



February 7th, 2024

The Honorable Mike Peterson  
Senate Committee on Transportation  
Kansas State Legislature Senate  
State Capitol, Room 546-S  
Topeka, KS 66612

Re: **SB 349**--Establishing an intercity passenger rail service program and making transfers annually into the passenger rail service revolving fund.

Dear Senator Peterson,

The Sheet Metal Air Rail and Transportation Workers (SMART) is a proponent of SB349.

SMART represents over six thousand active and retired members in Kansas. Our members work in all areas of transportation in the state, from railroad conductors, engineers, and various railroad positions. Our office is the transportation infrastructure throughout Kansas. We move our nation's freight safely and professionally.

A new rail passenger corridor from Kansas City - Wichita - Oklahoma City - Fort Worth will dramatically improve our state's long-term competitiveness. Investments in passenger rail create construction and operating jobs and strengthens our regional economy. Trains consume less energy per passenger than cars and planes, reducing pollution and our reliance on foreign oil.

Feasibility studies have concluded that a 1-mile stretch of new rail line costs approximately \$2 million to construct, while the same 1-mile stretch of highway can cost nearly 20 times as much. This is an affordable investment in Kansas' future. My written testimony includes an Amtrak 2023 Fact and Figure sheet for Kansas.

Now is the time for Kansas to act. The federal government has just committed to investing billions to improve our nation's passenger rail system. Kansas needs to commit to compete for these federal dollars.

Importantly, the vast majority of these vital investments will stay close to home, where citizens can see the energy, environmental, and job benefits of rail service. I look forward to our continued strong working relationship.





I cannot say enough about the excitement growing in the state in anticipation of passenger rail once again becoming an integral part of our nation's surface transportation system.

Please Support SB349.

Thank you for your consideration.

A handwritten signature in blue ink, which appears to read "Ty E. Drago". The signature is fluid and cursive, with a long horizontal stroke at the end.

Sincerely,

Ty Drago  
SMART-TD  
Kansas Legislative Board  
Director & Chairman





## Amtrak Fact Sheet Fiscal Year 2022 State of Kansas

### Amtrak Service & Ridership

At the end of FY 2022, Amtrak operated two trains per day in Kansas, as part of the following routes:

- **Long Distance**  
**Southwest Chief** (daily Los Angeles-Flagstaff-Albuquerque-Topeka-Chicago)

### Stations Served

During FY 2022, Amtrak trains served the following locations in Kansas.

City (Code)	Ridership
Dodge City (DDG)	3,519
Garden City (GCK)	4,945
Hutchinson (HUT)	2,637
Lawrence (LRC)	5,331
Newton (NEW)	10,978
Topeka (TOP)	5,576
<b>Total Kansas Station Usage:</b>	<b>32,986</b>

Amtrak maintains the Great American Stations website (<https://www.greatamericanstations.com/>), which includes detailed profiles of every Amtrak station. Information available includes a brief history of each station, a review of what organization or organizations are responsible for the various portions of each facility, a list of routes serving each station, contact information for the appropriate Amtrak representative for that station, and relevant local community links.

### Host Railroads & On Time Performance

Amtrak relies heavily on the cooperation of other railroads to operate routes using tracks that Amtrak does not own or control. Host railroads are statutorily required to provide Amtrak trains “preference” over freight transportation. However, on time performance on most host railroads is poor and continues to decline largely due to hosts ignoring their statutory responsibilities.

Listed below are the Amtrak services that operate in Kansas with each service’s host railroads and customer on-time performance (OTP) in FY 2022:

Service	Host Railroad (s)	FY22 OTP
<i>Southwest Chief</i>	BNSF, New Mexico DOT	28%

Customer OTP measures what proportion of customers arrive at their destination on time. For *Acela* trains, the margin is within ten minutes of the schedule and the margin is 15 minutes for all other trains. Thus, if a train is 16 minutes late to its final stop, and all its riders are headed for that stop, then even if the train is on time at every intermediate stop, customer OTP would be 0%, reflecting the passengers’ experience.



### Amtrak Guest Rewards

At the end of FY 2022, there were approximately 14.4 million members of Amtrak Guest Rewards (AGR), with 53,932 members listing an address in Kansas. For more information about AGR, please see: <https://www.amtrak.com/guestrewards/home>

### Procurement

In FY 2022, Amtrak procured goods and services worth \$2.85 billion, and 99.0% of that figure was sourced from firms headquartered domestically. In Kansas, Amtrak spent \$46,360,679, broken down in the following locations:

City	Amount (\$)
Lawrence	233,116
Leawood	210,801
Lenexa	716,124
Overland Park	720,656
Wichita	44,135,086

### Employment & Wages

At the end of FY 2022, Amtrak employed 18,689 people, including 17 Kansas residents. Total FY 2022 wages were \$1.92 billion, of which Kansas residents earned \$1,920,396.

### Additional Information

#### Expansion Planning

Several years ago, the Kansas Department of Transportation (KDOT) requested Amtrak study options for the return of passenger rail service along a route between Kansas City and Oklahoma City, via Newton and Wichita. The Feasibility Report of Proposed Amtrak Service provided an analysis of potential service scenarios, schedules, ridership, and revenue estimates, required state operating contribution, and capital requirements, to establish new service. Kansas has begun a more detailed analysis, initiating its own Service Development Plan to refine financial and operating scenarios for implementation. Amtrak continues active dialogue with the Kansas DOT, Governor's office, and state legislature on the benefits of passenger rail.

