mail at [johnm@ksdot.org](mailto:johnm@ksdot.org).

Sincerely,

  
 John Maddox  
 Rail Affairs Program Manager

c: Mike Franke, National Railroad Passenger Association  
 Joe Kyle, Oklahoma Department of Transportation

BUREAU OF TRANSPORTATION PLANNING



2009 9rs0957

HOUSE CONCURRENT RESOLUTION NO. \_\_\_\_\_

By Representative Finney

A CONCURRENT RESOLUTION recognizing the Kansas department of transportation, the Oklahoma department of transportation, and the Texas department of transportation for their work in preparing an Amtrak, Kansas City - Wichita - Oklahoma City - Fort Worth Passenger Rail Feasibility Report and Study Scope and urging the Kansas department of transportation to apply for federal funding.

WHEREAS, The State of Kansas appropriated \$200,000 in 2008 for a National Railroad Passenger Corporation (hereafter referenced as Amtrak) passenger rail feasibility study; and pt>

WHEREAS, Amtrak began work on the feasibility study in December 2008; and

WHEREAS, Kansas is developing its 10-year comprehensive transportation plan; and

WHEREAS, A framework for the Kansas 10-year comprehensive transportation plan is expected to be approved during the 2009 Kansas legislative session; and

WHEREAS, Federal funding for passenger rail projects is now available through the federal Rail Safety Improvement Act; and

WHEREAS, \$1.9 billion will be appropriated during the federal FY 2009 through the FY 2013 for state matching capital grants not to exceed 80 percent federal contribution; and

WHEREAS, A state passenger rail plan is required to be eligible for these federal matching programs; and

WHEREAS, The State of Kansas has yet to develop a qualifying passenger rail plan; and

WHEREAS, Energy price volatility is expected to continue for the foreseeable future; and

WHEREAS, Passenger rail provides a fuel efficient mode of transportation for Kansas residents, business travelers and tourists; and

WHEREAS, The Texas and Oklahoma Heartland Flyer passenger train, as operated by Amtrak, is one of the highest rated Amtrak passenger trains nationally in customer satisfaction; and

WHEREAS, Economic development caused by after-the-fare box-revenues are important for the safety, quality of life and economic health of Kansas communities; and

WHEREAS, The city councils and governing bodies of 33 cities and four county governments in Kansas have submitted resolutions of support for intercity passenger rail to the Kansas governor and department of transportation; and

WHEREAS, The city councils and governing bodies of eight city councils in Northern Oklahoma as well as the cities of Denton and Krum, Texas have likewise issued similar resolutions:  
Now, therefore,

Be it resolved by the House of Representatives of the State of Kansas, the Senate concurring therein: That we recognize the Kansas department of transportation, the Oklahoma department of transportation, and the Texas department of transportation for their work in preparing an Amtrak



9rs0957

-3

feasibility study; and

Be it further resolved: That the Kansas department of transportation is encouraged to develop a long range passenger rail plan to be included within the framework of the 10-year comprehensive transportation plan, as a requirement to seek matching federal passenger rail capital funding; and

Be it further resolved: That the Kansas department of transportation take immediate action to apply for the grant provision in the federal American Recovery and Reinvestment Act of 2009 as provided for full funding and development of the intercity passenger rail route between Kansas City and Oklahoma City, as outlined in the passenger rail feasibility study; and

Be it further resolved: That the State of Kansas intends to further develop its multi-modal transportation plan incorporating supplemental state passenger rail funding contingent on the findings of the Amtrak Kansas study; and

Be it further resolved: That the State of Kansas seeks to enhance economic development opportunities in its communities through supplemental passenger rail operations; and

Be it further resolved: That Amtrak is encouraged to expedite completion and delivery of the Kansas passenger rail feasibility study; and

9rs0957

-4

Be it further resolved: That the Secretary of State be directed to send enrolled copies of this resolution to the United States Department of Transportation Secretary, members of the Kansas Congressional Delegation, members of the Oklahoma Congressional Delegation, the Governors of Kansas, Oklahoma and Texas, the Secretaries of Transportation from Kansas, Oklahoma and Texas, the State Senate Presidents of Oklahoma and Texas, the House Speakers of Oklahoma and Texas and the President and Chief Executive Officer of the National Railroad Passenger Corporation.

STATE OF OKLAHOMA

1st Session of the 52nd Legislature (2009)

SENATE JOINT

AS INTRODUCED

A Joint Resolution in support of the State of Kansas, the Kansas Department of Transportation, and the National Railroad Passenger Corporation (Amtrak) for their participation with the Amtrak feasibility study requested by the Kansas Department of Transportation on February 11, 2008; and directing distribution.

WHEREAS, the national passenger rail service (Amtrak), heretofore known as the Heartland Flyer began operating in Oklahoma on June 15, 1999; and

WHEREAS, the present Amtrak route terminates in Oklahoma City, Oklahoma, without a northern connection to the Amtrak national network; and

WHEREAS, the Oklahoma Department of Transportation commissioned and received a passenger rail study in March, 2001, as produced by the Carter Burgess Engineering firm which included a route feasibility analysis detailing expansion cost, infrastructure need between Oklahoma City and Newton, Kansas; and

WHEREAS, the Kansas Department of Transportation issued an official request to Amtrak for study of this route segment on February 11, 2008; and

WHEREAS, the Kansas Department of Transportation has extended the original Oklahoma Carter Burgess 2001 Oklahoma City - Newton, Kansas, study route to include the rail line between Newton and Kansas City, Missouri, making it a full 602 mile corridor study between Fort Worth, Texas, and Kansas City, Missouri; and

WHEREAS, federal matching funding has become available as administered by the Federal Railroad Administration through the Passenger Rail Improvement Reform Act of 2008 and through the passage of H.R. 2095, the Rail Safety Improvement Act, including the Passenger Rail Investment and Improvement Act.

NOW, THEREFORE, BE IT RESOLVED BY THE SENATE AND THE HOUSE OF REPRESENTATIVES OF THE 1ST SESSION OF THE 52ND OKLAHOMA LEGISLATURE:

THAT the Oklahoma Legislature urges the Oklahoma Department of Transportation to jointly participate with the Kansas Department of Transportation in the expanded passenger rail service study as a part of a new passenger rail transportation corridor between the points of Kansas City and Fort Worth, Texas.

THAT the Oklahoma Legislature fully accepts the findings of the Amtrak study requested by the Kansas Department of Transportation on February 11, 2008, as factual and as an accepted guideline for Oklahoma passenger rail development.

THAT the Oklahoma Legislature urges the Oklahoma Department of Transportation to develop a comprehensive passenger rail plan which can be submitted to the U.S. Department of Transportation under the guidelines of the Passenger Rail Improvement and Reform Act as a requirement to procure federal matching funds as administered by the Federal Railroad Administration.

THAT the Secretary of State shall distribute copies of this resolution to the Governor, to the Governor of Kansas, to the Oklahoma Secretary of Transportation, to the Kansas Secretary of Transportation, to each member of the Oklahoma Congressional Delegation, and to each member of the Kansas Congressional Delegation.





