Approved: September 11, 2010
Date

MINUTES OF THE SENATE TRANSPORTATION COMMITTEE

The meeting was called to order by Chairman Dwayne Umbarger at 8:30 a.m. on March 12, 2010, in Room 152-S of the Capitol.

All members were present.

Committee staff present:
Bruce Kinzie, Office of the Revisor of Statutes
Daniel Yoza, Office of the Revisor of Statutes
Jill Shelley, Kansas Legislative Research Department
Cindy Shepard, Committee Assistant

Conferees appearing before the Committee:
Tuck Duncan, Executive Director, Kansas Public Transit Association
Joe Erskine, Deputy Secretary of Finance, Kansas Department of Transportation
Robert Vancrum, Government Affairs Consultant, Greater Kansas City Chamber of Commerce

Others attending:
See attached list.

The Chairman called attention to the Amtrak Feasibility Study, Secretary Miller's testimony regarding the study and various fact sheets relating to the Feasibility Study of Expanded Passenger Rail Service in Kansas. The materials were provided by the Kansas Department of Transportation for review (Attachment 1).

The Chairman opened the continued hearings on **SB 498 - Transportation works for Kansas program, financing** and **SB 515 - Transportation works for Kansas, financing, sales tax on motor-vehicle fuels**.

Tuck Duncan, Executive Director, Kansas Public Transit Association, appeared supporting passage of a comprehensive transportation plan. According to Mr. Duncan, **SB 498** and **SB 515** are multimodal approaches to transportation and Kansas is a growing population needing other modes of transportation. As more people are getting older with increased health needs, public transit often is the only means for maintaining independence. Transportation experts, government officials, employers and consumers in every part of the state say more bus service is needed to take Kansans to jobs, medical appointments and the other destinations of their lives. Mr. Duncan also provided copies of *A Primer on Public Transit in America* that he prepared for the Special Committee on New Comprehensive Transportation Plan (Attachment 2).

Joe Erskine, Deputy Secretary of Finance, Kansas Department of Transportation, presented his informational testimony on the financial issues of funding a comprehensive transportation plan (See Attachment 3 in March 10 minutes). His testimony covered the following areas:

- Preservation Gap for the first 3 years (assuming delayed program) $250+ Million Gap
  - Amount required to maintain current system condition
  - Does not include any future transfers from SHF to SGF
  - Based on assumption of steady federal funding and current state revenue projections
  - Addresses preservation-only spending

- Cash Flow/Debt Management Strategy to fill 3 year Preservation Gap
  - 18% Debt Service Cap
  - Build America Bonds
  - Implement Flexible Debt Management Tools for KDOT
  - KDOT has expertise and track record for successful debt management
  - SHF remains a highly-rated issuer of bonds

Deputy Secretary Erskine noted that in the last 10 years, KDOT has saved nearly $100 million for the taxpayers through debt management using diversification and timely refunding. He stated KDOT feels that the flexible debt management tools, are revenue enhancement aspects that are hugely important and are needed in whichever transportation plan is forwarded.

Minutes of the Senate Transportation Committee at 8:30 a.m. on March 12, 2010, in Room 152-S of the Capitol.

- T-EDL (Transportation - Economic Development Loans)
  - Administered through the Transportation Revolving Fund (TRF)
  - Loans for local governments to fund transportation improvements to serve economic development
  - Authorizes the SHF to bridge the debt service gap
  - Authorize revenues from CIDs, TDDs, TIFs, in addition to other pledged sources
  - Feasibility Study Required
  - Projects Approved on a Project by Project Basis

Deputy Secretary Erskine stated the proposed T-EDL program is also a very important aspect in the next comprehensive transportation plan.

- Tolling Considerations
  - Kansas should consider toll financing where practical
  - Any new toll revenues should be used for
  - Tolling practices should not require 100% of costs to be covered by tolling revenue

- Funding Scenarios
  - **SB 515** - Sales Tax on Motor Fuels
  - **SB 498** - Increase and Indexing Motor Fuel Tax

Deputy Secretary Erskine noted information provided on a comparison of surrounding state's transportation funding.

- Other Policy Revenue Enhancements
  - Transfers Out
  - Revenue

After answering final questions, Deputy Secretary Erskine concluded his testimony.

Robert Vancrum, Government Affairs Consultant, on behalf of the Greater Kansas City Chamber of Commerce, spoke in support of the new comprehensive transportation plan called Transportation Works for Kansas. Mr. Vancrum stated that the Chamber believes short and long term economic development, growth and prosperity make it essential to support both the plan and a way to fund it. Highways and public transit are essential components of 21st century growth and that an effective, well-maintained highway system is one of the top things businesses look for in determining where they want to locate or grow (Attachment 3).

The Chairman announced the hearings on **SB 498** and **SB 515** would continue at the next scheduled meeting.

The meeting was adjourned at 9:30 a.m. The next meeting is scheduled for March 15, 2010.

SENATE TRANSPORTATION COMMITTEE
GUEST LIST

DATE: 3/12/10

NAME	REPRESENTING
Terry Heidner	KDOT
Lindsey Douglas	KDOT
Randall Hardy	Reece Construction Co, Inc Salina, KS
Bob Vancrum	Greater KC Chamber of Commerce
Ted Henry	Capitol Strategies
Chris Rech	A.M. Cohron & Son, Inc.
Whitney Damron	KS Good Roads Inc
Reed Davis	KDOT
Kyle Malcom	KDOT
Matt Casey	GBA
Leigh Keck	Hein Law Firm
Sarah Fizell	Strategic Comms of Kansas
Wendy Williams	KAPA - KRMCA
Patrick Hurley	Economic Lifelines
Carmen Alldritt	KDOR
Kevin Gregg	KMCA
Tom Whitaker	KMCA
Bob Alderson	Casey's
Joe Mosimann	PMCA of KS
Kent Eckles	KS Chamber of Commerce

SENATE TRANSPORTATION COMMITTEE
GUEST LIST

DATE: 3/12/10

NAME	REPRESENTING
Nick DUNCAN	KS Public Transit Assn
Woody Moses	ICBPA
Bill Brady	Ec. Lifeline
Dan Watkins	Good Roads
Mary Ellen Conlee	NFA
Curt Kitzon	Monarch Cement
Ron Seeber	KGFA
Kip Spary	KLA

KANSAS
DEPARTMENT OF TRANSPORTATION

Mark Parkinson, Governor
Deb Miller, Secretary

http://www.ksdot.org

TESTIMONY BEFORE THE

SENATE & HOUSE TRANSPORTATION COMMITTEES

REGARDING AMTRAK FEASIBILITY STUDY

I am Deb Miller, Secretary of the Kansas Department of Transportation and I am here to provide testimony regarding the Amtrak Feasibility Study. This morning I released a much-anticipated study that examines the feasibility of rail service along a 600-mile corridor through three states connecting Fort Worth, Texas, and Kansas City.

The study was prepared by Amtrak and BNSF Railway and we have representatives of both with us today. From Amtrak are Mike Franke, Marc Magliari, Ray Lang and Bruce Hillbloom; from BNSF are Andrew Johnson, Richard Wessler and Pat Hubbell.

The study outlines four service alternatives with estimated start-up costs ranging from $155.8 million to $479 million and annual operating subsidies of $3.2 million to $8.1 million. Those alternatives, which also include schedules, estimated revenues and ridership, are included in materials we have distributed to you.

The draft schedules and other railroad-related comments in the report haven't been negotiated or agreed to with BNSF and reflect only the initial findings and best judgment recommendations of the BNSF and Amtrak study teams

The cost estimates are in 2009 dollars and based on 100 percent on-time performance, which drives up the costs. Because it is unknown what the future federal guidelines and penalties will be regarding on-time performance, the actual costs of start-up will likely be higher than the estimates. Also driving up costs will be requirements for installation of Positive Train Control – a system designed to prevent train-to-train collisions.

The four possible scenarios include two nighttime extensions of the Heartland Flyer from Oklahoma City to Newton, and Oklahoma City to Kansas City. The other two scenarios are stand-alone daytime passenger services operating independent of any other Amtrak routes – Fort Worth to Kansas City and Oklahoma City to Kansas City.

Under each alternative, passenger rail service would be restored to Wichita and five other cities in Kansas and Oklahoma that lost Amtrak service during federally-mandated cuts in 1979.

Senate Transportation
3-12-10
Attachment 1

What's not included in this study are the cost estimates of renovating or building stations and boarding platforms, which are assumed to be local costs.

Cooperating in the study were the Oklahoma and Texas transportation departments. The decision to move forward with any of the alternatives would require action from the states' legislatures.

I want to be clear that the completion of this study really just puts us at the beginning of the process to expand passenger rail service in Kansas. Our next step is to determine which alternative makes the most sense for Kansas and whether we have the support of Oklahoma Texas and Missouri.

Then we must complete a Service Development Plan. Kansas and Oklahoma have agreed to share the costs of that study, which we hope to begin by late summer. We are also required to have a state rail plan, which under way and will be completed soon.

But I am pleased that we have completed this first step. With this study in hand, we can begin to have the kind of dialog that is necessary for Kansans to make a decision about how to proceed with passenger rail in our state.

Thank you and I will now take your questions.

OFFICE OF THE SECRETARY OF TRANSPORTATION

Dwight D. Eisenhower State Office Building

700 S.W. Harrison Street; Topeka, KS 66603-3745 • (785) 296-3461 • Fax: (785) 296-1095

Hearing Impaired - 711 • e-mail: publicinfo@ksdot.org • Public Access at North Entrance of Building

News Release

AMTRAK

KANSAS
DEPARTMENT OF TRANSPORTATION

FOR IMMEDIATE RELEASE
March 11, 2010

ATK-10-026
Amtrak Contact: Marc Magliari
312 880.5390
Kansas DOT Contact: Abbey Luterick
785 296.3769

ALTERNATIVES FOR NEW PASSENGER RAIL SERVICE IN KANSAS OUTLINED

TOPEKA and CHICAGO – Four alternatives for state-sponsored passenger rail service between Kansas City, Oklahoma City and Fort Worth are detailed in a study released today by Amtrak and the Kansas Department of Transportation (KDOT).

Start-up costs of the alternatives, which are in 2009 dollars and based on 100 percent on-time performance, range from $156 million to $479 million and the annual operating support range from $3.2 million to $8 million. Annual ridership estimates of the four alternatives range from 65,900 to 174,000.

Each of the options in the study, which was prepared for KDOT by Amtrak with BNSF Railway Co. input, restore passenger rail service to Wichita and five others cities in Kansas and Oklahoma that lost Amtrak service during federally-mandated cuts in 1979.

"I am pleased that we have completed this first step. With this study in hand, we can begin to have the kind of meaningful dialog that is necessary for Kansans to make a decision about how to proceed with passenger rail in our state," said Kansas Transportation Secretary Deb Miller.

"Growth in state-supported corridors is an important part of our future at Amtrak," said Michael Franke, Assistant Vice President, Policy & Development, noting Amtrak is the passenger rail operator of choice of 15 states. "We look forward to working with leaders of Kansas to provide Amtrak service as a mobility choice that is dependable, convenient, safe, economical and environmentally friendly."

The following are brief descriptions of the four alternatives. A full description of each is included in the study, which can be viewed – along with supporting materials – on the KDOT Web site at www.ksdot.org.

- more -

NATIONAL RAILROAD PASSENGER CORPORATION
525 West Van Buren Street, Suite 222, Chicago, IL 60607 tel 312 880.5390 fax 202 799.6397 mediarelationschicago@amtrak.com

Alternative 1 – This nighttime service between Newton and Fort Worth would have an estimated annual ridership of 92,500. It would require $114.3 million in infrastructure improvements estimated by BNSF and $40 million estimated by Amtrak for additional locomotives and railcars, with annual state operating support of $3.2 million.

Alternative 2 – This nighttime service between Kansas City and Fort Worth would have an annual ridership of 118,200. It would require $274 million in infrastructure improvements estimated by BNSF and $40 million estimated by Amtrak for additional locomotives and railcars, with annual state operating support of $5.2 million.

Alternative 3 – This daytime service between Kansas City and Fort Worth would have an annual ridership of 174,000. It would require $413 million in infrastructure improvements estimated by BNSF and $63 million estimated by Amtrak for additional locomotives and railcars, with annual state operating support of $8 million.

Alternative 4 – This daytime service between Kansas City and Oklahoma City would have an annual ridership of 65,900. It would require $251 million in infrastructure improvements estimated by BNSF and $56 million estimated by Amtrak for additional locomotives and railcars. and annual state support of $6.4 million.

Alternatives 1 and 2 studied extensions of the current Fort Worth-Oklahoma City Amtrak *Heartland Flyer* trains to Newton or Kansas City. The *Heartland Flyer* is jointly sponsored by the states of Oklahoma and Texas with Amtrak.

Not included in the study are the cost estimates of renovating or building stations and boarding platforms, which are assumed to be local costs.

The next of many steps required before rail service can be implemented is selection of one of the alternatives through a public process involving the Oklahoma, Texas and Missouri departments of transportation, legislators and public officials from the four states and passenger rail advocates. KDOT then must complete a Service Development Plan (of which Kansas and Oklahoma are sharing the cost), and a state rail plan. In addition:

- Funding must be secured for capital requirements and annual operating support.
- Detailed discussions and formal negotiations must take place between Amtrak, BNSF Railway and the departments of transportation in Kansas, Oklahoma,

Texas and Missouri.

- Railcars and locomotives must be procured and stations must be developed.
- Infrastructure improvements must be completed.
- Additional Amtrak personnel must be recruited and trained.

About Amtrak

As the nation's intercity passenger rail operator, Amtrak connects America in safer, greener and healthier ways. Last fiscal year (FY 2009), the railroad carried 27.2 million passengers, making it the second-best year in the company's history. With 21,000 route miles in 46 states, the District of Columbia and three Canadian provinces, Amtrak operates more than 300 trains each day—at speeds up to 150 mph—to more than 500 destinations. Amtrak also is the partner of choice for state-supported corridor services in 15 states and for several commuter rail agencies. Visit Amtrak.com or call 800-USA-RAIL for schedules, fares and more information.

About KDOT

KDOT is responsible for more than 9,500 miles of highway in Kansas. The agency also provides support for short-line railroads, local road improvements, community airports, and public transit. KDOT has completed a $13.2 billion, ten-year Comprehensive Transportation Program passed by the Legislature in 1999. For more information, visit www.ksdot.org.

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Feasibility Study of Expanded Passenger Rail Service in Kansas

Prepared by Amtrak & BNSF Railway for the Kansas Department of Transportation
Fact Sheet – March 11, 2010

In December 2008, the National Railroad Passenger Corporation (Amtrak) was enlisted to provide a feasibility study to the Kansas Department of Transportation (KDOT) on **costs and logistics of a potential expansion of passenger rail service in Kansas.** The study was completed in March 2010.

Four possible scenarios were identified and investigated. Two were nighttime extensions of the Heartland Flyer: 1) Oklahoma City to Newton, and 2) Oklahoma City to Kansas City. Two scenarios were stand-alone daytime passenger services operating independent of any other Amtrak routes: 1) Fort Worth to Kansas City, and 2) Oklahoma City to Kansas City.

The Amtrak analysis of the four alternatives included **operational route descriptions, necessary infrastructure improvements, proposed schedules, equipment and staffing needs, projected start-up costs, revenue and ridership forecasts, projected operating costs, estimated operational support from states** and comparisons to other transportation modes. A table compiling many of these factors is provided below.

Because most of the proposed expansion would operate on existing freight-hauling rail, Amtrak received infrastructure improvement cost estimates from the BNSF Railway. For the purpose of this study, the BNSF Railway compiled their estimates using 100% on-time performance of the passenger rail service.

Not a part of the study is how the estimated start-up and operational **costs might be shared between partners in the project.** It should also be noted that cost **estimates in the study are in 2009 dollars** and that those numbers would likely increase in the future. Other items that could drive up costs include required safety features such as positive train control and future federal guidelines for on-time performance.

Although the study identifies potential station locations in Kansas and Oklahoma, they are included primarily to present a realistic analysis of potential schedules and ridership forecasts. Costs and operational logistics associated with creating a rail station in a city not currently served by Amtrak are not included in the study.

The Feasibility Report of Proposed Amtrak Service is part of an ongoing information gathering process. The **next step is to select one of the four alternatives** and incorporate the study's data into a Service Development Plan. KDOT was awarded a $250,000 American Recovery and Reinvestment Act grant to **create the Service Development Plan**, a comprehensive business and operations plan for implementing expanded passenger rail service in Kansas. The grant requires a 50% match of $250,000. KDOT and the Oklahoma Department of Transportation have committed to share the cost of this match requirement.

Portions of the study were prepared by Amtrak and other portions, including infrastructure costs, were prepared by BNSF Railway. BNSF's main role was to determine what improvements need to be made to the infrastructure (capacity, track speed, crossings) to ensure on-time service to the passenger trains and to make sure that freight train transit times are not degraded.

