

RAILROAD TESTIMONY OPPOSING HB 2095

RAILROAD OPPOSITION TO HB 2095

KANSAS PROPERTY TAX VALUATION OF RAILROADS

IN YOUR NEIGHBORHOOD/KANSAS BRIDGES

TRUCKER SHORTAGE IS EXPECTED TO WORSEN

**KANSAS GOVERNOR HOPING FOR FEDERAL GOVERNMENT
RESCUE**

RAILROAD FACTS SHEETS

KANSAS RAILROAD MAP

KANSAS RAILROADS

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Railroad Opposition to HB 2095

My name is Pat Hubbell. I am here today opposing amendments to HB 2095. Increasing existing truck size and weight limits would mean higher taxpayer costs to repair damage to our highways and bridges; more highway gridlock; and more harm to the environment. The taxes and fees that heavy trucks pay are already far less than the cost of the damage that heavy trucks cause. This multi-billion dollar annual underpayment — which other motorists and the general public have to make up for through higher taxes — would become even greater if truck size and weight limits were increased.

Truck weight limits on the Interstate Highway System were set at 80,000 pounds by Congress in 1982; truck length and weight limits for longer combination vehicles (LCVs) - tractors with two or more trailers weighing more than 80,000 pounds - were frozen in 1991. These limits were imposed largely because of concerns about the safety of longer and heavier trucks and the uncompensated highway damage that heavy trucks cause. Kansas limits are set at 85,500 pounds on state highways.

Legislation to increase these limits on federal highways have been proposed many times over the years. To date, all attempts at nationwide increases have failed — most recently in 2015 — because the concerns that led to the federal limits in the first place are still valid.

A 2000 U.S. DOT study found that increased truck size and weights would lead to a sharp decline in rail traffic. More recent studies have confirmed this, projecting that an increase in allowable truck weight from 80,000 pounds to 97,000 pounds could reduce merchandise traffic on Class I railroads by up to 50 percent and overall Class I rail traffic by up to 19 percent. Traffic on short line railroads could suffer similarly large diversion, likely crippling many short lines. An estimated 6 million to 12 million additional trucks could be added to our nation's already overcrowded highways because of diversion of freight from rail to trucks that don't pay their own way.

Unlike trucks, barges, and airlines, America's privately-owned freight railroads operate almost exclusively on infrastructure that they own, build, maintain, and pay for themselves. Freight diversion would mean that railroads would have less money to reinvest in their networks, leading to reduced rail capacity and poorer rail service. Railroads are not afraid of competition, but the playing field should be level.

Traffic diversion would also harm the environment. Since railroads are, on average, four times more fuel efficient than trucks, diversion could increase fuel consumption by hundreds of millions of gallons per year and increase greenhouse gas emissions accordingly.



Polls have consistently found that Americans overwhelmingly oppose bigger and heavier trucks because of cost and safety concerns. For example, a March 2010 poll of 3,000 AAA members in Missouri found 90 percent were opposed to bigger trucks on the highways.

In fact, polls show that the public believes that enforcement of existing truck size and weight limits is inadequate, and that if any changes are to be made, they should be in the direction of more restrictive limits, rather than more permissive limits.

● **Feb. 2, 2017 TONY HOFFMAN, DIRECTOR OF PUBLIC WORKS, OVERLAND PARK, KS:**

“Although routes may be designed for heavier trucks to avoid bridges and specific types of roads not designed to carry heavier loads, it is virtually impossible to enforce vehicular movement along these designed routes. Overland Park has had incidents of trucks with heavier loads utilizing residential streets that were not designed to carry these loads, resulting in damage to streets. This poses a significant safety risk to the public as well as increasing costs for maintenance and repairs associated with the subsequent damage.”

● **Feb. 19, 2016 KDOT:**

“KDOT is also aware that local units of government have concerns regarding the increased weight limit, especially when it comes to bridge load ratings. These concerns are: many of the bridges under local jurisdiction may be able to handle the additional load in their current condition, but the heavier loads may accelerate the speed of deterioration of the structure; over one-half of all bridges on the local system are over 50 years old, which is either at or near the life expectancy of bridges built at that time; and accelerating the deterioration of bridge structures will put a strain on local budgets as they try to deal with more bridges becoming structurally deficient in a shorter timeframe.”

● **Feb. 2, 2017 KANSAS ASSOCIATION OF COUNTIES:**

“We also ask the committee to confirm with KDOT the expected timeline for the bridge inspection project. We are hearing the project may take eight years. If the legislation goes into effect July 1, but bridges are not inspected for eight years, a serious gap of time is created, which would result in counties closing bridges until such time that they can be inspected.”

● **KANSAS HIGHWAY PATROL - WHY IS WEIGHT ENFORCED?:**

1. Overweight vehicles damage roadways and shorten their life.
2. One five-axle truck weighs about the same as 20 automobiles, but its impact on the roadway is the same as 9,600 automobiles (GAO Report 197922-4).
3. An axle weight of 26,000 lbs. is only 30 percent greater than an axle weight of 20,000 lbs., but the effect on the roadway is 200 percent greater.

● **Oct. 20, 2015 NATIONAL SHERIFFS' ASSOCIATION LETTER TO CONGRESS:**

“We are united nationwide in our opposition to both heavier and longer trucks. Please stand with the National Sheriff's Association and its members and reject heavier and longer truck provisions.”

● **Sept. 23, 2015 NATIONAL TROOPERS COALITION LETTER TO CONGRESS:**

“The bottom line is bigger and heavier trucks make our roads and highways unsafe due to, among other things, greater stopping distances and higher risk of rollover”.