## Overview of Public Transit in Kansas For the Senate Transportation Committee

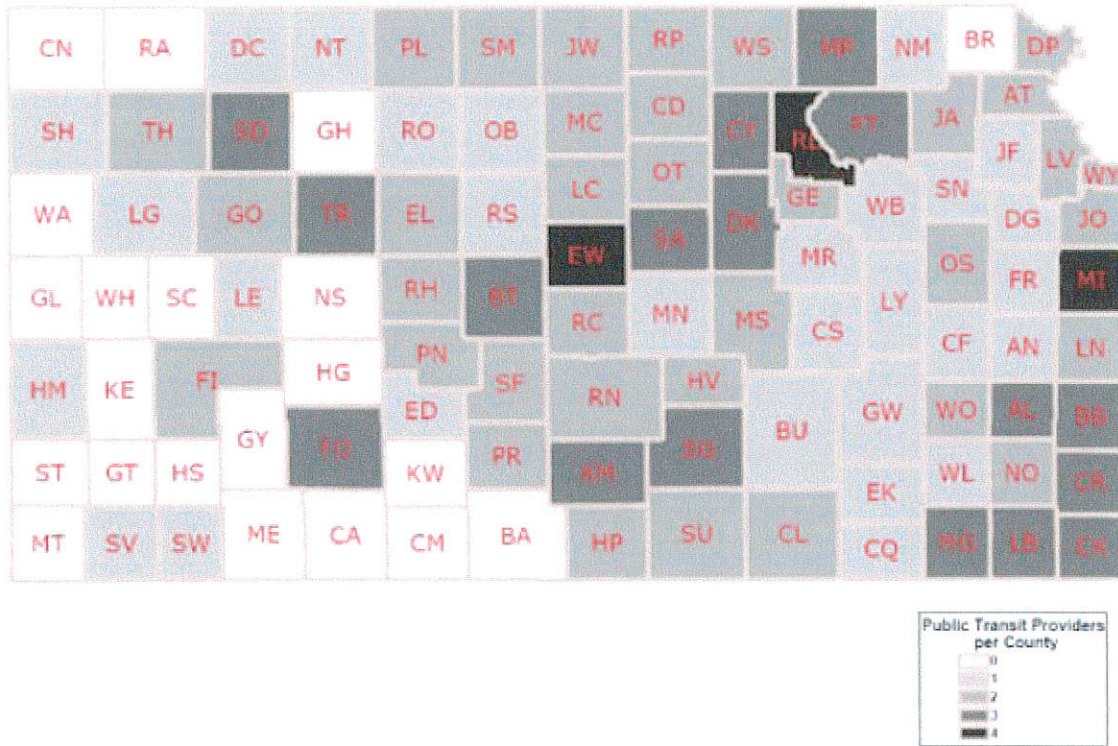
R.E. "Tuck" Duncan, Executive Director  
Kansas Public Transit Association

Public transit in Kansas provided approximately 10 million rides for residents across the state in 2007 and in excess of same in 2008. In sparsely populated rural Kansas, about 180 small transit operators provide a fragmented patchwork of mostly public on-demand and client-specific transit service spread over a wide geographic area. In more densely populated urban areas of the state, five large transit operators offer scheduled bus service along fixed routes. Several mid-size communities (Garden City and Salina for example) also offer fixed route service. Transit in Kansas provides important economic, health, and social benefits by giving citizens without regular access to a personal vehicle a way to get to work or to make important personal trips and to maintain their independence. In urban areas of the state, buses help alleviate traffic congestion and reduce air pollutant emissions.

Most rural and urban transit agencies in Kansas are struggling to manage rapidly increasing costs driven by growing ridership, higher fuel costs, need for new vehicles, demand for longer hours of service, wider coverage areas, and demand for shorter waiting times between buses on fixed routes. Increases in federal, state, and local funding for transit have not kept pace with cost increases.

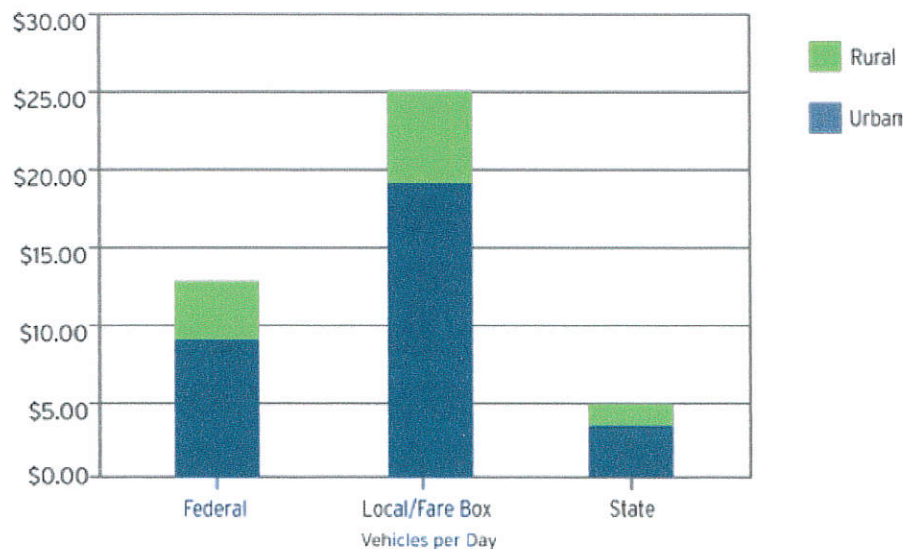
Over the last eight years, transit ridership in urban and rural Kansas has grown by 48 percent. Long term trends driving ridership growth include an aging population that is more reliant on transit for basic transportation needs such as access to health care and other necessities and the cost-effectiveness of transit compared to driving. The recent study of Kansas Transportation needs: New Approaches for Transportation, prepared by the T-LINK (Transportation-Leveraging Investments in Kansas) Task Force, 2009, heard about the importance of transit at all of its local consultation meetings.

The following map depicts the number of General Public Transportation providers offering significant public transit services, such as trips with both origins and destinations in a county. Specialized transit providers for the elderly or disabled are not included. Some of the counties that have no significant services on the map might have some service (often destinations) but not enough to show that significant services are offered within the county. Many counties in western Kansas have no significant public transit service.



For instance, the need to get people to work was cited in southeast Kansas and the need to transport patients to health care was noted in western Kansas. Under the current Comprehensive Transportation Plan, the state provides \$3.5 million per year for urban transit and \$2.5 million per year for rural transit. Additional funding for transit comes from fare box revenue, and federal and local funding sources. (Source: Kansas Department of Transportation, T-LINK)

Figure 5.2—Funding for Local Transit Service





Selected Examples of current Kansas Transit Options



K-10 connector service connects Johnson County (and the JCCC) with Lawrence. (left) JoCo buses below.



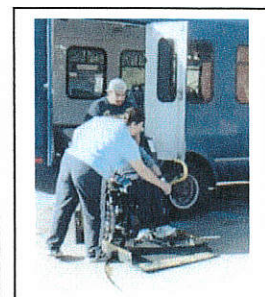
Topeka Transit is experiencing significant growth. (right) Finney County Transit offers fixed route service (below). Also Finney County has completed a new transit center (below)



Salina, Kansas initiated its City Go fixed route service in 2008. Now you can "Go Green."



Para-transit services offered by Sunflower Diversified Services Great Bend, Kansas (right) and by Developmental Services of NW Kansas in Hays, (far right).



