



AMERICAN RECOVERY AND REINVESTMENT ACT OF 2009  
TRANSPORTATION INVESTMENT GENERATING ECONOMIC RECOVERY  
“TIGER”  
DISCRETIONARY GRANT APPLICATION

**Kansas City Intermodal Facility Project**

**APPENDIX A: Letters of Support and Endorsement**

- Kansas Governor Mark Parkinson
- Kansas Lt. Governor Troy Findley
- US Senator Sam Brownback
- US Senator Pat Roberts
- US Representative Dennis Moore
- US Representative Jerry Moran
- Kansas Legislative Delegation—Johnson County
- Kansas Senator Karin Brownlee
- City of Edgerton
- City of Gardner Mayor David Drovetta
- Mid-America Regional Council
- De Soto Chamber of Commerce
- Greater Kansas City Chamber of Commerce
- Greater Topeka Chamber of Commerce
- Louisburg Chamber of Commerce
- Paola Chamber of Commerce
- Johnson County Parks and Recreation District
- Miami County Board of Commissioners
- Emporia Regional Development Association
- Kansas City Area Development Council
- Leavenworth County Development Corporation
- Southwest Johnson County Economic Development Corporation
- KC SmartPort
- National Retail Federation
- Retail Industry Leaders Association
- Waterfront Coalition
- Coleman Company
- Colliers International
- GBA Architects Engineers
- Grubbs & Ellis
- Kansas City Power & Light
- Kessinger Hunter
- McAninch Corporation
- Miles Excavating
- Peridian Group



September 2, 2009

Ray LaHood, Secretary of Transportation  
U.S. Department of Transportation  
1200 New Jersey Avenue, SE  
Washington, DC 20590

RE: Kansas Department of Transportation's TIGER Grant Application – Kansas City Intermodal Facility

Dear Secretary LaHood:

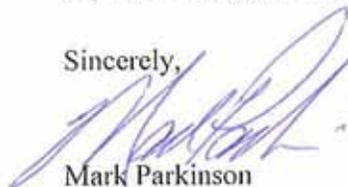
We are writing to express our enthusiastic support of the Kansas Department of Transportation's (KDOT) application for TIGER Discretionary Grant Funds for the Kansas City Intermodal Facility (KCIMF). The KCIMF will be a state-of-art project that not only meets, but exceeds the goals of the TIGER Grant Program and would stimulate and sustain both short- and long-term economic recovery in Kansas and across the United States.

The Kansas City Intermodal Facility is located on one of the most heavily utilized corridors for interstate commerce and international trade in the United States – BNSF's transcontinental route from Los Angeles to Chicago. This route is an integral link in the supply chain that moves goods from the heartland to our nation's ports. The KCIMF will improve the efficiency and productivity our rail system by reducing truck congestion, air emissions and fuel usage while improving distribution center operations.

Among its direct benefits, the Kansas City Intermodal Facility will leverage a \$50 million public investment to stimulate a \$200 million private investment in rail operations in the region. In addition, over the next 20 years these projects will potentially create 13,000 jobs for Kansas and more than \$7 billion in potential wages. Furthermore, the KCIMF will help guarantee that the region has the quality infrastructure needed so that both regional and national businesses have the ability to grow and develop. The KCIMF is exactly the type of project Kansas needs to stimulate and sustain an economic recovery.

For these reasons, we strongly encourage you to favorably consider KDOT's application for TIGER Discretionary Grant funds for the Kansas City Intermodal Facility. Thank you for the opportunity to express our support of this project.

Sincerely,



Mark Parkinson  
Governor of Kansas



Troy Findley  
Lieutenant Governor of Kansas

September 14, 2009

The Honorable Raymond H. LaHood, Secretary  
United States Department of Transportation  
1200 New Jersey Ave, SE  
Washington, DC 20590

Attn: Joel Szabat, Deputy Secretary for Transportation Policy

Sent via email to: [TIGERGrants@dot.gov](mailto:TIGERGrants@dot.gov)

Re: TIGER Discretionary Grant Application for the Burlington Northern Santa Fe Intermodal Facility

Dear Secretary LaHood:

I am pleased to write a letter supporting the Kansas Department of Transportation's (KDOT) application for a TIGER grant to help fund the new Burlington Northern Santa Fe Intermodal Facility.

KDOT is seeking this grant because of the significant economic benefits the construction and operation of this facility will bring to Kansas and the Kansas City region. The estimated economic impact includes 12,180 new jobs in Johnson County totaling \$6.6 billion in wage impacts and a sales impact of approximately \$1.5 billion annually. In addition to quickly creating jobs and stimulating rapid increases in economic activity, this facility would also improve the efficient delivery of freight by rail transportation.

If selected, this project will not only bring significant economic benefit to Kansas and the region, but it will reduce congestion and emissions by shifting more goods from truck to rail. It is for these reasons that I write you this letter in support of KDOT's application for funding of this important intermodal project.

Sincerely,



Mark Parkinson  
Governor of Kansas

*United States Senate*  
WASHINGTON, DC 20510-1604

September 8, 2009

The Honorable Ray LaHood, Secretary of Transportation  
U.S. Department of Transportation  
1200 New Jersey Avenue, SE  
Washington, DC 20590

**LETTER OF SUPPORT – KDOT'S TIGER GRANT APPLICATION:  
KANSAS CITY INTERMODAL FACILITY**

Dear Mr. Secretary:

This letter expresses my support for the Kansas Department of Transportation's (KDOT) application to secure TIGER Discretionary Grant funds for the Kansas City Intermodal Facility (KCIMF). KCIMF would be a state-of-the-art intermodal facility located in the nation's heartland on one of the most heavily utilized corridors for interstate commerce and international trade in the United States – BNSF's transcontinental route from Los Angeles to Chicago. KCIMF would be located adjacent to a new, separate and independent 560-acre logistics development, the Logistics Park Kansas City (LPKC). KCIMF would serve as an integral link in the goods movement supply chain by improving intermodal connectivity for the nation's heartland to ports and other major markets. KCIMF would deliver immediate and lasting improvement to the efficiency of rail – the most cost-effective, fuel efficient, and environmentally-sound land transportation mode for moving the nation's freight.

Among its direct benefits, KCIMF would:

- Deliver direct productivity improvements to the heartland of the United States by reducing truck congestion, air emissions and fuel usage while improving distribution center operations.
- Leverage a \$50 million public investment to stimulate \$200 million in private investment to advance a nationally and regionally significant rail intermodal operation.
- Improve goods movement to and from Midwest distribution centers – assuring a competitive supply chain that will support regional and national businesses' ability to grow and add sustainable jobs.
- Employ electric wide-span cranes, Automatic Gate Systems and other innovative and efficient equipment and technology to provide for the most efficient, low-emissions operations possible.

Among its indirect benefits, KCIMF will provide an immediate stimulus and economic engine for the region, and over the next 20 years and in conjunction with the proposed LPKC, could possibly create 13,000 new jobs in Kansas and more than \$7 billion in potential wages.

I believe the Kansas City Intermodal Facility is a strong candidate for a TIGER Discretionary Grant, is a “game-changing” economic driver for the region, and supports one of the fastest growing economic development engines in the logistics industry. Improving the performance of intermodal operations is necessary for rail to meet its potential to help reverse the declining economic and environmental performance of the nation’s supply chain. This project achieves and, in many categories, exceeds the goals of the TIGER Grant Program and would stimulate and sustain both short- and long-term economic recovery.

I appreciate this opportunity to express my support for this project. Please feel free to contact me with any questions.

Sincerely,

A handwritten signature in black ink that reads "Sam Brownback". The signature is written in a cursive style with a large, stylized "S" at the beginning.

U.S. Senator Sam Brownback

PAT ROBERTS  
KANSAS

109 HART SENATE OFFICE BUILDING  
WASHINGTON, DC 20510-1605  
202-224-4774

FRANK CARLSON FEDERAL BUILDING  
444 SE QUINCY, ROOM 392  
TOPEKA, KS 66683  
785-295-2745

<http://roberts.senate.gov>

## United States Senate

WASHINGTON, DC 20510-1605

September 11, 2009

COMMITTEES:  
AGRICULTURE

FINANCE

HEALTH, EDUCATION,  
LABOR, AND PENSIONS

ETHICS

RULES

The Honorable Ray LaHood  
Secretary of Transportation  
Department of Transportation  
1200 New Jersey Ave., SE  
Washington, DC 20590

Dear Mr. Secretary:

I write today in support for the Kansas Department of Transportation's (KDOT) application for the TIGER Discretionary Grant funds. KDOT's vision to complete the Kansas City Intermodal Facility (KCIMF) will strengthen interstate commerce and international trade in the United States.

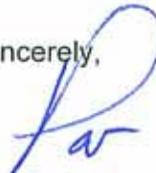
The KCIMF is located adjacent to a new logistics facility, the Logistics Park Kansas City. These two facilities working together will ultimately increase connectivity for the nation's heartland to ports and other major markets. KCIMF would deliver direct productivity improvements to the heartland of the United States by reducing truck congestion, air emissions and fuel usage while improving distribution center operations. KDOT intends to leverage the \$50 million in TIGER money to stimulate \$200 million in private investment to build this cost-effective, fuel-efficient land transportation facility.

The construction of the Intermodal Facility will provide immediate stimulation to the local economy. The completion of the facility will provide economic stimulus to the entire Midwestern region for many years to come with an estimated 13,000 jobs created in Kansas alone.

The Kansas City Intermodal Facility will be a key economic driver for the region and the transportation and shipping industry. This project is a strong candidate for the TIGER grant and I appreciate your full consideration. Please keep me informed on the progress of this application.

With every best wish,

Sincerely,



Pat Roberts

PR:am

**COMMITTEE ON THE BUDGET**

**COMMITTEE ON FINANCIAL SERVICES**

SUBCOMMITTEE ON CAPITAL MARKETS,  
INSURANCE AND GOVERNMENT  
SPONSORED ENTERPRISES

SUBCOMMITTEE ON FINANCIAL INSTITUTIONS  
AND CONSUMER CREDIT

SUBCOMMITTEE ON DOMESTIC AND  
INTERNATIONAL MONETARY POLICY,  
TRADE AND TECHNOLOGY

**COMMITTEE ON SMALL BUSINESS**

(on leave of absence, 110th Congress)

**Congress of the United States  
House of Representatives**

**DENNIS MOORE**

Third District, Kansas

<http://moore.house.gov>

September 14, 2009

1727 LONGWORTH HOUSE OFFICE BUILDING

WASHINGTON, DC 20515-1603

PHONE: 202-225-2865

FAX: 202-225-2807

8417 SANTA FE DRIVE, #101

OVERLAND PARK, KS 66212

PHONE: 913-383-2013

FAX: 913-383-2088

500 STATE AVENUE, #176

KANSAS CITY, KS 66101

PHONE: 913-621-0832

FAX: 913-621-1533

901 KENTUCKY STREET, #205

LAWRENCE, KS 66044

PHONE: 785-842-9313

FAX: 785-843-3289

TDD: (hearing/speech impaired constituents)

1-800-766-3777

THE HONORABLE RAY LAHOOD  
SECRETARY  
DEPARTMENT OF TRANSPORTATION  
1200 NEW JERSEY AVE SE  
WASHINGTON, DC 20590-0001

Dear Secretary LaHood:

This letter expresses my support for the Kansas Department of Transportation's (KDOT) application to secure TIGER Discretionary Grant funds for the Kansas City Intermodal Facility (KCIMF). KCIMF would be a state-of-the-art intermodal facility located in the nation's heartland on one of the most heavily utilized corridors for interstate commerce and international trade in the United States – BNSF's Transcontinental route from Los Angeles to Chicago. KCIMF would be located adjacent to a new separate and independent 560-acre logistics development, the Logistics Park Kansas City (LPKC) proposed by The Allen Group. KCIMF would serve as an integral link in the goods movement supply chain by improving intermodal connectivity for the nation's heartland to ports and other major markets. KCIMF would deliver immediate and lasting improvement to the efficiency of rail – the most cost-effective, fuel efficient, and environmentally-sound land transportation mode for moving the nation's freight.