A Look at Four Alternatives

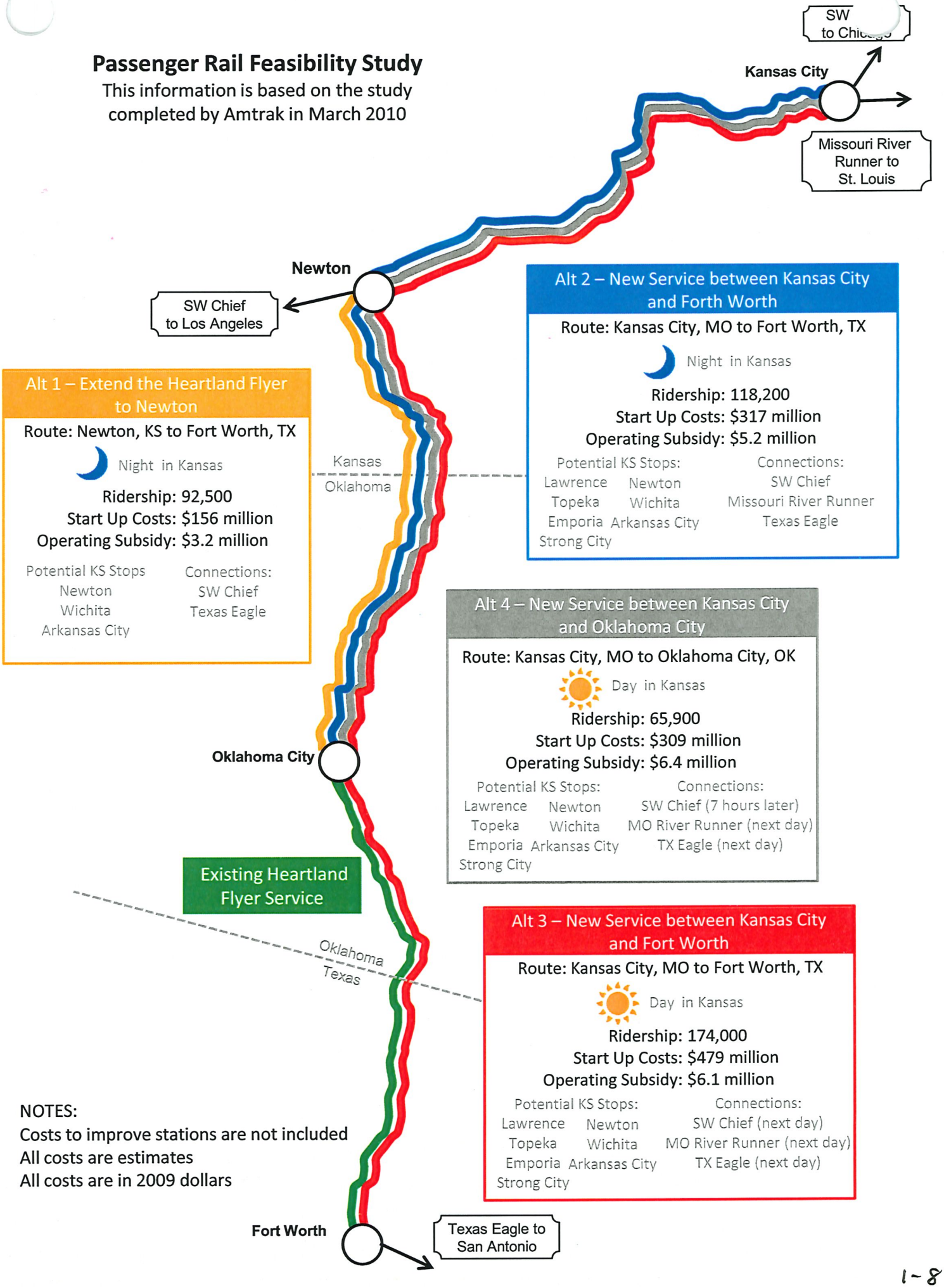
Amtrak Feasibility Report for Expanded Passenger Rail Service in Kansas – Mar. 11, 2010

Four Alternatives	**1**	**2**	**3**	**4**
Route	Newton KS – Ft. Worth TX	Kansas City MO – Ft. Worth TX	Kansas City MO – Ft. Worth TX	Kansas City MO – Oklahoma City OK
Day/Night (in Kansas)	Night	Night	Day	Day
Description	Extends Heartland Flyer from Oklahoma City to Newton – 405 mi.	Extends Heartland Flyer from Oklahoma City to Kansas City – 606 mi.	New Service between Kansas City & Ft. Worth – 606 mi.	New Service between Kansas City & Oklahoma City – 400 mi.
Connections	Southwest Chief, Texas Eagle	Southwest Chief, Missouri River Runner, Texas Eagle	Stand Alone Service	Stand Alone Service
Potential Kansas Stops	Newton, Wichita, Ark City	Lawrence, Topeka, Emporia, Strong City, Newton, Wichita, Ark City	Lawrence, Topeka, Emporia, Strong City, Newton, Wichita, Ark City	Lawrence, Topeka, Emporia, Strong City, Newton, Wichita, Ark City
Estimated Start-up Costs				
New Main Track	26.6 miles, $106M	66.7 miles, $266M	92.2 miles, $405M	60.8 miles, $243M
Grade Crossing Improvements	$8M	$8M	$8M	$8M
Other Improvements	$300,000 (layover facility in Newton)			
Total Track Costs	$114.3M	$274M	$413M	$251M
Rolling Stock	3 Locomotives, 5 Coach, 1 Food Service = 9 Total	3 Locomotives, 5 Coach, 1 Food Service = 9 Total	5 Locomotives, 7 Coach, 2 Food Service = 14 Total	6 Locomotives, 4 Coach, 2 Food Service = 12 Total
Rolling Stock Costs	$40M	$40M	$63M	$56M
Mobilization Costs	$1.5M	$3M	$3.1M	$2.1M
Total Start-up Costs	$155.8M	$317M	$479.1M	$309.1M
Operation Estimates				
Est. Annual Operating Expense	$5.9M	$10.4M	$14.1M	$8.5M
Est. Ridership	92,500	118,200	174,000	65,900
Est. Annual Operating Revenue	$2.7M	$5.2M	$6.1M	$2.1M
Est. Annual Operating Subsidy	$3.2M	$5.2M	$8.1M	$6.4M

Estimates are in 2009 dollars. Does not reflect costs for station development or renovations.

Passenger Rail Feasibility Study

This information is based on the study completed by Amtrak in March 2010



Alt 1 – Extend the Heartland Flyer to Newton

Route: Newton, KS to Fort Worth, TX

Night in Kansas

Ridership: 92,500
Start Up Costs: $156 million
Operating Subsidy: $3.2 million

Potential KS Stops
Newton
Wichita
Arkansas City

Connections:
SW Chief
Texas Eagle

Alt 2 – New Service between Kansas City and Forth Worth

Route: Kansas City, MO to Fort Worth, TX

Night in Kansas

Ridership: 118,200
Start Up Costs: $317 million
Operating Subsidy: $5.2 million

Potential KS Stops:
Lawrence
Topeka
Emporia
Strong City
Newton
Wichita
Arkansas City

Connections:
SW Chief
Missouri River Runner
Texas Eagle

Alt 4 – New Service between Kansas City and Oklahoma City

Route: Kansas City, MO to Oklahoma City, OK

Day in Kansas

Ridership: 65,900
Start Up Costs: $309 million
Operating Subsidy: $6.4 million

Potential KS Stops:
Lawrence
Topeka
Emporia
Strong City
Newton
Wichita
Arkansas City

Connections:
SW Chief (7 hours later)
MO River Runner (next day)
TX Eagle (next day)

Alt 3 – New Service between Kansas City and Fort Worth

Route: Kansas City, MO to Fort Worth, TX

Day in Kansas

Ridership: 174,000
Start Up Costs: $479 million
Operating Subsidy: $6.1 million

Potential KS Stops:
Lawrence
Topeka
Emporia
Strong City
Newton
Wichita
Arkansas City

Connections:
SW Chief (next day)
MO River Runner (next day)
TX Eagle (next day)

NOTES:
Costs to improve stations are not included
All costs are estimates
All costs are in 2009 dollars

Sample Trip Schedules

Passenger Train Trip from Kansas City, MO to Wichita

Alternative 1: Nighttime service changing trains in Newton, KS with an hour layover

KCMO (SC)* →	Newton, KS (NS) →	Wichita, KS	Travel Time
Dp 10:55 pm	Ar 3:25 am Dp 4:20 am	Ar 4:49 am	5 hr 54 min

Alternative 2: Nighttime service staying on the same train with no layover

KCMO (NS) →	Newton, KS (NS) →	Wichita, KS	Travel Time
Dp 12:21 am	Ar 3:56 am Dp 4:00 am	Ar 4:25 am	4 hr 4 min

Alternative 3: Daytime service staying on the same train with no layover

KCMO (NS) →	Newton, KS (NS) →	Wichita, KS	Travel Time
Dp 7:00 am	Ar 10:35 am Dp 10:39 am	Ar 11:04 am	4 hr 4 min

Alternative 4: Daytime service staying on the same train with no layover

KCMO (NS) →	Newton, KS (NS) →	Wichita, KS	Travel Time
Dp 7:00 am	Ar 10:35 am Dp 10:39 am	Ar 11:04 am	4 hr 4 min

*Note: Southwest Chief (SC), Heartland Flyer (HF), and New Service (NS)

Passenger Train Trip from Kansas City, MO to Fort Worth, TX

Alternative 1: Nighttime service changing trains in Newton, KS with an hour layover

KCMO (SC)* →	Newton, KS (NS) →	Oklahoma City, OK (HF) →	Fort Worth, TX	Travel Time
Dp 10:55 pm	Ar 3:25 am Dp 4:20 am	Ar 8:15 am Dp 8:25 am	Ar 12:39 pm	13 hr 44 min

Alternative 2: Nighttime service staying on the same train with no layover

KCMO (NS) →	Newton, KS (NS) →	Oklahoma City, OK (HF) →	Fort Worth, TX	Travel Time
Dp 12:21 am	Ar 3:56 am Dp 4:00 am	Ar 8:15 am Dp 8:25 am	Ar 12:39 pm	12 hr 18 min

Alternative 3: Daytime service on the same train with no layover

KCMO (NS) →	Newton, KS (NS) →	Oklahoma City, OK (NS) →	Fort Worth, TX	Travel Time
Dp 7:00 am	Ar 10:35 am Dp 10:39 am	Ar 2:54 pm Dp 3:04 pm	Ar 7:18 pm	12 hr 18 min

Alternative 4: Daytime service changing trains in Oklahoma City with an overnight layover

KCMO (NS) →	Newton, KS (NS) →	Oklahoma City, OK (HF) →	Fort Worth, TX	Travel Time
Dp 7:00 am	Ar 10:35 am Dp 10:39 am	Ar 2:54 pm Dp 8:25 am	Ar 12:39 pm	29 hr 39 min

*Note: Southwest Chief (SC), Heartland Flyer (HF), and New Service (NS)

Amtrak Fact Sheet, Fiscal Year 2009
State of Kansas

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:

City	Boardings + Alightings
Dodge City	4,248
Garden City	6,930
Hutchinson	4,045
Lawrence	4,500
Newton	12,751
Topeka	7,513
Total Kansas Station Usage:	**39,987**

Procurement/Contracts

Amtrak expended $24,502,021 for goods and services in Kansas in FY09, $23,529,633 of which was spent in Wichita.

Employment

At the end of FY09, Amtrak employed 12 Kansas residents. Total wages of Amtrak employees living in Kansas were $779,229 during FY09.

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.

Station Development

Amtrak has worked with the City of Lawrence and a local citizens group in developing plans for acquiring the former Santa Fe Railway depot from the BNSF Railway for a thoughtful rehabilitation, returning it to its as-built, 1955 "moderne" styling. Local citizens have sponsored heritage exhibits and art fairs to enliven the depot at all hours. Late night musical performances have been held to entertain passengers waiting to board the nightly *Southwest Chief*. Amtrak has contributed to the project by installing a new display kiosk that provides train schedules, and ticketing, safety, and security information while enhancing the Amtrak brand visibility.

Stimulus Funding, Fiscal 2009

The American Recovery and Reinvestment Act of 2009 (ARRA) provided Amtrak with $1.3 billion for capital investments, including $446 million for security and life safety improvements and $842 million for rebuilding and modernizing infrastructure and equipment. Included in the latter category is a Mobility First program, designed as an immediate-action program to reduce as many accessibility barriers as possible prior to Amtrak's deadline of July 26, 2010, to bring stations into compliance with the Americans with Disabilities Act. Mobility First investments can include wheelchair lifts, connecting walkways, and designated parking spaces. Investments planned for Kansas include:

Dodge City	Information kiosk	$	11,000
Dodge City	Mobility First	$	79,200
Garden City	Mobility First	$	27,000
Hutchinson	Information kiosk	$	11,000
Hutchinson	Mobility First	$	14,000
Hutchinson	platform tactile edge	$	75,000
Lawrence	Information kiosk	$	10,000
Lawrence	Mobility First	$	9,000
Lawrence	new 550-foot platform	$	600,000
Newton	Information kiosk	$	11,000
Newton	Mobility First	$	70,000
Topeka	Information kiosk	$	11,000
Topeka	Mobility First	$	14,000
Topeka	platform tactile edge	$	100,000
Total Kansas ARRA funds:		**$**	**1,042,200**

Feasibility Report of Proposed Amtrak Service

Kansas City, Missouri – Oklahoma City, Oklahoma to Fort Worth, Texas

Prepared By:

M.W. Franke
Assistant Vice President -
State and Commuter Partnership (Central)

B.E. Hillblom
Senior Director – State Partnerships

R.P. Hoffman
Principal Officer – Corridor Planning

Amtrak
Chicago, Illinois
March 9, 2010

Feasibility Report of Proposed Amtrak Service

Kansas City, Missouri – Oklahoma City,
Oklahoma – Fort Worth, Texas

Table of Contents

Feasibility Report of Proposed Amtrak Service

Kansas City, MO – Oklahoma City, OK – Fort Worth, TX

I. Introduction and Background

I.A. General Discussion

The Kansas Department of Transportation (KDOT) formally requested Amtrak to conduct a feasibility study to "establish what would be needed to provide state-sponsored intercity rail passenger service between Kansas City, MO, Oklahoma City, OK and Fort Worth, TX". KDOT stated that "the primary purpose of expanded rail passenger service would be to carry travelers along a potentially 606 mile rail corridor in Kansas, Oklahoma and Texas that connects to the National Passenger Rail System". At the direction of KDOT, Amtrak examined four route and schedule alternatives as follows:

1. Newton, Kansas – Ft. Worth, Texas
   This alternative extends the existing *Heartland Flyer* service daily from Oklahoma City to Newton where it would terminate and connect with the eastbound and westbound *Southwest Chief.* The *Southwest Chief* is a daily Amtrak long-distance train operating between Chicago and Los Angeles. The existing *Heartland Flyer* schedule would be unchanged at stations currently served.

2. Kansas City, Missouri – Ft. Worth, Texas
   This alternative extends the existing *Heartland Flyer* from Oklahoma City to Kansas City, thereby providing a new daily overnight service between Ft. Worth and Kansas City in both directions via Newton. The existing *Heartland Flyer* schedule would be unchanged at stations currently served.

3. Kansas City, Missouri – Ft. Worth, Texas
   This alternative would be a new daily daytime service in both directions between Kansas City and Ft. Worth. It would be a stand-alone service not connecting with either the *Southwest Chief* or the *Heartland Flyer*. In this alternative, the existing *Heartland Flyer* continues to operate on its current schedule and the new train would provide a second daily frequency between Oklahoma City and Ft. Worth daily.

4. Kansas City, Missouri – Oklahoma City, Oklahoma
   This alternative would be a new daily daytime service in both directions between Kansas City and Oklahoma City. It would be a stand-alone service that does not connect with either the *Southwest Chief* or the *Heartland Flyer*. In this alternative, the existing *Heartland Flyer* continues to operate on its current schedule at stations now served.

Background and Historical Data

A brief history of intercity passenger operations between Kansas City and Oklahoma City/Texas.

DATE RANGE	EVENT
Prior to 1971	Atchison, Topeka and Santa Fe Railway operated the *Texas Chief* between Chicago and Houston via Kansas City, Topeka, Newton Oklahoma City and Fort Worth.
May 1, 1971	Amtrak began operation of national route network that included the *Texas Chief.*
May 19, 1974	*Texas Chief* renamed *Lone Star*
June 1, 1975	Fort Worth-Dallas section of *Lone Star* began operation.
October 1, 1978 to January 1, 1979	Amtrak Improvement Act of 1978 (Pub. Law No. 95-421) directed the U.S. Department of Transportation (U.S. DOT) to reexamine Amtrak's route system and submit a report with a recommended route system that Amtrak would be required to implement unless disapproved by Congress. U.S. DOT's report recommended that a number of Amtrak's routes, including the *Lone Star*, be discontinued to reduce Amtrak's operating losses. *Lone Star* made its last trip on October 6, 1979.
October 8, 1979	*Southwest Chief* rerouted via *Lone Star's* route between Kansas City and Emporia, KS to preserve service at Topeka and Lawrence, KS. *Heartland Flyer*, funded primarily by the state of Oklahoma, began operation between Oklahoma City and Fort Worth on June 14, 1999.
October 2006 To Date	Texas joined Oklahoma in providing funding for the *Heartland Flyer.*

I.A.1. General Route Overview of Kansas City – Oklahoma City – Ft. Worth

Although there were several operational alternatives examined in this study, each of the scenarios follow all or a portion of the same route and all would operate exclusively over the Burlington Northern Santa Fe Railway (BNSF) trackage except a very short distance in Kansas City, which utilizes trackage of the Kansas City Terminal Railway (KCT) and a short distance in Wichita, which utilizes trackage of the Union Pacific Railroad (UP). The following tables provide a brief overview of the proposed station stops along the route.