***It is a challenging time for most Kansas residents.*** The stock market is increasingly down. Energy costs are up and housing values are extremely low. General anxiety levels are high. Obviously, this isn't just a Kansas issue – it's a nationwide, even worldwide concern. Hanging over it all is a sense that we have come to the end of the road with our over-dependence on oil. That dependence has threatened the family pocketbook, increased the costs of nearly everything, even created national security concerns. Somehow we must turn the page to a new era as we revive our economy and improve the quality of life for American households. Today, transportation is the second highest household expense after housing. America has invested in a stunning national highway system, but lags far behind other nations in building transit corridors that could complete our transportation system. In our hometowns across Kansas, residents are hungry for an alternative to driving. They are voting with their feet – stepping onto transit like never before. Bus ridership in our state is at a fifty year high, and local support of transit continues to swell every day.

Public transit provides access to job opportunities for millions of Americans as well as transportation options to get to work and school, shop, visit friends or go to a doctors office. In 2008, Americans took over 10.5 billion trips on public transit – the highest ridership levels in 50 years. Every \$1 invested in public transportation projects generates approximately \$6 in local economic activity. Every \$10 million in operating investment in public transportation yields \$32 million in increased business sales. Every \$10 million in capital investment in public transportation yields \$30 million in increased business sales.

As a critical next step, we need your continued commitment to fund our state's public transportation systems. Public transit eases family budgets, supports safe pedestrian and biking alternatives, enables new development, and helps maintain clean air. As transit agencies restore and replace our existing capital equipment, as well as explore innovative technology and projects that will propel us far ahead of competing services, we constantly work to support our local citizens' desire for change and choice. Supporting public transit is not only financially responsible, but will help our state as a whole by addressing the mounting needs of the aging baby-boomers as they approach their golden years. It also will put in place a framework for solving a key and mounting problem our hard working families are facing – dealing with increasing transportation-related costs.

**Your continued support in transit investments will benefit our local economies and economic development. Support for transit will support thousands of families as they tighten their family budget belts. The result will be a state with a stronger economy, a safer environment, and families with stable and reliable transportation alternatives.**

*Thank you for your attention to and consideration of these matters.*



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2008 Power Point on SEK Public Transit Project

2008 Filled Percentage

2007 Filled Percentage

HR 6052 – Congressman Tiahrt’s office – DC

History – Union Traction Company 1904 – 1937 and  
Union Electric Railway 1937-1947

2008 Amazon Tour

Overall View – Update of where we are at





the new way to work!

Testimony on SB 323  
An Act Relating to Transportation

Good morning. My name is Tammy Dickson and I am the Recruiting Manager for Staff Management located in Coffeyville at Amazon.com. I am here to speak on behalf of SB 323. I have been working for the past 13 months on trying to implement a regional transportation system for SEK. First, let me tell you a little bit about my client, Amazon.com. The facility in Coffeyville is 1 million square feet and has over 24 miles of conveyers – floor associates can walk up to 15 miles per day. This facility can hold up to 2000 or more associates and does during our Peak season which is September – December. During the off season there are 550-650 full time associates and Staff associates of 0-250. This number changes year to year depending on the business and the economy.

One of our challenges at Staff has always been: how many people we can put to work in the rural local markets without looking at recruiting from either Oklahoma or Missouri. In examining this challenge, one of the barriers defined was **transportation**. Many candidates cited a lack of transportation, and/or enough money for automobile and fuel costs to travel to the Amazon.com facility in order to work here.

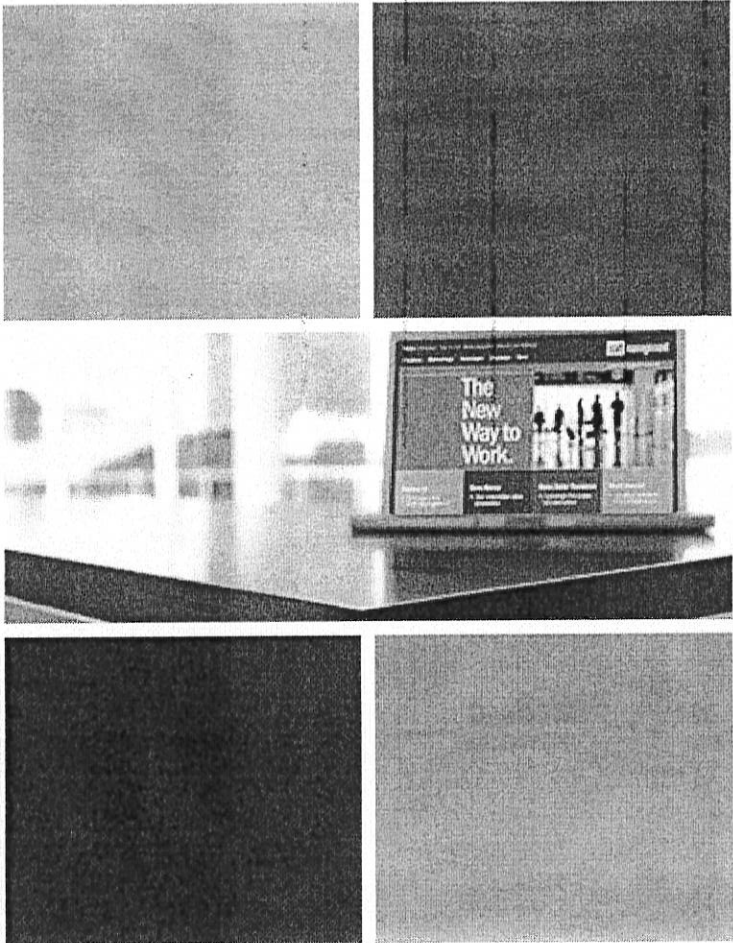
Why a regional transportation system? The answer is, because we live in a predominantly rural state. We need to look at something that will benefit more than just one town. Many people work in communities other than their home town – sometimes only a few miles away, sometimes a commute of 50 or more miles. I urge you to think of how a program like this would benefit SEK as a whole. We are looking at something that would have the potential to do the following:

1. Retain Employers
2. Retain Employees
3. Save Energy
4. Put more Kansans to work
5. Attract new business to SEK
6. Increase tax revenues for rural communities

Also, remember the Flood of 2007? Coffeyville alone lost **400** homes. It will be years before we recover fully. We need a regional transportation system to not only keep employers in our state, but to attract new ones to our area. Especially with the economy being what it is, we need to ensure that Kansas is a leader in innovation and overcoming challenges.

I have currently been working with SEK-CAP, a not-for-profit organization as a possible facilitator to get this project off the ground. They have applied for the JARC grant. (Job Access Reverse Commute). I do know that since the stimulus package passed that Kansas is scheduled to receive \$380 million for transportation related projects. It is my fervent hope that with this bill, it will give us the financial backing to get this project started.

In the folders you will find valuable information in regards to this project, along with my contact information. Thank you for your time.



