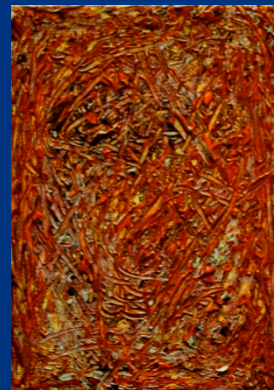
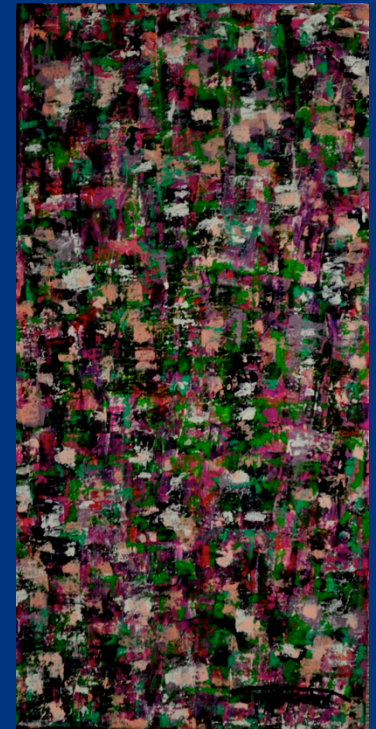


**Retrospective of Personal Works  
Motion/Action and Abstract Paintings  
by John W. Maddox**



**Unwound Ball of Yarn  
-5"x7" - acrylic**



**Hyacinth Garden - 10"x20" - acrylic**

**Reflections On The Passage Of Time - 24"x48"  
acrylic, metallic, enamel**



# 2012 Annual Meeting

## MAFC Modal Issues: Rail

April 19, 2012

John W. Maddox, C.P.M. Freight and Rail Program Manager  
Kansas Department of Transportation