● **Feb. 2, 2017 FISCAL NOTE FOR HB 2095 BY HOUSE COMMITTEE ON TRANSPORTATION:**

“KDOT indicates that additional expenditures would be required to provide the level of design and maintenance necessary to preserve the structural integrity of the state highway system as a result of the vehicle weights in the bill. This would include an analysis of existing bridge load ratings and potentially posting new highway signs for any changes to the load ratings.”

● **Feb. 17, 2016 TOM WHITAKER, KANSAS MOTOR CARRIERS ASSOCIATION:**

“Should the truck operators be allowed to transport weights in excess of current weight limits, they should expect to pay more towards the maintenance of our roads and highways. The \$500 fee is consistent with what is charged in Colorado. In addition, out-of-state trucks would pay the same as Kansas based trucks.”

Thank you for the opportunity to present this material.

KANSAS RAILROADS

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Kansas Property Tax Valuation of Railroads

Railroads are valued on a unit basis at fair market value, meaning that the total railroad is valued as a going concern, rather than valuing each piece of property individually. The Division of Property Valuation (PVD) in the Kansas Department of Revenue annually determines the fair market value of railroad property on the lien date, which is January 1st.

In determining the fair market value the PVD uses generally accepted appraisal procedures and considers several factors including operating income, cost of capital, book cost and other market data as may be obtained. Typically for railroads, the fair market value is determined using the income approach by taking the net operating income and dividing it by the capitalization rate (cost of debt and equity capital).

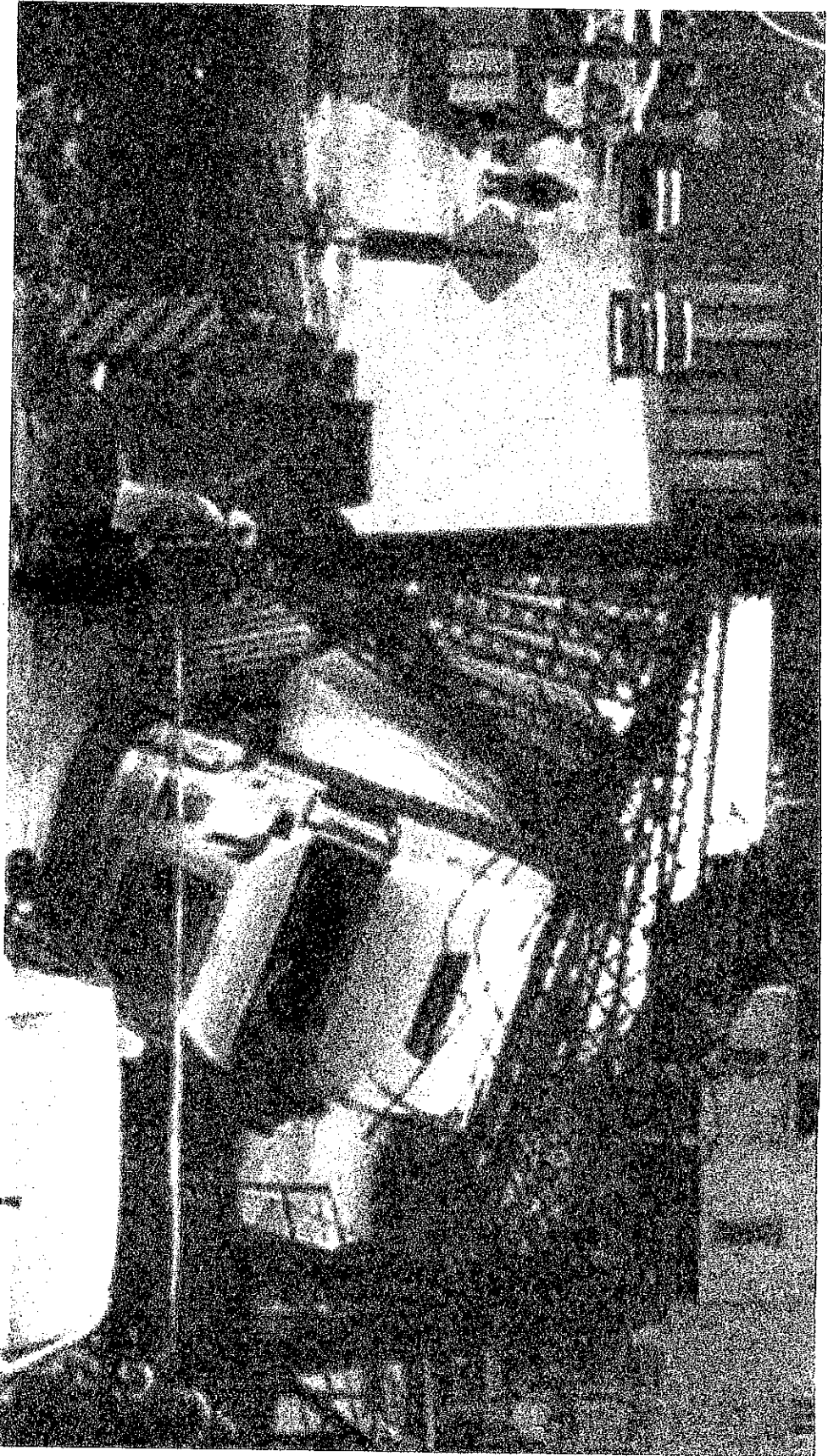
After the unit fair market value is determined, an allocation factor is used to calculate the portion of the unit value attributable to Kansas. The allocation factor is developed using a blended ratio of operated and owned track mileage, operating revenue, ton miles, car miles and locomotive miles in Kansas as compared to the entire system.