In June 2017, Amtrak, BNSF Railway, policy makers, and other stakeholders conducted an inspection trip from Oklahoma City to Newton. This well publicized trip generated significant public excitement and demonstrated public enthusiasm for the return of passenger rail service along the route between Kansas, Oklahoma, and Texas.

Amtrak contracts with Village Tours LLC to operate dedicated connecting motor coach service between existing stations at Oklahoma City and Newton. The service, marketed under the Amtrak Thruway brand, bridges the gap that would be filled by the proposed route expansion, and helps build demand in support of the expansion.

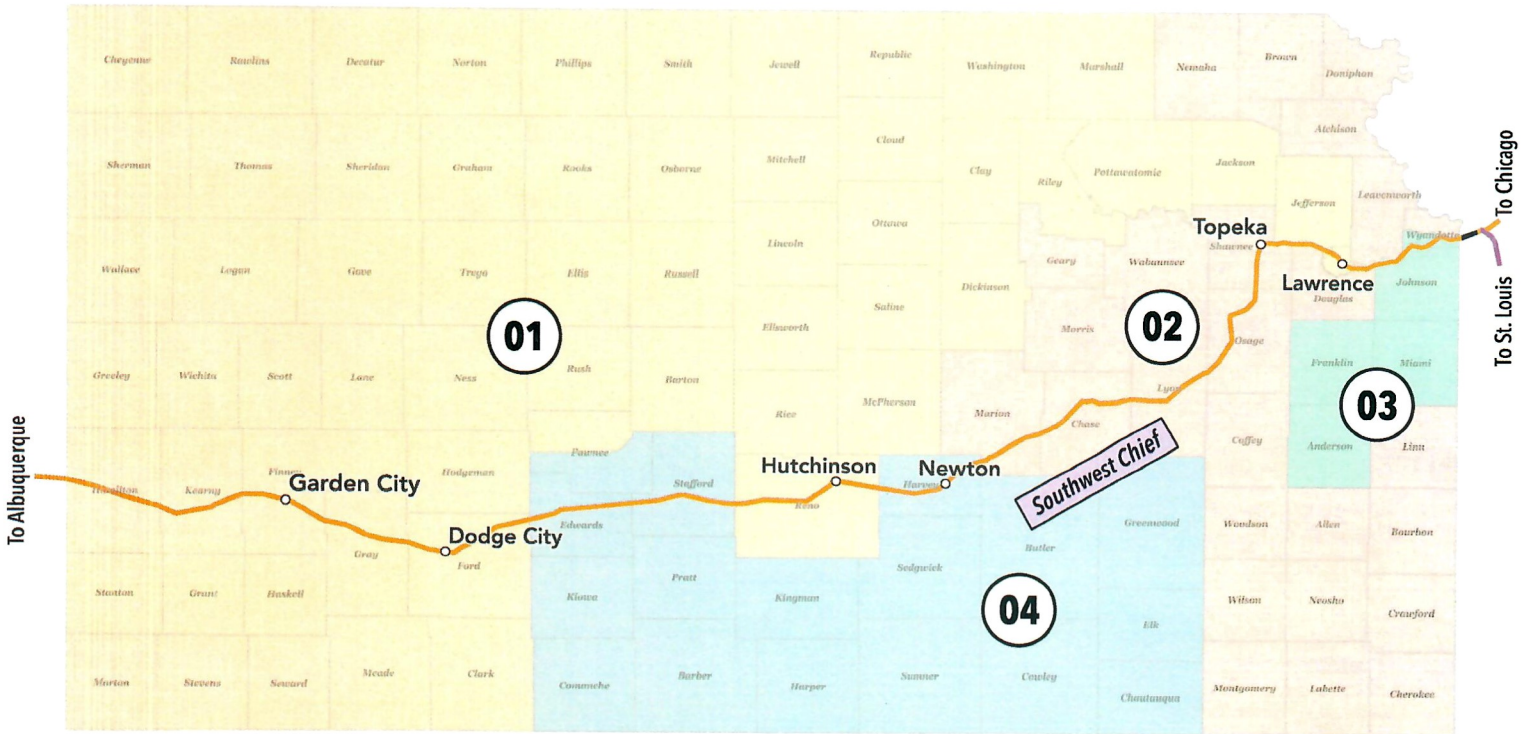
**Station Improvements**

The Americans with Disabilities Act of 1990 (ADA) requires that stations in the intercity rail transportation system be made readily accessible to and usable by individuals with disabilities. In response, Amtrak developed an ADA Stations Program to bring the stations it serves (and for which it has ADA responsibility) into compliance with ADA requirements and to provide the best possible service to passengers with disabilities in the shortest timeframe and most integrated and efficient way possible.

**Dodge City and Hutchinson:** Amtrak completed platform lighting signage and parking improvements to bring the facility into compliance with ADA.

**Topeka:** Amtrak completed doorway, restroom, and lighting improvements for ADA compliance.

# AMTRAK ROUTES IN KANSAS



Track Ownership			
	Amtrak		CSX
	BNSF		NS
	CN		UP
	CPKC		Other

Congressional District

Route Name