Among its direct benefits, KCIMF would:

- Deliver direct productivity improvements to the heartland of the United States by reducing truck congestion, air emissions and fuel usage while improving distribution center operations.
- Leverage a \$50 million public investment to stimulate \$200 million in private investment to advance a nationally and regionally significant rail intermodal operation.
- Improve goods movement to and from Midwest distribution centers – assuring a competitive supply chain that will support regional and national businesses' ability to grow and add sustainable jobs.
- Employ electric wide-span cranes, Automatic Gate Systems and other innovative and efficient equipment and technology to provide for the most efficient, low-emissions operations possible.

Among its indirect benefits, KCIMF will provide an immediate stimulus and economic engine for the region, and over the next 20 years and in conjunction with the proposed separate LPKC, could generate a potential 13,000 jobs in Kansas and more than \$7 billion in potential wages.

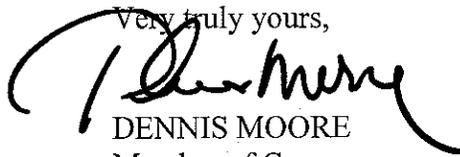
The Honorable Ray LaHood

September 14, 2009

Page 2

We believe the Kansas City Intermodal Facility is a strong candidate for a TIGER Discretionary Grant and is a "game-changing" economic driver for the region, and supports one of the fastest growing economic development engines in the logistics industry. Improving the performance of intermodal operations is necessary for rail to meet its potential to help reverse the declining economic and environmental performance of the nation's supply chain. It achieves and in many categories exceeds the goals of the TIGER Grant Program and would stimulate and sustain both short- and long-term economic recovery.

I appreciate this opportunity to express my support for this project. Please feel free to contact me with any questions.

Very truly yours,  
  
DENNIS MOORE  
Member of Congress

DM: ka

**JERRY MORAN**

FIRST DISTRICT  
KANSAS

COMMITTEE ON  
AGRICULTURE

RANKING MEMBER

SUBCOMMITTEE ON GENERAL FARM  
COMMODITIES AND RISK MANAGEMENT

COMMITTEE ON  
TRANSPORTATION AND  
INFRASTRUCTURE

COMMITTEE ON  
VETERANS' AFFAIRS

SIGN UP FOR EMAIL UPDATES:  
[WWW.JERRYMORAN.HOUSE.GOV](http://WWW.JERRYMORAN.HOUSE.GOV)

**Congress of the United States**  
**House of Representatives**  
**Washington, DC**

September 9, 2009

2202 RAYBURN HOUSE OFFICE BUILDING  
WASHINGTON, DC 20515-1601  
12021 225-2715  
FAX 12021 225-6124

DISTRICT OFFICES

1200 MAIN STREET  
SUITE 402  
P.O. BOX 249  
HAYS, KS 67601-0249  
(785) 628-6401  
FAX (785) 628-3791

ONE NORTH MAIN  
SUITE 525  
P.O. BOX 1128  
HUTCHINSON, KS 67504-1128  
16201 665-6139  
FAX 16201 665-6360

119 WEST IRON  
SUITE 403  
P.O. BOX 766  
SALINA, KS 67402-0766  
(785) 309-0572  
FAX (785) 827-8057

The Honorable Ray LaHood  
Secretary  
U.S. Department of Transportation  
1200 New Jersey Ave, SE  
Washington, D.C. 20590

Dear Mr. Secretary:

I am writing to express my strong support for the Kansas Department of Transportation's (KDOT) application to secure TIGER Discretionary Grant funds for the Kansas City Intermodal Facility (KCIMF). KCIMF would be a state-of-the-art intermodal facility located in the nation's heartland on one of the most heavily utilized corridors for interstate commerce and international trade in the United States – BNSF's Transcontinental route from Los Angeles to Chicago. KCIMF would be located adjacent to a new separate and independent 560-acre logistics development, the Logistics Park Kansas City (LPKC). KCIMF would serve as an integral link in the goods movement supply chain by improving intermodal connectivity for the nation's heartland to ports and other major markets. KCIMF would deliver immediate and lasting improvement to the efficiency of rail – the most cost-effective, fuel efficient, and environmentally-sound land transportation mode for moving the nation's freight.

Among its direct benefits, KCIMF would:

- Deliver direct productivity improvements to the heartland of the United States by reducing truck congestion, air emissions and fuel usage while improving distribution center operations.
- Leverage a \$50 million public investment to stimulate \$200 million in private investment to advance a nationally and regionally significant rail intermodal operation.
- Improve goods movement to and from Midwest distribution centers – assuring a competitive supply chain that will support regional and national businesses' ability to grow and add sustainable jobs.
- Employ electric wide-span cranes, Automatic Gate Systems and other innovative and efficient equipment and technology to provide for the most efficient, low-emissions operations possible.

Among its indirect benefits, KCIMF will provide an immediate stimulus and economic engine for the region, and over the next 20 years and in conjunction with the proposed separate LPKC, could generate a potential 13,000 jobs in Kansas and more than \$7 billion in potential wages.

This would significantly boost Kansas labor markets, marking it as a vital step towards economic recovery.

I believe the Kansas City Intermodal Facility is a strong candidate for a TIGER Discretionary Grant and is an important economic driver for the region. Improving the performance of intermodal operations is necessary for rail to meet its potential to help reverse the declining economic and environmental performance of the nation's supply chain. It achieves and in many categories exceeds the goals of the TIGER Grant Program and would stimulate and sustain both short- and long-term economic recovery.

Ensuring the growth and vitality of Kansas infrastructure, businesses, and job opportunities has been a priority of mine during my time in Congress. As a member of the Transportation Committee, I am committed to pursuing opportunities to improve rail and intermodal services. These facilities play an important role in maintaining an infrastructure that keeps the U.S. economy competitive. I appreciate this opportunity to express my support for this project. Please feel free to contact me with any questions.

Very truly yours,

*Jerry Moran*

Jerry Moran

JM:ar

STATE OF KANSAS

**TERRIE W. HUNTINGTON**  
REPRESENTATIVE, 25TH DISTRICT  
6264 GLENFIELD  
FAIRWAY, KANSAS 66205  
(913) 677-3582



TOPEKA

HOUSE OF  
REPRESENTATIVES

COMMITTEE ASSIGNMENTS  
CHAIR: HIGHER EDUCATION  
MEMBER: EDUCATION BUDGET  
SELECT COMMITTEE  
ON KPERS  
JOINT COMMITTEE  
ON PENSIONS,  
INVESTMENTS &  
BENEFITS

September 1, 2009

Ray LaHood, Secretary of Transportation  
U.S. Department of Transportation  
1200 New Jersey Avenue, SE  
Washington, DC 20590

Re: Letter of Support from Johnson County, Kansas Legislative Delegation  
KDOT's TIGER Grand Application: Kansas City Intermodal Facility

Dear Secretary LaHood:

We are writing in support of the Kansas Department of Transportation's (KDOT) application to secure TIGER Discretionary Grant funds for the Kansas City Intermodal Facility (KCIMF). State-of-the-art technology for the KCIMF will be utilized to facilitate interstate commerce and international trade in the U.S.—the movement of goods from Los Angeles throughout the Midwest on BNSF's transcontinental route. KCIMF would be located adjacent to a new, separate and independent 560-acre logistics development, the Logistics Park Kansas City (LPKC) proposed by The Allen Group. KCIMF would deliver immediate and lasting improvement to the efficiency of rail -- the most cost-effective, fuel efficient, and environmentally sound land transportation mode for moving the nation's freight.

Among its direct benefits, KCIMF would:

- Deliver direct productivity improvements to the heartland of the United States by reducing truck congestion, air emissions and fuel usage while improving distribution center operations.
- Leverage a \$50 million public investment to stimulate a \$200 million in private investment to advance a nationally and regionally significant rail intermodal operation.
- Improve goods movement to and from Midwest distribution centers—assuring a competitive supply chain that will support regional and national businesses' ability to grow and add sustainable jobs.
- Employ electric wide-span cranes, Automatic Gate Systems and other innovative and efficient equipment and technology to provide for the most efficient, low-emissions operations possible.

At a time when all economies are depressed, KCIMF will provide a stimulus and economic engine for the region, and specifically Johnson County. Cumulatively, over the next 20 years in conjunction with the proposed separate LPKC, this project could provide a potential 13,000 jobs for Kansas and more than \$7 billion in potential wages.

We believe the Kansas City Intermodal Facility is a strong candidate for a TIGER Discretionary Grant and is a "game-changing" economic driver for the region, and supports one of the fastest growing economic development engines in the logistics industry. Improving the performance of intermodal operations is necessary for rail to meet its potential to help reverse the declining economic and environmental performance of the nation's supply chain. It achieves, and in many categories exceeds, the goals of the TIGER Grant Program and would stimulate and sustain both short-term and long-term economic recovery.

Thank you, in advance, for your consideration of our grant request. Please feel free to contact me with any questions.

Sincerely,

Terrie W. Huntington  
State Representative  
25<sup>th</sup> District  
Johnson County Delegation 2009 Chairman

Honorable Lisa Benlon  
22<sup>nd</sup> House District

Honorable Karin Brownlee  
23<sup>rd</sup> Senate District

Honorable Anthony Brown  
38<sup>th</sup> House District

Honorable Jeff Colyer, M.D.  
37<sup>th</sup> Senate District

Honorable Pat Colloton  
28<sup>th</sup> House District

Honorable Julia Lynn  
9<sup>th</sup> Senate District

Honorable Marvin Kleeb  
48<sup>th</sup> House District

Honorable John Vratil  
11<sup>th</sup> Senate District

Honorable Jill Quigley  
17<sup>th</sup> House District

Honorable David Wysong  
7<sup>th</sup> Senate District

Honorable Gene Rardin  
16<sup>th</sup> House District

Honorable Kay Wolf  
21<sup>st</sup> House District

Honorable Arlen Siegfried  
15<sup>th</sup> House District

Honorable Ron Worley  
30<sup>th</sup> House District

Honorable Mike Slattery  
24<sup>th</sup> House District

Honorable Kevin Yoder  
20<sup>th</sup> House District

Honorable Sheryl Spalding  
29<sup>th</sup> House District

STATE OF KANSAS

State Capitol—261 E  
Topeka, KS 66612-1504  
Office: 785-296-7358  
KC Metro Toll Free: 913-715-5000  
Capitol Hotline: 1-800-432-3924  
karin.brownlee@senate.ks.gov

Home

14725 Chalet Dr.  
Olathe, KS 66062  
913-782-4796  
karin@karinbrownlee.com  
www.karinbrownlee.com



SENATOR KARIN BROWNLEE  
23<sup>RD</sup> DISTRICT

**Committee Assignments**  
Financial Institutions & Insurance-  
Vice-Chair  
Assessment and Taxation  
Transportation  
Utilities  
Confirmation Oversight  
**Joint Committees**  
Administrative Rules & Regulations  
Corrections and Juvenile Justice

September 11, 2009

Mr. Ray LaHood, Secretary of Transportation  
U.S. Department of Transportation  
1200 New Jersey Avenue, SE  
Washington, DC 20590

RE: Support for TIGER Grant Application for Kansas City Intermodal Facility

Dear Secretary LaHood:

I would like to express my support for the TIGER grant application which is being pursued for the Kansas City Intermodal Facility (KCIMF) by the Kansas Department of Transportation (KDOT). This Intermodal will be adjacent to a warehouse park of 560 acres, the Logistics Park of Kansas City (LPKC) proposed by The Allen Group.

KCIMF will be built by BNSF on one of their busiest transcontinental routes in our country. The location is just south of Kansas City, near the community of Edgerton, Kansas in Johnson County. Johnson County is one of the primary economic engines of Kansas. Nonetheless, the boost this commercial construction will provide the area is much needed at this time. I believe the stimulus dollars appropriated by Congress intended projects like this as recipients to provide that jumpstart which is needed across all sectors of our economy.

The immediate region is in the heart of my state senate district. We have already seen several major distribution projects totaling nearly three million square feet built nearby in anticipation of the opening of KCIMF. Economic development specialists believe this is just the beginning of the distribution cluster which is developing here. *All we need now is the Intermodal!*

This grant could very well be the dealmaker which would allow BNSF to proceed with their private investment of about \$200 million. The benefits would be immediate and long lasting for the state and greater region as we anticipate thousands of jobs to be added to our area.