The value of property allocated to Kansas is then apportioned to the various taxing jurisdictions in the state as follows: (a) an average value per mile is assigned to main tracks; (2) then an average value per mile is assigned to all other tracks; (3) then, value is assigned to structures and improvements on the rights of way and to real estate off the rights of way.

The PVD then certifies to the county clerk of each county the amount of assessed valuation apportioned to each taxing unit therein. The county clerk then notifies each taxing district (schools, townships, etc) within the county of the assessed valuation to be utilized in the preparation of budgets for ad valorem tax purposes. The taxing jurisdictions add this value to their respective tax bases, compute a tax rate, and levy taxes on all property within their jurisdiction.



COMING TO A NEIGHBORHOOD NEAR YOU



KANSAS HIGHWAYS

69
169
59
400
54

160
166
75
36
24

40
50
81
281
83

283
183
23
37
25

Structurally Deficient Functionally Obsolete
 Kansas - Federal Highway Administration 2015 Excludes Federal Bridges

County	Count	# Str Def	# Func Obs	Total Def
ALLEN (001)	232	34	28	62
ANDERSON (003)	145	12	7	19
ATCHISON (005)	208	53	22	75
BARBER (007)	243	8	12	20
BARTON (009)	447	5	3	8
BOURBON (011)	215	50	9	59
BROWN (013)	265	26	15	41
BUTLER (015)	581	57	90	147
CHASE (017)	188	20	15	35
CHAUTAUQUA (019)	133	26	14	40
CHEROKEE (021)	318	43	11	54
CHEYENNE (023)	101	11	1	12
CLARK (025)	108	0	1	1
CLAY (027)	232	33	3	36
CLOUD (029)	317	19	20	39
COFFEY (031)	306	8	4	12
COMANCHE (033)	112	5	3	8
COWLEY (035)	344	23	22	45
CRAWFORD (037)	299	32	15	47
DECATUR (039)	164	34	8	42
DICKINSON (041)	383	32	16	48
DONIPHAN (043)	138	28	13	41
DOUGLAS (045)	273	3	37	40
EDWARDS (047)	67	12	3	15
ELK (049)	158	18	7	25
ELLIS (051)	273	23	10	33
ELLSWORTH (053)	253	1	22	23
FINNEY (055)	78	2	6	8
FORD (057)	214	8	8	16
FRANKLIN (059)	326	21	13	34
GEARY (061)	146	15	12	27

GOVE (063)	110	17	5	22
GRAHAM (065)	143	16	1	17
GRANT (067)	16	0	0	0
GRAY (069)	68	0	2	2
GREELEY (071)	34	1	1	2
GREENWOOD (073)	240	30	9	39
HAMILTON (075)	66	1	1	2
HARPER (077)	388	26	130	156
HARVEY (079)	373	49	23	72
HASKELL (081)	17	0	0	0
HODGEMAN (083)	109	2	6	8
JACKSON (085)	243	9	12	21
JEFFERSON (087)	193	35	11	46
JEWELL (089)	349	97	7	104
JOHNSON (091)	729	7	94	101
KEARNY (093)	74	0	0	0
KINGMAN (095)	395	34	5	39
KIOWA (097)	92	1	5	6
LABETTE (099)	351	24	25	49
LANE (101)	25	0	0	0
LEAVENWORTH (103)	242	21	33	54
LINCOLN (105)	241	19	23	42
LINN (107)	257	11	14	25
LOGAN (109)	56	3	1	4
LYON (111)	480	8	65	73
MCPHERSON (113)	581	13	14	27
MARION (115)	331	45	9	54
MARSHALL (117)	413	73	31	104
MEADE (119)	87	1	2	3
MIAMI (121)	326	44	29	73
MITCHELL (123)	263	26	18	44
MONTGOMERY (125)	324	16	27	43
MORRIS (127)	187	23	12	35
MORTON (129)	18	0	0	0

NEMAHA (131)	365	34	24	58
NEOSHO (133)	241	17	8	25
NESS (135)	173	13	3	16
NORTON (137)	248	11	8	19
OSAGE (139)	313	29	18	47
OSBORNE (141)	247	39	10	49
OTTAWA (143)	300	22	18	40
PAWNEE (145)	166	1	6	7
PHILLIPS (147)	263	67	19	86
POTTAWATOMIE (149)	307	30	29	59
PRATT (151)	105	9	0	9
RAWLINS (153)	112	33	2	35
RENO (155)	558	72	23	95
REPUBLIC (157)	282	51	10	61
RICE (159)	253	12	12	24
RILEY (161)	213	27	19	46
ROOKS (163)	173	12	2	14
RUSH (165)	169	21	2	23
RUSSELL (167)	273	9	11	20
SALINE (169)	391	31	55	86
SCOTT (171)	23	1	1	2
SEDGWICK (173)	1,289	63	177	240
SEWARD (175)	14	1	0	1
SHAWNEE (177)	550	34	73	107
SHERIDAN (179)	121	32	7	39
SHERMAN (181)	107	6	6	12
SMITH (183)	304	86	21	107
STAFFORD (185)	118	3	3	6
STANTON (187)	21	0	0	0
STEVENS (189)	3	0	0	0
SUMNER (191)	668	13	37	50
THOMAS (193)	82	3	3	6
TREGO (195)	175	29	9	38
WABAUNSEE (197)	243	39	14	53

WALLACE (199)	47	3	3	6
WASHINGTON (201)	344	64	8	72
WICHITA (203)	22	0	0	0
WILSON (205)	212	34	16	50
WOODSON (207)	144	26	9	35
WYANDOTTE (209)	320	12	60	72
TOTALS	25,047	2,303	1,791	4,094