# SEK Public Transit Project

Presented by Tammy Dickson  
November 18, 2008

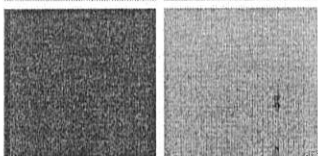
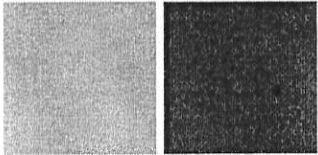
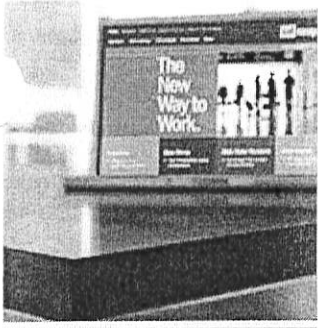
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Office 0121 – “it’s all in the attitude!”  
Amazon.com  
2654 N HWY 169  
Coffeyville Kansas



Confidential and Proprietary





**staff management**  
Confidential and  
Proprietary

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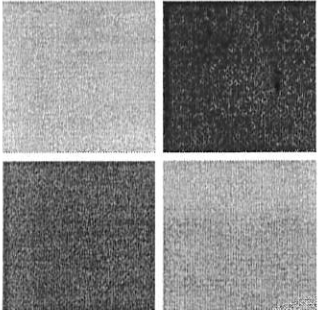
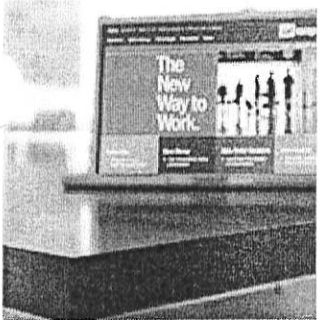
- The Challenge We Need to Meet
- Historical Use of Busing @ Amazon
- The Flood of 2007
- Federal Legislation – HR 6052
- What is Needed
- Conclusion



# A Challenge Issued

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To the Management Team at office 0121 by Amazon's GM, Andy McClenon at the Executive Review for 2007, to think outside the box and come up with a solution not only to Amazon's historical use of busing from Missouri and Oklahoma but to be able to put more of the workforce from the local market to work.....



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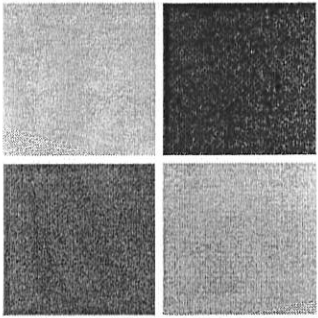


# Historical Use Of Busing At Amazon.com

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Between both staffing agencies approximately 1000 associates were bused in from outside the SEK area.

This represents over 38.5% of the entire amount of hires for the entire year that resulted in lost revenue for the SEK region.



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# 2007 Flood - Coffeyville

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In Coffeyville alone we lost approximately 400 homes – this in a region that is already a challenge to recruit.

We need more than a city wide transit system – if it only affected Coffeyville, with the population hit we took in '07 the transit program would not meet the needs of local area employers since they need to reach beyond the limits of just Coffeyville.



## Federal Legislation – HR 6052

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HR 6052 is the Saving Energy Through Public Transportation Act of 2008. This bill authorizes appropriations for grants for public transit systems to improve transportation systems – in addition, \$100 million is authorized for both fiscal years 2008 and 2009 for public transportation grants in non-urban areas. (All Kansas Congressmen support HR 6052 – it has yet to hit the Senate)

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# What is needed

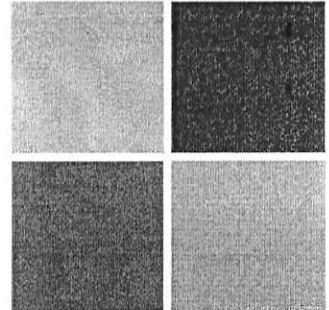
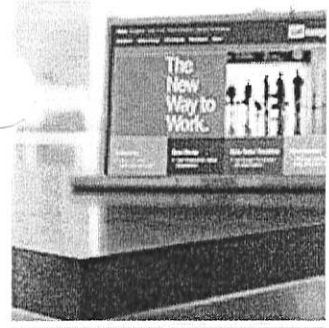
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We need a regional public transportation system that encompasses more than just one city for a variety of reasons:

1. Retention of employers in SEK region
2. Retention of the local workforce
3. Saving energy
4. More tax revenue for SEK due to more of the local workforce being employed







# Conclusion

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My belief is that Kansas has the opportunity to set the Example in achieving a regional busing program that Services multi-cities and multi-counties to promote a better quality of life for Kansans and retention of tax revenue through increased job opportunities for local SEK citizens.



## 2008 Filled Order Percentage

5-11

| Order Date  | # Ordered   | Filled     | FT         | PT         | %           | Notes  |
|-------------|-------------|------------|------------|------------|-------------|--|
| 29-Feb      | 30          | 19         | 0          | 19         | 63%         | ORT Easter Weekend   |
| 11-Mar      | 59          | 59         | 54         | 5          | 100%        |  |
| 18-Mar      | 32          | 32         | 29         | 3          | 100%        | We had overfilled the previous week by 5, and we actually only needed 4 to fill the order for 6th shift. |
| 16-May      | 2           | 2          | 2          | 0          | 100%        | Special Order for Facilities   |
| 20-May      | 45          | 46         | 46         | 0          | 102%        | Original order was for 34 revised 5/23 to 45   |
| 3-Jun       | 30          | 30         | 30         | 0          | 100%        | 6th and 7th Shifts   |
| 5-Jun       | 30          | 30         | 30         | 0          | 100%        | 5th Shift only - want as many as possible  |
| 11-Jun      | 60          | 60         | 60         | 0          | 100%        | ORT right before July 4th Weekend... 1st/6th/7th Shifts  |
| 1-Jul       | 15          | 15         | 15         | 0          | 100%        |  |
| 8-Jul       | 15          | 15         | 15         | 0          | 100%        |  |
| 15-Jul      | 55          | 54         | 54         | 0          | 98%         | Started seeing issues with filling 7th shift   |
| 22-Jul      | 40          | 34         | 34         | 0          | 85%         | continued problems with filling 7th shift  |
| 29-Jul      | 50          | 47         | 47         | 0          | 94%         |  |
| 5-Aug       | 35          | 31         | 31         | 0          | 86%         |  |
| 12-Aug      | 32          | 32         | 32         | 0          | 100%        | Changed per Bruce Sr Ops for shift 7 - what shows is order   |
| 19-Aug      | 40          | 0          | 0          | 0          |             | Order was canceled per Jenni Ulrich on 8-25-08   |
| 13-Sep      | 5           | 5          | 0          | 5          | 100%        | Standing Order   |
| 20-Sep      | 5           | 5          | 0          | 5          | 100%        | Standing Order   |
| 4-Nov       | 160         | 161        | 111        | 50         | 101%        |  |
| 11-Nov      | 177         | 182        | 152        | 30         | 103%        | Thanksgiving Week  |
| 14-Nov      | 2           | 2          | 2          | 0          | 100%        | Order for IT   |
| 19-Nov      | 90          | 95         | 95         | 0          | 106%        |  |
| <b>YTD</b>  | <b>1009</b> | <b>956</b> | <b>839</b> | <b>117</b> | <b>97%</b>  |  |
| <b>PEAK</b> | <b>429</b>  | <b>440</b> | <b>360</b> | <b>80</b>  | <b>103%</b> |  |