Thank you for your consideration of KCIMF for the TIGER grant monies. I look forward to your decision.

Sincerely,

A handwritten signature in black ink that reads "Karin Brownlee". The signature is written in a cursive, flowing style.

State Senator Karin Brownlee

Copy: Skip Kalb, BNSF  
KDOT Secretary Deb Miller

# CITY OF EDGERTON



City of Edgerton, Kansas  
404 E. Nelson Street  
PO Box 255  
Edgerton, KS 66021  
(913) 893-6231

Secretary Ray LaHood  
U.S. Department of Transportation  
1200 New Jersey Avenue, SE  
Washington, DC 20590

9/1/2009

RE: Letter of Support – KDOT TIGER Grant Application, Kansas City Intermodal Facility

Secretary LaHood:

The City of Edgerton, Kansas would like to express its support to the Department of Transportation regarding the Kansas Department of Transportation's (KDOT) application seeking TIGER grant funds for BNSF's Kansas City Intermodal Facility (KCIMF) that may soon be located within the City of Edgerton. The intermodal facility is expected to be a high-class facility that will serve one of the nation's busiest commerce corridors. With close proximity to several interstate highways, the facility will provide a much needed connection between the rail shipping business and the many distribution centers that service a larger region that includes the Kansas City metropolitan area. The BNSF Intermodal Facility will serve areas as diverse as Kansas City, Omaha, St. Louis, Tulsa, and Denver.

The KCIMF will be located adjacent to a complimentary and independently-operated 560-acre logistics park. The logistics park will not only connect millions of dollars of products from their place of origin to their end destination, but will also connect thousands of people to jobs within our community and region. The Allen Group-KC is serving as the master developer of the Logistics Park Kansas City (LPKC) and has experience throughout the nation in the logistics industry. KCIMF and LPKC will move goods through the supply chain by improving intermodal connectivity for the heartland to ports and other major markets.

KCIMF will provide immediate and long-term improvement to the efficiency of rail – the most cost-effective, fuel efficient, and environmentally-sound land transportation mode for moving the nation's freight. Among its direct benefits, KCIMF would:

- Deliver direct productivity improvements to the Midwest by reducing truck congestion, air emissions and fuel usage while improving distribution center operations.
- Leverage a \$50 million public investment to stimulate \$200 million in private investment to advance a nationally and regionally significant rail intermodal operation.
- Improve goods movement to and from Midwest distribution centers – assuring a competitive supply chain that will support regional and national businesses' ability to grow and add sustainable jobs.
- Employ electric wide-span cranes, Automatic Gate Systems and other innovative and efficient equipment and technology to provide for the most efficient, low-emissions operations possible.

The KCIMF will produce an economic stimulus to the Kansas City metropolitan region and the State of Kansas unlike other comparable developments. It is estimated that during the course of the next twenty years, the KCIMF and complimentary LPKC will create over 13,000 jobs for Kansas residents who will earn over than \$7 billion in wages. There are few projects that will have this magnitude of economic impact anywhere in the nation. The total private investment for this project is estimated at over \$750 million, and includes the development of the intermodal facility and logistics park. The City of Edgerton has partnered with BNSF and the Allen Group-KC to provide an estimated \$42 million public investment to construct public infrastructure that is required to allow the development to function efficiently and effectively.

The City of Edgerton believes that the Kansas City Intermodal Facility is a strong candidate to receive a TIGER Discretionary Grant. The intermodal facility will provide a much needed economic boost to the region by increasing the Kansas City metropolitan area's exposure to the economic development engine of the logistics industry. Rail is integral in the nation's ability to move goods through the supply chain. A TIGER award will allow BNSF to reverse the trends created by the economic downturn that have forced them to withdraw expansion investment. The Kansas City Intermodal Facility will meet, and in many areas, exceed the goals of the TIGER Grant Program and the Obama administration's overall stimulus program. Not only will these goals be met on a short-term schedule, but will continue for many years to come.

In closing, the City views this project similar to planting the seed for an orchard. It may take a long time to realize the fruits of our actions, but the harvest will be plentiful if properly cared for. The City is only one of several partners that will work to see that the investment is cared for and nourished to full fruition. The City of Edgerton appreciates the opportunity to express its support for this project. Please feel free to contact myself or our City Administrator David Dillner with any questions.

Sincerely,



Donald Roberts  
Mayor



---

120 E. Main, Gardner, Kansas 66030 (913) 856-0939  
ddrovetta@gardnerkansas.gov

September 4, 2009

Ray LaHood, Secretary of Transportation  
U.S. Department of Transportation  
1200 New Jersey Avenue, SE  
Washington, DC 20590

**LETTER OF SUPPORT – KDOT'S TIGER GRANT APPLICATION:  
KANSAS CITY INTERMODAL FACILITY**

Dear Mr. Secretary:

This letter expresses my support for the Kansas Department of Transportation's (KDOT) application to secure TIGER Discretionary Grant funds for the Kansas City Intermodal Facility (KCIMF). This project will provide a significant economic boost to the immediate area as well as in our region. Once developed, the KCIMF will serve our region through fuel efficient, environmentally sound goods transportation. A 560 acre logistics park is planned immediately adjacent to the KCIMF. Logistics Park Kansas City, developed by the Allen Group, along with the intermodal facility will create up to 13,000 jobs, 7500 in the immediate area.

You are most aware that rail is our most efficient means of goods transport. This project dovetails perfectly with current initiatives in the United States to reduce our dependency on foreign oil through better efficiency and to reduce our carbon footprint through the reduction in fossil fuel combustion.

By allocating the \$50 million dollar grant to this project, you will be assuring that this project has a definitive start date and can immediately begin creating jobs in 2010.

I believe the Kansas City Intermodal Facility is a strong candidate for a TIGER Discretionary Grant and is a positive economic driver for the region. Improving the performance of intermodal operations is necessary for rail to meet its potential to help reverse the declining economic and environmental performance of the nation's supply chain. It achieves and in many categories exceeds the goals of the TIGER Grant Program and would stimulate and sustain both short- and long-term economic recovery.

I appreciate this opportunity to express my support for this project. Please feel free to contact me with any questions.

Sincerely,

A handwritten signature in blue ink, appearing to read "David C. Drovetta". The signature is fluid and cursive, with the first name being the most prominent.

David C. Drovetta, Mayor

600 Broadway, Suite 200  
Kansas City, Missouri 64105-1659

816/474-4240  
816/421-7758 FAX  
www.marc.org



September 14, 2009

Deb Miller, Secretary  
Kansas Department of Transportation  
Dwight D. Eisenhower State Office Building  
700 S.W. Harrison Street  
Topeka, KS 66603-3745

Re: Kansas City Intermodal Facility  
TIGER Discretionary Grant Application

Dear Secretary Miller:

As the U.S. Department of Transportation considers applications for the Transportation Investment Generating Economic Recovery (TIGER) Discretionary Grant program, the Mid-America Regional Council wishes to convey support for the Kansas City Intermodal Facility as identified in MARC's Regional Freight Outlook, a plan for future freight investments in metropolitan Kansas City.

KDOT's application for the Kansas City Intermodal Facility reflects an important element of the region's overall freight and logistics strategy. The State of Kansas, BNSF Railroad, and a number of community partners have worked effectively to plan for and develop the Kansas City Intermodal Facility. The facility would serve as an integral link in the goods movement supply chain by improving intermodal connectivity for the nation's heartland to ports and other major markets, and would bring more efficiency to the region's and the nation's rail system, a cost-effective, fuel efficient, and environmentally-sound land transportation mode for moving the nation's freight. MARC also appreciates the commitment of BNSF to implement strategies at the facility to minimize impacts to the region's air quality and public health.

Implementation of the proposed project will contribute toward completion of a significant element of the region's freight strategy, and will provide enhancement of the region's transportation system.

Sincerely,

A handwritten signature in black ink, appearing to read "David A. Warm".

David A. Warm  
Executive Director

Chair  
Tom Cooley  
Commissioner  
Unified Government  
of Wyandotte County/  
Kansas City, Kan.

1st Vice Chair  
Jim Schultz  
Councilmember  
Independence, Mo.

2nd Vice Chair  
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Councilmember  
Olathe, Kan.

Treasurer  
Jim Plunkett  
Commissioner  
Platte County, Mo.

Secretary  
Jan Marcason  
Councilmember  
Kansas City, Mo.

Executive Director  
David A. Warm



# CHAMBER OF COMMERCE

*"Building on Small Town Values"*

September 11, 2009

Mr. Ray LaHood, Secretary of Transportation  
U.S. Department of Transportation  
1200 New Jersey Avenue, SE  
Washington, DC 20590

**LETTER OF SUPPORT – KDOT'S TIGER GRANT APPLICATION:  
KANSAS CITY INTERMODAL FACILITY**

Dear Mr. Secretary:

This letter expresses the De Soto Chamber of Commerce and De Soto Economic Development Council's support for the Kansas Department of Transportation's (KDOT) application to secure TIGER Discretionary Grant funds for the Kansas City Intermodal Facility (KCIMF). KCIMF would be a state-of-the-art intermodal facility located in the nation's heartland on one of the most heavily utilized corridors for interstate commerce and international trade in the United States – BNSF's Transcontinental route from Los Angeles to Chicago. KCIMF would be located adjacent to a new separate and independent 560-acre logistics development, the Logistics Park Kansas City (LPKC) proposed by The Allen Group. KCIMF would serve as an integral link in the goods movement supply chain by improving intermodal connectivity for the nation's heartland to ports and other major markets. KCIMF would deliver immediate and lasting improvement to the efficiency of rail – the most cost-effective, fuel efficient, and environmentally-sound land transportation mode for moving the nation's freight.

Among its direct benefits, KCIMF would:

- Deliver direct productivity improvements to the heartland of the United States by reducing truck congestion, air emissions and fuel usage while improving distribution center operations.
- Leverage a \$50 million public investment to stimulate \$200 million in private investment to advance a nationally and regionally significant rail intermodal operation.
- Improve goods movement to and from Midwest distribution centers – assuring a competitive supply chain that will support regional and national businesses' ability to grow and add sustainable jobs.
- Employ electric wide-span cranes, Automatic Gate Systems and other innovative and efficient equipment and technology to provide for the most efficient, low-emissions operations possible.

Page 2 of 2

Among the indirect benefits, KCIMF will provide a stimulus and economic engine for the region which cumulatively, over the next 20 years in conjunction with the proposed separate LPKC, could provide a potential 13,000 jobs for Kansas and more than \$7 billion in potential wages. We believe the Kansas City Intermodal Facility is a strong candidate for a TIGER Discretionary Grant and is a "game-changing" economic driver for the region, and supports one of the fastest growing economic development engines in the logistics industry. Improving the performance of intermodal operations is necessary for rail to meet its potential to help reverse the declining economic and environmental performance of the nation's supply chain. It achieves and in many categories exceeds the goals of the TIGER Grant Program and would stimulate and sustain both short- and long-term economic recovery.

We appreciate this opportunity to express our support for this project. Please feel free to contact me with any questions.

Sincerely,

A handwritten signature in black ink that reads "Sara R. Ritter" with a stylized flourish at the end.

Sara R. Ritter

Executive Director

De Soto Chamber of Commerce and Economic Development Council

# WORLD TRADE CENTER

*Greater Kansas City Chamber of Commerce*

September 8, 2009

Ray LaHood, Secretary of Transportation  
U.S. Department of Transportation  
1200 New Jersey Avenue, SE  
Washington, DC 20590

**LETTER OF SUPPORT - KDOT'S TIGER GRANT APPLICATION:  
KANSAS CITY INTERMODAL FACILITY**

Dear Mr. Secretary:

This letter expresses The Greater Kansas City Chamber of Commerce, World Trade Center's support for the Kansas Department of Transportation's (KDOT) application to secure TIGER Discretionary Grant funds for the Kansas City Intermodal Facility (KCIMF). KCIMF would be a state-of-the-art intermodal facility located in the nation's heartland on one of the most heavily utilized corridors for interstate commerce and international trade in the United States - BNSF's Transcontinental route from Los Angeles to Chicago. KCIMF would be located adjacent to a new separate and independent 560-acre logistics development, the Logistics Park Kansas City (LPKC) proposed by The Allen Group. KCIMF would serve as an integral link in the goods movement supply chain by improving intermodal connectivity for the nation's heartland to ports and other major markets. KCIMF would deliver immediate and lasting improvement to the efficiency of rail - the most cost-effective, fuel efficient, and environmentally-sound land transportation mode for moving the nation's freight.