Trucker Shortage Is Expected to Worsen

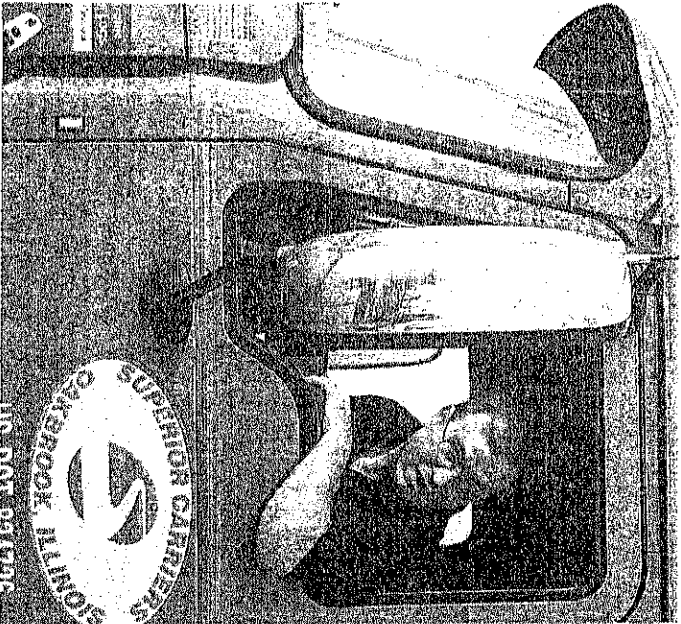
By LAUREN WERRER

Help wanted: America needs truck drivers. In 2015, American Trucking Associations estimated that for-hire trucking companies had nearly 50,000 fewer drivers than they needed. The shortage was less severe in 2016 but the trade group expects it to worsen in coming years.

As policy makers wring their hands over the shortage, an Ivy League sociologist who spent time as a long-haul driver says the deficit is largely of the industry's own making.

ATA partly blames the grueling demands of a job that puts workers on the road for long periods. But Steve Viscelli, a sociologist and fellow at the University of Pennsylvania's Robert A. Fox Leadership Program, says the shortage is the product of an industry labor model that relies heavily on inexperienced drivers and independent contractors.

Mr. Viscelli, who worked as a truck driver for several months while researching his



ALYSSA SCHEKAR FOR WSJ

Many truck drivers have a hard time making ends meet.

2016 book, "The Big Rig: Trucking and the Decline of the American Dream," says upward of 25% of long-haul truck drivers are independent contractors, also known as owner-operators. They are attracted by promises of being their own bosses, but the arrangement often saddles

them with unsustainable debt and high expenses, he adds.

Drivers typically receive training from big trucking companies or schools affiliated with them. Those who become independent contractors sign lease-to-own deals to purchase their vehicles, often with those same companies. But the terms are onerous, and drivers owe so much that they might end up working 70 or 80 hours a week just to pay back what they owe and cover expenses such as fuel and insurance. Drivers are suing some companies that use this model, saying they should be classified as employees rather than contractors.

Even those working as employees have a hard time making ends meet, partly because they are only paid for the miles they drive, not time waiting to load and unload their rigs or sitting in traffic.

Mr. Viscelli recounts a 16-page *TRUCK* page B5 Management: The era of the overconfident CEO wanes... B5

Continued from page B1
hour day spent crawling through traffic in the New York area, only to get stuck at a New Jersey rail yard for the night. That day he drove 215 miles and earned \$56.

The result of these conditions: Drivers burn out quickly and quit.

The industry could fix its labor shortage, Mr. Viscelli says, by raising pay enough to compensate for the hardships of the job or improving the terms for independent contractors. In 2015, heavy and tractor-trailer truck drivers earned a median wage of \$40,260, according to the Bureau of Labor Statistics. Mr. Viscelli says that number masks the reality that most drivers work far more than 40 hours a week to get to that income.

Wages have been rising over the past few years and some firms offer signing bonuses, according to ATA chief economist Bob Costello. Such measures helped bring down industrywide turnover from nearly 100% in 2012 to just over 90% in 2014. More recently, driver turnover has declined to around 80% due to less freight being shipped.

Hanging over any discussion of the truck industry's future is the specter of automation. Driverless vehicles will lead to significant job loss, says Mr. Viscelli, "but it's further out in the future than most people think," partly because of the web of local, state and federal regulations that guide trucking.



(http://mediad.publicbroadcasting.net/p/kcur/files/styles/x_large/public/201701/brownback_pompeo.jpg)

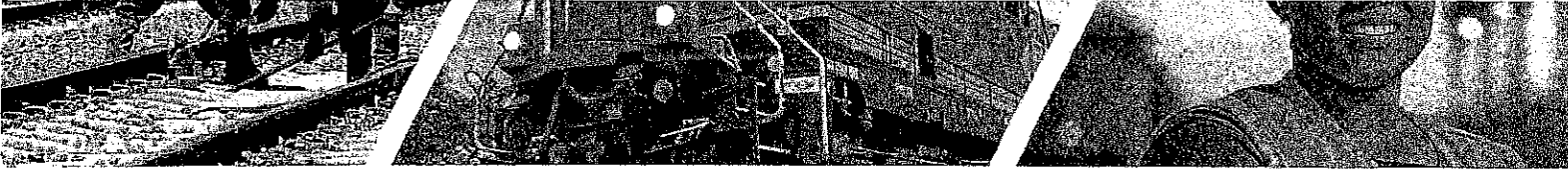
Gov. Sam Brownback's administration recently sent what amounts to a wish list to President Donald Trump for inclusion in his planned infrastructure initiative. The list includes \$240 million in highway and bridge projects.

