



# State of Kansas

## *Kansas State Rail Plan Proposal*



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# Plan Purpose

- **Increase the effectiveness of the rail program**
- **Broaden understanding of rail issues for all stakeholders**
- **Provide a framework to implement rail initiatives in Kansas**
- **Support KDOT in TIGER/other funding**
- **Construct a tool to measure rail benefits**
- **Fulfill new Federal requirements for state rail plans**



# Key Issues

- Economic Development
- Security & Safety
- Passenger Rail
- Short Line Railroads
- Class I Railroads



# Economic Development

- Ideal multimodal logistics, central location, excellent highway & rail access, and developable land
- Energy and manufacturing opportunities
- Desire to expand eligibility for state rail assistance funds
- Maintain and improve Kansas' competitive position

***Rail plan must drive economic development***



# Security & Safety

- Rail-highway conflicts
  - ‘2000’ crossing selection criteria
  - Grade separations
- Move highway freight to rail
  - Safety
  - Environment
  - Energy
- Rail corridor safety projects
  - Freight/passenger coexistence
- Community quality of life
  - Hazmat protections
  - NIMBY



# Passenger Rail

- Passenger rail expansion
  - Amtrak
    - Southwest Chief - only existing service
    - Heartland Flyer expansion
  - Commuter rail requirements
- Passenger rail enhancements
  - Station improvements
  - Intermodal access improvement
- Policies and funding
  - Kansas legislative support
  - Passenger rail investment & improvement act



# Short Line Railroads

- Key to Kansas freight growth
  - 41 percent of Kansas rail miles
  - Class I railroads' dependent on short lines
  - Short lines provide cost effective service to new freight customers
  - Supports agriculture industry
- Enhanced service
  - Infrastructure upgrades: 286K/315K lb rail cars
  - Support innovative logistics - containerized grain
- Funding criteria evaluation