Route Profile
Missouri and Kansas (285 Miles)

Proposed Station Stops	2008 Population (1)	Brief Highlights
Kansas City Metropolitan Area, Missouri and Kansas	1,202,503	The route begins in Kansas City, Missouri, then continues through Kansas City, Kansas. Located at the confluence of the Missouri and Kansas Rivers, the Kansas City metro area is near the population and geographic centers of the contiguous 48 states. Kansas City is famous for its music, architecture, cuisine and sports teams. It is the nexus of several railroads and is also a stop on Amtrak's *Southwest Chief*, a long distance train serving the Chicago – Los Angeles route, as well as the terminus for two daily St. Louis – Kansas City corridor trains.
Lawrence, Kansas (2)	90,520	Located along the Kansas River, it is home to the University of Kansas and Haskell Indian Nations University.
Topeka, Kansas (2)	123,446	**The Kansas State Capital i**s a major regional warehouse distribution center and the headquarters for several large employers.
Emporia, Kansas	26,380	Home of Emporia State University and the site of the first Veteran's Day observance.
Strong City, Kansas	527	Near the heart of the beautiful Flint Hills, it is home to the Tallgrass Prairie National Preserve and one of the largest annual rodeos, drawing more than 20,000 visitors annually.
Newton, Kansas (2)	18,133	It is home to several memorials and museums. Like many Kansas cities, Newton works to foster its historical and architectural heritage.
Wichita, Kansas Metropolitan Area	429,608	The largest city in Kansas, located along the Arkansas River. Home to a well-known regional medical center as well as the site of a number of colleges, universities and sports teams. It has a major regional airport.
Arkansas City, Kansas	11,070	Surrounded by numerous oil and gas fields and home to several small manufacturing firms.

(1) See Exhibits 2 and 3 for additional population data.

(2) Daily service via the *Southwest Chief* is provided at Lawrence, Topeka, and Newton Kansas.

Route Profile
Oklahoma (249 Miles)

Proposed Station Stops	2008 Population (1)	Brief Highlights
Ponca City, Oklahoma	24,507	The route crosses into Oklahoma at a point approximately 4 miles south of Arkansas City, Kansas and continues to Ponca City, home to major refinery facilities, museums and memorials.
Perry, Oklahoma	5,060	Recognized for its top-rated medical center.
Guthrie, Oklahoma	11,043	Once the State Capital, it has maintained its historic heritage and is said to have one of the largest urban historic district in the United States.
Edmond, Oklahoma	79,559	Like a number of cities and towns along the route, it is named after a Santa Fe Railroad employee who figured prominently in the town's history. It maintains the first school house in Oklahoma.
Oklahoma City, Oklahoma	551,789	**The Oklahoma State Capital** is a major livestock, oil and natural gas producer. It is home to several colleges, universities and professional sports teams and has numerous amusement and commemorative parks, including a zoo. It is the northern terminus on Amtrak's Oklahoma City – Ft. Worth *Heartland Flyer*, a daily train between those two cities.
Norman, Oklahoma	106,957	It is the third largest city in the state behind Tulsa and Oklahoma City. Home to the University of Oklahoma, the largest university in the state, with enrollment of approximately 30,000 students.
Purcell, Oklahoma	6,129	It is well known for its many successful horse farms.
Pauls Valley, Oklahoma	6,121	It is known for its extensive outdoor recreational offerings. The route then passes along the scenic Arbuckle Mountains and Wilderness area.
Ardmore, Oklahoma	24,810	The last Oklahoma stop on the route, it is in close proximity to the largest oil producing area in Oklahoma, the Healdton Oil Field, home to many energy producers.

Route Profile
Texas (72 Miles)

Proposed Station Stop	2008 Population (1)	Brief Highlights
Gainesville, Texas	16,452	The route crosses the Oklahoma/Texas state line at the Red River before reaching Gainesville. The city is noted for its parks, recreational offerings and memorials.
Ft. Worth, Texas	703,073	The city hosts a wide variety of cultural offerings, sports teams, auto racing, rodeos, golf tournaments and outdoor recreation activities. For about 100 years, Ft. Worth was one of the largest stockyards sites in the US. Today the stockyards area is known for its museums, cultural offerings and restaurants.

Other Transportation Modes:
There are excellent highways along all segments of the route. Interstate Highways 70, 335 and 35 follow virtually the entire route between Kansas City and Oklahoma City and Map Quest indicates a driving time between Kansas City and Ft. Worth of about 9 hours. Bus routes along the proposed rail corridor are operated predominantly by Greyhound Lines, Jefferson Lines, and Americanos USA.

Scheduled bus travel time from Kansas City, MO to Oklahoma City, OK is between 6 hours 40 minutes and 7 hours 45 minutes. There are typically six northbound and five southbound bus frequencies per weekday.

Between Oklahoma City and Fort Worth, TX, there is only one direct daily round trip bus frequency. Additional service provided by four southbound and three northbound one way trips require a transfer in Dallas, TX. Depending on the exact route taken, and the number and duration of scheduled stops, the overall Oklahoma City to Fort Worth travel time ranges from 4 hours 30 minutes to 8 hours 40 minutes.

Not all of the scheduled bus frequencies serve all the cities on the proposed rail corridor. Strong City, Newton, Arkansas City, Ponca City, Perry, Guthrie, Edmond, and Purcell are not served by intercity buses.

Regional Air Service:
Regional air service along the corridor as of December 2009 is summarized in the following table:

O/D Pair	Typical Weekday Roundtrip Flights	Flight Duration
Kansas City, MO-Oklahoma City, OK	2	1:10
Kansas City, MO – Ft. Worth, TX	16	1:45
Ft. Worth, TX – Oklahoma City, OK	12	0:50
Ft. Worth, TX – Wichita, KS	4	1:10

I.A.2. Study Process Outline

Following receipt by Amtrak of the study request, a physical evaluation of portions of the Kansas City – Ft. Worth route was conducted with BNSF railroad personnel to assess general infrastructure conditions and capital needs. Also identified during discussions with BNSF, were operational challenges on this route. BNSF analyzed the route using Rail Traffic Controller (RTC) computer modeling to determine the impact on existing passenger and freight operations. Revenue/ridership forecasts were determined based on recommended schedules, and estimates of cost to operate the service were also developed. The underlying assumption reflected the fact that there was a desire to establish train service in the most expeditious and practical way possible. This study, therefore, has concentrated on incremental improvements, including the possibility of raising the speeds on some of the route segments. No "high speed" scenarios were considered. The goal was to provide a high-level overview and objective report of the findings to the Kansas DOT for their further consideration.

The draft schedules and other railroad related comments in this report have not been negotiated, or agreed to, with BNSF and reflect only the initial findings and best judgment recommendations of the BNSF and Amtrak study teams. The high-level infrastructure improvement estimates provided by BNSF for this report have not been independently validated and will require further analysis by BNSF at such time as a request to commence operations is received from the Kansas DOT and funding sources for the service are identified. Should further progression of the proposed service alternatives be desired by Kansas DOT, detailed discussions and formal negotiations will have to be initiated with BNSF.

It is recommended that another inspection of the route be conducted to update the capital needs at the time this passenger train proposal is funded by the Kansas DOT. Such an update would help ascertain whether any operational or freight traffic volume changes would warrant a revision of the foregoing scope of infrastructure work, or in the event ongoing maintenance work or track degradation has changed the capital requirements.

II. Operational Route Description Kansas City – Oklahoma City – Ft. Worth:

After a 2 mile segment on the KCT at Kansas City, the balance of the route (604 miles) from Kansas City to Ft. Worth operates over 6 subdivisions of the BNSF, including a 1.5 mile segment in Wichita over the Union Pacific Railroad. A route map is included in this report (see Exhibit 1).

Emporia Sub-Division, Kansas City to Holliday (13.5 miles)
The segment from Kansas City to Holliday is double, triple and quadruple main track controlled by Centralized Traffic Control (CTC). The largest yard on the segment is at Argentine, 4.6 miles south of Kansas City. An average of 2200 cars per day are handled through this 24/7 facility, which also has complete car and locomotive servicing facilities. An average of 67 trains per day operate between Kansas City and Holliday, over half being intermodal, some of which are high priority, and the balance manifest, local and unit trains. Maximum authorized passenger train speed on the segment is 79 mph and the top freight speed is 55 mph.

The major challenge on this segment is traversing the Argentine freight yard area, one of the highest volume switching yards on the BNSF System. Also, several freight trains receive fueling, inspection services, as well as change crews at Argentine.

Topeka Sub-Division, Holliday to Emporia (113 miles)
The segment from Holliday to Emporia is single track, controlled by Track Warrant Control (TWC) with Automatic Block Signals (ABS) and Automatic Train Stop (ATS) between De Soto through Lawrence, Topeka, and Pauline to Emporia, where CTC again begins. Topeka and Emporia are the largest yards on the segment. Between Holliday and Emporia, 6-7 trains operate daily. Maximum authorized passenger train speed on the route is 79 mph and the top freight train speed is 55 mph.

The major challenges on this segment are the short siding lengths and the long distances between sidings.

Emporia Sub-Division, Emporia to Ellinor (13.4 miles)
The Emporia to Ellinor segment reconnects with the Emporia Sub-Division at Emporia "N.R. Jct". Eight of the thirteen miles of the segment are triple track CTC. This segment picks up the BNSF main route carrying an average of 60 trains per day, including several priority intermodal trains. Top speed continues to be 79 mph for passenger trains and 55 mph for freight trains.

The challenge on this subdivision is the merging of train flows from the Newton route and the Augusta route at Ellinor.

La Junta Sub-Division, Ellinor to Newton (60.4 miles)
This segment is single track except through Newton, where it is double and triple track and it is entirely controlled by CTC. There are 5 sidings on the segment. Newton has a rail yard which handles nearly 250 cars per day. The segment averages 21 trains per day, mostly intermodal and manifest trains. Train operations on this segment are primarily in the direction toward Kansas City. Trains heading in the opposite direction operate primarily on the Emporia subdivision. Top speed on the segment is 79 mph passenger and 55 mph for freight trains.

The major challenge on the La Junta subdivision is dispatching those trains (such as the westbound Southwest Chief) that operate against the current of traffic moving toward Kansas City.

Arkansas City Sub-Division, Newton to Arkansas City (78.1 miles)
Over half of this Sub-Division is single track and the majority of the total segment is controlled by CTC. An average of 20 trains, including a mix of intermodal unit trains, manifest and locals operate between Newton and Mulvane. Amtrak's *Southwest Chief* and west Kansas trains move off the route at Newton. A mix of 10 trains per day operate between the area of Mulvane, and nearly double this number of trains operate between Winfield and Arkansas City, consisting of a mix of intermodal, unit, manifest and local trains. This segment is primarily eastbound from a freight standpoint (with most westbound freight trains staying on the Emporia Sub). There are 11 sidings of varying lengths on the segment. Maximum authorized speed on the line is 55 mph for both passenger and freight trains.

The major challenges on the segment include dispatching those trains (such as the westbound *Southwest Chief)* that go against the current of traffic on this segment.

Another challenge is integrating Union Pacific trains on the route through the Wichita area. This challenge arises on the 1.5 mile segment of track owned by Union Pacific over which the BNSF operates through Wichita. Union Pacific train movements operating to/from Wellington, Kansas, are integrated by cooperative dispatching control.

Red Rock Sub-Division, Arkansas City, Kansas to Gainesville, TX (260.2 miles)

The entire Sub-Division is single track CTC, except for a 7 mile double track segment through and just beyond Oklahoma City. The major rail yard on the sub-division is at Ponca City serving a large refinery. There are 31 sidings (not counting sidings and station tracks at Oklahoma City) of various lengths between Arkansas City and Gainesville. Oklahoma City is the north terminus of Amtrak's Ft. Worth – Oklahoma City *Heartland Flyer*. The *Heartland Flyer* follows this route from Oklahoma City to Ft. Worth. This segment handles a mix of high speed intermodal, medium speed manifest, and slower speed unit train traffic. Top speed on the sub-division is 79 mph passenger and 55 mph freight.

The major challenge on this segment is dispatching trains that have a wide range of service priorities and speeds.

Ft. Worth Sub-Division, Gainesville to Ft. Worth (65 miles)

The final segment of the route is single track from Gainesville to Lambert, then double track to South Haslet, then single track the balance of the route to Ft. Worth. The entire Gainesville – Ft. Worth segment is controlled by CTC. There are 9 sidings of various lengths on the segment. Major yards are in the Ft. Worth/Saginaw area and at Alliance just north of Ft. Worth. From Gainesville to Ft. Worth, the freight train density is between 23-38 trains per day. The greatest number of trains operate between Alliance and Saginaw/Ft. Worth. In addition to the *Heartland Flyer*, there is a mix of intermodal, unit, and manifest trains on the subdivision. Maximum speed is 55 mph for both passenger and freight trains. This is a medium density single track CTC segment with several sidings between Gainesville and Alliance. The segment becomes a high density route from Alliance through Saginaw to Ft. Worth. There are 7 miles of double track through the Alliance area, and 3 more miles of double track in the north Ft. Worth area. At Saginaw, large numbers of trains enter / exit the route operating to / from Amarillo. The Union Pacific (UP), Fort Worth and Western (FWWR), and Trinity Railway Express (TRE) railroads all come together with BNSF in the Ft. Worth area. Each of these railroads have there own unique operating rights to access one another. There is a significant amount of freight interchange traffic with BNSF/UP in the Ft. Worth terminal area.

The major challenge is managing all of the train flows converging in the Ft. Worth area from different routes, and having to meter trains through the Tower 55 interlocking, which is controlled by UP. This is a major railroad junction.

III. Station Facilities

A. General Discussion

For purposes of this feasibility study, it is assumed that all new station facilities will be provided by parties other than Amtrak, including platforms, parking lots, and waiting areas. The assumption is that local communities desiring a station stop will provide such facilities, as well as ongoing maintenance, snow and ice removal, utilities, and janitorial services. This study assumes no addition of station personnel, nor does it include the capital cost of so-called "Quik-Trak" self-service ticketing machines at the stations, as no decisions have been made by Kansas DOT regarding station staffing. Suggested station stops shown in the sample schedules can be modified depending upon the willingness and abilities of the communities to provide facilities and as directed by the State.

Whether Amtrak uses the existing station structures or new ones, it must be ensured that they are in a state of good repair and are compliant with the Americans with Disabilities Act of 1990 (ADA) before service commences. Amtrak has developed an extensive process for assessing and providing guidelines for completing work necessary to develop or restore stations. This process allows Amtrak to ensure that the stations it serves are equipped to meet ADA accessibility requirements and provide the level of service appropriate for their size and locations.

B. ADA Requirements – Overview of the ADA Law and Standards

a. Americans with Disabilities Act of 1990 (ADA)

Amtrak strives to ensure that the rail stations it serves are in a state of good repair and are readily accessible to, and usable by, passengers with disabilities as required by Section 242(e)(2) of the Americans with Disabilities Act of 1990 (42 U.S.C. 12162(e)(2)) (the "ADA"). In February of 2009, Amtrak submitted to Congress "A Report on Accessibility and Compliance with the Americans with Disabilities Act of 1990," (the "Stations ADA Report") that details Amtrak's plan for making the 481 stations Amtrak currently serves compliant. However, the Stations ADA Report does not include restoration assessments and development plans for any of the potentially reinstated stations or any alternative stations that might be added in their place.

b. Construction and Alteration of Rail Stations

The ADA precludes Amtrak from "[building] a station for use in intercity rail transportation that is not readily accessible to and usable by persons

with disabilities, including individuals who use wheelchairs." (42 U.S.C. 12162(e)(1)). Whether Amtrak uses the existing station structures or new stations built by others, stations not currently served by Amtrak will likely be deemed "new stations" for purposes of the ADA. As such, Amtrak cannot serve them unless and until they are made fully ADA compliant. Accessibility can be achieved through the use of wheelchair lifts where applicable. Nevertheless, some city and county governments may have a strong interest in funding the establishment of Amtrak service in their communities. However, to the best of the study team's knowledge, no local government along the route has, as of the date of this report, committed to financing such an endeavor.

C. Station Development Process

Amtrak's Stations Development Plan is founded on a set of station surveys completed for each of the 481 stations currently served by Amtrak that are required to be made ADA compliant and are contained in the Stations ADA Report.