FILE PHOTO / KANSAS PUBLIC RADIO

Kansas Republican Gov. Sam Brownback is hoping the federal government can rescue several critical infrastructure projects that the state can no longer afford.

The Brownback administration recently sent what amounts to a wish list to President Donald Trump for inclusion in his planned infrastructure initiative. It includes the following \$240 million in highway and bridge projects delayed or abandoned because of the state's ongoing budget problems:

- \$50 million to replace a section of the Lewis and Clark Viaduct that carries Interstate 70 across the Kansas River between Kansas and Missouri.
- \$91 million to build an I-235 interchange in Wichita.
- \$45 million to reconstruct nine miles of I-70 in Gove County.
- \$54 million to reconstruct 10 miles of I-70 in Thomas County.



KANSAS

A Critical Link in the BNSF Network

For more than a century, BNSF Railway Company and Kansas have enjoyed a prosperous relationship, thanks to the state's strong workforce and its central location.

That tradition thrives today with BNSF maintaining significant operations in eight Kansas communities, including a major locomotive overhaul shop in Topeka, and BNSF's largest rail switching yard in Kansas City, KS.

BNSF's Logistics Park Kansas City in Edgerton currently has eight tenants and construction is underway on the eighth building at the park. When the new building is completed, a total of 4.8 million square feet will have been constructed since the facility opened in October 2013.

We also deliver cleaner-burning Powder River Basin coal from Wyoming and Montana to provide the energy that feeds the Kansas economy, lumber from the Northwest for use in construction throughout the state and fertilizer from plants around the country to feed Kansas crops.

BNSF worked in partnership with Johnson County Community College (JCCC) in Overland Park to build and operate the National Academy of Railroad Sciences on the campus of JCCC. This world-class facility is the largest railroad technical training center of its kind and provides new employees with the technical skills needed to work with today's sophisticated railroad systems.

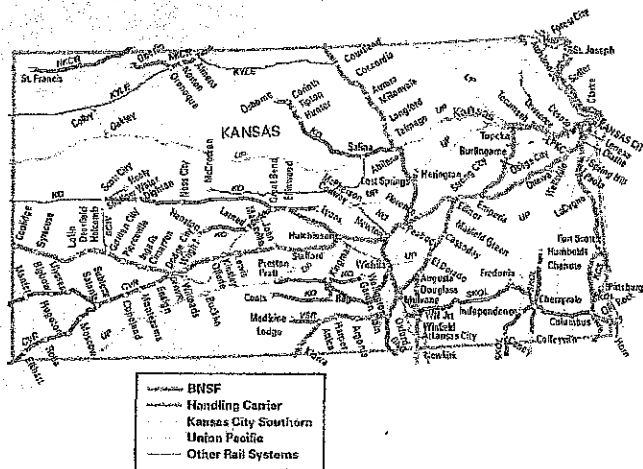
Once trained, these BNSF employees help Kansas farmers move agricultural products to dining tables in every corner of the world, and they are helping to grow the state's emerging ethanol industry by providing the transportation link needed to deliver this green fuel to market.

BNSF has the shortest and best routes between the Midwest and Southern California, and between the Pacific Northwest and the Southeast, both of which pass through Kansas. This strategic junction makes Kansas one of the nation's busiest rail centers. In addition, BNSF offers Kansas shippers more single-line route options between Canada and Mexico than any other railroad via its Midcon Corridor.

In all, BNSF annually moves nearly 4 million carloads of freight in Kansas.

Supporting BNSF's vast rail network in Kansas are more than 3,500 dedicated men and women who earn a combined payroll of more than \$287 million.

In addition, the BNSF Foundation plays an active role in multiple communities within the state and contributed nearly \$630,000 in donations to various charities in 2015 alone.



BNSF Railway Service in Kansas - 2015

Employees

3,558

Payroll

\$287,083,385

BNSF Foundation Giving

\$628,409

Lines Operated

Route miles owned: 1,142

Route miles trackage rights: 445

Carloadings

Originated: 255,250

Handled within state: 3,965,326

Terminated: 334,612

Major Facilities

Rail Yards

Argentine, Arkansas City, Dodge City, Emporia, Hutchinson, Newton, Topeka, Wellington

Intermodal Facilities

Logistics Park Kansas City (LPKC)

Shops

Topeka, Argentine

Administrative Offices

Topeka

BNSF Facts

Operating in 28 States and 3 Canadian Provinces

BNSF Freight Cars: 77,000

Locomotives: 8,000

Route Miles: 32,500

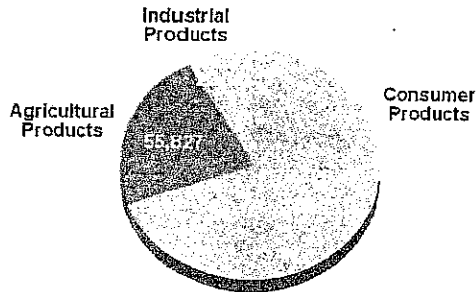
Number of Employees: 44,000

Military: 7,200 veterans employed

related assets, the plan includes acquiring new locomotives, freight cars, and other equipment, continuing implementation of positive train control (PTC), and investing in expansion and efficiency projects to enhance productivity and velocity. In 2015, BNSF invested approximately \$182 million in Kansas for capacity expansion and maintenance.