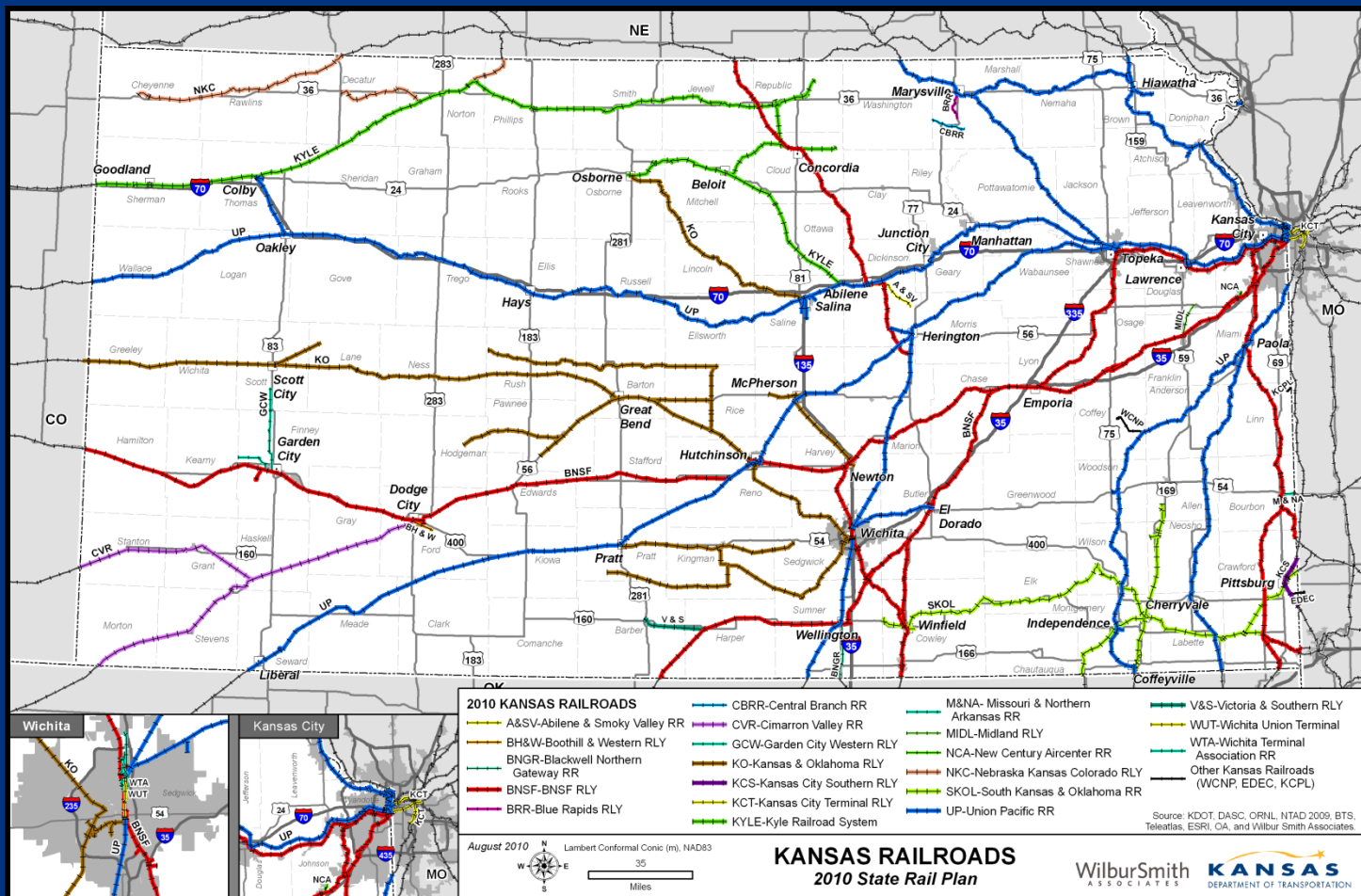


# Topics

- History – State Rail Service Improvement Fund
- Involvement with MPOs and Local Units of Government
- ARRA “Flex Fund” Rail Projects
- TIGER Rail Projects
- Modifications to State Rail Service Improvement Fund
- Rules and Regulations Modifications
- KDOT Economic Development Program Rail Projects
- Rail Issues and Trends
- Moving Forward



# Kansas Rail Map



12 Short Lines – 4 Class 1’s – 2 Switching/Terminal



# History

- Rail funding (federal funds) began with the Rock Island abandonment
- SRSIF part of the 10 year Comprehensive Transportation Program launched in 1999 – first time state funds made available for rail projects
- SRSIF provides loan/grant funding with applicant match for rail rehabilitation projects
- 40% loan (2% interest with 10-year payback), 30% grant and 30% applicant match
- \$3 million per year for 10 years (last transfer into SRSIF – 2009)



# History Continued

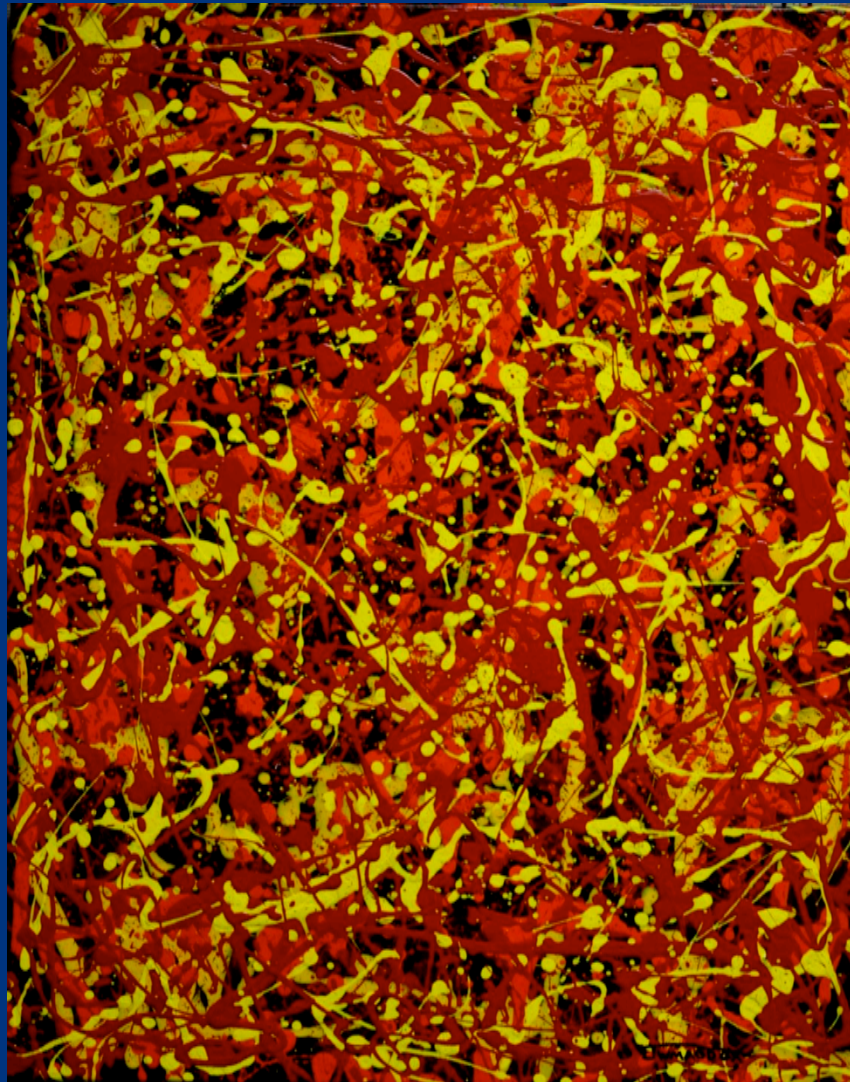
- 45 projects to date in all areas of the state
- Approximately 500,000 new ties; 300,000 tons of ballast and 900 tons of rail installed
- 6 new bridges
- 1 rail yard – new construction (Cherryvale, KS)
- 8 railroads and 2 port authorities have used program
- Approximately \$30 million spent on infrastructure improvements (\$16 million in loans; \$6 million in grants; and \$8 million in applicant match)



