

| Passenger Rail Kansas Legislative History | | | | | | |
|--|---|---------------------------------|--|----------------|--|--|
| <i>Session</i> | <i>Main Topic</i> | <i>Bill</i> | <i>Session Laws Chapter</i> | <i>Statute</i> | <i>Major Provisions</i> | |
| 2012 | Presentations and requests for appropriation into passenger rail fund | | | | KDOT and the Northern Flyer Alliance updated the Senate and House Transportation Committees on passenger rail; written testimony from three individuals also was received by Senate Transportation Committee requesting \$2 million be appropriated into the Revolving Fund for passenger rail expansion. | |
| 2010 | Authorization to create passenger rail service in Kansas | SB 409 | Ch. 28 | 75-5089 | Authorizes the Secretary of Transportation to establish and implement passenger rail service. To do this, the Secretary can: enter into agreements with Amtrak or other rail operators, local jurisdictions and other states; provide assistance to local jurisdictions to ensure safety, efficiency and economic development; and provide loans or grants to passenger rail service from a fund created by the bill. | Language in bill is virtually identical to 2010 HB 2618 |
| 2010 | Kansas joins Midwest Interstate Passenger Rail Compact | HB 2552 | Ch. 32 | 75-5090 | Enacts the Midwest Interstate Passenger Rail Compact and creates a commission to carry out the duties of the Compact. The commission is able to: advocate for funding, form partnerships to improve passenger rail in the region, seek a long-term, interstate plan for high speed passenger rail service, cooperate with other entities to ensure Midwest is integrated into national passenger rail plans and expend funds necessary to carry out the powers and duties of the commission. | |
| 2010 | T-Works | S. Sub. for S. Sub. for HB 2650 | | 75-5048 | The T-Works bill reinstated annual transfers from the State Highway Fund to the Rail Service Improvement Fund and increased them from \$3 million to \$5 million. Under rules and regulations adopted that further define a "qualified entity" (KAR 36-39-2), a Class I railroad would be eligible for assistance from the Fund only for activities associated with a freight intermodal facility. | |
| 2010 | Urging Kansas to seek federal funding for passenger rail service | HCR 5014 | Died in House Transportation Committee | | Urges the amending of the state transportation plan to include innercity passenger rail; suggests development of a long-range passenger rail plan as part of the state's 10-year comprehensive transportation plan; urges KDOT to apply for passenger rail grant under the American Recovery and Reinvestment Act of 2009. | Language in resolution is virtually identical to 2009 SCR 1617 |

Recent Legislative History

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|----------------|--|-------------------|--|----------------|--|--|--|
| 2010 | Establishing passenger rail service | HB 2681 | Died in House Transportation Committee | | Authorizes the Secretary of Transportation to establish and implement passenger rail service. To do this, the Secretary can: enter into agreements with Amtrak or other rail operators, local jurisdictions and other states; provide assistance to local jurisdictions to ensure safety, efficiency and economic development; and provide loans or grants to passenger rail service from a fund created by the bill. | Language in bill is virtually identical to 2010 SB 409 | |
| 2009 | Urging Kansas to seek federal funding for passenger rail service | SCR 1617 | Died in House Transportation Committee | | Urged the amending of the state transportation plan to include intercity passenger rail; suggests development of a long-range passenger rail plan as part of the state's 10-year comprehensive transportation plan; urges KDOT to apply for passenger rail grant under the American Recovery and Reinvestment Act of 2009. | Language in resolution is virtually identical to 2010 HCR 5014 | |
| 2009 | Suggesting creation of comprehensive transportation plan | SCR 1618 | Died in House Transportation Committee | | Urged creation of a comprehensive transportation plan, including passenger rail, to stimulate economic recovery in the state. | | |
| 2009 | States intent of legislature concerning a transportation program | HB 2382 | Died in House | | Stated the intent of the Legislature regarding a new transportation program and would allow the new transportation program to include passenger rail service. The bill would also change the limit on the bonding authority available to KDOT for transportation projects, and would require that the annual report submitted to the Legislature by the Secretary of Transportation include an explanation of the methods or criteria used to choose projects. The bill does not provide any additional funding. | | |
| 2008 | Special Committee on a New Comprehensive Transportation Plan | Interim committee | Interim committee | | This 17-legislator Committee heard testimony in Wichita, Overland Park, Garden City, Pittsburg, and Topeka; nearly 140 people testified. At least 20 of those testified that regional, broad transportation solutions are necessary, with several specifically requesting consideration of passenger rail. The Committee recommended a new comprehensive transportation plan be developed; it made no specific recommendations on passenger rail. | | |
| 2000 | Task Force on Rail Passenger Services in Kansas | Interim committee | Interim committee | | The Task Force, which included legislative and nonlegislative members and met in 1999 and 2000, concluded that substantial capital costs for any rail system would need to be funded through federal or state sources. It said the principal corridor for development would be the Kansas City-Lawrence-Topeka-Newton-Wichita corridor either in whole or in part. | | |

Prepared by KLRD, October 2012