## 2007 Filled Order Percentage

5-12

| Order Date | # Ordered  | Filled     | FT         | 5th Shift  | %          | Notes   |
|------------|------------|------------|------------|------------|------------|---|
| 13-Mar     | 56         | 56         | 46         | 10         | 100%       |   |
| 22-Mar     | 53         | 53         | 53         | 0          | 100%       |   |
| 17-Apr     | 10         | 11         | 11         | 0          | 110%       |   |
| 9-May      | 56         | 59         | 53         | 6          | 105%       |   |
| 16-May     | 42         | 42         | 33         | 9          | 100%       |   |
| 22-May     | 22         | 43         | 43         | 0          | 195%       |   |
| 18-Jun     | 50         | 58         | 58         | 0          | 116%       |   |
| 22-Jun     | 9          | 11         | 11         | 0          | 122%       | (Special Project-HP Security)   |
| 11-Jul     | 88         | 111        | 108        | 3          | 126%       | IB ramp starts - Start counting towards 800 goal.(Per Chris)  |
| 26-Jul     | 64         | 64         | 64         | 0          | 100%       |   |
| 21-Aug     | 60         | 60         | 60         | 0          | 100%       |   |
| 28-Aug     | 9          | 10         | 10         | 0          | 111%       |   |
| 4-Sep      | 33         | 33         | 33         | 0          | 100%       |   |
| 11-Sep     | 60         | 60         | 60         | 0          | 100%       |   |
| 18-Sep     | 78         | 78         | 78         | 0          | 100%       |   |
| 2-Oct      | 16         | 16         | 16         | 0          | 100%       |   |
| 16-Oct     | 49         | 53         | 27         | 26         | 108%       |   |
| 23-Oct     | 53         | 64         | 64         | 0          | 121%       |   |
| 30-Oct     | 54         | 58         | 26         | 32         | 107%       |   |
| 6-Nov      | 119        | 101        | 88         | 13         | 85%        | Order 44 for 1st, 30 for 3rd & 20 for 5th - filled 44/1st (100%) - 15/3rd - (50%), 29/5th (145%) and told us 2 days prior to Sunday they needed 10 more on first at 0 fill and 15 for 6th and we did 13 |
| 13-Nov     | 151        | 167        | 167        |            | 111%       |   |
| 28-Nov     | 150        | 107        | 107        | 0          | 71%        | This was never a written order and had a one week notice was told to recruit from Tulsa/2 days to do so   |
| 20-Nov     | 150        | 123        |            | 123        | 82%        | 9th Shift only (1st ORT 11/30 - 2nd ORT 12/5  |
|            | <b>880</b> | <b>827</b> | <b>633</b> | <b>194</b> | <b>94%</b> | <b>Totals for the 2007 season</b>   |

|                      |                    |                 |                 |                |                          |
|----------------------|--------------------|-----------------|-----------------|----------------|--------------------------|
| <u>Total Ordered</u> | <u>Total Hires</u> | <u>FT Hires</u> | <u>PT Hires</u> | <u>Average</u> |                          |
| 1432                 | 1438               | 1216            | 416             | 100%           | Totals for the 2007 Year |

**From:** "Stroia, Matthew" Full H... 's  
**Subject:** H.R. 6052 Undecoded er  
**Date:** Fri, 27 Jun 2008 13:22:34 -0400  
**To:** tdickson@staffmanagement.com

Tammy, this is a summary of the bill that past the House of Representatives yesterday. Cong. Tiahrt voted for final passage of the bill.

Thanks for keeping me updated.

Matthew Stroia

Rep. Todd Tiahrt

**H.R. 6052**

**Saving Energy Through Public Transportation Act of 2008**

**June 26, 2008**

#### **EXECUTIVE SUMMARY**

**H.R. 6052 is being considered on the floor under a structured rule. This legislation was introduced by Representative James Oberstar (D-MN) on May 14, 2008. The bill was ordered to be reported by voice vote of the House Committee on Transportation and Infrastructure on May 15, 2008. H.R. 6052 is expected to be considered on the floor of the House on June 26, 2008.**

**H.R. 6052 authorizes appropriations for grants for public transit systems to improve transportation services. The legislation authorizes \$750 million each for fiscal years 2008 and 2009 for grants in urban areas. In addition, \$100 million is authorized for both fiscal years 2008 and 2009 for public transportation grants in non-urban areas. This legislation also amends the Safe, Accountable, Flexible, Efficient Transportation Equity Act (P.L. 109-59) to require all federal agencies in areas that have fixed route public transportation to offer employees subsidies to take such public transportation to and from work.**

**The Safe, Accountable, Flexible, Efficient Transportation Equity Act (P.L. 109-59) was enacted in 2005 and authorizes federal funding for surface transportation projects. Public transportation use in the United States is up 32 percent since 1995. Public transportation includes buses, subways, light rail, commuter vanpools, trolleys, and ferries.**

**Transportation Fringe Benefits: This legislation amends the Safe, Accountable, Flexible, Efficient Transportation Equity Act (P.L. 109-59) to require all federal agencies in areas that have fixed route public transportation to offer employees subsidies to take such public transportation to and**



from [redacted]. The Secretary is required within 60 days of enactment to issue guidance to federal agencies on implementation of this transportation fringe benefits program. The Secretary must report to Congress during the year of enactment, and every three years thereafter, on the nationwide implementation of the program.

**Vanpool Pilot Program:** H.R. 6052 directs the Secretary of Transportation to establish and implement a vanpool pilot program in up to three urban areas and two non-urban areas in fiscal years 2008 and 2009. The pilot program allows for vanpools to expand vanpool service by allowing private vanpool operators to count van acquisition costs toward the local match and to require excess revenues to be used to buy additional vans. The Secretary must report to Congress within a year on the costs, benefits, and efficiencies of the vanpool demonstration projects.

**Fixed Guideway Station Grant:** The bill provides for a grant during fiscal years 2008 and 2009 for a capital project to acquire property, design, engineer, or construct parking facilities at an end-of-line fixed guideway station. The federal share of this project will be 100 percent of the capital cost, unless the grant recipient requests less.

*Note: "Fixed guideway station" refers to a station for transit systems including subway, commuter rail, light rail, trolleys, ferries, and exclusive right-of-way buses.*

#### BACKGROUND

The Safe, Accountable, Flexible, Efficient Transportation Equity Act (P.L. 109-59) was enacted in 2005 and authorizes federal funding for surface transportation projects and related programs through fiscal year 2009. Currently, federal agencies located in the National Capital Region offer subsidies for their employees to utilize public transportation. Federal employees located outside the NCR may elect to reduce their pre-tax income by an amount equal to their transit or vanpool expenses, up to a maximum of \$100 per month. This legislation would require all federal agencies to offer transportation fringe benefits, if public transportation exists where that agency is located.

Public transportation use in the United States is up 32 percent since 1995. Public transportation includes buses, subways, light rail, commuter vanpools, trolleys, commuter rail, and ferries. The Metro, the MARC and VRE commuter rail systems, and the WMATA bus system in the National Capital Region are examples of public transportation systems. Over ten billion trips representing 52 billion passenger miles of transit services were provided in 2006, according to the Department of Transportation (DOT).

The Department of Transportation administers financial and technical assistance to local public transportation systems through the Federal Transit Administration (FTA). The current Administrator of the FTA, appointed by the President, is James S. Simpson. The FTA is authorized by the Safe, Accountable, Flexible, and Efficient Transportation Equity Act (P.L. 109-59).