Station designs are initiated through the development of a conceptual design process. The conceptual design describes the scope of the project, time frames for implementation, responsibilities for improvements and management process steps for completing the detailed design and construction process.

The scope, schedule, and budget, along with funding assumptions and management responsibilities and actions, would be developed as part of this stage, along with covering agreements among and between the parties associated with implementation.

This conceptual design phase is followed by the final design and construction phase of the project. The nature and duration of this phase depends upon the size of the station involved and the extent of the work necessary to refurbish it. These projects typically follow a design-build approach, in which a single contractor would handle both the detailed design and the construction. Based on Amtrak's experience, the duration for station projects from start to finish can be significant and often exceeds 12-24 months.

D. Station Related Agreements Required

As part of the conceptual design process associated with potential station restoration, various agreements would need to be forged between Amtrak and the owners of the station sites. As the station sites not currently served by Amtrak on this route are now used for a variety of private purposes and for freight railroad operations, these negotiations will require time and resources to forge necessary agreements.

Responsibility for adding and maintaining electronic ticketing and passenger information displays systems (where appropriate), and other elements of the delivery system for service require detailed inventory and responsibility assignment.

Amtrak would expect to enter into agreements with the station owner, which would specify that parties other than Amtrak would provide for all ongoing maintenance associated with the station facility. This agreement would also delineate the responsibility for the day-to-day station operating expenses.

E. Station Funding Consideration

An important consideration in establishing the proposed station stops is the source of funding for these efforts. Given the significant amount of ADA-related work associated with these projects, it is impractical to distinguish ADA-related costs from general refurbishment and state of good repair expenditures. For example, missing platforms must be replaced, both to comply with ADA and for customer service considerations.

F. Station Capital Costs

It may be that some of the stations along the route are not suitable for use in any future passenger train service. Even if some of the current sites can be used, stations would require the construction of a new platform in order to meet current requirements. The parking lots at the potential station locations must be re-striped, or replaced altogether. Although Amtrak's Station guidelines do not designate parking as a mandatory feature for small stations (the category in which some of the stations may fall), parking facilities should be added. As public transportation options in these communities are limited, passengers using these facilities will most likely use personal automobiles as their primary mode of transportation to and from these stations.

Based upon the recent surveys, establishment of service at some of the stations, where feasible, could be costly. Determination of capital investments for station restoration and for achieving ADA compliance will depend upon final station design as agreed upon by Kansas DOT and current station owner/operators as well as with input from local government and Amtrak. No estimates of total station capital investments have been developed at this time.

G. Station Operating Cost Estimates

Once the necessary capital improvements to the potential station stops have been made, an annual operating expenditure will need to be determined for maintaining them in a state of good repair and to ensure that they remain ADA compliant. As mentioned earlier, it has not been established whether any of the stations will be

staffed. Station operating costs will derive from utilities, snow removal, facility upkeep, communications and ticket machine servicing.

IV. Capital Requirements

IV.A. Infrastructure – General Discussion

Each of the route and schedule alternatives studied for this report were modeled by BNSF using Rail Traffic Controller (RTC), a computer tool designed to give the user the ability to simulate and analyze rail traffic flows. Using the RTC model, BNSF loaded their existing train operations data as well as their track, signaling and other infrastructure data into the program database, then iteratively added each of the four study alternative train schedules to determine the impact on BNSF operations. With the resultant program output, BNSF then modeled infrastructure improvements geared to achieve an RTC program result of 100% on time performance (OTP) for each Amtrak alternative train schedule, while at the same time holding to the guideline of no significant adverse impact on BNSF operations. Based on the BNSF RTC modeling analysis, the following "Order of Magnitude" track and signaling infrastructure improvements were determined by BNSF to be necessary in order to meet the 100% Amtrak OTP of each of the four alternatives and to minimize negative impacts on BNSF's current operation. This analysis and the conclusions reached have not been independently validated.

Highway Grade Crossings

An estimate of $8 million to upgrade grade crossing warning device approach circuits to permit higher speeds between Newton and Oklahoma City has been included in the "Order of Magnitude" capital cost tables. It is recommended that discussions with the State of Kansas be initiated about any additional grade crossing warning device (gates and/or flashing lights) or closures that may be deemed appropriate for the route, based on a diagnostic analysis recommended to be conducted by the Kansas DOT in cooperation with BNSF.

IV.B. "Order of Magnitude" Infrastructure Improvements

Alternative 1

Newton, Kansas – Ft. Worth, Texas

This alternative extends the existing *Heartland Flyer* service from Oklahoma City to Newton where it would terminate and connect with the eastbound and westbound *Southwest Chief.* Scopes and costs have been developed by BNSF.

Alternative	BNSF Subdivision	Improvement Location(s)	New Main Track Track Miles	Cost per Main Track Mile ($millions)	Estimated Total Cost ($millions)
1	Red Rock	Double track Oklahoma City to Edmonds	9.3	$4	$37
1	Red Rock	Double track Otoe to Red Rock	5.3	$4	$21
1	Red Rock	Double track Newkirk to Arkansas City	7.5	$4	$30
1	Arkansas City	Double track Putnam to Newton	4.5	$4	$18
		Sub total	**26.6**		**$106**
		Grade Crossing Improvements between Newton and Oklahoma City			$8
		Total	***26.6**		***$114**

* Scope and costs of BNSF improvements were developed by BNSF and have not been independently validated.

Layover Facility Newton

An overnight train consist storage track location will need to be identified at Newton. In addition, a small building facility will be needed for use by train crews, as well as for storage of cleaning equipment and for communications facilities. A standby 480 volt power unit as well as potable water unit needs to be provided. A line item of $300,000 is recommended for the layover facility.

A potential site at Newton for the layover track and crew/servicing facility may be available near the Newton train station. No discussions regarding the availability of the site have been undertaken.

Overnight storage of the train consist at Newton would require movement off the main track to the potential storage site. Map Exhibit 3 shows the potential storage site in relation to the Newton station. The Newton insert in map Exhibit 2 shows in red the route that the proposed service would follow through Newton.

Alternative 2

Kansas City, Missouri – Ft. Worth, Texas

This alternative would be a new overnight service between Kansas City and Ft. Worth via Newton and Oklahoma City, essentially becoming an extension of the existing *Heartland Flyer* schedule to Kansas City. Scopes and costs have been developed by BNSF.

Alternative	BNSF Subdivision	Improvement Location(s)	New Main Track Track miles	Cost per Main track mile ($millions)	Estimated Total cost ($millions)
2	Red Rock	Double track Oklahoma City to Edmonds	9.3	$4	$37
2	Red Rock	Double track Otoe to Red Rock	5.3	$4	$21
2	Red Rock	Double track Newkirk to Arkansas City	7.5	$4	$30
2	Arkansas City	Double track Putnam to Newton	4.5	$4	$18
2	La Junta	Double track Newton to Walton	6.5	$4	$26
2	La Junta	Double track Peabody to Strong City	33.6	$4	$134
		Sub total	**66.7**		**$266**
		Grade Crossing Improvements between Newton and Oklahoma City			$8
		Total	***66.7**		***$274**

* Scope and costs of BNSF improvements were developed by BNSF and have not been independently validated.

Alternative 3

Kansas City, Missouri – Ft. Worth, Texas

This alternative would be a new daytime service between Kansas City and Ft. Worth. It would be a stand-alone service not connecting with either the *Southwest Chief* or the *Heartland Flyer*. In this alternative, the existing *Heartland Flyer* continues to operate on its current schedule. Scopes and costs have been developed by BNSF.

Alternative	BNSF Subdivision	Improvement Location(s)	New Main Track Track Miles	Cost per Main Track Mile ($millions)	Estimated Total Cost ($millions)
3	Ft. Worth	Double track Ft. Worth to Alliance	9.1	$8	$73
3	Ft. Worth	Double track Ardmore to Gene Autry	8.5	$4	$34
3	Ft. Worth	Double track Thackerville to Marietta	7.9	$4	$32
3	Red Rock	Double track Oklahoma City to Edmonds	9.3	$4	$37
3	Red Rock	Double track Otoe to Red Rock	5.3	$4	$21
3	Red Rock	Double track Newkirk to Arkansas City	7.5	$4	$30
3	Arkansas City	Double track Putnam to Newton	4.5	$4	$18
3	La Junta	Double track Newton to Walton	6.5	$4	$26
3	La Junta	Double track Peabody to Strong City	33.6	$4	$134
		Sub total	**92.2**		**$405**
		Grade Crossing Improvements between Newton and Oklahoma City			$8
		Total	***92.2**		***$413**

* Scope and costs of BNSF improvements were developed by BNSF and have not been independently validated.

Alternative 4

Kansas City, Missouri – Oklahoma City, Oklahoma

This alternative would be a new daytime service between Kansas City and Oklahoma City. It would be a stand-alone service that does not connect with either the *Southwest Chief* or the *Heartland Flyer*. In this alternative, the existing *Heartland Flyer* continues to operate on its current schedule. Scopes and costs have been developed by BNSF.

Alternative	BNSF Subdivision	Improvement Location(s)	New Main Track Track Miles	Cost per Main Track Mile ($millions)	Estimated Total Cost ($millions)
4	Red Rock	Double track Oklahoma City to Edmonds	9.3	$4	$37
4	Red Rock	Double track Otoe to Red Rock	5.3	$4	$21
4	Red Rock	Double track Newkirk to Arkansas City	7.5	$4	$30
4	Arkansas City	Double track Putnam to Newton	4.5	$4	$18
4	La Junta	Double track Newton to Clements	34.2	$4	$137
		Sub total	**60.8**		**$243**
		Grade Crossing Improvements between Newton and Oklahoma City			$8
		Total	***60.8**		***$251**

* Scope and costs of BNSF improvements were developed by BNSF and have not been independently validated.

IV.C. Rolling Stock

It is proposed that each trainset required for the service will be operated in "push-pull" mode, with two locomotives. Rolling Stock requirements for each alternative are shown in the following table.

Capital costs for equipment are based upon the additional or "incremental" units of equipment that would be required for the operation of each service alternative and the fact that all or virtually all of the equipment required for the proposed service would have to be purchased new since the availability of rebuilt Amtrak-owned equipment is questionable.

The purchase of new equipment for this proposed service, which would take approximately three years for procurement and assembly, would preferably be part of a larger equipment order. The high upfront design and tooling costs associated with building passenger rail cars make it uneconomical to construct them in small quantities. Amtrak is preparing a comprehensive equipment fleet strategy that will, among other things, address the existing shortage of equipment for current services. Locomotives may also be in short supply, necessitating new purchases. Two to three year lead times are required for procurement of new locomotives.

Rolling Stock (Incremental Units and Cost of Equipment Required)

		Alternative 1	Alternative 1	Alternative 2	Alternative 2	Alternative 3	Alternative 3	Alternative 4	Alternative 4
	Per Unit Price $millions	Units Required	Purchase Price $millions	Number of Units	Purchase Price $millions	Number of Units	Purchase Price $millions	Number of Units	Purchase Price $millions
Locomotives	$5	3	$15	3	$15	5	$25	6	$30
Coaches	$4	5	$20	5	$20	7	$28	4	$16
Food Service	$5	1	$5	1	$5	2	$10	2	$10
Total	-	**9**	**$40**	**9**	**$40**	**14**	**$63**	**12**	**$56**

IV.D. Positive Train Control

In addition to the above costs, legal requirements for installation of Positive Train Control (PTC) equipment must be considered. Positive Train Control is a system designed to prevent train-to-train collisions, train operations above authorized speeds, train operations in maintenance of way work zone limits, and the movement of a train through a switch left in the wrong position. The Rail Safety Improvement Act of 2008 mandates that, by December 31, 2015, PTC be installed on those lines of Class-1 railroads that carry over five million gross tons of traffic annually, and have either toxic-by-inhalation hazardous materials (TIH) traffic or passenger trains. The Act also gives FRA authority to require PTC installation on

other rail lines. FRA has recently issued proposed regulations that would require PTC on virtually all rail lines over which scheduled passenger trains operate. At this time, the scope, costs and funding requirements for Positive Train Control are still to be determined.

V. Schedules

Using Amtrak's standard methodology and reflecting the maximum authorized operating speeds, station dwell times and 8% recovery time, proposed schedules were developed as follows:

Proposed Schedule Alternative 1

Newton, Kansas – Fort Worth, Texas

Read Down	Mile		Station		Read Up
4:20 AM	0	Dp	Newton, KS	Ar	1:46 AM
4:49 AM	24	↓	Wichita, KS	↑	1:01 AM
5:54 AM	78	↓	Arkansas City, KS	↑	11:56 PM
6:17 AM	104	↓	Ponca City, OK	↑	11:30 PM
6:51 AM	137	↓	Perry, OK	↑	10:57 PM
7:19 AM	168	↓	Guthrie, OK	↑	10:29 PM
7:36 AM	185	↓	Edmond, OK	↑	10:12 PM
8:15 AM	199	Ar	Oklahoma City, OK	Dp	9:49 PM
8:25 AM		Dp		Ar	9:39 PM
8:49 AM	219	↓	Norman, OK	↑	8:55 PM
9:06 AM	234	↓	Purcell, OK	↑	8:38 PM
9:31 AM	256	↓	Pauls Valley, OK	↑	8:12 PM
10:23 AM	301	↓	Ardmore, OK	↑	7:23 PM
11:05 AM	340	↓	Gainesville, TX	↑	6:42 PM
12:39 PM	405	Ar	Fort Worth, TX	Dp	5:25 PM

- Alternative 1 extends the existing *Heartland Flyer* service from Oklahoma City to Newton, where it would provide connections with the eastbound and westbound *Southwest Chief* (train numbers 3 and 4).
- Both northbound and southbound trains match the current *Heartland Flyer* schedule between Oklahoma City and Ft. Worth.
- Southbound train connects with #3 and #4 at Newton, Kansas.
- Northbound train connects with #3 and #4 at Newton, Kansas.

Proposed Schedule Alternative 2

Kansas City, Missouri – Fort Worth, Texas

Read Down	Mile		Station		Read Up
12:21 AM	0	Dp	Kansas City, MO	Ar	5:47 AM
1:17 AM	40		Lawrence, KS		4:09 AM
1:50 AM	66		Topeka, KS		3:33 AM
2:52 AM			Emporia, KS		2:33 AM
3:09 AM			Strong City, KS		2:15 AM
3:56 AM	201		Newton, KS		1:27 AM
4:25 AM	225		Wichita, KS		1:01 AM
5:30 AM	279		Arkansas City, KS		11:56 PM
5:53 AM	305		Ponca City, OK		11:30 PM
6:28 AM	338		Perry, OK		10:57 PM
6:55 AM	369		Guthrie, OK		10:29 PM
7:13 AM	386		Edmond, OK		10:12 PM
8:15 AM	400	Ar	Oklahoma City, OK	Dp	9:49 PM
8:25 AM		Dp		Ar	9:39 PM
8:49 AM	420		Norman, OK		8:55 PM
9:06 AM	435		Purcell, OK		8:38 PM
9:31 AM	457		Pauls Valley, OK		8:12 PM
10:23 AM	502		Ardmore, OK		7:23 PM
11:05 AM	541		Gainesville, TX		6:42 PM
12:39 PM	606	Ar	Fort Worth, TX	Dp	5:25 PM

- Alternative 2 would be a new overnight service between Kansas City and Fort Worth via Newton and Oklahoma City, essentially becoming an extension of the *Heartland Flyer* all the way to Kansas City.
- Northbound and Southbound trains match current *Heartland Flyer* schedule between Oklahoma City and Ft. Worth.
- Southbound and Northbound connect with Eastbound and Westbound *Southwest Chief* at Kansas City.
- Northbound and Southbound also connect with the *Missouri River Runner* at Kansas City.
- Northbound connects with both the Eastbound and Westbound *Southwest Chief* at Newton, Kansas.

Proposed Schedule Alternative 3

Kansas City, Missouri – Fort Worth, Texas

Read Down	Mile		Station		Read Up
7:00 AM	0	Dp	Kansas City, MO	Ar	7:22 PM
7:56 AM	40	↓	Lawrence, KS	↑	5:44 PM
8:29 AM	66	↓	Topeka, KS	↑	5:08 PM
9:31 AM		↓	Emporia, KS	↑	4:08 PM
9:48 AM		↓	Strong City, KS	↑	3:50 PM
10:35 AM	201	↓	Newton, KS	↑	3:02 PM
11:04 AM	225	↓	Wichita, KS	↑	2:36 PM
12:09 PM	279	↓	Arkansas City, KS	↑	1:29 PM
12:32 PM	305	↓	Ponca City, OK	↑	1:05 PM
1:07 PM	338	↓	Perry, OK	↑	12:32 PM
1:34 PM	369	↓	Guthrie, OK	↑	12:03 PM
1:51 PM	386	↓	Edmond, OK	↑	11:47 AM
2:54 PM 3:04 PM	400	Ar Dp	Oklahoma City, OK	Dp Ar	11:24 AM 11:14 AM
3:28 PM	420	↓	Norman, OK	↑	10:30 AM
3:45 PM	435	↓	Purcell, OK	↑	10:12 AM
4:10 PM	457	↓	Pauls Valley, OK	↑	9:46 AM
5:02 PM	502	↓	Ardmore, OK	↑	8:58 AM
5:44 PM	541	↓	Gainesville, TX	↑	8:17 AM
7:18 PM	606	Ar	Fort Worth, TX	Dp	7:00 AM

- Alternative 3 would be a new daytime service between Kansas City and Fort Worth.
- Alternative 3 is a stand alone service that does not connect with either the *Southwest Chief* or the *Heartland Flyer*.
- The current *Heartland Flyer* continues to operate in addition to this alternative.