Among its direct benefits, KCIMF would:

- Deliver direct productivity improvements to the heartland of the United States by reducing truck congestion, air emissions and fuel usage while improving distribution center operations.
- Leverage a \$50 million public investment to stimulate \$200 million in private investment to advance a nationally and regionally significant rail intermodal operation.

# WORLD TRADE CENTER

*Greater Kansas City Chamber of Commerce*

- Improve goods movement to and from Midwest distribution centers - assuring a competitive supply chain that will support regional and national businesses' ability to grow and add sustainable jobs.
- Employ electric wide-span cranes, Automatic Gate Systems and other innovative and efficient equipment and technology to provide for the most efficient, low-emissions operations possible.

Among the indirect benefits, KCIMF will provide a stimulus and economic engine for the region which cumulatively, over the next 20 years in conjunction with the proposed separate LPKC, could provide a potential 13,000 jobs for Kansas and more than \$7 billion in potential wages.

We believe the Kansas City Intermodal Facility is a strong candidate for a TIGER Discretionary Grant and is a "game-changing" economic driver for the region, and supports one of the fastest growing economic development engines in the logistics industry. Improving the performance of intermodal operations is necessary for rail to meet its potential to help reverse the declining economic and environmental performance of the nation's supply chain. It achieves and in many categories exceeds the goals of the TIGER Grant Program and would stimulate and sustain both short- and long-term economic recovery.

We appreciate this opportunity to express our support for this project. Please feel free to contact me with any questions.

Sincerely,

Mary Pyle  
Managing Director  
World Trade Center

World Trade Center - Greater Kansas City      2600 Commerce Tower • 911 Main Street  
Kansas City, Missouri 64105-2049  
816/221-2424 • FAX 816/221-7440 • [www.kctrade.com](http://www.kctrade.com)

# WORLD TRADE CENTER

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*Greater Kansas City Chamber of Commerce*

Greater Kansas City Chamber of Commerce  
[pyle@kcchamber.com](mailto:pyle@kcchamber.com)

CC: Chris Lester, Senior Vice President, Greater Kansas City Chamber  
of Commerce

August 31, 2009

Ray LaHood, Secretary of Transportation  
U.S. Department of Transportation  
1200 New Jersey Avenue, SE  
Washington, DC 20590

120 SE 6th Avenue, Suite 110  
Topeka, Kansas 66603-3515

P.785.234.2644 F.785.234 8656  
www.topekachamber.org  
topekainfo@topekachamber.org

**LETTER OF SUPPORT – KDOT'S TIGER GRANT APPLICATION:  
KANSAS CITY INTERMODAL FACILITY**

Dear Mr. Secretary:

This letter expresses the Greater Topeka Chamber of Commerce's support for the Kansas Department of Transportation's application to secure TIGER Discretionary Grant funds for the Kansas City Intermodal Facility (KCIMF). KCIMF would be a state-of-the-art intermodal facility located in the nation's heartland on one of the most heavily utilized corridors for interstate commerce and international trade in the United States – BNSF's Trans-continental route from Los Angeles to Chicago. KCIMF would be located adjacent to a new separate and independent 560-acre logistics development, the Logistics Park Kansas City (LPKC) proposed by The Allen Group. KCIMF would serve as an integral link in the goods movement supply chain by improving intermodal connectivity for the nation's heartland to ports and other major markets. KCIMF would deliver immediate and lasting improvement to the efficiency of rail – the most cost-effective, fuel efficient, and environmentally-sound land transportation mode for moving the nation's freight.

Among its direct benefits, KCIMF would:

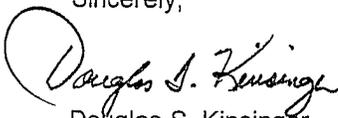
- Deliver direct productivity improvements to the heartland of the United States by reducing truck congestion, air emissions and fuel usage while improving distribution center operations.
- Leverage a \$50 million public investment to stimulate \$200 million in private investment to advance a nationally and regionally significant rail intermodal operation.
- Improve goods movement to and from Midwest distribution centers – assuring a competitive supply chain that will support regional and national businesses' ability to grow and add sustainable jobs.
- Employ electric wide-span cranes, Automatic Gate Systems and other innovative and efficient equipment and technology to provide for the most efficient, low-emissions operations possible.

Among the indirect benefits, KCIMF will provide a stimulus and economic engine for the region. Cumulatively over the next 20 years, in conjunction with the proposed separate LPKC, it could provide a potential 13,000 jobs for Kansas and more than \$7 billion in potential wages.

We believe the Kansas City Intermodal Facility is a strong candidate for a TIGER Discretionary Grant and is a "game-changing" economic driver for the region, and supports one of the fastest growing economic development engines in the logistics industry. Improving the performance of intermodal operations is necessary for rail to meet its potential to help reverse the declining economic and environmental performance of the nation's supply chain. It achieves, and in many categories exceeds the goals of the TIGER Grant Program and would stimulate and sustain both short- and long-term economic recovery.

We appreciate this opportunity to express our support for this project.

Sincerely,

  
Douglas S. Kinsinger  
President & CEO



Louisburg Chamber of Commerce  
5 S. Peoria, Suite 103, POB 245  
Louisburg, KS 66053-0245  
www.louisburgkansas.com – 913-837-2826

Ray LaHood, Secretary of Transportation  
U.S. Department of Transportation  
1200 New Jersey Avenue, SE  
Washington, DC 20590

September 11, 2009

**LETTER OF SUPPORT – KDOT'S TIGER GRANT APPLICATION:  
KANSAS CITY INTERMODAL FACILITY**

Dear Mr. Secretary:

This letter expresses Louisburg Chamber of Commerce's support for the Kansas Department of Transportation's (KDOT) application to secure TIGER Discretionary Grant funds for the Kansas City Intermodal Facility (KCIMF). KCIMF would be a state-of-the-art intermodal facility located in the nation's heartland on one of the most heavily utilized corridors for interstate commerce and international trade in the United States – BNSF's Transcontinental route from Los Angeles to Chicago. KCIMF would be located adjacent to a new separate and independent 560-acre logistics development, the Logistics Park Kansas City (LPKC) proposed by The Allen Group. KCIMF would serve as an integral link in the goods movement supply chain by improving intermodal connectivity for the nation's heartland to ports and other major markets. KCIMF would deliver immediate and lasting improvement to the efficiency of rail – the most cost-effective, fuel efficient, and environmentally-sound land transportation mode for moving the nation's freight.

Among its direct benefits, KCIMF would:

- Deliver direct productivity improvements to the heartland of the United States by reducing truck congestion, air emissions and fuel usage while improving distribution center operations.
- Leverage a \$50 million public investment to stimulate \$200 million in private investment to advance a nationally and regionally significant rail intermodal operation.
- Improve goods movement to and from Midwest distribution centers – assuring a competitive supply chain that will support regional and national businesses' ability to grow and add sustainable jobs.

- Employ electric wide-span cranes, Automatic Gate Systems and other innovative and efficient equipment and technology to provide for the most efficient, low-emissions operations possible.

Among the indirect benefits, KCIMF will provide a stimulus and economic engine for the region which cumulatively, over the next 20 years in conjunction with the proposed separate LPKC, could provide a potential 13,000 jobs for Kansas and more than \$7 billion in potential wages.

We believe the Kansas City Intermodal Facility is a strong candidate for a TIGER Discretionary Grant and is a “game-changing” economic driver for the region, and supports one of the fastest growing economic development engines in the logistics industry. Improving the performance of intermodal operations is necessary for rail to meet its potential to help reverse the declining economic and environmental performance of the nation’s supply chain. It achieves and in many categories exceeds the goals of the TIGER Grant Program and would stimulate and sustain both short- and long-term economic recovery.

We appreciate this opportunity to express our support for this project. Please feel free to contact me with any questions.

Sincerely,  
  
Patsy Bortner, Executive Director

CC: Board of Directors

**PAOLA**  
**CHAMBER OF COMMERCE**  
**ECONOMIC DEVELOPMENT**

3 West Wea Street  
Paola, Kansas 66071



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September 1, 2009

Ray LaHood, Secretary of Transportation  
U.S. Department of Transportation  
1200 New Jersey Avenue, SE  
Washington, DC 20590

**LETTER OF SUPPORT – KDOT'S TIGER GRANT APPLICATION:  
KANSAS CITY INTERMODAL FACILITY**

Dear Mr. Secretary:

This letter expresses the support of the Paola Chamber of Commerce and Paola Economic Development for the Kansas Department of Transportation's (KDOT) application to secure TIGER Discretionary Grant funds for the Kansas City Intermodal Facility (KCIMF). KCIMF would be a state-of-the-art intermodal facility located in the nation's heartland on one of the most heavily utilized corridors for interstate commerce and international trade in the United States – BNSF's Transcontinental route from Los Angeles to Chicago. KCIMF would be located adjacent to a new separate and independent 560-acre logistics development, the Logistics Park Kansas City (LPKC) proposed by The Allen Group. KCIMF would serve as an integral link in the goods movement supply chain by improving intermodal connectivity for the nation's heartland to ports and other major markets. KCIMF would deliver immediate and lasting improvement to the efficiency of rail – the most cost-effective, fuel efficient, and environmentally-sound land transportation mode for moving the nation's freight.

Among its direct benefits, KCIMF would:

- Deliver direct productivity improvements to the heartland of the United States by reducing truck congestion, air emissions and fuel usage while improving distribution center operations.
- Leverage a \$50 million public investment to stimulate \$200 million in private investment to advance a nationally and regionally significant rail intermodal operation.

Paola Chamber of Commerce & Paola Economic Development  
3 West Wea Street, Paola, Kansas 66071  
Phone: (913) 294-4335 \* Fax: (913) 294-4336 \* E-mail: [mgr@paolachamber.org](mailto:mgr@paolachamber.org)  
<http://www.paolachamber.org>

*"Promoting your business is our business."*

- Improve goods movement to and from Midwest distribution centers – assuring a competitive supply chain that will support regional and national businesses' ability to grow and add sustainable jobs.
- Employ electric wide-span cranes, Automatic Gate Systems and other innovative and efficient equipment and technology to provide for the most efficient, low-emissions operations possible.

Among the indirect benefits, KCIMF will provide a stimulus and economic engine for the region which cumulatively, over the next 20 years in conjunction with the proposed separate LPKC, could provide a potential 13,000 jobs for Kansas and more than \$7 billion in potential wages.

We believe the Kansas City Intermodal Facility is a strong candidate for a TIGER Discretionary Grant and is a “game-changing” economic driver for the region, and supports one of the fastest growing economic development engines in the logistics industry. Improving the performance of intermodal operations is necessary for rail to meet its potential to help reverse the declining economic and environmental performance of the nation's supply chain. It achieves and in many categories exceeds the goals of the TIGER Grant Program and would stimulate and sustain both short- and long-term economic recovery.

We appreciate this opportunity to express our support for this project. Please feel free to contact me with any questions.

Sincerely,



Carol Everhart  
Executive Director

Paola Chamber of Commerce & Paola Economic Development  
3 West Wea Street, Paola, Kansas 66071  
Phone: (913) 294-4335 \* Fax: (913) 294-4336 \* E-mail: [mgr@paolachamber.org](mailto:mgr@paolachamber.org)  
<http://www.paolachamber.org>

*"Promoting your business is our business."*



September 8, 2009

JOHNSON COUNTY  
PARK & RECREATION  
DISTRICT

www.JCPRD.COM

Mr. David Valenstein  
Environmental Program Manager  
Federal Railway Administration  
1200 New Jersey Avenue, SE  
Washington, DC 20590

SHAWNEE MISSION  
PARK OFFICES

7900 Renner Road  
Shawnee Mission, KS  
66219-9723

Voice 913.438.7275  
TDD 913.831.3342  
Fax 913.492.7275

2009  
BOARD OF  
PARK & RECREATION  
COMMISSIONERS

Gary K. Montague  
Chair

Anthony L. Adams

Paul E. Alvarado, Jr.