Federal Transit Administration

AMENDMENTS MADE IN ORDER

**Rep. James Oberstar (D-MN) REVISED – Would add a finding that public transportation stakeholders should engage local communities in promoting the importance of using public transportation. It would amend section 3 (grants to improve public transportation services) to clarify that transit agencies may use these new grants to offset the increased cost of fuel to transit agencies. It also clarifies that intercity bus service and acquiring facilities or equipment to improve fuel efficiency are eligible activities under the bill. It would require the Transportation Secretary to carry out consumer awareness programs on the benefits of alternative transportation.**

**Reps. Tom Davis (R-VA) and James McGovern (D-MA) REVISED – Would amend section 5 (transportation fringe benefits) to authorize increasing the transit portion of the transportation fringe benefit so it is equal to the maximum limit of the parking portion of the transportation fringe benefit.**

**Rep. Tim Mahoney (D-FL) – Would provide an exception to section 526 of the Energy Independence and Security Act (regarding procurement and acquisition of alternative fuels) by exempting contracts for generally available fuels that are not predominately produced from noncontroversial petroleum sources if (1) the contract does not require the contractor to provide alternative fuels, (2) the purpose of the contract is not to obtain an alternative fuel, and (3) the contract does not provide incentives for a refinery upgrade or expansion to allow a refinery to use or increase its use of fuel from a noncontroversial petroleum source.**

**Rep. David Reichert (R-WA) – Would amend section 7 (federal share for fixed guideway stations) to create a 100% Federal share for park-and-ride lots that serve fixed route commuter bus routes of more than 20 miles in length.**

**Rep. Paul Hodes (D-NH) REVISED – Would allow funds authorized in section 3 of the bill (regarding grants to improve public transportation services) to be used by states to establish or expand commuter matching services to provide commuters with information about alternatives to single occupancy vehicle use.**

Matthew A. Stroia

Legislative Assistant

Rep. Todd Tiahrt

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# Union Traction Company 1904-1937

## Union Electric Railway 1937-1947

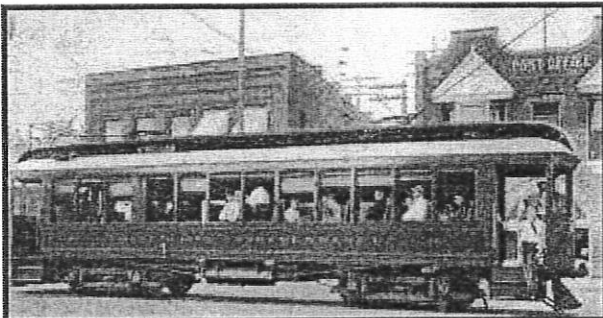
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### Cherryvale Trolley History

by James G. Hogben

In the early years of 1900, Southeast Kansas was in the midst of the largest industrial revolution that had ever occurred in the world. Oil and gas discoveries and development had investors and industrialists flocking into the area to reap their share of the windfall. Montgomery County's population totaled 46,277 or fourth place among all Kansas counties, just behind Wyandotte (Kansas City), Shawnee (Topeka), and Sedgwick (Wichita). From a bird's-eye view, Cherryvale railroads looked like crooked spider legs, spewing iron legs in all directions. Cherryvale would find one more set of legs in early 1910 when the Union Traction Company completed the interurban trolley line into Cherryvale.

On January 25, 1904, the **Union Traction Company of Kansas** was organized and a state charter obtained shortly thereafter to erect a rail link to the developing oil-field cities of Coffeyville, Independence, and Cherryvale. Brothers D. H. and Charles Siggins were persuaded to leave Warren, Pennsylvania to take over all efforts to finance and build the line. The 88-mile long two-state, three-county interurban system for several decades would be the staple of short-run transportation for local residents as the entire system finally developed through the Southeast Kansas cities of Parsons, south through Dennis, Mortimer, Cherryvale, Independence, Blake, Jefferson, Dearing, and Coffeyville into the Oklahoma cities of South Coffeyville, Howden, Lenapah, Delaware, and terminating in Nowata. Most of the right-of-way is still intact and discernable today.



One of two original interurbans that ran on the first Union Traction line from Coffeyville to Independence, 1907.

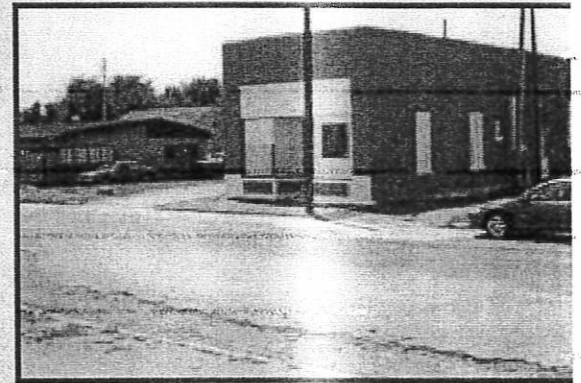
Names of both cities were printed on trolley side panels. Additional city names were added to the interurban side panels as the line expanded to the north and south.

On July 4, 1907, the Union Traction Company made its first run between Independence and Coffeyville. Offices were set-up in the old post office building on Myrtle Avenue in Independence and 8th and Walnut in Coffeyville. The power plant at Independence was one of the finest establishments of its kind in the United States. It consisted of two four-cycle 550 D Horse Power Westinghouse gas engines which supplied power over the entire system. Substations were located in Cherryvale, Coffeyville, and Jefferson.

### Interurban Points of Interest...

Enjoy a Historic Trolley Photo Tour, [Click Here](#)

**1910 Union Electric Passenger & Express I South Depot Street, Cherryvale:** This brick building served as line office and ticket/express package center until the Union demise in 1947. It then became a renown steakhouse for years between 1998 and 2001, the brick building was painted yellow front windows boarded up for another restaurant which no longer. In 2003 to the present, it is being reused as the company building for the Moe Company.



The original trolley tracks can be detected curving south on Street onto South Depot Street and then turning west onto brick depot. They are recognizable buried under the existing paving applied over the turn-of-the-century brick Depot Street gravel driveway behind the depot. The rail siding in the left once belonged to the Santa Fe Railway. Photo above taken 1998.

**1912 Union Electric Substation, Private farm, downtown Cherryvale.**

**1912 Union Electric Passenger Shelter, Morgan (4300 Road) between Cherryvale and Independence.**

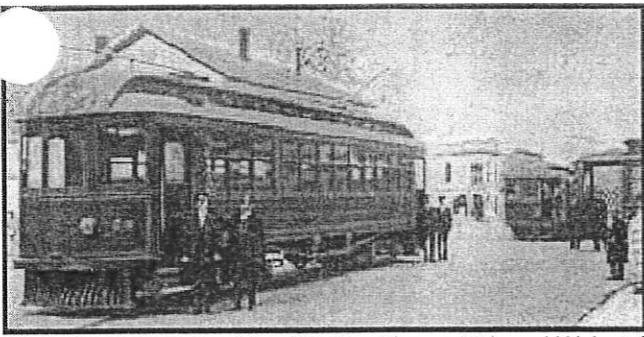
### Web Visitors respond...

#### WHERE IS THE BRIDE?

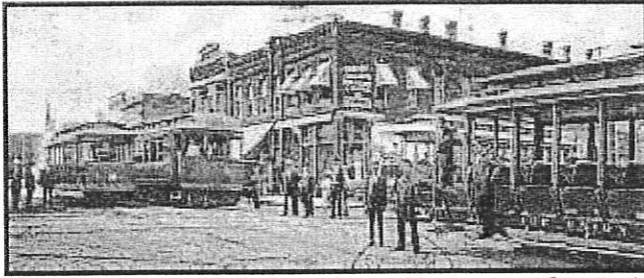
I have had fun looking at your site of the Union Electric reminds me of my Coffeyville, Dearing, and Independence

My parents, William Rutherford and Thelma Beam were Dearing on December 16, 1923. Mom tells the story of wedding guests grabbing her and putting her on the interurban south for Coffeyville. They held Dad and were going to the interurban headed north to Independence. I never hear remember the end of that story on how Mom and Dad got to on their wedding night. After their marriage, they Independence where Dad worked for the Portland Cement located in the Citizens First National Bank building. By 19





Junction of the interurbans and the City Car Lines at 8th and Walnut Streets in Coffeyville. Postcard dated 1909.