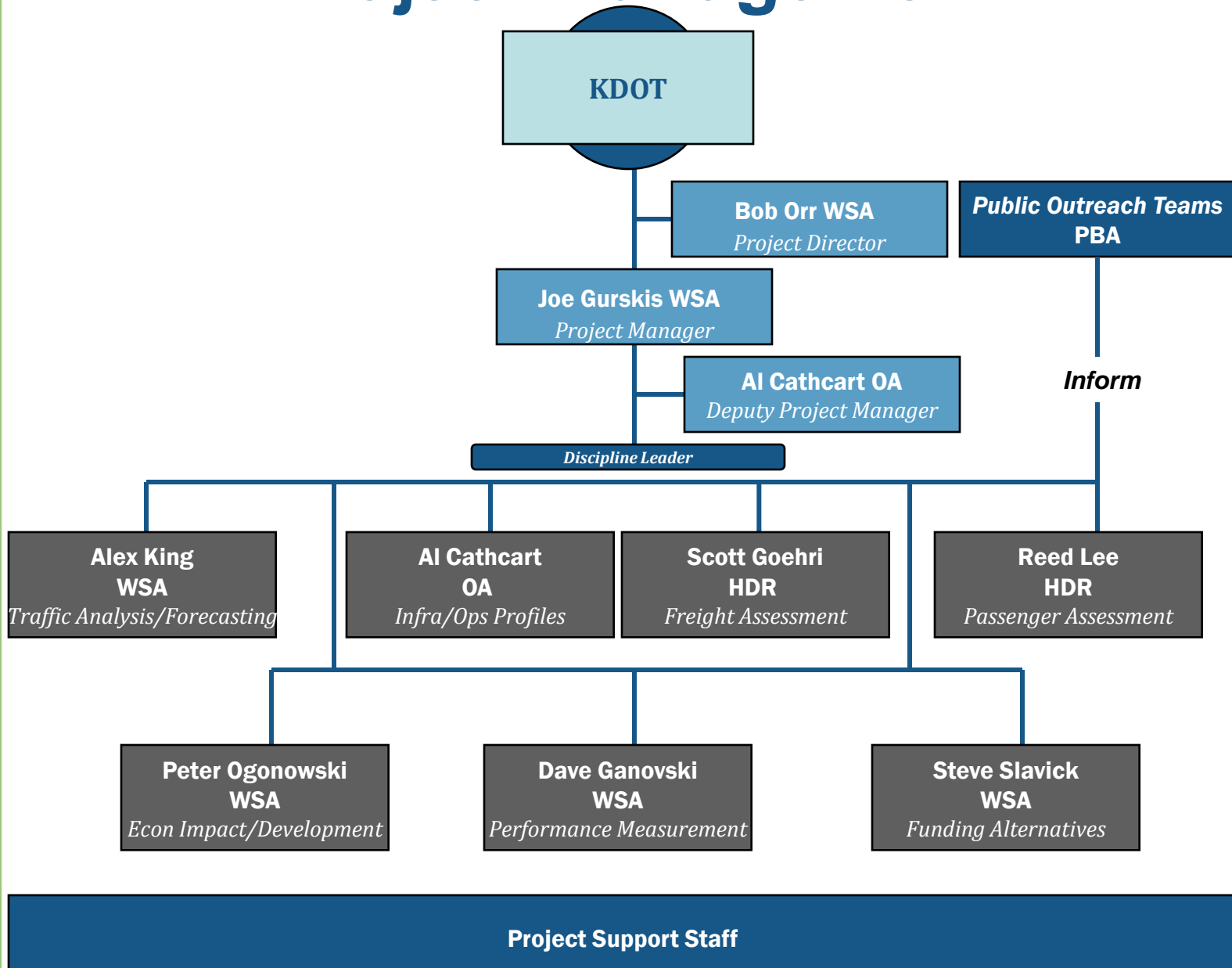


# Class I Railroads

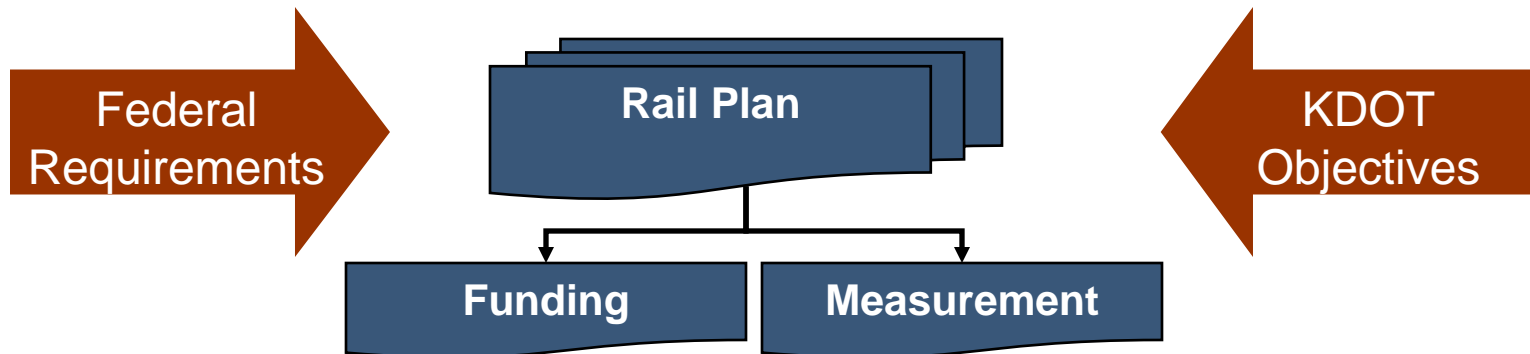
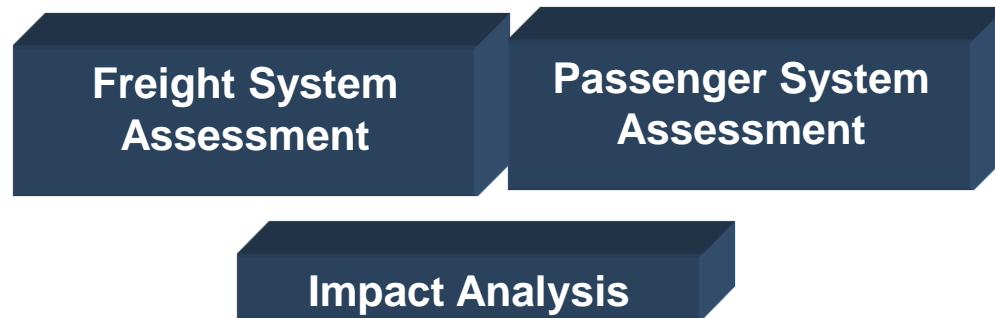
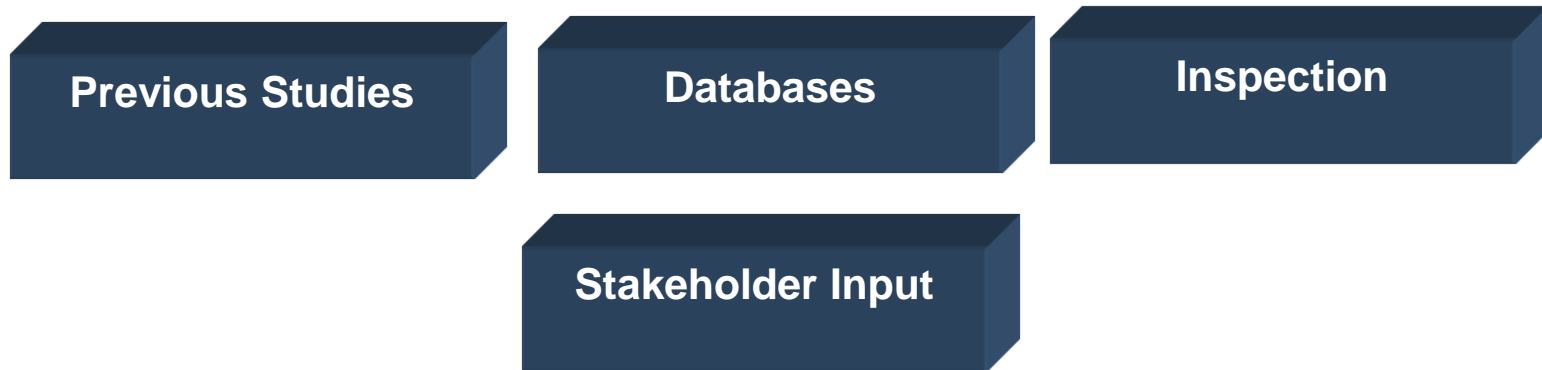
- Congestion and capacity limitations
  - Fly-overs
- Potential traffic & corridor routing alternatives
- Logistics center expansions
  - Kansas City - #3 in warehousing growth nationwide
  - BNSF Kansas City logistic park facility
- Encourage/support Class I industrial development initiatives



# Project Management



# Plan Development Process



# Outreach

Information Gathering → Stakeholder Interviews

Information Vetting  
Validation → Focus Groups –  
Timeliness Stakeholder Reviews