# History Continued

- 1 acquisition assistance project
  - Since acquisition in 2001 rail traffic has doubled
  - Customer service has improved dramatically
  - Car turn times have improved
  - Operating efficiencies have improved





**Unorganized  
Explosion of Random  
Energy – 24”x36” -  
enamel**



# Involvement with MPOS and LUGS

- KDOT works with the MPOs and local units of government in Kansas on various rail issues, projects and studies
  - MARC
  - WAMPO
  - Topeka/Shawnee County
  - Lawrence/Douglas County
  - St. Joseph, MO/Elwood, KS
  - Other cities and counties throughout the state



# ARRA “Flex Fund” Rail Projects

- \$3 million in ARRA “flex funds” were made available for rail projects
- Competitive application process
- 17 applications received totaling \$24.5 million in project costs



# ARRA “Flex Fund” Rail Projects Continued

- 4 projects totaling \$2.9 million selected
  - Kansas and Oklahoma Railroad: 1 mile passing track north of Wichita
  - Kyle Railroad: 2,000 foot spur into Nesika Energy ethanol production facility
  - Nebraska, Kansas, Colorado RailNet: critical bridge repairs
  - City of Hutchinson/Siemens: constructed storage tracks at Siemens facility for rail transport of nacelles



# TIGER Fund Projects

- TIGER II – Great Plains Freight Rail Improvement Project (South Kansas and Oklahoma Rail Network: Bi-State Project)
  - 3 projects:
    - 286K bridge upgrades - Cherryvale, KS to Tulsa, OK
    - 17 miles of rail relay from Neodesha, KS - Cherryvale, KS and 33,000 ties and ballast from Humboldt, KS - Cherryvale, KS
    - completion of the Cherryvale yard and locomotive repair shop;
    - 16 miles of rail replacement from Cherokee, KS - Sherwin, KS
  - Funding Levels: \$15 million federal funds; \$2.2 million state funds (grant); \$4.8 million railroad funds



# TIGER Fund Projects Continued

- TIGER III – Solomon Rural Rail Infrastructure Project
  - Solomon, KS to Downs, KS
  - Crosstie, ballast and OTM replacement
  - 50,000 crossties; 41,000 tons of ballast
  - Funding levels: \$6.6 million federal funds; \$408,000 state funds; \$1.2 railroad funds



# Modifications to SRSIF

- Rules and Regulations
  - Local units of government and shippers (in coordination with the serving railroad) became qualified applicants (previously only STB certified railroads and port authorities)
- Program –
  - 3 distinct project areas
    - Major Rehabilitation, Capacity Improvement, Economic Development
  - More detailed applications
  - FRA certified inspection upon project completion



# KDOT Economic Development Program Rail Projects

- KDOT Economic Development Program
  - Internal KDOT Economic Development Committee
  - Competitive application process
  - External Economic Development Advisory Committee receives recommendations from EDC and selects projects
  - \$10 million annually through KDOT Access Management Unit
  - Multimodal: local roadway, rail, aviation
  - Projects involving rail: City of Newton, City of Hutchinson, Mars production plant (Topeka); City of Arkansas City/ Rubbermaid