James R. Azeltine

George J. Schlagel

Nancy Wallerstein

Dr. Marvin E. Wollen

DIRECTOR OF  
PARKS & RECREATION

Michael D. Meadors

Re: BNSF Railway Company's Proposed Kansas City Intermodal Facility TIGER Grant Application and Effects on Mildale Park, Johnson County, Kansas

Dear Mr. Valenstein:

I am writing on behalf of the Johnson County Park and Recreation District of Johnson County, Kansas, ("District") regarding your agency's consideration of Section 4(f) properties that could be affected by a decision to provide Federal funding for BNSF's Kansas City Intermodal Facility ("KCIMF"). My understanding is that Kansas Department of Transportation is submitting an application to the U.S. Department of Transportation for Transportation Investments Generating Economic Recovery (TIGER) Grant to assist in the development of BNSF's KCIMF. The District owns or operates public parks within Johnson County, Kansas, and has an established mission to maintain the quality of our facilities and providing high-quality recreational resources for our constituents. The District owns and operates Mildale Park, which is a 600-acre park located in southwest Johnson County, Kansas. BNSF's north transcontinental mainline is adjacent to the western boundary of Mildale Park near the District's improved park facilities, which facilities are generally referenced herein as the Mildale Farm. The south transcontinental mainline track basically bisects the 600-acre Mildale Park in the middle and requires two at-grade public crossings on public roads at the park boundaries. There are some significant positive aspects of the BNSF KCIMF project that could benefit Mildale Park as explained below.

Mildale Park is primarily open space to be used for horseback riding, walking, and other passive recreational activities. The District's improved facilities at Mildale Park are known as Mildale Farm and include two houses, a large lake, a carriage barn, and a large Barn, which itself is a rather unique facility. The Barn looks like an equestrian barn on the outside, but it was not built for horses. It is used for weddings, family reunions, holiday parties, corporate retreats, and banquets and can accommodate 400 people. It is a high-quality, timber-frame constructed building using old world craftsmanship and is near BNSF's existing north transcontinental mainline track on the north perimeter of the park. BNSF approached the District to discuss the potential for the KCIMF project to relocate the south mainline tracks completely outside the park property to a location adjacent to the north mainline track on existing BNSF right-of-way on the other side of the existing north track. BNSF also intends to construct two intermodal facility lead tracks adjacent to the mainline tracks within its own right-of-way outside of the park property. No BNSF tracks will be placed or remain on District park property. The track relocation and new construction will involve construction of necessary embankment and drainage features to support the tracks and will require BNSF to purchase a construction and permanent easement from the District. The use of the easement will involve the removal of several parking spaces serving the Barn Facility and the relocation of a service road and utilities. BNSF has agreed to move utilities and the service road, and to construct replacement parking on park property in close proximity to the Barn. In addition to constructing replacement parking for the Barn, BNSF has also agreed to install

landscaping and construct a berm and sound wall adjacent to the Barn, which will benefit the park by reducing existing and future noise impacts and improving existing visual aesthetics. In order to reduce the future noise of train whistles being blown near the Mildale Farm facilities, BNSF has also agreed to support, and not to oppose, the creation of a quiet zone at the public railroad crossing on 199<sup>th</sup> Street just east of U.S. 56 Highway, part of which property is owned by the District. BNSF has agreed to complete environmental remediation on and to grant to the District its right, title and interest in the fourteen acres beneath the removed south mainline track, part of which is right-of-way and part is owned by BNSF. Such a grant and the relocation of the south mainline track will enable the closing of the two at-grade public crossings at the park boundaries and facilitate the access to and future use of the two sections of Mildale Park now bisected by that south mainline track. BNSF and the District have spent considerable time and effort discussing the project and ways to ensure there are no adverse impacts to the Mildale Farm facilities or Mildale Park, and that our park benefits from the relocation of the south mainline tracks from within the park.

Therefore, the District does not believe the BNSF project to relocate the south mainline tracks from within the park will adversely affect the activities, features and attributes of Mildale Park, a Section 4(f) property. As we understand the 4(f) process, the construction of the relocated south mainline tracks from within the park as part of the planned KCIMF, with the agreed upon BNSF mitigation will enable your agency to make a *de minimis* finding of potential impact on Mildale Park property.

If you have any questions please do not hesitate to contact me. We look forward to your notification of your *de minimis* finding.

Respectively submitted,

BOARD OF PARK AND RECREATION COMMISSIONERS



Gary K. Montague  
Chair

GKM:jac



*Miami County Board of Commissioners*  
*201 S. Pearl St., Suite 200*  
*Paola, KS 66071*  
*Phone 913 294-5844 Fax 913 294-9163*

*Commissioners:*

*James E. Wise, Dist. 1*

*Bonnie "Rob" Roberts, Dist. 2*

*George Pretz, Dist. 3*

*Ronald E. Stiles, Dist. 4*

*Lyle Wobker, Dist. 5*

---

September 10, 2009

Ray LaHood, Secretary of Transportation  
U.S. Department of Transportation  
1200 New Jersey Avenue, SE  
Washington, DC 20590

**LETTER OF SUPPORT – KDOT'S TIGER GRANT APPLICATION:  
KANSAS CITY INTERMODAL FACILITY**

Dear Mr. Secretary:

On behalf of the Miami County Commissioners, I would like to express our support for the Kansas Department of Transportation's application to secure TIGER Discretionary Grant funds for the Kansas City Intermodal Facility. We understand that each state is eligible to request these stimulus dollars, and we believe the KCIMF is a good choice for the state's application.

The proposed intermodal facility is projected to be a state of the art facility with a large economic impact on our region. The TIGER federal funds would help make this project a reality providing jobs to our region and leveraging the estimated private and public contributions.

KCIMF would be located adjacent to a new separate and independent 560-acre logistics development, the Logistics Park Kansas City proposed by The Allen Group. It would serve as an integral link in the goods movement supply chain by improving intermodal connectivity for the nation's heartland to ports and other major markets. It would build upon Miami County's strengths as a location with trained, available workers and a Foreign Trade Zone designation.

Studies have estimated that the KCIMF will generate 13,000 Kansas jobs and more than \$7 billion in wages during the next two decades. It is our sincere hope that many of our residents will be able to take advantage of those opportunities.

We believe the intermodal facility is a strong candidate for a TIGER Discretionary Grant and complies with the goals as outlined in the TIGER Grant Program.

We appreciate this opportunity to express our support for this project. Please feel free to contact me with any questions.

Sincerely,

James E. Wise, Commission Chair  
Miami County Board of County Commission



August 31, 2009

Ray LaHood, Secretary of Transportation  
U.S. Department of Transportation  
1200 New Jersey Avenue, SE  
Washington, DC 20590

LETTER OF SUPPORT – KDOT'S TIGER GRANT APPLICATION: KANSAS CITY INTERMODAL FACILITY

Dear Mr. Secretary:

The Regional Development Association of East Central Kansas (RDA) supports the Kansas Department of Transportation's (KDOT) application to secure TIGER Discretionary grant funds for the Kansas City Intermodal Facility (KCIMF) in Gardner, Kansas.

The RDA represents primarily Lyon County and the City of Emporia in our regional economic development efforts. KCIMF is approximately 75 miles southwest from the City of Emporia via I-35. In fact, the new facility would be approximately 25 miles closer than the smaller facility located in Kansas City, Kansas, a cost-savings for our regional manufacturers.

Hill's Pet Nutrition, Inc. state-of-the-art manufacturing facility will be operational in late first quarter of 2010. A significant portion of their out-bound pet nutrition products will be loaded in containers to be shipped through the Kansas City intermodal facility.

The state-of-the-art KCIMF is strategically located on I-35 with direct access to the Burlington Northern Santa Fe railroad (BNSF) transcontinental route from Los Angeles to Chicago. The Allen Group has committed to the development of a 560-acre logistics business park located adjacent to the KCIMF intermodal facility.

The direct benefits of KCIMF are:

- Deliver direct productivity improvements to the heartland of the United States by reducing truck congestion, air emissions and fuel usage while improving distribution center operations.
- Leverage a \$50 million public investment to stimulate \$200 million in private investment to advance a nationally and regionally significant rail intermodal operation.
- Improve goods movement to and from Midwest distribution centers – assuring a competitive supply chain that will support regional and national business' ability to grow and add sustainable jobs.

- Employ electric wide-span cranes, Automatic Gate Systems and other innovative and efficient equipment and technology to provide for the most efficient, low-emissions operations possible.

The KCIMF, we believe, is a strong candidate for a TIGER discretionary grant. The grant would produce a significant return on investment for the region by supporting one of the fastest growing economic development activities of the logistics industry. By improving the performance of the Kansas City intermodal operations will reverse the declining economic and environmental performance of the global and national supply chain. This project meets and exceeds the goals of the TIGER grant program. It would stimulate and sustain short and long-term economic recovery.

Please feel free to contact me on my direct line 620-343-8860 if you have any questions. Thank you for the opportunity to express our support for the KCIMF project.

Best regards,

A handwritten signature in black ink, appearing to read "Kent Heermann". The signature is written in a cursive, flowing style.

Kent Heermann, CEcD  
RDA President

August 27, 2009

Ray LaHood, Secretary of Transportation  
U.S. Department of Transportation  
1200 New Jersey Avenue, SE  
Washington, DC 20590

**LETTER OF SUPPORT – KDOT'S TIGER GRANT APPLICATION:  
KANSAS CITY INTERMODAL FACILITY**

Dear Mr. Secretary:

It's been some time since our many good years together in Peoria but they remain some of the best years ever. Carolyn was in Peoria just last week and ran into Dick and Judy Carver's son Steve. I trust Kathy and the whole family is doing well and that Peoria continues to be your home.

As fond as my personal memories are I'm writing today in my capacity as CEO of the regional economic development council for the bi-state Kansas City Area. We have worked directly for several years with the BNSF Railway to develop the Kansas City Intermodal Facility (KCIMF). I'm writing to express our strong support for the Kansas Department of Transportation's (KDOT) application to secure TIGER Discretionary Grant funds for the Kansas City Intermodal Facility (KCIMF).

KCIMF would be a state-of-the-art intermodal facility located in one of the most heavily utilized corridors for interstate commerce and international trade in the United States – BNSF's Transcontinental route from Los Angeles to Chicago. To maximize the economic development impact available, KCIMF would be located adjacent to a new separate and independent 560-acre logistics development, the Logistics Park Kansas City (LPKC) proposed by The Allen Group. We project thousands of jobs will be created in an industry critical to our competitiveness as a country and essential to continued economic growth in the Kansas City region.

Here's why this is such a powerful project: it would:

- Leverage a \$50 million public investment to stimulate \$200 million in private investment to advance a nationally and regionally significant rail intermodal operation.
- Deliver direct productivity improvements to the heartland of the United States by reducing truck congestion, air emissions and fuel usage while improving distribution center operations.
- Improve goods movement to and from Midwest distribution centers – assuring a competitive supply chain that will support regional and national businesses' ability to grow and add sustainable jobs.
- Employ electric wide-span cranes, Automatic Gate Systems and other innovative and efficient equipment and technology to provide for the most efficient, low-emissions operations possible.

Among the indirect benefits, KCIMF will provide a stimulus and economic engine for the region which cumulatively, over the next 20 years in conjunction with the proposed separate LPKC, could provide a potential 13,000 jobs for Kansas and more than \$7 billion in potential wages.

If ever there was a strong candidate for a TIGER Discretionary Grant this is it. This project is a "game-changing" economic driver for the region, and supports one of the fastest growing economic development engines in the logistics industry. Improving the performance of intermodal operations is necessary for rail to meet its potential to help reverse the declining economic and environmental performance of the nation's supply chain. It achieves and in many categories exceeds the goals of the TIGER Grant Program and would stimulate and sustain both short- and long-term economic recovery.