Proposed Schedule Alternative 4

Kansas City, Missouri – Oklahoma City, Oklahoma

Read Down	Mile		Station		Read Up
7:00 AM	0	Dp	Kansas City, MO	Ar	3:04 PM
7:56 AM	40	↓	Lawrence, KS	↑	1:26 PM
8:29 AM	66	↓	Topeka, KS	↑	12:50 PM
9:31 AM	126	↓	Emporia, KS	↑	11:50 AM
9:48 AM	146	↓	Strong City, KS	↑	11:33 AM
10:35 AM	201	↓	Newton, KS	↑	10:41 AM
11:04 AM	225	↓	Wichita, KS	↑	10:12 AM
12:09 PM	279	↓	Arkansas City, KS	↑	9:05 AM
12:32 PM	305	↓	Ponca City, OK	↑	8:40 AM
1:07 PM	338	↓	Perry, OK	↑	8:08 AM
1:34 PM	369	↓	Guthrie, OK	↑	7:39 AM
1:51 PM	386	↓	Edmond, OK	↑	7:22 AM
2:54 PM	400	Ar	Oklahoma City, OK	Dp	7:00 AM

- Alternative 4 would be a new daytime service between Kansas City and Oklahoma City.
- Alternative 4 is a stand alone service that does not connect with either the *Southwest Chief* or the *Heartland Flyer*.
- In Alternative 4, current *Heartland Flyer* continues to operate.

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VI. Revenue/Ridership Forecast Summary

Annual ridership and ticket revenue projections for fiscal year 2009 were developed for each of the four service alternatives described on page 3 of this report by the firm AECOM. These projections were based upon the hypothetical 12-month operation of the schedule developed for each alternative service option and presented on pages 21 thru 24. Based upon these schedules and the assumed operation of each service for the full 12-month 2009 period, incremental ridership and ticket revenue estimates for each alternative are as follows:

Incremental Ridership and Ticket Revenue

Service Alternative	1	2	3	4
Ridership (Annual Trips)	92,500	118,200	174,000	65,900
Ticket Revenue ($millions)	$2.7	$5.2	$6.1	$2.1

The ridership and ticket revenue estimates presented above reflect the additional or "incremental" annual 2009 ridership and ticket revenue that would have been expected to result on a stand alone basis from the implementation of each of the four different service alternatives described on page 3. Accordingly with respect to service alternatives 1 and 2, which provide for extension of the current *Heartland Flyer* route, the projected results reflect only the projected additional ridership and ticket revenue that would have been realized by the *Heartland Flyer* from the proposed extension of the route. As such, the above projected results do not include any ancillary traffic projected to be realized by Amtrak's long distance service due to enhanced levels of connectivity associated with the proposed extension of the route.

In addition to the proposed schedules developed for each service alternative, the projected ridership and ticket revenue results presented above are also based upon an assessment of several other key service parameters including (1) population size and demographics of the geographic area to be served; (2) the proposed level of daily service, i.e., the number of daily train frequencies; (3) the length of scheduled trip duration; and (4) competing modes of alternative transportation.

VII. Projected Annual Operating Expenses

Projected annual direct operating costs for the 2009 fiscal year were developed by Amtrak and are presented below on a stand-alone basis for each of the 4 service alternatives described on page 3. Consistent with the methodology used for ridership and ticket revenue, these cost projections exclude any projected operating expenses applicable to Amtrak long distance services. Consequently, the results projected below reflect the projected "incremental" operating expenses that would have been realized by the *Heartland Flyer*, under service alternatives 1

and 2 or new operating expenses associated with the proposed operation of new day time services under service alternatives 3 and 4. Among the key determinants of projected annual operating costs are: (1) the number of daily frequencies proposed for operation; (2) the projected types and quantities of equipment required to support operations; (3) equipment rotation; (4) crew base requirements and scheduling synergies; and (5) the desired level of service amenities, such as food and beverage services.

Estimated Annual Incremental Operating Expenses

Service Alternative	1	2	3	4
Projected Total Direct Costs ($millions)	$5.9	$10.4	$14.1	$8.5

VIII. Mobilization Costs

Before establishing any of the four potential service alternatives, Amtrak would need to hire, train and qualify necessary employees to perform a number of functions including train operations and on-board services. The number of additional staff required by position is projected as follows.

Required Additional Personnel

Alternatives	1	2	3	4
Train and Locomotive Staffing	15	25	25	15
On-Board-Service Staffing	5	5	5	4
Mechanical Staffing	2	2	4	4
Station Staffing	TBD	TBD	TBD	TBD
Total Additional Personnel Required	22	32	34	23

Mobilization Costs

Alternatives	1	2	3	4
Training, Qualification, and Other ($millions)	$1.5	$3.0	$3.1	$2.1
Total Estimated Mobilization Costs ($millions)	$1.5	$3.0	$3.1	$2.1

The majority of this cost is driven by the lengthy classroom and on-the-job training required of new locomotive engineers and conductors, and federal regulations that require they be qualified on the operating rules and physical characteristics of the routes over which they will be operating trains. In addition to classroom training, engineer-trainees are required to complete a minimum of 240 hours of locomotive engine operation and 480 hours of on-the-job training to obtain certification; the qualification process requires engineers to make as many as 36 round trips, accompanied by a qualified engineer, on each line staffed by the crew base where they are employed.

IX. Summary of Key Numbers

This section summarizes key elements of each of the route alternatives on the Kansas City – Oklahoma – Fort Worth route. All costs are in 2009 dollars.

Alternatives	1	2	3	4
Length of Host Rail (miles)	405	606	606	400
No. of Host Rail Carriers (KCT/BNSF)	2	3	3	3
Maximum Operating Speed	79	79	79	79
Proposed Scheduled Running Time	8hr. 19min.	12hr. 18min.	12hr. 18min.	7hr. 54min.
Estimated Annual Incremental [3] Ridership	92,500	118,200	174,000	65,900
Estimated Annual Incremental [1] [3] Operating Revenue ($millions)	$2.7	$5.2	$6.1	$2.1
Estimated Annual Incremental [3] Operating Expense ($millions)	$5.9	$10.4	$14.1	$8.5
Estimated Annual Net Service Cost (Subsidy) ($millions) [3]	($3.2)	($5.2)	($8.0)	($6.4)
Estimated Incremental Rolling Stock Cost ($millions)	$40	$40	$63	$56
"Order of Magnitude" Infrastructure Capital Cost ($millions) [2]	$114.3	$274	$413	$251
Estimated Mobilization Cost ($millions)	$1.5	$3.0	$3.1	$2.1

(1) Projected total annual incremental operating revenue including both ticket and food & beverage revenue.

(2) Includes estimated cost of Layover Facilities. Other infrastructure requirements and costs provided by BNSF have not been independently validated.

(3) The estimated results presented above reflect the projected incremental operating revenue, operating expenses and net service costs applicable to the proposed extension of the *Heartland Flyer* route or the operation of a new daytime service between Fort Worth and Kansas City (Alternative 3) or Oklahoma City and Kansas City (Alternative 4) on a "stand alone basis" only. As such, the results presented above for each service alternative exclude the projected ridership, revenues, operating expenses and net service cost applicable to connecting Amtrak long distance services, projected to result if each service alternative were implemented. When presented on a combined basis, which includes all estimated incremental financial results for long distance operations, the projected net service cost (loss) for each service alternative is projected to be as follows:

Service Alternative 1 – Extension of Heartland Flyer to Newton, KS ($1.4 million)
Service Alternative 2 – Extension of Heartland Flyer to Kansas City, MO ($3.7 million)
Service Alternative 3 – New daytime service between Fort Worth and Kansas City, MO ($8.0 million)
Service Alternative 4 – New daytime service between Oklahoma City and Kansas City, MO ($6.4 million)

Exhibits

1-3. Route Maps (3 Maps Attached)
4. Route Population by City/Town
6. Route Population by County
6. Acronyms/Definitions
7. References
8. Letters of Resolutions and Support

EXHIBIT 4

Route Population by City/Town

City	July 2008	2000 Census	Difference	% Difference
Kansas City, MO	451,572	441,545	10,027	2.3%
Kansas City, KS	142,562	146,866	(4,304)	-2.9%
Lawrence, KS	90,520	80,098	10,422	13.0%
Topeka, KS	123,446	122,377	1,069	0.9%
Emporia, KS	26,380	26,760	(380)	-1.4%
Strong City, KS	527	584	(57)	-9.8%
Newton, KS	18,133	17,190	943	5.5%
Wichita, KS	366,046	344,284	21,762	6.3%
Arkansas City, KS	11,070	11,963	(893)	-7.5%
Ponca City, OK	24,507	25,919	(1,412)	-5.4%
Perry, OK	5,060	5,230	(170)	-3.3%
Guthrie, OK	11,043	9,925	1,118	11.3%
Edmond, OK	79,559	68,315	11,244	16.5%
Oklahoma City, OK	551,789	506,132	45,657	9.0%
Norman, OK	106,957	95,694	11,263	11.8%
Purcell, OK	6,129	5,571	558	10.0%
Pauls Valley, OK	6,121	6,256	(135)	-2.2%
Ardmore, OK	24,810	23,711	1,099	4.6%
Gainesville, TX	16,452	15,538	914	5.9%
Ft. Worth, TX	703,073	534,694	168,379	31.3%
Total	**2,765,756**	**2,488,652**	**277,104**	**11.1**

Data compiled by Amtrak from U.S. Census Bureau.

EXHIBIT 5

Route Population by County

County	July 2008	2000 Census	Difference	% Difference
Jackson County, MO	668,417	654,880	13,537	2.1%
Clay County, MO	215,707	184,006	31,701	17.2%
Platte County, MO	85,896	73,781	12,115	16.4%
Cass County, MO	98,429	82,092	16,337	19.1%
Wyandotte County, KS	154,287	157,882	(3,595)	(2.3%)
Douglas County, KS	114,748	99,962	14,786	14.8%
Shawnee County, KS	174,709	169,871	4,838	2.8%
Lyon County, KS	35,562	35,935	(373)	(1.0%)
Chase County, KS	2,804	3,030	(226)	(7.5%)
Harvey County, KS	33,675	32,869	806	2.5%
Sedgwick County, KS	482,863	452,869	29,994	6.6%
Cowley County, KS	34,065	36,291	(2,226)	(6.1%)
Butler County, KS	63,562	59,482	4,080	6.4%
Johnson County, KS	534,093	451,086	83,007	15.5%
Leavenworth County, KS	74,276	68,691	5,585	7.5%
Kay County, OK	45,632	48,080	(2,448)	(5.1%)
Osage County, OK	45,489	44,437	1,052	2.4%
Noble County, OK	11,169	11,411	(242)	(2.1%)
Logan County, OK	38,102	33,924	4,178	12.3%
Oklahoma County, OK	706,617	660,448	46,169	7.0%
Canadian County, OK	106,079	87,697	18,382	21.0%
Cleveland County, OK	239,760	208,016	31,744	15.3%
Pottawatomie County, OK	69,616	65,521	4,095	6.2%
McClain County, OK	32,365	27,740	4,625	16.7%
Garvin County, OK	27,247	27,210	37	0.1%
Carter County, OK	47,979	45,621	2,358	5.2%
Cooke County, TX	38,407	36,363	2,044	5.6%
Tarrant County, TX	1,750,091	1,446,219	303,872	21.0%
Denton County, TX	636,557	432,976	203,581	47.0%
Parker County, TX	111,776	88,495	23,281	26.3%
Wise County, TX	58,506	48,793	9,713	19.9%
Total	**6,738,485**	**5,875,678**	**862,807**	**14.7%**

Data compiled by Amtrak from U.S. Census Bureau.

EXHIBIT 6

Acronyms/Definitions

ABS	- Automatic Block Signals – On a specific section or length of track, an arrangement of automatic signals governing each block.
ATS	- Automatic Train Stop – A system on a train that will automatically stop a train if certain situations arise, such as an unresponsive train operator or a train running by a stop signal.
BNSF	- The Burlington Northern Santa Fe Railway Corporation
CTC	- Centralized Traffic Control – A term applied to a system of railroad operation by means of which the movement of trains over routes and through blocks on a designated section of track or tracks is directed by signals controlled from a designated control point.
DTC	- Direct Traffic Control – A block or series of blocks or sections of track where a train dispatcher authorizes track occupancy.
FWWR	- Fort Worth and Western Railroad
KCT	- The Kansas City Terminal Railway Company.
KDOT	- Kansas Department of Transportation.
Manifest Train	- A freight train of mixed car types and cargoes.
RTC	- Rail Traffic Controller - a computer modeling tool widely used in railroad applications to assist with railroad planning and conceptual engineering and train scheduling.
TWC	- Track Warrant Control – A method to authorize train movement to protect men or machines on a main track within specified limits in a territory designated by the timetable.
UP	- Union Pacific Railroad

EXHIBIT 7

References

1. BNSF Employee Timetables
2. BNSF Track Charts
3. Kansas Department of Transportation; Various Resources
4. Kansas Rail Feasibility Study; March, 2010
5. Various Internet Sources
6. Russell's Official National Motor Coach Guide; September, 2009

EXHIBIT 8

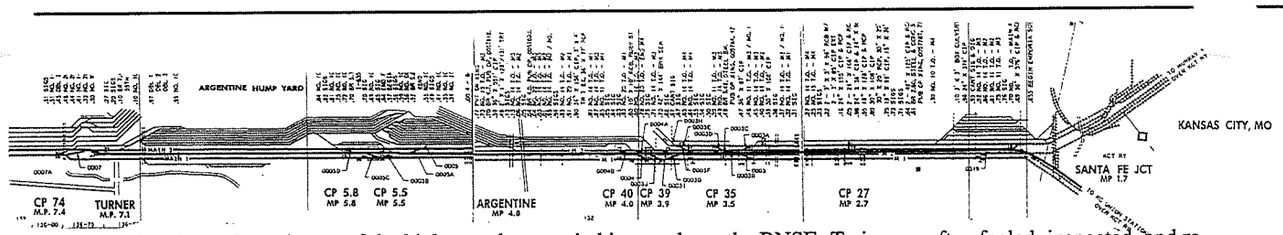
Letters of Resolution and Support

Resolutions

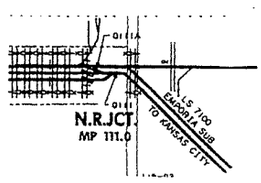
The Governing Body of the City of Peabody, Kansas; March 10, 2008
Topeka and Shawnee County; November 12, 2008
The City of Norman, Oklahoma; April 22, 2008
The City Council of the City of Derby Kansas; June 24, 2008
The City of Newton, Kansas; April 22, 2008
The Governing Body of the City of Arkansas, Kansas; February 5, 2008
The Governing Body of the City of Valley Center, Kansas; April 1, 2008
The Board of Directors of the Mulvane Chamber of Commerce; February 7, 2008
The Norman Oklahoma City Council; April 15, 2008
Topeka City Council; April 15, 2008

Letters of Support

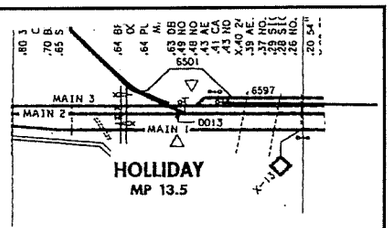
United States Department of the Interior National Park Service; April 7, 2008
Camp Wood YMCA; April 3, 2008
City of Cottonwood Falls; (letter is not dated)
Grand Central Hotel; April 7, 2008
Strong City Housing Authority; April 7, 2008
Rettiger Realty & Tax; April 3, 2008
The Kansas City Department of Transportation
City of Peabody, City Council; June 12, 2008
Amanda Maltby; (letter is not dated)
National Association of Retired and Veteran Railway Employees, Inc; April 4, 2008
Edmond City Council; April 1, 2008
City of Strong City; April 8, 2008
Chase County Chamber of Commerce; March 26, 2008
Arkansas City Convention & Visitors Bureau; April 8, 2008



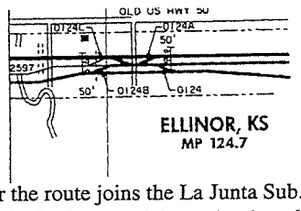
The Argentine freight yard are is one of the highest volume switching yards on the BNSF. Trains are often fueled, inspected, and re-crewed at this facility. An average of 67 trains per day operate over this segment.



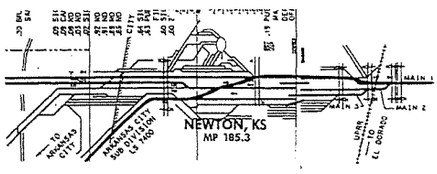
The route re-joins the Emporia Sub at N.R Junction.