Myrtle Street looking west in Independence, Montgomery County, Kansas. Postcard dated 1910.

Each interurban car had a seating capacity of 48 people. Local residents and businessmen were extremely pleased with this new form of transportation. The only "fly in the ointment" was on the sides of the cars which read *Coffeyville-Independence*. Independence felt it should be receiving first recognition. Local newspaper printed articles on "How to Ride a Street Car," asking women not to ride during business closing times.



When the second Interurban traveled into Cherryvale on Sunday, February 27 in 1910, it was considered one of the great technological marvels of the time. The Union Traction Company interurbans (renamed Union Electric Railways in 1937) served Cherryvale for 37 years.

John Sough operated the first trolley into **Cherryvale** at 9:30am Sunday morning, February 27, 1910. It was an unscheduled test run to check condition of the tracks without being bothered by a crowd. The news soon spread through out the area. It was estimated that a crowd of 500 was on hand to watch the second trolley arrive in Cherryvale. From this date until 1947, the Union interurban trolleys served Cherryvale later running over the 88-miles of unbroken railway from its northeast terminus in Parsons, Kansas, to its southern terminus in Nowata, Oklahoma. The trolleys ran on two hour intervals, and most trolleys ran with a full load. It was said that elders and children alike could hardly contain their daily excitement as they waited to watch or board the trolleys. One trolley would spend each night at the small brick Union Traction office and ticket depot at Fourth and South Depot streets.

Considerable negotiations and time were required to construct the line between

of many of the interurbans photos on your site, my parents were living in Kansas City, MO where I was born in 1938 or 3 time a year back to visit in Independence, De... g, and

Thanks for letting me share, and thanks for the interesting history of the Union Electric. --*Merilyn Rutherford Smalley*

#### DAD'S UNION ELECTRIC MEMORIES.

My dad, Vernon Richardson, was born in 1928 during the heyday of the Union Electric Railway. He grew up in the Sycamore Vall south of Sycamore, Kansas, and saw a lot of the Missouri Pacific Railroad. Occasional forays into the City of Independence gave him contact with the Union Electric, its city street cars and the trolleys. As a boy, he watched with fascination as the street car attendants would open a plate in the street and greased the mechanisms through the switches in the track.

Southwest of Independence, near the town of Jefferson, live my dad and uncle, Gale and Stella Petty. The Union Electric ran a track across the edge of their farm about a quarter of a mile from the town. There was a small platform built next to the track where my dad would take produce, and cream, baskets of fruit and vegetables, and cartons of eggs to be picked up by the conductor on the UE and taken to the depot in Independence. Receipts for the goods were left in a box on the platform which were collected by the Pettys and taken to town to be for cash at the Union Electric Depot on Myrtle Street. Dad would go to either Clemmons Creamery on East Chestnut, below now the Medicine Shoppe, or to the Glencliff Creamery on Myrtle where Ashcraft Tire Company is presently located. Produce was picked up by the many markets in town, such as Karby's on North 1st Avenue, near what is now the International Mall. Karby's was an air market. The ringing of the street car bells and the smell mixed with the fragrant odor of ripe fruit and fresh vegetables is remembered today.

By the late 1940s, the Union Electric trolleys were gone, and my dad left for a stint in the US Navy. --*Donald R. Richardson*



Mr. and Mrs. Lee Wilson, 1936

#### RIDING THE INTERURBAN

The Union Traction Company was my transportation from Independence, Kansas, to Business College in Independence, and then following graduation in the early 1930s. I lived on East Myrtle in the middle of a long block, which was really two or three blocks in length. The Conductor at that time, John Rush, a Cherryvale native, would graciously pick me up in the middle of the block, in my house. If I happened to be a little slow getting out to the street, it was a little early, he would "toot" for me and slow up. It was a wonderful consideration. But once in a while there was a situation if I were at the tracks he would stop, otherwise I would be late.

Leonal "Lee" Wilson was the agent for the Union Traction Company in Cherryvale, Kansas, when we were married in August 1936.



Cherryvale and Parsons. The first interurban trolley made the Cherryvale to Parsons run on Saturday, December 21, 1912, just in time for final Christmas shopping! The line reached its final length of 88 miles in 1914 when the tracks reached Nowata, Oklahoma, its southern terminus. The operating schedule called for 13 trips a day between Parsons and Coffeyville with 17 runs between Coffeyville and Nowata. Travel time was approximately four hours which was considerably slower than making the trip by train. But one couldn't beat the fare at one-cent-a-mile.

From its very beginning, the Union Traction Company, as well as its successor, the Union Electric Railway, was a fiscal marvel in contradiction. Except for the two years during World War II, the receipts of operation was never sufficient to cover the expenses. Miraculously, by sheer determination and cutting costs at every corner, the line operated until April 4, 1948, long after a majority of the nation's interurbans had ceased operations. At one time there was a plan to extend the line from Nowata to Tulsa or Bartlesville as an effort to increase revenues but it was dropped due to the inability to finance construction costs.

In 1924, the last Siggins brother died and the company came under new management. The original heavy two-man operation passenger cars were replaced by ultra-light streetcars. Even by continual cost cutting operations, in 1927 revenues declined to the point where the company was forced into federal bankruptcy. The closing of the Edgar Zinc Company's Cherryvale smelter in 1932 darkened the revenue picture even more for the Union Traction coffiers. Sometime during the depression years, John F. Layng, Sr. set about rebuilding the lines crumbling financial structure and brought it out of bankruptcy in 1937 with a new name, **The Union Electric Railway**. In 1938, L. L. Francis took over as president of the company. The Parsons-to-Nowata interurban system held the distinction of pushing farthest into the the 20-century of any Kansas between-city passenger trolley service. It survived World War I, the "roaring 20's", the years of the great depression, and went into World War II with antiquated equipment, senior citizens at the controls, and a continued demand for its service. It developed an express and freight service which helped keep the company alive when automobiles, trucks, and modern highways were snuffing out the lives of other interurban systems.

After the war, the power plant at Independence was for all practical purposes inoperable due to lack of maintenance. A long drawn out battle between Union Electric bondholders and stockholders, plus ongoing hassles with the city councils of Independence and Coffeyville over construction of a costly beltline for freight service around the cities and to cease operations over the rickety streetcar tracks, culminated in a 1947 company decision to cease all electric operations, and to replace passenger interurbans with busses and limit track service to hauling freight under diesel power. The first bus substituted for a trolley car run on Friday, June 4, 1947 on the Coffeyville to Parsons and on Sunday night, June 15, the last regularly scheduled passenger interurban operated between those two cities. The last scheduled passenger run between Nowata and Coffeyville was made June 17. A final passenger trip was made over the whole line by a "flag and bunting-bedecked" interurban car on Saturday, July 19, 1947. The gallant old interurban was Nowata's trolley #75 nicknamed the "Gallop-in' Goose." For the first--and last--time in its history, Number 75 was making the full run to the end of the line at Parsons, Kansas.