Ray, this can have a huge impact on our region and I respectfully urge that the grant be approved and we begin to put Kansans back to work.

Sincerely,

A handwritten signature in blue ink, appearing to read "RJM", written over the word "Sincerely,".

Robert J. Marcusse  
President and CEO



September 10, 2009

Ray LaHood, Secretary of Transportation  
U.S. Department of Transportation  
1200 New Jersey Avenue, SE  
Washington, DC 20590

**LETTER OF SUPPORT – KDOT'S TIGER GRANT APPLICATION:  
KANSAS CITY INTERMODAL FACILITY**

Dear Mr. Secretary:

This letter expresses the Leavenworth County Development Corporation's support for the Kansas Department of Transportation's (KDOT) application to secure TIGER Discretionary Grant funds for the Kansas City Intermodal Facility (KCIMF). KCIMF would be a state-of-the-art intermodal facility located in the nation's heartland on one of the most heavily utilized corridors for interstate commerce and international trade in the United States – BNSF's Transcontinental route from Los Angeles to Chicago. KCIMF would serve as an integral link in the goods movement supply chain by improving intermodal connectivity for the nation's heartland to ports and other major markets.

KCIMF will provide a stimulus and economic engine for the region which cumulatively, over the next 20 years in conjunction with the proposed separate Logistics Park Kansas City, could provide a potential 13,000 jobs for Kansas and more than \$7 billion in potential wages. With the opening of the new I-70 interchange in Leavenworth County and closer connectivity to the greater Kansas City area, we believe that these benefits will positively impact our county as well.

We believe the Kansas City Intermodal Facility is a strong candidate for a TIGER Discretionary Grant and is a "game-changing" economic driver for the region, and supports one of the fastest growing economic development engines in the logistics industry.

We appreciate this opportunity to express our support for this project. Please feel free to contact me with any questions.

Sincerely,

Steve Jack  
Executive Director



SOUTHWEST  
JOHNSON  
COUNTY  
ECONOMIC  
DEVELOPMENT

August 31, 2009

Ray LaHood, Secretary of Transportation  
U.S. Department of Transportation  
1200 New Jersey Avenue, SE  
Washington, DC 20590

**LETTER OF SUPPORT – KDOT'S TIGER GRANT APPLICATION:  
KANSAS CITY INTERMODAL FACILITY**

Dear Mr. Secretary:

This letter expresses Southwest Johnson County Economic Development Corporation's support for the Kansas Department of Transportation's (KDOT) application to secure TIGER Discretionary Grant funds for the Kansas City Intermodal Facility (KCIMF). KCIMF would be a state-of-the-art intermodal facility located in the nation's heartland on one of the most heavily utilized corridors for interstate commerce and international trade in the United States – BNSF's Transcontinental route from Los Angeles to Chicago. KCIMF would be located adjacent to a new separate and independent 560-acre logistics development, the Logistics Park Kansas City (LPKC) proposed by The Allen Group. KCIMF would serve as an integral link in the goods movement supply chain by improving intermodal connectivity for the nation's heartland to ports and other major markets. KCIMF would deliver immediate and lasting improvement to the efficiency of rail – the most cost-effective, fuel efficient, and environmentally-sound land transportation mode for moving the nation's freight.

Among its direct benefits, KCIMF would:

- Deliver direct productivity improvements to the heartland of the United States by reducing truck congestion, air emissions and fuel usage while improving distribution center operations.
- Leverage a \$50 million public investment to stimulate \$200 million in private investment to advance a nationally and regionally significant rail intermodal operation.
- Improve goods movement to and from Midwest distribution centers – assuring a competitive supply chain that will support regional and national businesses' ability to grow and add sustainable jobs.
- Employ electric wide-span cranes, Automatic Gate Systems and other innovative and efficient equipment and technology to provide for the most efficient, low-emissions operations possible.

Among the indirect benefits, KCIMF will provide a stimulus and economic engine for the region which cumulatively, over the next 20 years in conjunction with the proposed separate LPKC, could provide a potential 13,000 jobs for Kansas and more than \$7 billion in potential wages.



We believe the Kansas City Intermodal Facility is a strong candidate for a TIGER Discretionary Grant and is a "game-changing" economic driver for the region, and supports one of the fastest growing economic development engines in the logistics industry. Improving the performance of intermodal operations is necessary for rail to meet its potential to help reverse the declining economic and environmental performance of the nation's supply chain. It achieves and in many categories exceeds the goals of the TIGER Grant Program and would stimulate and sustain both short- and long-term economic recovery.

We appreciate this opportunity to express our support for this project. Please feel free to contact me with any questions.

Sincerely,

A handwritten signature in blue ink, appearing to read 'Lee Metcalfe', with a stylized flourish at the end.

Lee Metcalfe, AAE  
Chairman

A handwritten signature in black ink, appearing to read 'Thomas J. Riederer', with a stylized flourish at the end.

Thomas J. Riederer, CEcD  
President

August 31 2009

Ray LaHood, Secretary of Transportation  
U.S. Department of Transportation  
1200 New Jersey Avenue, SE  
Washington, DC 20590

**LETTER OF SUPPORT – KDOT'S TIGER GRANT APPLICATION:  
KANSAS CITY INTERMODAL FACILITY**

Dear Mr. Secretary:

This letter expresses Kansas City SmartPort's support for the Kansas Department of Transportation's (KDOT) application to secure TIGER Discretionary Grant funds for the Kansas City Intermodal Facility (KCIMF). KC SmartPort is the Kansas City regional economic development group focused on freight based projects. KCIMF would be a state-of-the-art intermodal facility located in the nation's heartland on one of the most heavily utilized corridors for interstate commerce and international trade in the United States – BNSF's Transcontinental route from Los Angeles to Chicago. KCIMF would be located adjacent to a new separate and independent 560-acre logistics development, the Logistics Park Kansas City (LPKC) proposed by The Allen Group. KCIMF would serve as an integral link in the goods movement supply chain by improving intermodal connectivity for the nation's heartland to ports and other major markets. KCIMF would deliver immediate and lasting improvement to the efficiency of rail – the most cost-effective, fuel efficient, and environmentally-sound land transportation mode for moving the nation's freight.

Among its direct benefits, KCIMF would:

- Deliver direct productivity improvements to the heartland of the United States by reducing truck congestion, air emissions and fuel usage while improving distribution center operations.
- Leverage a \$50 million public investment to stimulate \$200 million in private investment to advance a nationally and regionally significant rail intermodal operation.
- Improve goods movement to and from Midwest distribution centers – assuring a competitive supply chain that will support regional and national businesses' ability to grow and add sustainable jobs.
- Employ electric wide-span cranes, Automatic Gate Systems and other innovative and efficient equipment and technology to provide for the most efficient, low-emissions operations possible.

Among the indirect benefits, KCIMF will provide a stimulus and economic engine for the region which cumulatively, over the next 20 years in conjunction with the proposed separate LPKC, could provide a potential 13,000 jobs for Kansas and more than \$7 billion in potential wages.

We believe the Kansas City Intermodal Facility is a strong candidate for a TIGER Discretionary Grant and is a “game-changing” economic driver for the region, and supports one of the fastest growing economic development engines in the logistics industry. Kansas City will see tremendous employment and economic development growth from the KCIMF. Improving the performance of intermodal operations is necessary for rail to meet its potential to help reverse the declining economic and environmental performance of the nation’s supply chain. It achieves and in many categories exceeds the goals of the TIGER Grant Program and would stimulate and sustain both short- and long-term economic recovery.

We appreciate this opportunity to express our support for this project. Please feel free to contact me with any questions.

Sincerely,

A handwritten signature in blue ink, appearing to read "Chris J.F. Gutierrez". The signature is stylized with a large, sweeping initial "C" and "G".

Chris J.F. Gutierrez  
President



September 9, 2009

The Honorable Ray LaHood  
Secretary  
U.S. Department of Transportation  
1200 New Jersey Avenue, SE  
Washington, DC 20590

**LETTER OF SUPPORT – KDOT’S TIGER GRANT APPLICATION:  
KANSAS CITY INTERMODAL FACILITY**

Dear Secretary LaHood:

This letter expresses support from the National Retail Federation for the Kansas Department of Transportation’s (KDOT) application to secure TIGER Discretionary Grant funds for the Kansas City Intermodal Facility (KCIMF). KCIMF would be a state-of-the-art intermodal facility located in the nation’s heartland on one of the most heavily utilized corridors for interstate commerce and international trade in the United States – BNSF’s Transcontinental route from Los Angeles to Chicago. KCIMF would be located adjacent to a new separate and independent 560-acre logistics development, the Logistics Park Kansas City (LPKC) proposed by The Allen Group. KCIMF would serve as an integral link in the goods movement supply chain by improving intermodal connectivity for the nation’s heartland to ports and other major markets. KCIMF would deliver immediate and lasting improvement to the efficiency of rail – the most cost-effective, fuel efficient, and environmentally-sound land transportation mode for moving the nation’s freight.

Among its direct benefits, KCIMF would:

- Deliver direct productivity improvements to the heartland of the United States by reducing truck congestion, air emissions and fuel usage while improving distribution center operations.
- Leverage a \$50 million public investment to stimulate \$200 million in private investment to advance a nationally and regionally significant rail intermodal operation.
- Improve goods movement to and from Midwest distribution centers – assuring a competitive supply chain that will support regional and national businesses’ ability to grow and add sustainable jobs.
- Employ electric wide-span cranes, Automatic Gate Systems and other innovative and efficient equipment and technology to provide for the most efficient, low-emissions operations possible.

Among the indirect benefits, KCIMF will provide a stimulus and economic engine for the region which cumulatively, over the next 20 years in conjunction with the proposed separate LPKC, could provide a potential 13,000 jobs for Kansas and more than \$7 billion in potential wages.

We believe the Kansas City Intermodal Facility is a strong candidate for a TIGER Discretionary Grant and is a “game-changing” economic driver for the region, and supports one of the fastest growing economic development engines in the logistics industry. Improving the performance of intermodal

Liberty Place  
325 7th Street NW, Suite 1100  
Washington, DC 20004  
800.NRF.HOW2 (800.673.4692)  
202.783.7971 fax 202.737.2849  
www.nrf.com

operations is necessary for rail to meet its potential to help reverse the declining economic and environmental performance of the nation's supply chain. It achieves and in many categories exceeds the goals of the TIGER Grant Program and would stimulate and sustain both short- and long-term economic recovery.

By way of background, NRF is the world's largest retail trade association, with membership that comprises all retail formats and channels of distribution including department, specialty, discount, catalog, Internet, independent stores, chain restaurants, drug stores and grocery stores as well as the industry's key trading partners of retail goods and services. NRF represents an industry with more than 1.6 million U.S. retail companies, more than 24 million employees - about one in five American workers - and 2008 sales of \$4.6 trillion. As the industry umbrella group, NRF also represents more than 100 state, national and international retail associations.

We appreciate this opportunity to express our support for this project. Please feel free to contact me with any questions.

Sincerely,

A handwritten signature in black ink, appearing to read "Jonathan Gold". The signature is fluid and cursive, with a large initial "J" and "G".

Jonathan Gold  
Vice President, Supply Chain and Customs Policy  
National Retail Federation

September 11, 2009

Ray LaHood, Secretary of Transportation  
U.S. Department of Transportation  
1200 New Jersey Avenue, SE  
Washington, DC 20590

**LETTER OF SUPPORT – KDOT’S TIGER GRANT APPLICATION:  
KANSAS CITY INTERMODAL FACILITY**

Dear Mr. Secretary:

This letter expresses RILA’s support for the Kansas Department of Transportation’s (KDOT) application to secure TIGER Discretionary Grant funds for the Kansas City Intermodal Facility (KCIMF). KCIMF would be a state-of-the-art intermodal facility located in the nation’s heartland on one of the most heavily utilized corridors for interstate commerce and international trade in the United States – BNSF’s Transcontinental route from Los Angeles to Chicago. KCIMF would be located adjacent to a new separate and independent 560-acre logistics development, the Logistics Park Kansas City (LPKC) proposed by The Allen Group. KCIMF would serve as an integral link in the goods movement supply chain by improving intermodal connectivity for the nation’s heartland to ports and other major markets. KCIMF would deliver immediate and lasting improvement to the efficiency of rail – the most cost-effective, fuel efficient, and environmentally-sound land transportation mode for moving the nation’s freight.