# BNSF Railway Kansas City Intermodal Facility (KCIMF)

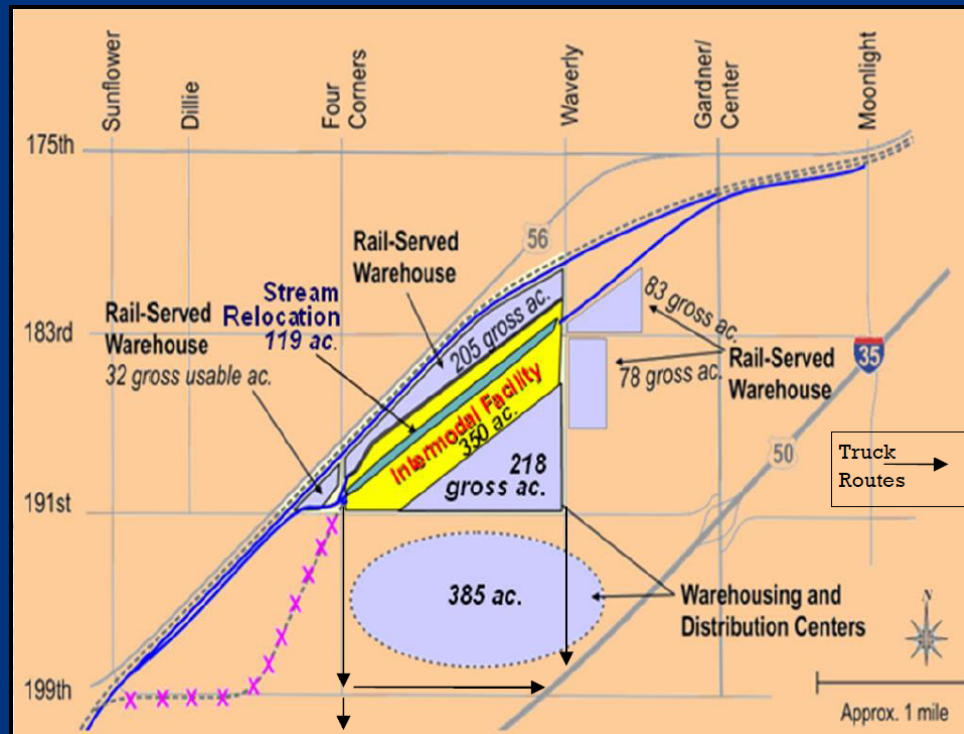
- \$250 million dollar project - \$35 million through KDOT (Buy America Bonds)
- Approximately 1,400 acres; will also include warehouse/distribution facilities around intermodal facility
- Existing highway interchange being improved
- New highway interchange being built
- Local roadway improvements
- Will move existing intermodal activities from the BNSF Argentine Yard in downtown Kansas City, KS.





# KCIMF Continued

- 1 million maximum annual lifts at full build out
- First year projected lifts – 300,000
- Increased truck volumes and directional flows



# Rail Issues and Trends

- 286,000 pound rail car issue – short line infrastructure and bridges
- Grain hopper car availability to short lines (fluctuates from year to year)
- Congestion/bottlenecks (Class 1 main corridors and in major metro areas – KC and Wichita metro areas)
- Aging power fleet (short lines)
- Development of new Class 1 main corridors – BNSF Mid-Con
- Uncertainty of federal surface transportation reauthorization and freight program component



# Moving Forward

- T-WORKS: new multi-modal transportation program
- Approved by Legislature and signed by Governor during the 2010 legislative session
- Funding begins July 1, 2013
- SRSIF to receive \$5 million annually (\$2 million annual increase over CTP)
- No sunset on SRSIF funding
- Continue to work with short lines, Class 1's, port authorities, local units of government and shippers to improve rail service throughout the state



# Questions? Thank You!



**Imitation of Life**  
12"x 24" - acrylic



**Zustand der Verwirrung** - 12"x 12"  
acrylic



**Hommage au Pollock**- 20"x 20"  
acrylic (aka One for the Dripper)



**Repentance**  
12"x 24" - acrylic



**Drei Blumen** 12"x  
24" - acrylic