



Rail travel is a vital transportation option for rural communities. Ask any rural community leader whose citizens do without rail service, if those same citizens could use a better connection to medical treatment centers, universities, airports, shopping and family.

Mission:

To advocate for the **reinstatement of passenger rail service in Kansas and northern Oklahoma.** To coordinate and connect with regional organizations and city, county and state governments who desire economic and job growth for their communities. At the same time, these governments also understand the need for augmented transportation resources for their citizens.

Most FAQ about rail service:

Does Amtrak require an annual subsidy?

A: "Studies show that for every dollar spent on transportation, it ripples through the economy 4 times over." ~**KDOT Secretary Lorenz during press conference in Newton, KS 2/4/2021.** Yet, all forms require government subsidy.

"It's not a question of IF passenger rail makes money. It's a question of WHO passenger rail makes money FOR." ~**Jim Matthews, CEO & President, RPA (MO River Runner 2021: \$22M in tax revenues annually, \$65M in labor income)**

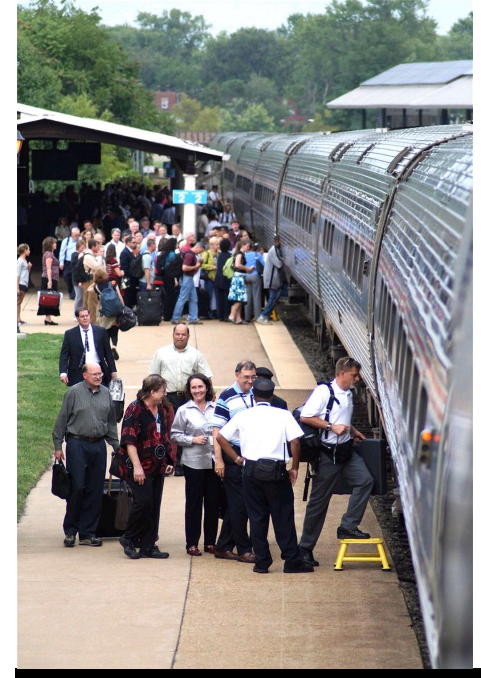
(All photos courtesy of All Aboard Ohio & Northern Flyer Alliance.)

Northern Flyer Alliance, Inc.
876 N. Diane Dr.
Olathe, KS 66061-6862

Name
Address 1
Address 2



northernflyeralliance.com
northernflyeralliance@gmail.com



Why Kansas needs a Rail Caucus:

- **Now more than ever, Kansas must pursue pathways to economic prosperity.**
- **Amtrak & the FRA need to know Kansas is serious about passenger rail.**
- **Through the Bi-Partisan Transportation bill, Congress has provided funding for state-supported corridor rail service. A Rail Caucus could help make sure we get our fair share.**

After Kansas SR 1716, & HR 6017, what's next for KS state legislators to do?

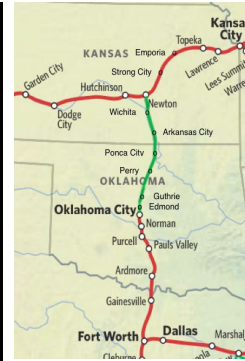
- Together, the DOTs of KS & OK must make a formal request of the Federal RR Admin to classify the route from Oklahoma City to Newton as a **Designated Corridor**. ***This is a prerequisite for federal funding.*** ~ IJJA
- Through communication and advocacy, State Legislators must make sure that the state of Kansas not only accomplishes the above, but also provides a match for federal funds that are available **NOW!**



Amtrak desires to restore service to communities in South Central Kansas to connect with the Southwest Chief. This fits directly into their new model of connecting city pairs.

What they need now is a dedicated group of legislators that will make sure that Kansas does its part to restore service.

N Aumerous studies by academia in Texas and Kansas have determined the economic benefit of Amtrak's Heartland Flyer and its Extension to be at least 4:1 for every dollar spent (before tax-considered).



So, what benefits accrue to society when states have a passenger rail program?

Increased commerce and tourism.

Safe, convenient travel to school, work, and home.

Attracting and keeping college students and young talent due to improved standard of living, convenience, affordable and ecologically friendly travel, etc.

Vibrant downtowns where there is a stop.

Increased local and state tax revenues.

Let's face it, it takes a village!

Our work runs the gamut, from promoting state and regional passenger rail plans and projects to influencing federal policy.

~Midwest Interstate Passenger Rail Commission

We partner with a wide variety of public, private and non-profit organizations to ensure unified, mutually beneficial (passenger rail) progress.

~Southern Rail Commission

Kansans need you...

- To lead the way. The Heartland Flyer Extension needs leaders who can make sure this project gets completed in a timely fashion.
- To show them you hear their demands for less congestion, safer travel options and an improved economy.
- To bring Kansas the 21st century infrastructure solutions they need and deserve.