Among its direct benefits, KCIMF would:

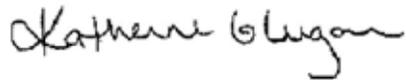
- Deliver direct productivity improvements to the heartland of the United States by reducing truck congestion, air emissions and fuel usage while improving distribution center operations.
- Leverage a \$50 million public investment to stimulate \$200 million in private investment to advance a nationally and regionally significant rail intermodal operation.
- Improve goods movement to and from Midwest distribution centers – assuring a competitive supply chain that will support regional and national businesses’ ability to grow and add sustainable jobs.
- Employ electric wide-span cranes, Automatic Gate Systems and other innovative and efficient equipment and technology to provide for the most efficient, low-emissions operations possible.

Among the indirect benefits, KCIMF will provide a stimulus and economic engine for the region which cumulatively, over the next 20 years in conjunction with the proposed separate LPKC, could provide a potential 13,000 jobs for Kansas and more than \$7 billion in potential wages.

We believe the Kansas City Intermodal Facility is a strong candidate for a TIGER Discretionary Grant and is a “game-changing” economic driver for the region, and supports one of the fastest growing economic development engines in the logistics industry. Improving the performance of intermodal operations is necessary for rail to meet its potential to help reverse the declining economic and environmental performance of the nation’s supply chain. It achieves and in many categories exceeds the goals of the TIGER Grant Program and would stimulate and sustain both short- and long-term economic recovery.

We appreciate this opportunity to express our support for this project. Please feel free to contact me with any questions.

Sincerely,

A handwritten signature in black ink that reads "Katherine G. Lugar". The signature is written in a cursive, flowing style.

Katherine G. Lugar  
Executive Vice President, Public Affairs



September 10, 2009

Ray LaHood, Secretary of Transportation  
U.S. Department of Transportation  
1200 New Jersey Avenue, SE  
Washington, DC 20590

**LETTER OF SUPPORT – KDOT'S TIGER GRANT APPLICATION:  
KANSAS CITY INTERMODAL FACILITY**

Dear Mr. Secretary:

I am writing on behalf of the Waterfront Coalition in support of the Kansas Department of Transportation's (KDOT) application to secure TIGER Discretionary Grant funds for the Kansas City Intermodal Facility (KCIMF). KCIMF would be a state-of-the-art intermodal facility located in the nation's heartland on one of the most heavily utilized corridors for interstate commerce and international trade in the United States – BNSF's Transcontinental route from Los Angeles to Chicago. KCIMF would be located adjacent to a new separate and independent 560-acre logistics development, the Logistics Park Kansas City (LPKC) proposed by The Allen Group. KCIMF would serve as an integral link in the goods movement supply chain by improving intermodal connectivity for the nation's heartland to ports and other major markets. KCIMF would deliver immediate and lasting improvement to the efficiency of rail – the most cost-effective, fuel efficient, and environmentally-sound land transportation mode for moving the nation's freight.

Among its direct benefits, KCIMF would:

- Deliver direct productivity improvements to the heartland of the United States by reducing truck congestion, air emissions and fuel usage while improving distribution center operations.
- Leverage a \$50 million public investment to stimulate \$200 million in private investment to advance a nationally and regionally significant rail intermodal operation.
- Improve goods movement to and from Midwest distribution centers – assuring a competitive supply chain that will support regional and national businesses' ability to grow and add sustainable jobs.
- Employ electric wide-span cranes, Automatic Gate Systems and other innovative and efficient equipment and technology to provide for the most efficient, low-emissions operations possible.

P O R T M O D . O R G

1707 L Street, NW, Suite 570  
Washington, DC 20036  
phone 202-861-0825  
fax 202-293-0495

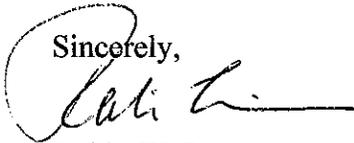
Among the indirect benefits, KCIMF will provide a stimulus and economic engine for the region which cumulatively, over the next 20 years in conjunction with the proposed separate LPKC, could provide a potential 13,000 jobs for Kansas and more than \$7 billion in potential wages.

We believe the Kansas City Intermodal Facility is a strong candidate for a TIGER Discretionary Grant and is a “game-changing” economic driver for the region, and supports one of the fastest growing economic development engines in the logistics industry. Improving the performance of intermodal operations is necessary for rail to meet its potential to help reverse the declining economic and environmental performance of the nation’s supply chain. It achieves and in many categories exceeds the goals of the TIGER Grant Program and would stimulate and sustain both short- and long-term economic recovery.

By way of background, the Waterfront Coalition is a group of concerned business interests representing shippers, transportation providers, and others in the transportation supply chain committed to educate policy makers and the public about the economic importance of U.S. ports and foreign trade, and to promote the most efficient and technologically advanced ports for the twenty-first century.

We appreciate this opportunity to express our support for this project. Please feel free to contact me with any questions.

Sincerely,

A handwritten signature in black ink, appearing to read "Robin W. Lanier", written over a circular stamp or mark.

Robin W. Lanier  
Executive Director



September 9, 2009

Ray LaHood, Secretary of Transportation  
U.S. Department of Transportation  
1200 New Jersey Avenue, SE  
Washington, DC 20590

Dear Mr. Secretary:

This letter expresses The Coleman Company, Inc.'s support for the Kansas Department of Transportation's (KDOT) application to secure TIGER Discretionary Grant funds for the Kansas City Intermodal Facility (KCIMF). KCIMF would be a state-of-the-art intermodal facility located in the nation's heartland on one of the most heavily utilized corridors for interstate commerce and international trade in the United States – BNSF's Transcontinental route from Los Angeles to Chicago. KCIMF would be located adjacent to a new separate and independent 560-acre logistics development, the Logistics Park Kansas City (LPKC) proposed by The Allen Group. KCIMF would serve as an integral link in the goods movement supply chain by improving intermodal connectivity for the nation's heartland to ports and other major markets. KCIMF would deliver immediate and lasting improvement to the efficiency of rail – the most cost-effective, fuel efficient, and environmentally-sound land transportation mode for moving the nation's freight.

Coleman recognized early on the environmental benefits of relocating its Distribution Center for imported products with proximity to a rail hub, which will save thousands of miles of unnecessary truck transportation annually. Coleman is leasing a new, 1.1 million square foot facility adjacent to the proposed Intermodal Facility, and begins transition to the site in Q4 2009.

Among its direct benefits, KCIMF would:

- Deliver direct productivity improvements to the heartland of the United States by reducing truck congestion, air emissions and fuel usage while improving distribution center operations.
- Leverage a \$50 million public investment to stimulate \$200 million in private investment to advance a nationally and regionally significant rail intermodal operation.
- Improve goods movement to and from Midwest distribution centers – assuring a competitive supply chain that will support regional and national businesses' ability to grow and add sustainable jobs.
- Employ electric wide-span cranes, Automatic Gate Systems and other innovative and efficient equipment and technology to provide for the most efficient, low-emissions operations possible.

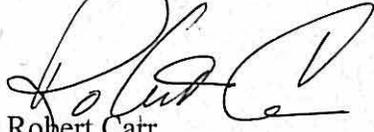


Among the indirect benefits, KCIMF will provide a stimulus and economic engine for the region which cumulatively, over the next 20 years in conjunction with the proposed separate LPKC, could provide a potential 13,000 jobs for Kansas and more than \$7 billion in potential wages.

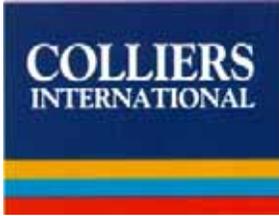
We believe the Kansas City Intermodal Facility is a strong candidate for a TIGER Discretionary Grant and is a "game-changing" economic driver for the region, and supports one of the fastest growing economic development engines in the logistics industry. Improving the performance of intermodal operations is necessary for rail to meet its potential to help reverse the declining economic and environmental performance of the nation's supply chain. It achieves and in many categories exceeds the goals of the TIGER Grant Program and would stimulate and sustain both short- and long-term economic recovery.

We appreciate this opportunity to express our support for this project. Please feel free to contact me with any questions.

Sincerely,

A handwritten signature in black ink, appearing to read "Robert Carr", written over a white background.

Robert Carr  
Sr. Vice President, Global Supply Chain



**TURLEY  
MARTIN  
TUCKER**

2600 Grand Boulevard, Suite 1000, Kansas City, MO 64108  
PH: 816-221-2200 FX: 816-842-2798

August 31, 2009

Mr. Ray LaHood, Secretary of Transportation  
U.S. Department of Transportation  
1200 New Jersey Avenue, SE  
Washington, DC 20590

**LETTER OF SUPPORT – KDOT’S TIGER GRANT APPLICATION:  
KANSAS CITY INTERMODAL FACILITY**

Dear Mr. Secretary:

This letter expresses Colliers Turley Martin Tucker’s support for the Kansas Department of Transportation’s (KDOT) application to secure TIGER Discretionary Grant funds for the Kansas City Intermodal Facility (KCIMF). KCIMF would be a state-of-the-art intermodal facility located in the nation’s heartland on one of the most heavily utilized corridors for interstate commerce and international trade in the United States – BNSF’s transcontinental route from Los Angeles to Chicago. KCIMF would be located adjacent to a new separate and independent 560-acre logistics development, the Logistics Park Kansas City (LPKC) proposed by The Allen Group. KCIMF would serve as an integral link in the goods movement supply chain by improving intermodal connectivity for the nation’s heartland to ports and other major markets. KCIMF would deliver immediate and lasting improvement to the efficiency of rail – the most cost-effective, fuel efficient, and environmentally-sound land transportation mode for moving the nation’s freight.

Among its direct benefits, KCIMF would:

- Deliver direct productivity improvements to the heartland of the United States by reducing truck congestion, air emissions and fuel usage while improving distribution center operations.
- Leverage a \$50 million public investment to stimulate \$200 million in private investment to advance a nationally and regionally significant rail intermodal operation.
- Improve goods movement to and from Midwest distribution centers – assuring a competitive supply chain that will support regional and national businesses’ ability to grow and add sustainable jobs.



TURLEY  
MARTIN  
TUCKER

Mr. Ray LaHood

August 31, 2009

Page 2

- Employ electric wide-span cranes, Automatic Gate Systems and other innovative and efficient equipment and technology to provide for the most efficient, low-emissions operations possible.

Among the indirect benefits, KCIMF will provide a stimulus and economic engine for the region which cumulatively, over the next 20 years in conjunction with the proposed separate LPKC, could provide a potential 13,000 jobs for Kansas and more than \$7 billion in potential wages.

We believe the Kansas City Intermodal Facility is a strong candidate for a TIGER Discretionary Grant and is a “game-changing” economic driver for the region, and supports one of the fastest growing economic development engines in the logistics industry. Improving the performance of intermodal operations is necessary for rail to meet its potential to help reverse the declining economic and environmental performance of the nation’s supply chain. It achieves and in many categories exceeds the goals of the TIGER Grant Program and would stimulate and sustain both short- and long-term economic recovery.

We appreciate this opportunity to express our support for this project. Please feel free to contact me with any questions.

Sincerely,

A handwritten signature in black ink that reads "Whitney E. Kerr, Jr." The signature is written in a cursive style.

Whitney E. Kerr, Jr., SIOR, CCIM  
Vice President/Principal

WKJ/tab

September 3, 2009

Mr. Ray LaHood, Secretary of Transportation  
U. S. Department of Transportation  
1200 new Jersey Avenue, S.E.  
Washington, DC 20590

creating remarkable solutions  
for a higher quality of life

**LETTER OF SUPPORT – KDOT'S TIGER GRANT APPLICATION:  
KANSAS CITY INTERMODAL FACILITY**

Dear Mr. Secretary:

This letter expresses GBA's support for the Kansas Department of Transportation's (KDOT) application to secure TIGER Discretionary Grant funds for the Kansas City Intermodal Facility (KCIMF). KCIMF would be a state-of-the-art intermodal facility located in the nation's heartland on one of the most heavily utilized corridors for interstate commerce and international trade in the United States – BNSF's Transcontinental route from Los Angeles to Chicago. KCIMF would be located adjacent to a new separate and independent 560-acre logistics development, the Logistics Park Kansas City (LPKC) proposed by The Allen Group. KCIMF would serve as an integral link in the goods movement supply chain by improving intermodal connectivity for the nation's heartland to ports and other major markets. KCIMF would deliver immediate and lasting improvement to the efficiency of rail – the most cost-effective, fuel efficient, and environmentally-sound land transportation mode for moving the nation's freight. As a company doing business in this area, we see a tremendous benefit to the community from this facility.