With the advent of private automobiles and the speed of other technologies, the interurban no longer had a practical purpose. Freight service continued for several months as the operations of the system were abandoned. Most of the rolling stock was sold to the Sand Springs Railway in Oklahoma. Thus ended one of the most colorful eras of public transportation in Southeast Kansas. Within a short time the tracks were removed and the bridges torn down. The roadbed quickly overgrew with grasses and weeds. Thus ended a worn-out but much used and much loved trolley empire.

#### Other Trolley Web Sites:

[www.trolleycars.com](http://www.trolleycars.com)

[www.pasodelnortestreetcarpreservationsociety.com](http://www.pasodelnortestreetcarpreservationsociety.com)

and I were dating and before he had a car, he would come on the Interurban and take the last car back and take the car "to bed" for the night.

When we were married, his boss, Mr. Francis, secured a railroad for us as wedding presents so we were able to go to Chicago World's Fair for our honeymoon. After we turned housekeeping just across the alley from the home where I continued to ride the streetcar, with a pass, of course.

Three months later while unloading barrels of oil, Lee's fin caught between a barrel and the loading dock and he nearly lost a part of the tip of one finger. During the time his good Cherryvale doctor, Dr. Beeler, provided excellent care only lost a part of the tip of one finger. During the time his healing (on his right hand, of course!), I helped with billin cars that came through our little town. As I remember, the lucrative business. The office, or station, was at 110 South I and it was just on the south side of this building where normally "parked" for the night.

The Interurban was a blessing to our community for transportation nearby towns when automobiles were not as plentiful as the *Mrs. Lee Wilson*

#### MEMORIES OF NOWATA'S GALLOPIN' GOOSE

The Gallop-in' Goose once ran regularly between Nowata and Coffeyville in Oklahoma. The old trolley galloped along the lurching, yet rhythmic clack, clackety-clack. Each mile was delightful, there was even an element of danger! At the quarry, the trolley crossed a narrow shelf of rock, a wall immediately on the east, *straight down*. The base of a rail top of window height on the west. Riding over this short piece of line was exciting, and when sitting at the window on the side, nothing could be seen under the car but water. Passengers who felt no excitement, but gritted their teeth as the filled pit was past. They always sat on the *other* side of the "The sun will be in eyes" or "The scenery is prettier on the other mother was one of them!"

It was a gallant old trolley, Number 75. The springs sagging maroon velvet upholstery was worn, but the white linens were laundered and replaced daily. The ads for Lucky Star Pills and Towntalk Bread marched around the car above the ever present *Do Not Talk To The Motorman* sign at the car never stopped anyone from talking to the motorman. It had a smell peculiarity its own, a mixture, I suppose, of floor sweep and wet wool coats. It was not unpleasant.

The interurban stopped any place a passenger waited, and the farm ladies with their cans of cream, egg cases, perhaps tucked under one arm and the inevitable shopping bag and tightly clutched in the other, standing patiently beside the trolley hours later, on their return trip, their shopping bags full of groceries and the change from the sale of her produce were zippered in the inside pocket of the black purse. It was common to carry anything *free* that the passenger could carry to the Common items carried on board were sacks of chicken fence wire and, during the first three months of each year, baby chicks, whose cheep-cheep-cheep could easily be heard clackety-clack of the wheels.

The interurban chair had a unique feature, The backs could swing over so two seats faced each other and many a suitcase or bag became an impromptu table for cards or dominos. The pot was located about two-thirds back in the car near the restr

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Friday April 11, 2008  
Source: Internal  
Submitted by Beth Massura

## Office 0121 Builds Community Relationships



Pictured (L-R): Rep. Virgil Peck; Rep. Jeff King; Tammy Dickson, Staff Management Recruiting Manager; Sen. Dwayne Umbarger; Lisa Kuehn, Executive Director for the Coffeyville Chamber of Commerce; Isaac Price, Amazon Area Manager for Space; Andy McLenon, Amazon General Manager; Kevin VanWeele, Amazon Senior Ops. Outbound; John Giusti, Amazon Senior Ops. Inbound; Kristan Webster, Amazon West Region Regional Human Resources Manager; and Jeremy Chanley, Senior Account Manager for Staff Management.

Staff Management at Amazon.com in Coffeyville, Kan., hosted a plant tour April 10 as part of an effort to forge relationships at the city and state level. One of the guests was Sen. Dwayne Umbarger, chair of the Kansas Ways and Means Committee, which oversees funding for many community assistance programs. Other visitors included Rep. Jeff King, Rep. Virgil Peck and Lisa Kuehn, Executive Director of the Coffeyville Chamber of Commerce.

Coffeyville had been hit hard by flooding in 2007, so housing, population loss and high costs have been a major concern for the community. Office 0121 wanted to host a plant tour to reach out to decision makers to talk about these and other important issues, in particular housing and public transit. Many Staff Management applicants are unable to take a job with the site

because there is no public transportation available. Staff Management is hoping that the relationships built through the plant tour and other efforts may lead to subsidies or grants to help the situation.

The event featured a PowerPoint presentation, a question-and-answer session and a tour of the facility. Recruiting Manager Tammy Dickson and Sr. Manager Jeremy Chanley were the Staff Management representatives for the event. Several Amazon.com staff members participated in the event, including West Region Regional HR Manager Kristan Webster, who was excited about the opportunity to meet with the community leaders.

Would you recommend this story to other readers?

NO 1 2 3 4 5 6 7 8 9 10 YES

This article has been viewed 305 times



the new way to work

**People/Agencies that I have contacted:**

Secretary of Labor, Jim Garner  
Senator Derek Schmidt  
Representative Jeff King  
Office of the Governor  
Matt Stroia – Congressman Todd Tiahrt's office  
Anne Emerson – Senator Sam Brownback's office  
Chelsey – Senator Pat Robert's office  
Lisa Kuehn – Past Executive Director Coffeyville Chamber  
Linda Weldon – Southeast Kansas Regional Planning Commission  
Crossroads Travel – Jim Willard – owner – for profit busing company  
Brad Eilts – Director of Montgomery County Action Council  
Jason Moore and Geoff Collins – Spears Mfg (Caney)  
Jeff Morris – City Manager for city of Coffeyville  
Senator Dwayne Umbarger  
Joint Committee on Economic Development  
KDOT  
T-Link  
SEK, Inc.  
Parsons Chamber of Commerce  
Chanute Chamber of Commerce  
Jamey Whitney – SEK-CAP  
Local SRS Offices – Independence and Coffeyville

**Update:**

Waiting to see if SEK-CAP receives JARC grant – need to look at more buses for this project and how to get. Spears Mfg. is supportive of this project.

### For Profit Busing Company

#### Pros –

1. Have all buses necessary (large and small)
2. Have been in busing industry for 25+ years
3. Will open office in Coffeyville – create more jobs

#### Cons -

1. State/federal grants do not apply to a for-profit
2. High cost to employers/riders for bus

I have spoken before the state Joint Committee on Economic development asking for a fuel tax credit for the for-profit bus company such as school districts receive. Why can't we do this when we offer tax incentives to recruit new business to our towns?

### Not For Profit Busing Company

#### Pros -

1. Not looking to make a profit
2. Can apply for state/federal grants
3. Have 19 small buses

#### Cons –

1. Does not have all buses necessary for SEK
2. Is tied into grants (what happens when grant money runs out?)

Have concerns that it will not be able to meet all our needs. Also, if more buses are needed then how will that be funded? But this would be a much lower cost for the rider ship and we have to look at that. We are currently working with SEK-CAP and they have applied for the JARC grant.