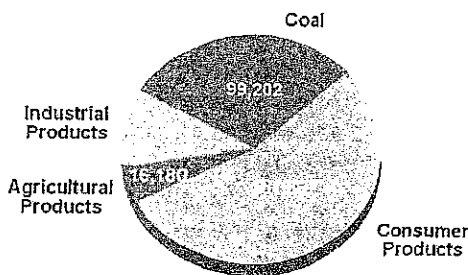
BNSF 2015 Volume—Kansas

Products Shipped From Kansas



255,250 Carloads and Intermodal Units

Products Shipped To Kansas



334,612 Carloads and Intermodal Units

Coal

About 10 percent of the electricity produced in the United States is generated from coal hauled by BNSF. More than 90 percent of the coal BNSF hauls comes from the Powder River Basin (PRB) in Wyoming and Montana and is 60 percent lower in sulfur than most other U.S. coal sources.

Agricultural

BNSF is one of the largest grain-hauling railroads in the United States. In fact, BNSF hauls enough grain to supply 900 million people with a year's supply of bread. Approximately 50 percent of the agricultural commodities traffic BNSF hauls is transported to export points in the Pacific Northwest, Gulf of Mexico, Mexico and the Great Lakes.

Consumer

Many items found in local retail stores, restaurants and automobile dealerships were shipped on a BNSF train. Each year BNSF moves about 10 percent of the vehicles sold in the United States. BNSF is among the world's top transporters of intermodal traffic, and the only western U.S. railroad offering direct intermodal service to the Southeast, as well as the fastest intermodal service to the Northeast.

BNSF is a leader in transporting forest products, chemicals, metals and other products that drive our economy. Each year BNSF transports enough lumber to build more than 500,000 homes; enough asphalt to lay a single lane road four times around the equator; and enough coiled sheet steel to lay the unrolled coils end to end 12 times between New York City and Seattle, WA.

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BNSF Emergency Hotline: 1-800-832-5452

For more information, please visit our website at www.bnsf.com



BNSF
RAILWAY

UNION PACIFIC IN KANSAS



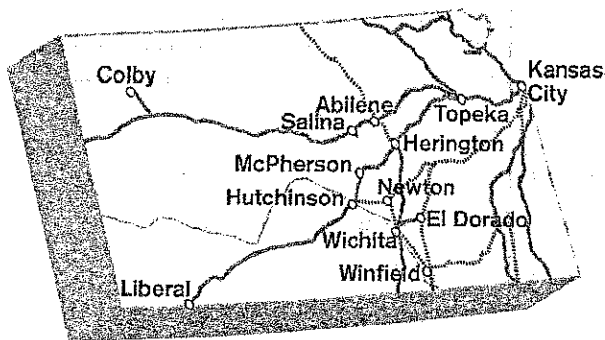
BUILDING AMERICA

2015 FAST FACTS

Miles of Track	2,203
Annual Payroll.....	\$146.3 million
In-State Purchases	\$231.8 million
Capital Investment	\$119.5 million
Employees*	1,347
U.S. Jobs Supported**	6,061.5

*Fourth quarter 2015 average

**Each American freight rail job supports 4.5 jobs elsewhere in the U.S. economy. (Association of American Railroads)



RAIL CARS ORIGINATED IN KANSAS

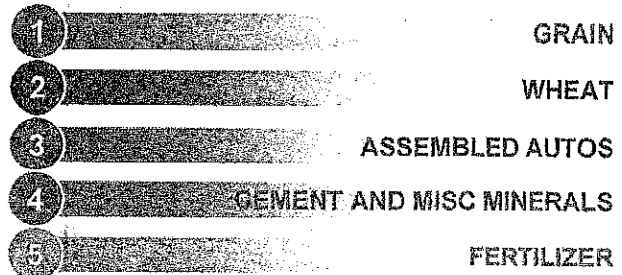
2011.....	129,930
2012.....	107,581
2013.....	118,714
2014.....	141,602
2015.....	126,883

RAIL CARS TERMINATED IN KANSAS

2011.....	139,515
2012.....	121,276
2013.....	134,234
2014.....	126,820
2015.....	135,694

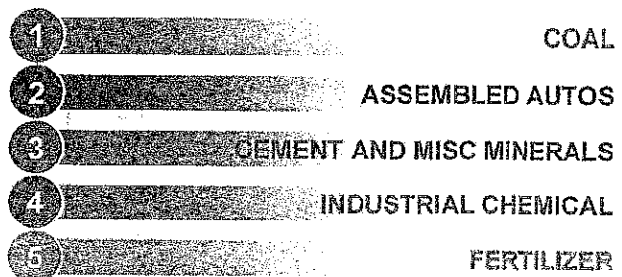
TOP FIVE COMMODITIES SHIPPED

2015 BY VOLUME



TOP FIVE COMMODITIES RECEIVED

2015 BY VOLUME



UNION PACIFIC'S KANSAS HERITAGE

The first locomotive rolled across Kansas soil in 1860, and from that moment, transportation in the state would never be the same. In 1863, Kansas City was the launching point for a network of railroads that eventually spun a web across Kansas to Colorado and south through Oklahoma to Texas. A number of railroads, including many bearing the name Union Pacific in some form without actually being connected to the real Union Pacific, operated in the state throughout the century. Financier Jay Gould, whose name is synonymous with early railroads, played a major role in Kansas rail transportation, as he consolidated control of most of the lines in the state during the 1880s.

UNION PACIFIC IN KANSAS

RAIL THRIVES IN KANSAS

With thousands of miles of opportunity in every direction — north, south, east and west — it's easy to see why the railroads came to define the state of Kansas in the mid- to late-19th century. It's also the reason that today the Sunflower State is still considered a nucleus for rail transportation in America.

Kansas is a study in contrasting railroad operations. Union Pacific operates a transcontinental corridor through the northeastern corner of the state, where as many as 60 trains a day travel between Topeka and Kansas City. In addition, Kansas is cobwebbed with a network of light-density, grain-gathering branch lines, many of which have been leased or sold to new short line railroads.