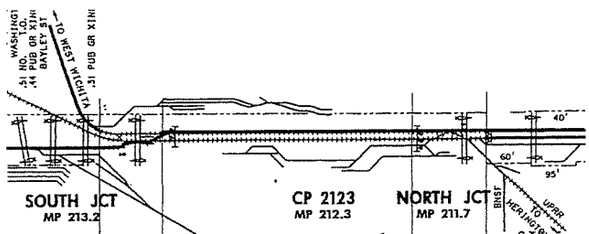
The route diverges from the Emporia Sub joining the BNSF Topeka sub to Topeka.



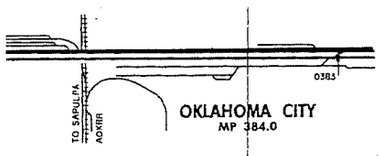
At Ellinor the route joins the La Junta Sub. Freight traffic on the La Junta Sub is predominantly eastbound



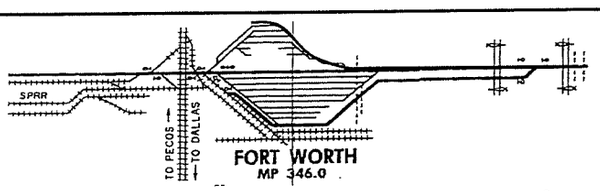
At Newton the route leaves the La Junta Sub and heads south on the Arkansas City Sub. The Arkansas City segment averages 20 trains per day. The *Southwest Chief* diverges from the route at Newton continuing west on the La Junta Sub.



South of Wichita, KS the route traverses a short segment of Union Pacific trackage between North Jct. and South Jct. This fact, coupled with an average train count of 20 trains per day make this an operationally challenging segment of the route.



At Oklahoma City, the route passes the northern terminus of the Amtrak *Heartland Flyer*. South of this point, alternatives 1, 2, and 3 follow the current *Heartland Flyer* route to Fort Worth, TX.



Between 23-38 trains per day operate on the route segment from Gainesville to Fort Worth, TX. In the terminal area at Fort Worth there is a significant amount of freight interchange traffic between BNSF and Union Pacific. Directly south of the current Amtrak station is the UP controlled Tower 55 interlocker – a major point of rail traffic congestion in the area.

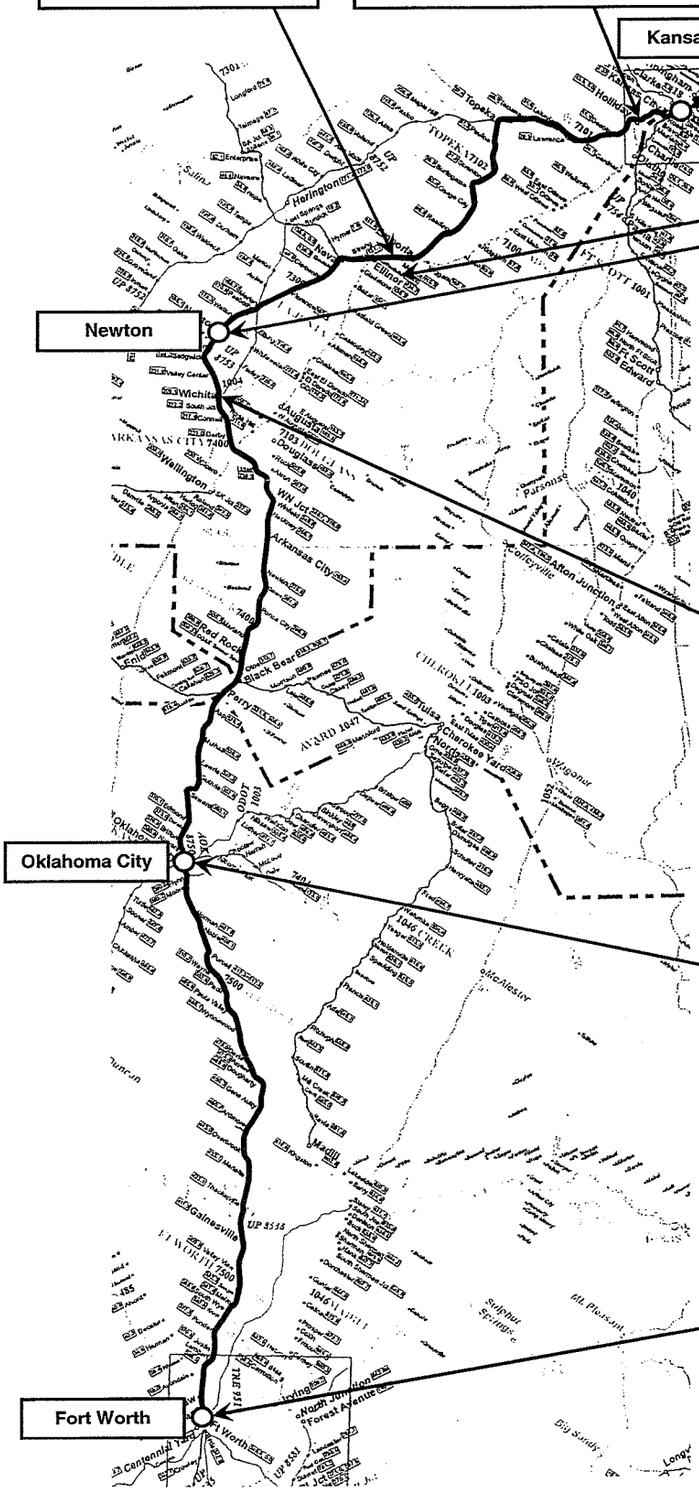
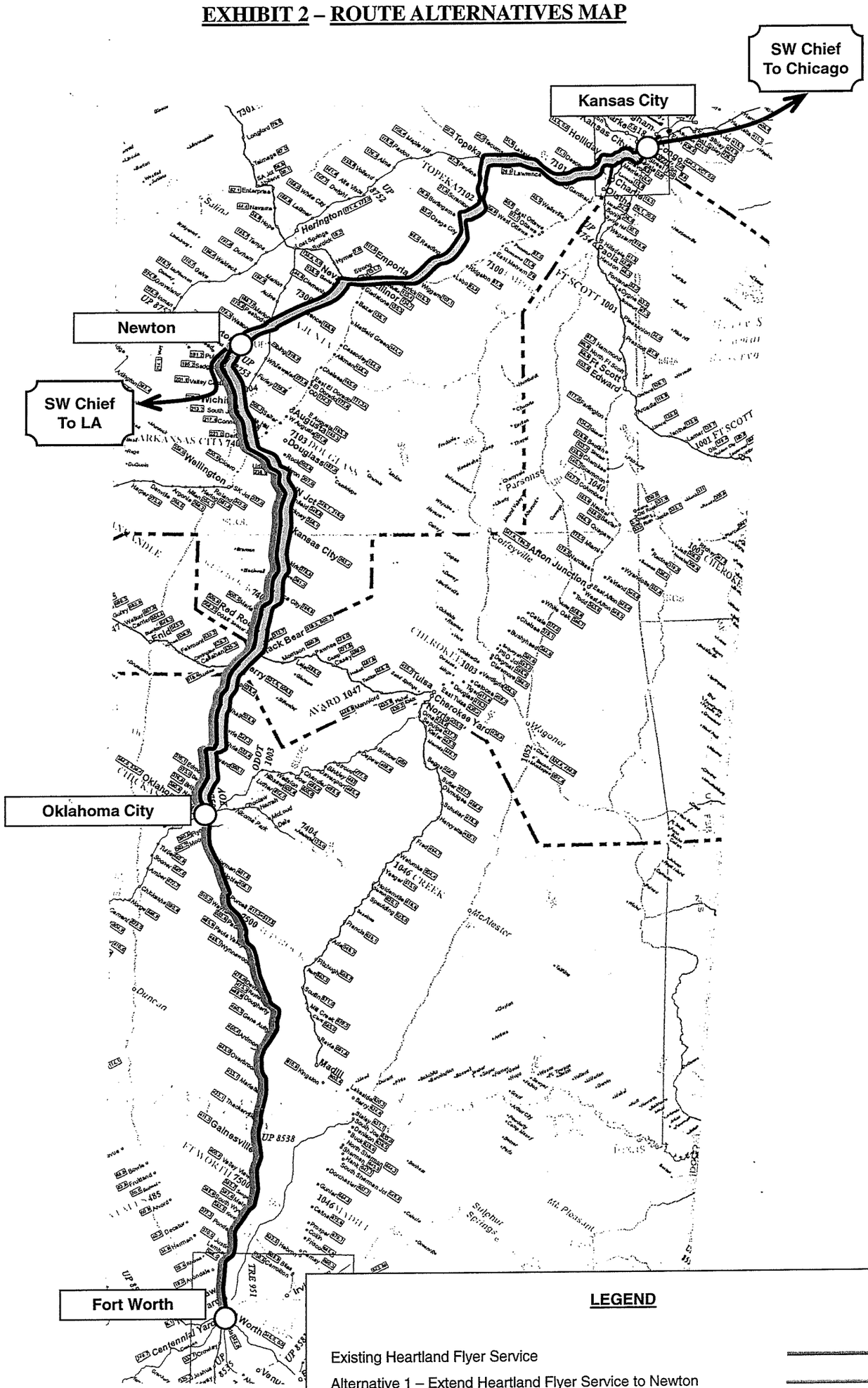


EXHIBIT 1 – KANSAS CITY-FORT WORTH CORRIDOR MAP
Corridor for Proposed Intercity Passenger Trains

EXHIBIT 2 – ROUTE ALTERNATIVES MAP



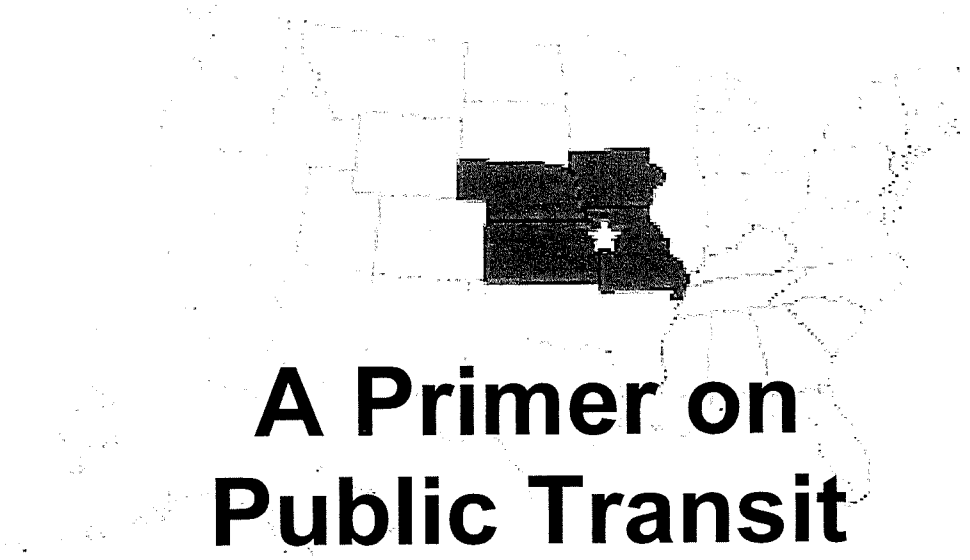
Legend

Existing BNSF main line: _____

Proposed storage track: _____
(Currently owned by Cargill Inc)

Proposed Newton, KS Overnight Storage Track

Exhibit __



A Primer on Public Transit in America

prepared for the

Special Committee on New Comprehensive Transportation Plan

by the

Kansas **Public**Transit ASSOCIATION

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Senate Transportation
3-12-10
Attachment 2

Contents

A Primer on Public Transit in America

Prepared by the

Kansas PublicTransit ASSOCIATION

The Beginnings of Federal Assistance for Public Transportation

Although the current program of federal financial assistance for urban mass transportation was established in a later era, during the administration of President Franklin D. Roosevelt many important transit projects were financed, in part, with resources made available by the Public Works Administration (PWA). This was not a transit assistance program, per se, but rather a broadly based federal effort to combat the impact of the Great Depression by encouraging investment in a variety of public works. During the Roosevelt Administration such important elements of contemporary transit infrastructure as the State and Dearborn subways in Chicago, and the Sixth Avenue subway in New York, were the recipients of federal assistance.

On July 12, 1954, Vice President Richard Nixon represented his boss, President Eisenhower, at a meeting of the nation's governors in Lake George, NY. The Vice President told the governors of the administration's plan to build a new network of coast-to-coast highways, a project that soon came to be called the Interstate Highway System. For its future ground transportation needs, the United States was making a major investment in new roadways ... but in very little else.

In fact, the federal government was almost taking an indifferent attitude toward any kind of alternative transportation. In 1958, for example, a law was passed that removed any control state governments previously exercised over petitions railroads might file to abandon various local passenger services. This immediately resulted in the closing down of several important commuter rail services, and many others were perceived as under serious threat.

Many historians cite this law as the single-most important factor in the emergence of a new program of federal financial assistance for mass transportation. In 1960, a bill was introduced in the Senate that would have provided federal assistance for mass transportation. While it actually passed the Senate, it never emerged from committee in the House of Representatives.

The next year, 1961, saw a new Democratic president in the White House, John Fitzgerald Kennedy. The proposal to establish federal assistance for mass

transportation was introduced in the Senate again, this time as part of a larger urban housing bill, and it was enacted into law. President Kennedy signed the Omnibus Housing Act on June 30, 1961 and said that mass transportation is "...a distinctly urban problem and one of the key factors in shaping community development."

The 1961 act did not initiate broad scale federal assistance for mass transportation. It provided $50 million for loans and $25 million—taken out of urban renewal funds—in outright grants for demonstration pilot projects in mass transportation. Said *The New York Times*: "This is essentially an interim program, pending broader Administration requests next year."

In 1962 President Kennedy sent a major transportation message to Congress. It called for the establishment of a program of federal capital assistance for mass transportation. Said President Kennedy: "To conserve and enhance values in existing urban areas is essential. But at least as important are steps to promote economic efficiency and livability in areas of future development. Our national welfare therefore requires the provision of good urban transportation, with the properly balanced use of private vehicles and modern mass transport to help shape as well as serve urban growth."

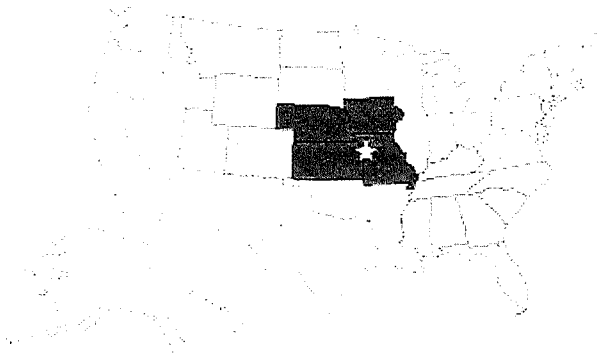
President Lyndon Johnson signed the Urban Mass Transportation Act into law on July 9, 1964. The new measure provided $375 million in capital assistance over three years. It passed the House by a vote of 212-to-129 and cleared the Senate 52-41. This has been the beginning of the program of financial assistance for mass transportation that is today managed and run by the Federal Transit Administration.

Federal Authorizing Legislation

Congress establishes the legal authority to commence and continue FTA programs through authorizing legislation covering several years. On August 10, 2005, President Bush signed the Safe, Accountable, Flexible, and Efficient Transportation Equity Act - A Legacy for Users (SAFETEA-LU), reauthorizing surface transportation programs through fiscal year 2009. Each reauthorization amends the Federal Transit Laws codified in 49 USC Chapter 53.

Patrons boarding a Topeka Transit bus

Appropriating Legislation: Congress funds FTA's operations and programs through the annual appropriations process.



Kansas is in the Federal Region VII

The Federal Transit Administration (FTA) Region VII Office is located in Kansas City, Missouri, serving the states of **M**issouri, **I**owa, **N**ebraska, and **K**ansas (MINK). In 2007, it awarded $198.3 million in federal funds through 120 grants to 45 grantees involved with providing public transportation services. In 2008 the Region VII began with 199 active projects, which, have a total investment of $297.8 million in federal funds.

Planning & Environment

Transportation planning provides a foundation for making good decisions. Transportation planners analyze information on existing and future travel patterns, problems, and needs; develop and evaluate alternative solutions to meet these needs; and develop short and long range plans and programs to implement transportation improvements. Transportation planners work for and with a variety of stakeholders including local, regional, and state governments and agencies; transportation planning, funding, and operating entities; and the private sector. Transportation planners are further engaged in a number of technical analyses, including travel forecasting; capital, operations, and maintenance costing; environmental, social, land use, and other impacts analyses; project, program, and systems performance measurement and evaluation; and financial planning.