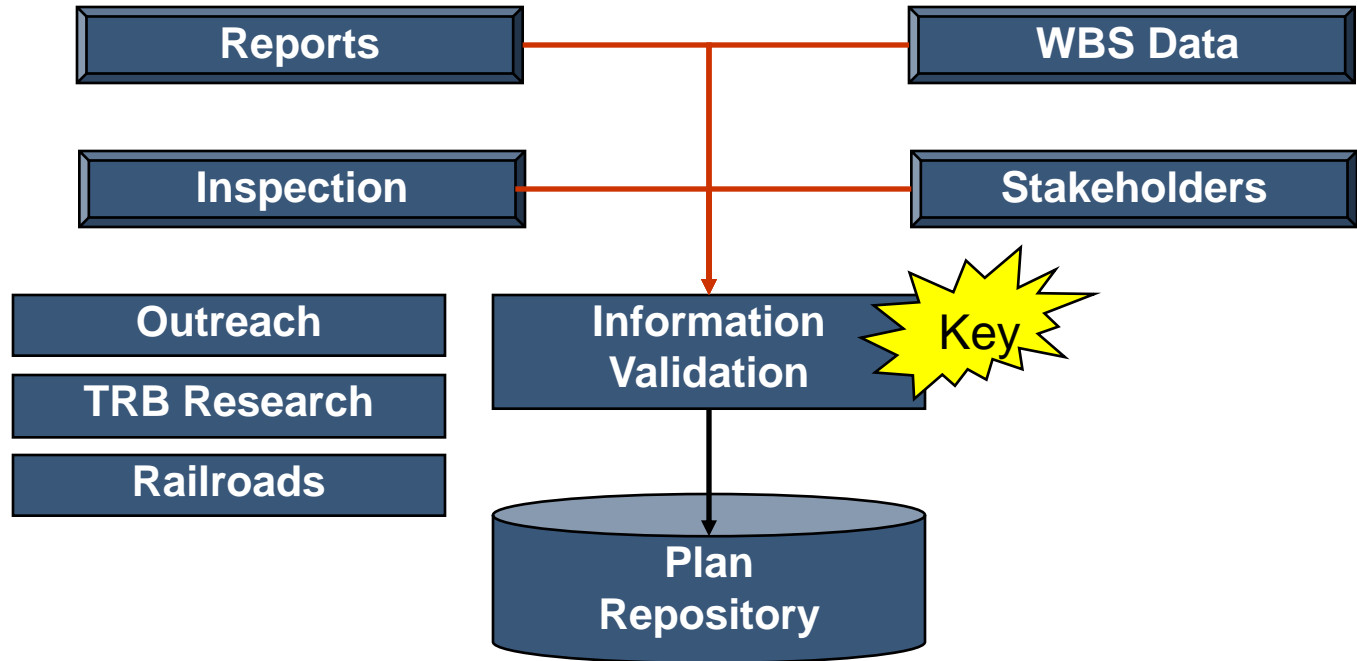
Freight/Passenger  
Assessment → Regional Rail Forums

Plan Validation → Regional Rail Forums

***WSA selected by FHWA to design “Engaging the Private Sector” workshop***



# Data Collection and Validation



- Infrastructure
- Operations
- Commodity Flows
- Major Freight Generators
- Shipper Requirements
- Bottlenecks
- Passenger Ridership



# Data Collection

- Relevant Studies
  - Long Range Transportation Plan
  - T-LINK
  - Statewide Freight Plan
  - Freight Movement Working Group, 5-County Regional Transportation Study
  - KDOT Rail Plan 2005-2006
  - Kansas Short Line RR Rehabilitation Program



# Freight Needs Assessment

Determine Rail Freight Needs



Shipper Identification  
Carrier Identification  
Capacity Modeling

## PRIIA Requirements

- Rail capacity and congestion effects
- Effects on highway, aviation, and maritime capacity, congestion, or safety
- Regional balance
- Environmental impact
- Economic and employment impacts



# Passenger Needs Assessment

## Existing Routes and Research

- Goal – develop a multi-year strategic plan (policy and investment)
- Today's passenger systems in Kansas
  - Corridor network
  - Schedules and ridership
  - Existing & developing plans
  - State passenger flows (all modes)
- Other passenger systems evaluation
- Federal and passenger programs
  - Identify existing policies & programs



# Passenger Needs Assessment

## Analysis

- Economic development opportunities
- Partnerships (public & private)
  - Intermodal passenger facilities
- Constraints and remaining capacity
- Identify indirect influences
  - Positive train control
  - Hazardous material routing
- Engage the stakeholders
  - SWOT analysis and RAP sessions
  - Traveling public, carriers and owners
  - Evaluate passenger demand



# Funding

- Federal programs
  - Freight
    - \$27.5B flexing highway funds – Kansas a leader
    - \$1.5B DOT discretionary funds (TIGER)
    - \$8B IPR/HSR funds – spillover benefits
  - Passenger
    - Amtrak
    - IPR/HSR
- Kansas sources for rail infrastructure or rail-related economic development
- Rail programs in other states

***WSA will ensure that the Plan and other documents are timely and meet funding requirements***