This program has helped maintain rural rail service. Union Pacific also operates an important north-south "couplet" of main lines from Kansas City south to the Gulf Coast, as well as a trackage-rights route on BNSF Railway.

The primary commodity carried in the state is wheat. The railroad also moves military equipment to and from Fort Riley. Kansas City is the site of a major freight switching yard. Union Pacific also operates yards and related facilities in Topeka, Marysville, Salina, Herington, Wichita, Parsons and Coffeyville.

From 2011 to 2015, Union Pacific's capital investment reached more than \$519 million in Kansas.

SUPPORTING THE COMMUNITIES WE SERVE

In 2015, Union Pacific provided support by donating more than \$340,000 to Kansas charitable organizations such as First Call for Help of Ellis County, Inc., El Centro, Heartspring, Inc. These organizations were reached through a combination of the Union Pacific Foundation, matching gifts and corporate contributions.

The Union Pacific Foundation is the primary philanthropic arm of Union Pacific Corporation and has distributed funds since 1959 to qualified organizations in communities served by Union Pacific.

AMERICA'S PREMIER RAILROAD

One of America's most recognized companies, Union Pacific Railroad (NYSE: UNP) connects 23 states in the western two-thirds of the country by rail, providing a critical link in the global supply chain. From 2006-2015, Union Pacific invested approximately \$33 billion in its network and operations to support America's transportation infrastructure. The railroad's diversified business mix includes Agricultural Products, Automotive, Chemicals, Coal, Industrial Products and Intermodal. Union Pacific serves many of the fastest-growing U.S. population centers, operates from all major West Coast and Gulf Coast ports to eastern gateways, connects with Canada's rail systems and is the only railroad serving all six major Mexico gateways. Union Pacific provides value to its roughly 10,000 customers by delivering products in a safe, reliable, fuel-efficient and environmentally responsible manner.