FTA supports transportation planners and the transportation planning practice in a number of ways. FTA administers metropolitan planning (49 USC §5303) and statewide planning (49 USC §5304) grant programs to help fund the multimodal transportation planning efforts of metropolitan planning organizations and state departments of transportation. FTA formula funding (49 USC §5307) may also be used by grantees to support their planning needs. FTA also provides technical assistance on a broad range of planning topics including regional and statewide planning and programming; corridor planning for major capital

investments; environmental project reviews under the *National Environmental Policy Act* of 1969 (NEPA) and related laws; travel demand forecasting and analysis; capital costing; operations planning and costing; financial planning and analysis; land use planning; and public involvement.

In cooperation with the Federal Highway Administration, FTA provides a variety of assistance and resources on planning and environmental procedures and methods, including the joint Transportation Planning Capacity Building Program; support of the transportation planning certification review process; implementation of the conformity provisions of the *Clean Air Act* as amended in 1990; and travel demand forecasting through the Travel Model Improvement Program.

FTA planning assistance is organized within the following three areas: transportation systems planning, project planning and development, and environmental review of proposed projects.

Transit-Oriented Development & Joint Development

A recent study report (R-102, *Transit-Oriented Development in the United States: Experiences, Challenges, and Prospects*) published by the Transit Cooperative Research Project (TCRP) defines **transit-oriented development (TOD)** as compact, mixed-use development near transit facilities and high-quality walking environments. The TCRP study concludes that the typical TOD leverages transit infrastructure to promote economic development and smart growth, and to cater to shifting market demands and lifestyle preferences. TOD is about creating sustainable communities where people of all ages and incomes have transportation and housing choices, increasing location efficiency where people can walk, bike and take transit. In addition, TOD boosts transit ridership and reduce automobile congestion, providing value for both the public and private sectors, while creating a sense of community and place.

The same TCRP study defines **joint development** as a form of transit-oriented development that is often project specific, taking place on, above, or adjacent to transit agency property. It involves the common use of property for transit and non-transit purposes. Proximity to rail transit has been shown to enhance property values and can increase the opportunity for fostering community and development partnerships.

According to the TCRP study, the most common joint development arrangements are ground leases and operation-cost sharing. Most often, joint development occurs at rail stations surrounded by a mix of office, commercial,

and institutional land uses. However, examples of public-private joint ventures can be found among bus-only systems as well, normally in the form of joint intermodal transfer and commercial-retail space at central-city bus terminals.

According to the TCRP study, the potential benefits of TOD and joint development are social, environmental, and fiscal. Focusing growth around transit stations capitalizes on expensive public investments in transit by producing local and regional benefits. The most direct benefit of TOD and joint development is increased ridership and the associated revenue gains. Other primary benefits include the vitalization of neighborhoods, financial gains for joint development opportunities, increases in the supply of affordable housing, and profits to those who own land and businesses near transit stops. Secondary benefits include congestion relief, land conservation, reduced outlays for roads, and improved safety for pedestrians and cyclists.

Transit and Sustainability

Transit is uniquely positioned to provide the United States with the opportunity to support sustainability efforts, through environmental benefits and energy savings.

The Federal Transit Administration (FTA) manages $10 billion annually in federal funds to support public transportation which can have multiple environmental benefits. In addition to supporting public transportation as a whole, FTA grant, research, and technical assistance programs assist state and local governments in providing environmentally sustainable transportation solutions.

Transit's Role in Environmental Sustainability

Public transportation plays an important role in confronting environmental challenges. Public transportation can: Improve air quality , Reduce greenhouse gas emissions , Facilitate compact development, conserving land & decreasing travel demand , Save energy , Minimize impacts and Provide other benefits *(more on this later)*

Public Transportation Industry Overview:

1. Public transportation consists of a variety of services including: buses, trolleys and light rail, commuter trains, streetcars, cable cars, van pool services, paratransit services for senior citizens and people with disabilities, ferries and water taxies, and monorails and tramways.
2. There are more than 6,500 providers of public and community transportation offering Americans the opportunity and the choice to travel by means other than a car.
3. Approximately 1,500 agencies provide bus service, 5,760 provide paratransit services and 200 provide rail services as well as other modes of public transportation.
4. Public transportation is a $44 billion industry that employs more than 360,000 people.

Public Transportation Increasing Ridership:

1. In 2007, Americans took 10.3 billion trips on public transportation – the highest ridership level in 50 years.
2. 34 million times each weekday, people board public transportation.
3. Since 1995 public transportation ridership is up 32 percent.

Public Transportation Reduces Gasoline Consumption:

1. Each year, public transportation use in the U.S. saves 1.4 billion gallons of gasoline. This represents almost 4 million gallons of gasoline per day.
2. The "leverage effect" of public transportation, supporting transportation efficient land use patterns, saves 4.2 billion gallons of gasoline – more than three times the amount of gasoline refined from the oil we import from Kuwait.
3. Each year, public transportation use saves the equivalent of 34 supertankers of oil, or a supertanker leaving the Middle East every 11 days.
4. Each year, public transportation use save the equivalent of 140,769 service station tanker truck trips clogging our streets each year.
5. Public transportation use saves the equivalent of 300,000 fewer automobile fill-ups every day.
6. The typical public transit rider consumes on average one half of the oil consumed by an automobile rider.

Public Transportation Reduces Greenhouse Gases and Conserves Energy:

1. The "leverage effect" of public transportation reduces the nation's carbon emissions by 37 million metric tons annually – equivalent to the electricity used by 4.9 million households. To achieve similar reduction in carbon emissions, every household in New York City, Washington, DC, Atlanta, Denver and Los Angeles combines would have to completely stop using electricity.
2. People living in households within one-quarter mile of rail and one-tenth of a mile from a bus stop drive approximately 4,400 fewer miles annually as compared to persons in similar households with no access to public transit. This equates to an individual household reduction of 223 gallons of gasoline a year.

Public Transportation Enhances Personal Opportunities:

1. Public transportation provides personal mobility and freedom for people form every walk of life.
2. Public transportation provides access to job opportunities for million of Americans as well as a transportation option to get to work, go to school, visit friends, or go to a doctor's office.

Public Transportation Saves Money

1. The average household spends 18 cents on transportation, and 94 percent of this goes to buying, maintaining and operating cars.
2. Public transportation provides an affordable, and for many, necessary alternative to driving.
3. Americans living in areas served by public transportation save $18 billion annually in congestion costs.
4. Transit availability can reduce the need for an additional car, a yearly expense of $6,251 in a household budget.

Public Transportation Provides Economic Opportunity:

1. Every $1 invested in public transportation projects generates approximately $6 in local economic activity.
2. Every $10 million in capital investment in public transportation yields $30 million in increased business sales.
3. Every $10 million in operating investment in public transportation yields $32 million in increased business sales.
4. Real estate -- residential, commercial or business -- that is served by public transportation is valued more highly by the public than similar properties not as well served by transit.
5. Public transportation enhances local rural economic growth in many ways, increasing the local customer base for a range of services – shopping malls, restaurants, medical facilities and other transportation services.

Public Transportation Eases Traffic Congestion:

1. According to the most recent Texas Transportation Institute (TTI) report on

congestion in 2005, public transportation saved travelers 541 million hours in travel time and 340 million gallons of fuel.

2. Without public transportation, congestion costs would have been an additional $10.2 billion.
3. If public transit systems had never existed in American cities and their effects on our urban landscapes were completely erased, American households would drive 102.2 billion more miles per year.

Public Transportation Offers Increased Mobility Options:

1. Largely because of limited transportation options, more than 50 percent of all non-drivers age 65 and older – or 3.6 million Americans – stay at home on any given day partially because they lack transportation options.
2. Compared with older drivers, older non-drivers in the US make 15 percent fewer trips to the doctor, 59 percent fewer shopping trips and visits to restaurants, and 65 percent fewer trips for social, family and religious activities.
3. By 2025, an estimated 20 percent of the population -- one in five persons -- will be over age 65. Providing mobility options is critical for older Americans and for those who care for them.
4. According to a national survey of individuals age 65 or older, conducted by Harris Interactive in November 2005, more than four in five seniors believe public transportation is a better alternative to driving alone, especially at night.
5. 83 percent of older Americans agree that public transit provides easy access to the things that they need in everyday life.
6. At the 2005 White House Conference on Aging, ensuring that older Americans have transportation options to retain their mobility and independence received the third most votes of 73 issues considered, with 1,002 ballots out of a maximum of 1,200.
7. Public transportation systems provide a vital link to the more than 51 million Americans with disabilities.

Public Transportation Creates Community Benefits:

1. Public transportation foster transit orientated development that provides convenient access to public transportation and integration of transit in the community.
2. Public transportation encourages land-use programs that generate synergies and create a range of housing types, from single-family homes to apartments, to accommodate diverse incomes and family structures.
3. Public transportation revitalizes neighborhoods, increases social interaction and pedestrian activity, enhances safety, and helps create a sense of "place" that will help make a community unique and special.
4. Public transportation generates a financial return for communities and businesses as well as individual and collective savings that can be captured and invested in housing or amenities rather than transportation, parking and auto-orientated infrastructure.

Public Transportation Impacts Urban and Rural Communities:

1. Public transportation encourages economic and social activities and helps create strong neighborhood centers that are economically stable, safe and productive.
2. Approximately 12 percent of public transportation users are en route to schools. Educators and concerned parents rely on expanded public transportation services.
3. Public transportation offers mobility for residents of rural America, particularly for those without cars. From 2002 through 2005, ridership for small urban and rural public transportation systems jumped nearly 20 percent.
4. Two-thirds of rural Americans -- 60 million people -- are almost wholly unserved by public transportation. They live in counties that have either no service or so little service that they can only be characterized as isolated.

Public Transportation Improves Air Quality:

1. Public transportation reduces pollution and helps promote cleaner air.
2. Public transportation produces 95 percent less carbon monoxide (CO), 90 percent less in volatile organic compounds (VOCs), and about half as much carbon dioxide (CO2) and nitrogen oxide (NOx), per passenger mile, as private vehicles. Energy-related carbon dioxide emissions represent 82 percent of total US human-made greenhouse emissions.
3. By reducing smog-producing pollutants, greenhouse gases and by conserving ecologically sensitive lands and open spaces -- public transportation is helping to meet national air quality standards.

Public Transportation Fosters Healthy Lifestyles:

1. Public transportation fosters a more active lifestyle, encouraging more people to walk, bike and jog to transit stops. An analysis of 2001 National Household Travel Survey data for transit users finds that walking to and from transit helps inactive persons attain a significant portion of the recommended minimum daily exercise they need.
2. Transportation is an integral part of health or social services programs. Operators of these programs rely on public transit to reach the intended target groups, and to assure access and opportunity for all Americans.

Public Transportation Provides Safety and Security:

1. In major evacuations of urban areas, only public transportation has the capacity to move millions of people quickly and to give critical support to first responders by delivering emergency equipment and transporting emergency response personnel. The 9/11 response illustrates public transit's vital role.
2. When Americans face natural or man-made disasters, America's public transportation systems provide comfort, safety, security and rescue.

STATEMENT OF NATIONAL PURPOSE
A Vision for Public Transportation
Prepared by the
American Public Transportation Association (APTA)
(The Kansas Public Transit Association is a member of APTA)

We live in an age disturbed, confused, bewildered, afraid of its own forces, in search not merely of its road but even of its direction. There are many voices of counsel, but few voices of vision . .
Woodrow Wilson, Princeton University, 1907

APTA's vision is that America will lead the world in supporting and sustaining a pre-eminent transportation system. To that end, the federal government must continue to play its key investment role in our nation's transportation infrastructure – as it has done when needed since the early days of the nation.

APTA's TransitVision 2050 initiative foresees current trends leading to an extensive multimodal transportation system. Over time, integration of transportation policy with energy and environmental policy has caused transportation decisions to become more focused on outcomes such as sustainability, quality of life, and long-term economic health and competitiveness.

On the national level, public transportation supports America's goals and policies, including spurring economic activity, enhancing competitiveness in the global marketplace, reducing dependence on foreign oil, reducing climate-changing greenhouse gases, and providing critical responses in emergencies. On an individual level, public transportation saves money, reduces the carbon footprint of households, and provides people with choices, freedom, and opportunities.

Authorization of federal surface transportation programs should be directed by two overarching issues, the federal role and purpose in transportation and a vision that can direct transportation policy for the coming decades. For its part, public transportation needs to be viewed and understood based on its contribution to meeting these stated national goals. For the federal purpose we need look no further than our Constitution. Among its fundamental duties the federal government is directed to promote both commerce and the common good of its residents. These same two purposes are the core functions of our surface transportation system.

CHOICE, FREEDOM, MOBILITY OPTIONS AND INDEPENDENCE

Americans make their travel choices on the basis of smart and logical decision-making. In places where accessible, high quality public transportation services exist, a high percentage of the traveling public uses the service. When it doesn't, they don't.. In 2007, people took more than 10 billion trips on public transportation, the highest ridership level in 50 years. Much of this growth is attributable to the transportation infrastructure investments provided in the three most recent federal surface transportation bills, ISTEA (1991), TEA 21 (1998), and SAFETEA-LU (2005).

But many Americans do not have adequate transportation choices. A recent survey conducted by the U.S. Department of Housing and Urban Development and the U.S. Census Bureau, found that only 54 percent of American households have access to public transportation of any kind.

While America continues to boast the world's best overall transportation system, the system is showing signs of severe stress, so making investments in our nation's physical infrastructure will be critical to our ability to sustain strong economic growth in future years.

To ensure that Americans have the public transportation choices they want – and need – and to ensure that they can access the range of educational, vocational, social, and recreational opportunities awaiting them, a national transportation policy for the future must recognize several irrefutable facts. Public transportation benefits everyone- both riders and non riders.

Public transportation is an essential partner in our national strategy for energy independence and climate change. New research calculates that current levels of public transportation service reduce petroleum consumption directly and indirectly by 4.2 billion gallons of gasoline each year. This is the equivalent of 900,000 automobile fill-ups each day. Currently, there are more than 6,400 providers of public and community transportation offering Americans freedom, opportunity, and the choice to travel by means other than a car, but most only offer minimal service.

Public transportation contributes to the growth of a strong economy. It is estimated that every $10 million in capital investment in public transportation yields $30 million in increased business sales, and that every $10 million in operating investment in public transportation yields $32 million in increased business sales. Further, every $1 taxpayers invest in public transportation generates $6 in economic returns.

Public transportation dramatically reduces traffic congestion. Simply put, congestion results in lost time and wasted fuel. According to a 2007 Texas Transportation Institute report, congestion costs America $78 billion in lost time and productivity. Public transportation saved 541 million hours in travel time and 340 million gallons of fuel. Without public transportation, congestion costs would have been an additional $10.2 billion.

Public transportation should be part of our central strategy for ensuring clean air and the health of our residents. Reduced air pollutants and improved personal health and fitness are core American goals – and public transportation provides key contributions to making these goals a reality. A new APTA study prepared by Science Applications International Corporation (SAIC) found, for example, that it takes just one commuter switching from daily driving to using public transportation to reduce the household carbon footprint by 10 percent. If that household driver gives up the second car and switches to public transportation for all solo travel, the household can reduce its carbon emissions up to 30 percent, which is a greater reduction than if the household gave up use of all electricity.

Public transportation delivers essential health and human services to people from all walks of life. Public transportation helps older Americans and persons with disabilities improve mobility, plus it provides lifelines to public transportation-dependent persons in urban, suburban, and rural areas. In many areas there is a need for more service. African-Americans, Latinos, Asian-Americans, and households with no cars are more heavily affected by inadequate transportation options than other groups. Public transportation service is available to only 54 percent of American households.

Public transportation provides mobility for our aging society. Over the next two decades, America's baby boomers will reach retirement age, with the U.S. Census Bureau projecting the number of Americans age 65 or older to double to more than 70 million by 2030. In a 2005 White House Conference on Aging, mobility for older Americans was ranked the third most important issue on a 73-item list – ahead of Medicare reform. While the dimensions of this shift

have been widely discussed, America remains ill-prepared to address the mobility needs of older Americans.

More than 50 percent of non-drivers age 65 and older stay home on any given day partially because they lack public transportation options. Older non-drivers have a decreased ability to participate in the community and the economy, making 15 percent fewer trips to the doctor, 59 percent fewer shopping trips and restaurant visits, and 65 percent fewer trips for social, family and religious activities. Public transportation can enable individuals to age in place, thus allowing them the prolonged fulfillment and satisfaction of living in their own homes while at the same time requiring only one-fourth as many resources than if they were living in an institution.

Public transportation investments are critical to America's homeland security and civil defense. The interstate highway system was begun by President Eisenhower in 1956 in part as a national defense program. Today, public transportation systems often provide an important way to avoid or flee from potentially catastrophic events. Public transportation regularly provides critical support to first responders by delivering emergency equipment and supplies, ferrying emergency response personnel, and controlling access to and from disaster sites. A prime example of this occurred on September 11, 2001, when public transportation in New York City, New Jersey, and Washington, D.C. helped evacuate residents to safety.

Public transportation promotes sustainability. Public transportation promotes the practices and principles of livable communities and sustainable development. As our urban areas continue to grow it is important to realize that public transportation acts as a catalyst for promoting compact, connected and mixed-use development. These things make the provision of all transportation, and public services and facilities more efficient and effective while simultaneously helping achieve energy and environmental goals. At the household level use of public transportation is one of the most significant things individuals can do to reduce their own carbon footprint.