CONTACT US

24-Hour Emergency Hotline — Response

Management: (888) 877-7267

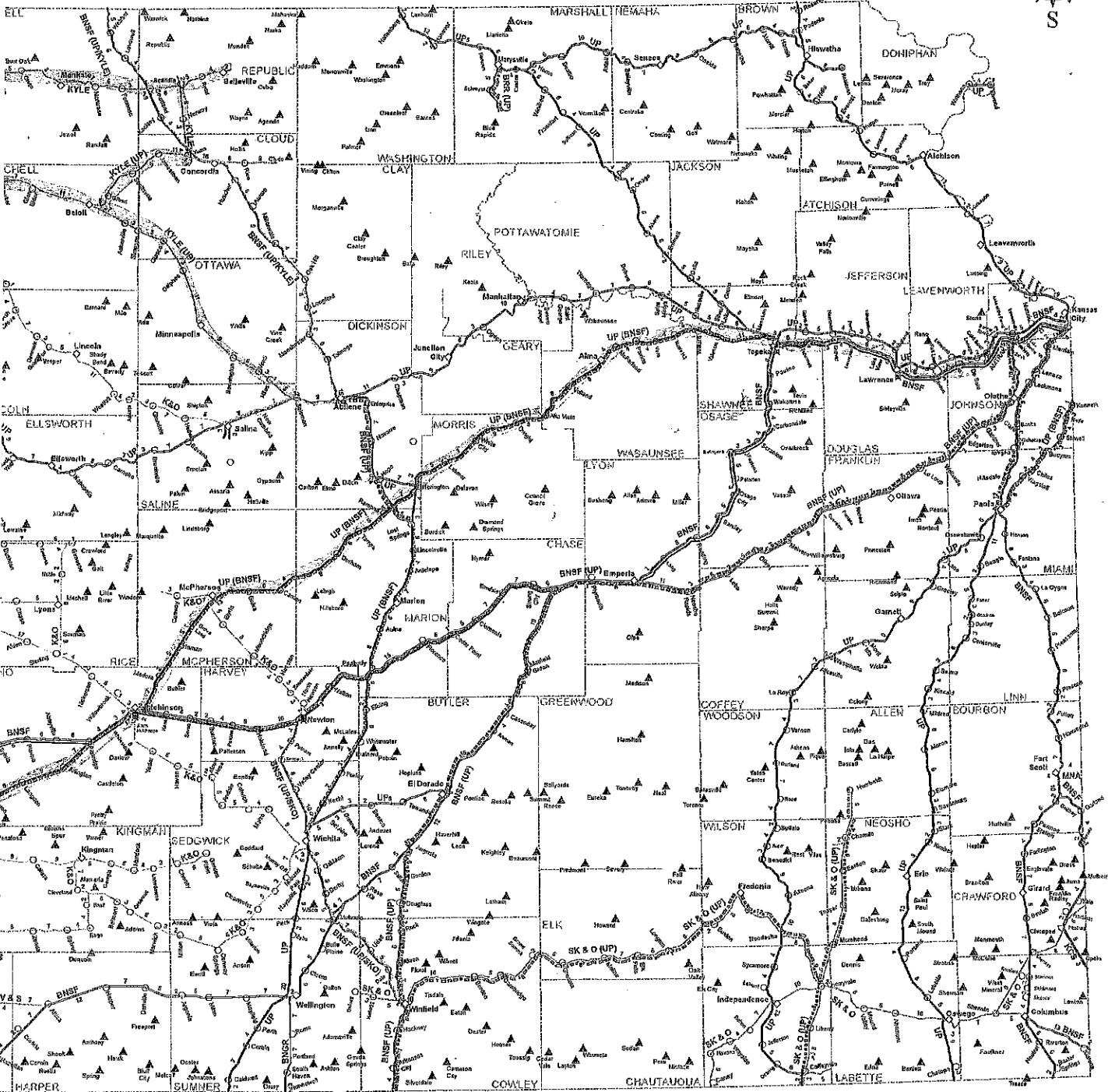
Corporate Headquarters: (402) 544-5000

or (888) 870-8777

Lindsey Douglas, Public Affairs: (816) 399-1625

Calli Hite, Media Relations: (402) 544-3026

Ironroad Map 2013

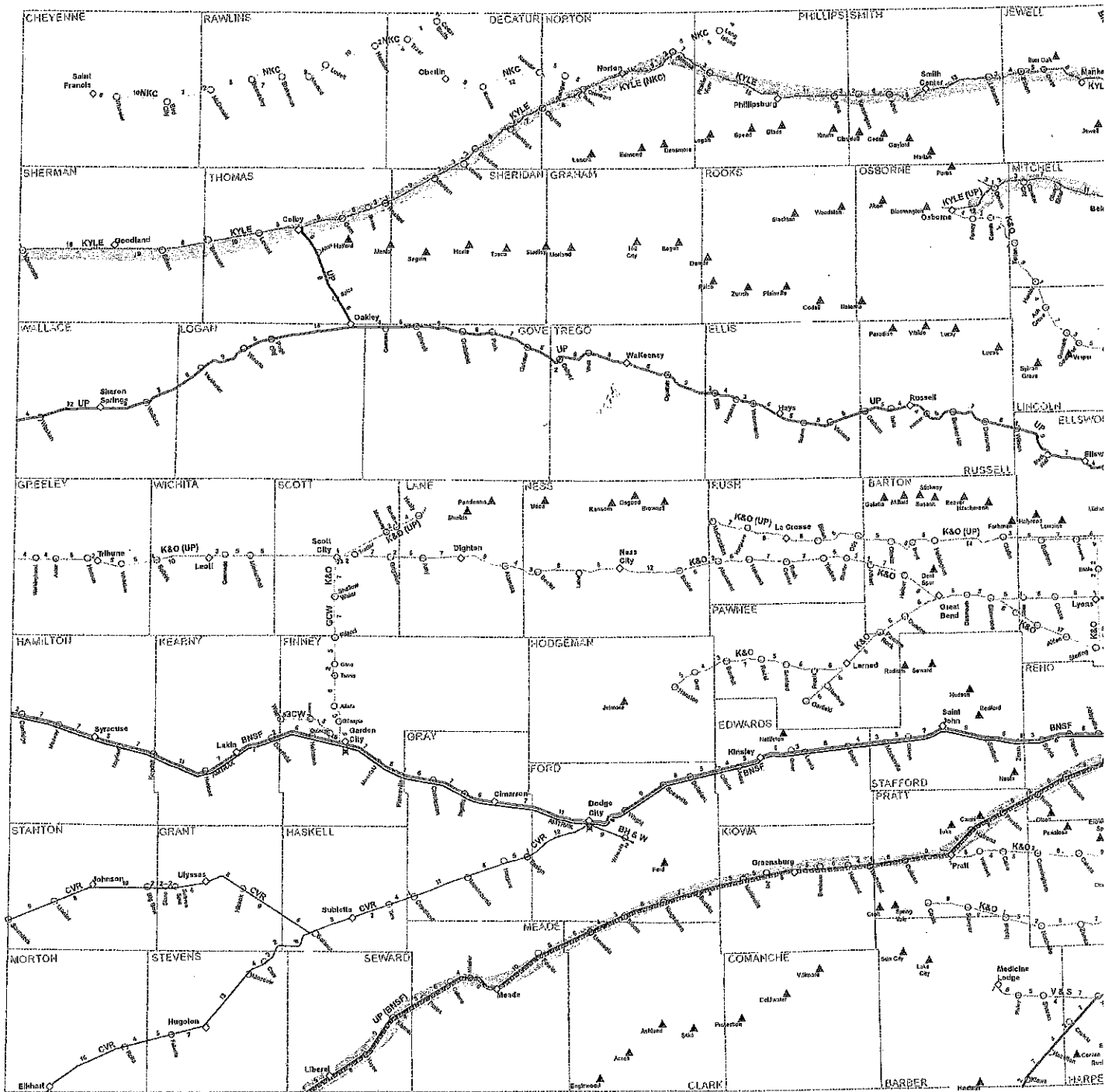


- Rapid Rail 10 miles
- Hill and Western Railway 10 miles
- Iron Valley Railway 102 miles
- Kansas City Western Railway 45 miles
- Kansas City Southern 18 miles
- Missouri & Northern Arkansas 8 miles
- Nebraska Kansas Colorado Railway 122 miles
- South Kansas & Oklahoma 273 miles
- V & S Railway 24 miles
- New Century Aircenter Railroad 5 miles
- Wichita Terminal Association 3 miles
- Kansas City Terminal Railway 25 miles
- AMTRAK



PREPARED BY THE
KANSAS DEPARTMENT OF TRANSPORTATION
BUREAU OF TRANSPORTATION PLANNING
 MAP CREATED MONDAY, MARCH 18, 2013
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Kansas Railroad



- BNSF Railway 1237 miles
- Union Pacific 1635 miles
- KYLE Railroad System 289 miles
- KYLE Railroad System, Leased from UP 132 miles
- Kansas & Oklahoma Railroad 642 Miles
- Kansas & Oklahoma Railroad, UP leased 111 Miles
- Blackwell Northern Gateway Railroad 16 miles
- Blue Rapids Rail
- Boonville and Wes
- Clearman Valley
- Garden City Vlar
- Kansas City Sov
- Missouri & Norf
- Nebraska Kans