AMERICA'S TRANSPORTATION FUTURE

America's population is growing at an unprecedented rate. A 2006 cover story in USA Today that asks: "Where will everybody live?" noted that the U.S. added 100 million people in the past 39 years, and by 2040, will add another 100 million, producing a population total of over 400 million.

If we Americans are to have true transportation choices that accommodate this extraordinary growth we must design a long term investment and policy strategy to provide transportation choices. APTA's vision? Nothing less than this:

"In 2050 America's energy efficient, multi-modal, environmentally sustainable transportation system powers the greatest nation on earth."

To achieve this goal, partnerships are critical. In conjunction with revenues from passenger fares, public transportation programs are funded by federal, state and local governments, partnerships that have successfully helped expand public transportation and make a positive difference throughout the country.

Public policy needs to fully recognize the benefits of public transportation – so that all Americans can have the access, mobility, and quality of life public transportation provides in the years ahead.

As we have seen, among its many benefits, public transportation:

- Reduces our dependence on insecure and expensive foreign oil – public transportation use saves the equivalent of 900,000 automobile fill-ups each day.

- Improves public health and helps the environment – public transportation fosters a more active lifestyle, encouraging more people to walk, bike, and jog to public transportation stops.
- Promotes affordable travel – a two-adult household that gives up 1 car to utilize public transportation saves $9,596.
- Improves safety – using public transportation is 25 times safer than travelling by car.

INVESTMENT STRATEGIES

America must expand the number of communities with light rail and streetcar service, commuter rail, bus rapid transit, fixed route bus service, and paratransit services. We can improve the quality of rail systems struggling with system delay due to aging infrastructure and heavy passenger loads, and we can enhance the quality of bus systems in numerous communities. We can ensure that people in rural communities receive public transportation service, service that often serves as a lifeline for those without access to an automobile. In both rural and metropolitan areas, mobility services come in a variety of forms, and the full array of travel options must be known and understood by the public. In short, we can – and we must – provide the public with a quality system that provides real choices. For example, in the Portland, Oregon metropolitan area, officials invested in changes that made high-quality public transportation options widely available. As a result, Portlanders' per capita use of public transportation today is over 50% higher since the investments began 25 years ago. When the federal government invests in public transportation funding it receives a 6-fold return on its investment, in both public and private benefits.

CONCLUSION

Experience has shown that investing in our nation's transportation infrastructure is vital to maintaining our mobility, our quality of life, and our economic competitiveness. Future generations will salute our foresight in discussing, planning, and investing in public transportation just as we benefitted from investments made by earlier generations. The decisions we make about our transportation system must of necessity be bold and forward thinking, very much like those 50 years ago that led to the national interstate system.

The American Public Transportation Association therefore strongly promotes these overarching ideas:

- By 2015, high capacity, high quality, energy efficient, environmentally responsible public transportation systems should be in place in every metropolitan region in America, and a choice of travel options should be available for all Americans in all areas.

- Investment in public transportation should provide the capacity and availability to enable public transportation ridership to more than double in the next 20 years to over 20 billion trips annually and to reach at least 50 billion by 2050.

- Public transportation should be an integral element of any national strategy to promote energy independence, improve air quality, address climate change, and provide mobility choices. The public transportation industry should lead the world in the use of green, sustainable technologies.

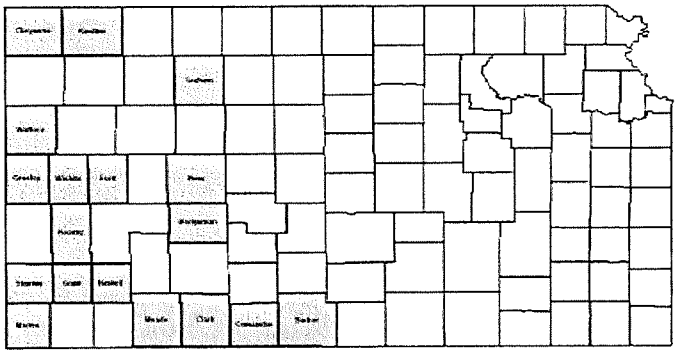
- Public transportation should continue its role as a strong national defense partner in providing for our homeland security through providing emergency mobility options and a means of reducing our dependence on foreign oil and the consequent money

As we look to the future, to a strong, healthy, prosperous America, we see that vital, capable, comprehensive public transportation systems are – and must remain – an integral part of our country's mobility strategy. Such systems contribute to an enhanced quality of American life – from conservation of energy and resources, to improved air quality and health, to critical support during emergencies and disasters, to helping address the climate crisis. The TransitVision 2050 initiative sees each federal surface transportation bill as a step toward a new, long-term direction. Future generations will feel indebted that the new direction launched in 2009 crafted a blueprint for a better, stronger nation. *Public transportation is on the move in the 21st century. More and more people each day move with it, discovering the many diverse benefits of traveling on the nation's public buses, trains, subways, trolleys, ferries, and vans.*

Kansas Transit Facts:

- Network of 182 transit providers
- Approximately 10,000,000 rides annually
- 980 Passenger Vehicles
- Employs 1,500 Kansans

NO public transit funded by KDOT in these counties:



2007 Transit Funding (source: KDOT)

(millions)	Federal	Local	Fare box	State
Urban	$8.9	$14.2	$4.8	$3.5
Rural	3.9	$4.7	$1.1	1.5
Specialized	1.1	-	-	1.0
TOTAL	**$13.9**	**$18.9**	**$5.9**	**$6.0**
% of Total	**31%**	**42%**	**13%**	**13%**

For additional information on public transit and links to other transit related websites go to:
www.kstransit.org

Kansans discuss growing need for public transportation

As Kansans envision the shape and scope of their future transportation system, one of the key issues is how to accommodate the state's growing need for public transit.

Transportation experts, government officials, employers and consumers in every part of the state say more bus and van service is needed to take Kansans to jobs, medical appointments and the other destinations of their lives.

Kansans who stand to benefit from public transit include low-income persons, people with disabilities, senior citizens who can no longer drive safely and people who simply want to take the bus to save on gasoline and help the environment.

Public transit provides a lifeline to Kansans who must travel long distances to receive cancer treatments or dialysis treatments.

Others need public transit to lead a dignified, independent life.

In addition, many Kansas business owners say a dearth of public transit makes it tough for employees to come to work - a shortfall that poses a potential threat to economic development.

T-LINK TASK FORCE INVOLVEMENT

All of these concerns drew attention when members of the Transportation-Leveraging Investments in Kansas (T-LINK) task force held a series of local consultation meetings around the state recently to gather citizen input. The task force has been assigned by Gov. Kathleen Sebelius to develop recommendations for a new strategic transportation approach as the state's 10-year transportation program comes to an end.

"Mobility for all aspects of daily life is critical to economic development, to meeting social needs, and is important to the health of the state," said T-LINK member Pat Weaver, executive director of the Kansas University Transportation Center. "The amount of transit service in the state is inadequate to meet the needs that exist, in both rural and urban communities."

GROWTH IN SERVICE AND USAGE, BUT WHAT ABOUT FUNDING?

Transit service in some areas has been growing to meet the need. The K-10 Connector transit route between Johnson County and Lawrence serves the needs of numerous students and professionals who ride the route, which recently was reported to be running at 84 percent capacity.

Garden City launched fixed-route service in September 2007 and provided more than 30,000 trips this year through September. "There's been a huge demand for public transportation in our community," said Bonnie Burgardt, Transportation Director of Finney County Transit. "We have a Tyson Meat plant nearby. They recruit immigrants, and many of them don't have cars or they only have one vehicle."

The transit program in the Unified Government of Wyandotte County/Kansas City, Ks. recently expanded to include Sunday service. Demand for public transit is expected to jump there next year, when the Hard Rock Casino and the Schlitterbahn Water Park are expected to bring 6,000 new jobs.

"Transit is more important than ever in Wyandotte County," Marcia Bernard, transit manager of the Unified Government, said at the Sept. 22 T-LINK meeting in Olathe. "We already have standing room only on many of our routes. We need increased funding."

Of the $44.7 million allocated for transit funding in Kansas last year, 42 percent came from local governments, 13 percent from the state, 31 percent from the federal government and 13 percent from rider fares.

State support for public transit has not kept pace as demand has grown. For example, ridership on Topeka's public transit system has risen by 51.2 percent since 2000, to 1.85 million rides in the fiscal year that ended June 30, according to the Topeka Metropolitan Transit Authority.

During the same period, the amount of money provided by KDOT to Topeka Transit has not grown beyond an annual outlay of about $460,000 a year, out of a total budget of $9.1 million, according to the Transit Authority.

"I am very optimistic that KDOT will update the formula to be fair, based on the ridership and growth that each system is experiencing," said Janlyn Nesbett-Tucker, chief executive officer of the Topeka Metropolitan Transit Authority.

Nesbett-Tucker added that Topeka would love to participate in a transit connector service with Lawrence, along the lines of the K-10 Connector between Lawrence and Johnson County. "I have people call me every day, asking if there is any possibility of an inter-county connector (between Topeka and Lawrence)," she said.

But amid the growth in transit services in some parts of the state, 12 counties in western Kansas have no transit service that receives any funding from KDOT.

"When you have no service, it's hard to know what demand is," said R.E. "Tuck" Duncan, executive director of the Kansas Public Transit Association. "When you put in service, there's typically twice as much demand as the service you put in there. We know we have a lot of unfulfilled need."

ON THE BALLOT

In this breakout presidential election year, one of the hottest ballot issues in Lawrence is a 0.2 percent sales tax to fund operations and capital investment for the Lawrence Transit System, known as "the T," and a .05 percent sales tax for route enhancements and vehicle and facility improvements.

The vote is coming amid higher transit operating costs, especially for fuel, that have outpaced growth in local property tax revenue in Lawrence.

What's riding for Lawrence on the sales tax questions? "Very simply, whether or not we continue to have public transit," said David Smith, an organizer with the "Campaign to Save the T."

Smith said the T provides an average 1,420 rides a day, including paratransit rides for persons who have disabilities. "Some people feel that's a low number, some people feel it's a high number," he said. "I feel the buses are half full, not half empty."

Besides not obtaining the proposed sales tax revenues, defeat of the tax proposals will mean that Lawrence will lose $1.8 million in state and federal funds for annual operating expenses and more than $1.9 million in federal funds for bus replacement.

But the potential impact of losing the T can be seen more clearly when one considers who uses it the most. According to a Lawrence Transit System 2007 survey, 70 percent of the people riding the T earn less than $25,000 a year, 78 percent do not own vehicles and 45 percent are nonwhite.

"It's quite a few seniors, quite a few students, many people going to and from work," Smith said. "People may think they don't need public transit, but anyone could suffer a vision problem or a lower back injury or leg problem that could make it difficult to drive. Then they face the question of how to get to work or to the doctor."

Casey Toomay, Lawrence interim transit administrator, said the city receives about $251,000 a year from KDOT for the transit system, or about 12 percent of the total transit budget

"Additional state resources would help us continue to provide transit services to our community," Toomay said. "It would alleviate some of the burden on local taxpayers and would free up resources to spend on other services needed in the community."

SEEKING REGIONAL SOLUTONS, TAX CREDITS

In Coffeyville, this is the time of year when the Amazon.com distribution plant starts gearing up for the holiday rush. The seasonal expansion will boost employment at the plant from about 800 to 2,000.

That's a wonderful thing for a region that has lost several large employers recently. The problem is that many workers - and potential workers - live a long way from the Amazon plant.

"We have many people in our area who can't afford a car or there's only one car per family," said Tammy Dickson, a recruiting manager for Staff Management who works with the Amazon plant. "They need public transit to get to work."

Dickson said she will testify in Topeka next month before the House-Senate Joint Economic Development Committee about the need for a regional transportation system in southeast Kansas.

"It doesn't make sense to just have each town set up its own bus system," Dickson said. "Since we are a rural community, we need a rural bus system."

Dickson also will ask that for-profit bus companies receive fuel tax credits if they take employees to and from work in areas that suffer from a transportation shortage.

"I want the state to help make this cost effective for the bus company, and make it cost effective for the person to ride the bus," she said.

Sen. Dwayne Umbarger of Thayer said recent job losses in Southeast Kansas magnify the importance of transit service to connect workers to the jobs that are available.

Umbarger added that many rural dwellers have to travel farther to get to work and make less money than their urban counterparts. As a result, rising fuel costs make transit options crucial for rural workers, he said.

Umbarger said regional transit systems and transit fuel tax credits are options that should be considered.

"It's hard for bus companies to pass their costs on to their riders, who are already on a fixed income and are already challenged to pay utility bills at home," he said.

Indeed, KDOT calculates that fares amount to only 13 percent of transit funding in Kansas, and transit experts say raising fares poses the danger of reducing ridership.

TRANSIT MAKES THE DIFFERENCE

At the local consult meetings around the state, T-LINK members were told repeatedly that more transit service is needed for persons with medical needs and those with disabilities, whether they live in big cities or rural towns.

"When we are providing specialized transportation to citizens who are disabled, we are giving them the ability to be taxpayers instead of tax consumers," said Paul Faber, board chairman of the Kansas Public Transit Association and executive vice president of the Heartspring School in Wichita. "That's critical to their self esteem. Those individuals can now get out in the community, attend social functions, go to work, do their shopping. Without transportation, they're stuck at home and cannot get around."

"When we are providing specialized transportation to citizens who are disabled, we are giving them the ability to be taxpayers instead of tax consumers."

Burgardt, with Finney County Transit, told task force members who met in Ulysses on Sept. 11 that there is a great need for transit to take people to regional cancer and dialysis centers. She said the previous week she had heard from two disabled veterans who said they were unable to get to veterans medical centers that were located three hours from where they lived.

Ron Straight, transportation manager of Developmental Services of Northwest Kansas in Hays, told task force members who met there on Sept. 12 that transit services need more money from the federal government, KDOT and local governments.

MORE FUNDING, MORE EFFICIENCY

KDOT has presented to T-LINK members for their consideration a range of possible state funding scenarios for transit, from the current $6 million a year to about $24.3 million a year. Under a "medium-range" scenario, state funding would be increased to $15.9 million a year. The total would consist of $8.3 million for urban transit, $4.4 million for rural/specialized transit, $1.2 million for commuter transit and $2 million to create a suggested new business model known as mobility management districts.

The mobility management districts would be designed to increase efficiency. The business model calls for KDOT to directly fund one mobility manager position. That manager would be required to provide a specific level of service and could subcontract with other transit providers. The lead agency would use "one-call" dispatching to promote cooperation among multiple providers.

Burgardt said she liked the mobility management district concept. "That's kind of like what we're looking at now," she said. "The advantage would be better use of buses. When there is a dispatch center open from 5 in the morning until 8 at night, people have more of an opportunity to call and schedule a ride."

THE CHAMBER
Greater Kansas City Chamber of Commerce

Testimony to Senate Transportation Committee on SB498 or SB515
Robert Vancrum, Government Affairs Consultant
The Greater Kansas City Chamber of Commerce

March 11, 2010

Chairman Umbarger and Other Honorable Senators:

On behalf of the Greater Kansas City Chamber of Commerce, we rise today in support of the new comprehensive transportation plan called "Transportation Works for Kansas". We believe short and long term economic development, growth and prosperity make it essential to support both the plan and a way to fund it.

This was not a position taken lightly by the Chamber committees that worked last fall developing our public policy agenda, and finally approved by our Board. We believe that highways, freeways and public transit are essential components of 21st century growth and that an effective, well-maintained highway system is one of the top things businesses look for in determining where they want to locate or grow.

Nearly 2,600 of the businesses represented by the Greater Kansas City Chamber of Commerce own businesses in Kansas. These employers tell us that quality roads and highways are one of the factors that drew them to greater Kansas City and that keep them in Kansas. Regretfully, we have seen the impact that poor highway maintenance has on economic development while Missouri for many years neglected its highways, roads and bridges. We fear that without a new progressive transportation plan in Kansas, our outstanding infrastructure will quickly deteriorate. As our state grapples with revenue shortfalls, increased unemployment and the economic downturn, we believe it is imperative to create opportunity and necessary infrastructure for businesses to launch, grow, and develop. A new transportation plan and funding system is vital to this growth we want to nurture in Kansas.

Projects such as the development of the K-7 Corridor from Leavenworth to Olathe, reconstruction of I-435 between Nall and Quivira, and improvements to US-69 throughout Johnson County are critical to business development and job creation in our region.

As a native Kansan with roots in the Flint Hills, I have always been proud of our state's transportation system and the choices that Kansans have made to sacrifice in order to keep them first rate.

Thank you for the opportunity to speak in support of these two bills. At this time, The Greater Kansas City Chamber of Commerce has not taken a position favoring one bill over the other. We believe the key function in both bills is the adoption of a flexible, multi-modal transportation program aligned with the state's economic priorities. We appreciate the opportunity to speak on behalf of the new comprehensive transportation plan and would be happy to answer questions at such time as you direct.

Senate Transportation
3-12-10
Attachment 3