Among its direct benefits, KCIMF would:

- Deliver direct productivity improvements to the heartland of the United States by reducing truck congestion, air emissions and fuel usage while improving distribution center operations.
- Leverage a \$50 million public investment to stimulate \$200 million in private investment to advance a nationally and regionally significant rail intermodal operation.
- Improve goods movement to and from Midwest distribution centers – assuring a competitive supply chain that will support regional and national businesses' ability to grow and add sustainable jobs.
- Employ electric wide-span cranes, Automatic Gate Systems and other innovative and efficient equipment and technology to provide for the most efficient, low-emissions operations possible.

9801 Renner Boulevard  
Lenexa, Kansas  
66219-9745

913.492.0400  
913.577.8200 fax

Lenexa, KS  
Kansas City, MO  
O'Fallon, MO  
St. Louis, MO  
Lisle, IL

Among the indirect benefits, KCIIMF will provide a stimulus and economic engine for the region which cumulatively, over the next 20 years in conjunction with the proposed separate LPKC, could provide a potential 13,000 jobs for Kansas and more than \$7 billion in potential wages.

We believe the Kansas City Intermodal Facility is a strong candidate for a TIGER Discretionary Grant and is a "game-changing" economic driver for the region, and supports one of the fastest growing economic development engines in the logistics industry. Improving the performance of intermodal operations is necessary for rail to meet its potential to help reverse the declining economic and environmental performance of the nation's supply chain. It achieves and in many categories exceeds the goals of the TIGER Grant Program and would stimulate and sustain both short- and long-term economic recovery.

We appreciate this opportunity to express our support for this project. Please feel free to contact me with any questions.

Sincerely,

**GEORGE BUTLER ASSOCIATES, INC.**



Don L. Horine, Jr., P.E.  
Vice-President



September 11, 2009

Mr. Ray LaHood, Secretary of Transportation  
U.S. Department of Transportation  
1200 New Jersey Avenue, SE  
Washington, DC 20590

**LETTER OF SUPPORT  
KANSAS DEPARTMENT OF TRANSPORTATION TIGER GRANT APPLICATION:  
KANSAS CITY INTERMODAL FACILITY**

Dear Mr. Secretary:

Please accept this letter of support on behalf of Kansas City Power & Light (KCP&L) for the Kansas Department of Transportation's (KDOT) application for TIGER Discretionary Grant funds for the Kansas City Intermodal Facility (KCIMF) to be located in Edgerton, Kansas. Through this \$50 million public investment, an additional \$200 million in private investment is anticipated to be leveraged which will significantly enhance the local, regional and state economy.

This is a long term investment in rail and public infrastructure improvements using the best available technologies around fuel efficiency, use of all-electric cranes, and environmentally-sound practices. Among the benefits this project provides is a reduction in truck congestion, air emissions and fuel usage allowing BNSF to discontinue more inefficient operations near the core of the Kansas City metro area. The use of electric wide-span cranes, automatic gate systems and other innovations reduce emissions while also promoting more efficient processes.

Located in the heart of the Midwest along the BNSF Transcontinental route from the ports of Los Angeles to Chicago, this rail line represents a significant transportation route with roots back to the movement of goods on the California, Santa Fe and Oregon trails. In addition to the investment anticipated by BNSF, KCIMF is adjacent to another development, the Logistics Park Kansas City proposed by The Allen Group, that would also be built on approximately 560 acres providing additional job creation and economic benefits.

This project is also about job creation and creating economic opportunities for an estimated 13,000 people over 20 years in Kansas and more than \$7 billion in potential wages. The Kansas City region is a hub for the logistics industry and as such this project has a ripple effect on the economy throughout the region.

We appreciate your time to consider this application and our support for the application. Please feel free to contact me if you have any questions.

Sincerely,

A handwritten signature in black ink that reads "Chuck Caisley". The signature is written in a cursive, flowing style.

Chuck Caisley  
Senior Director  
Public Affairs

August 31, 2009

Ray LaHood, Secretary of Transportation  
U.S. Department of Transportation  
1200 New Jersey Avenue, SE  
Washington, DC 20590

**Re: Letter of Support  
KDOT'S TIGER GRANT APPLICATION  
KANSAS CITY INTERMODAL FACILITY**

Dear Mr. Secretary:

I am writing to express my support of the Kansas Department of Transportation's (KDOT) application to secure TIGER Discretionary Grant funds for the Kansas City Intermodal Facility (KCIMF). KCIMF will be a state-of-the-art intermodal facility located in the Kansas City area on one of the most heavily utilized corridors for interstate commerce and international trade in the United States – BNSF's Transcontinental route from Los Angeles to Chicago. KCIMF would be located adjacent to an independent 560-acre logistics development, the Logistics Park Kansas City (LPKC), proposed to be developed by The Allen Group. KCIMF would deliver immediate and lasting improvement to the efficiency of rail – the most cost-effective, fuel efficient, and environmentally-sound land transportation mode for moving the nation's freight.

Among its direct benefits, KCIMF would:

- ✓ Deliver direct productivity improvements to the Midwest by reducing truck congestion, air emissions and fuel usage while improving distribution center operations.
- ✓ Leverage a \$50 million public investment to stimulate \$200 million in private investment.
- ✓ Improve goods movement to and from Midwest distribution centers – assuring a competitive supply chain that will support regional and national businesses' ability to grow and add sustainable jobs.
- ✓ Employ electric wide-span cranes, Automatic Gate Systems and other innovative and efficient equipment and technology to provide for the most efficient, low-emissions operations possible.

Some of the indirect benefits include the fact that KCIMF will provide a stimulus and economic engine for the region which cumulatively, over the next 20 years in conjunction with the proposed separate LPKC, could provide a potential 13,000 jobs for Kansas and more than \$7 billion in potential wages.

I believe the Kansas City Intermodal Facility is an exceptionally strong candidate for a TIGER Discretionary Grant and is a "game-changing" economic driver for the region. Improving the performance of intermodal operations is necessary for rail to meet its potential to help reverse the declining economic and environmental performance of the nation's supply chain. It achieves and in many categories exceeds the goals of the TIGER Grant Program. It would further stimulate and sustain both short- and long-term economic recovery.

Please feel free to contact me with any questions.

Sincerely,  
**KESSINGER/HUNTER & CO.**



Walter R. Rist



September 10, 2009

Hon. Ray LaHood, Secretary of Transportation  
U.S. Department of Transportation  
1200 New Jersey Avenue, SE  
Washington, DC 20590

**RE: LETTER OF SUPPORT – KDOT’S TIGER GRANT APPLICATION:  
KANSAS CITY INTERMODAL FACILITY**

Dear Mr. Secretary:

This letter expresses both my personal and the McAninch Corporation’s support for the Kansas Department of Transportation’s (KDOT) application to secure TIGER Discretionary Grant funds for the Kansas City Intermodal Facility (KCIMF). KCIMF would be a state-of-the-art intermodal facility located in the nation’s heartland on one of the most heavily utilized corridors for interstate commerce and international trade in the United States – BNSF’s Transcontinental route from Los Angeles to Chicago. KCIMF would be located adjacent to a new separate and independent 560-acre logistics development, the Logistics Park Kansas City (LPKC) proposed by The Allen Group. KCIMF would serve as an integral link in the goods movement supply chain by improving intermodal connectivity for the nation’s heartland to ports and other major markets. KCIMF would deliver immediate and lasting improvement to the efficiency of rail – the most cost-effective, fuel efficient, and environmentally-sound land transportation mode for moving the nation’s freight.

Among its direct benefits, KCIMF would:

- Deliver direct productivity improvements to the heartland of the United States by reducing truck congestion, air emissions and fuel usage while improving distribution center operations.
- Leverage a \$50 million public investment to stimulate \$200 million in private investment to advance a nationally and regionally significant rail intermodal operation.
- Improve goods movement to and from Midwest distribution centers – assuring a competitive supply chain that will support regional and national businesses’ ability to grow and add sustainable jobs.
- Employ electric wide-span cranes, Automatic Gate Systems and other innovative and efficient equipment and technology to provide for the most efficient, low-emissions operations possible.

**McAninch Corporation**

Corporate Address 12980 Foster Street, Suite 150 Overland Park, Kansas 66213 Ph 913-685-8234 Fax 913-685-1140

[www.mcaninchcorp.com](http://www.mcaninchcorp.com)

think The logo for "think KC", where "think" is in a lowercase, sans-serif font and "KC" is in a red circle to the right.



Among the indirect benefits, KCIMF will provide a stimulus and economic engine for the region which cumulatively, over the next 20 years in conjunction with the proposed separate LPKC, could provide a potential 13,000 jobs for Kansas and more than \$7 billion in potential wages.

We believe the Kansas City Intermodal Facility is a strong candidate for a TIGER Discretionary Grant, will be an economic driver for the region, and supports one of the fastest growing economic development tools in the logistics industry. Improving the performance of intermodal operations is necessary for rail to meet its potential to help reverse the declining economic and environmental performance of the nation's supply chain. It achieves and in many categories exceeds the goals of the TIGER Grant Program and would stimulate and sustain both short- and long-term economic recovery.

We appreciate this opportunity to express our support for this project. Please feel free to contact me with any questions.

Sincerely,

McAninch Corporation

A handwritten signature in blue ink, appearing to read "Patrick J. Ruelle".

Patrick J. Ruelle  
Vice President

PJR/kr



September 1, 2009

Ray LaHood, Secretary of Transportation  
U.S. Department of Transportation  
1200 New Jersey Avenue, SE  
Washington, DC 20590

**LETTER OF SUPPORT – KDOT'S TIGER GRANT APPLICATION:  
KANSAS CITY INTERMODAL FACILITY**

Dear Mr. Secretary:

This letter expresses Miles Excavating, Inc.'s support for the Kansas Department of Transportation's (KDOT) application to secure TIGER Discretionary Grant funds for the Kansas City Intermodal Facility (KCIMF). KCIMF would be a state-of-the-art intermodal facility located in the nation's heartland on one of the most heavily utilized corridors for interstate commerce and international trade in the United States – BNSF's Transcontinental route from Los Angeles to Chicago. KCIMF would be located adjacent to a new separate and independent 560-acre logistics development, the Logistics Park Kansas City (LPKC) proposed by The Allen Group. KCIMF would serve as an integral link in the goods movement supply chain by improving intermodal connectivity for the nation's heartland to ports and other major markets. KCIMF would deliver immediate and lasting improvement to the efficiency of rail – the most cost-effective, fuel efficient, and environmentally-sound land transportation mode for moving the nation's freight.

Among its direct benefits, KCIMF would:

- Deliver direct productivity improvements to the heartland of the United States by reducing truck congestion, air emissions and fuel usage while improving distribution center operations.
- Leverage a \$50 million public investment to stimulate \$200 million in private investment to advance a nationally and regionally significant rail intermodal operation.
- Improve goods movement to and from Midwest distribution centers – assuring a competitive supply chain that will support regional and national businesses' ability to grow and add sustainable jobs.
- Employ electric wide-span cranes, Automatic Gate Systems and other innovative and efficient equipment and technology to provide for the most efficient, low-emissions operations possible.

**Miles Excavating, Inc. P.O. Box 458, Baschor, Kansas 66007  
724-1934 Fax 724-2512  
An Equal Opportunity Employer**

Among the indirect benefits, KCIMF will provide a stimulus and economic engine for the region which cumulatively, over the next 20 years in conjunction with the proposed separate LPKC, could provide a potential 13,000 jobs for Kansas and more than \$7 billion in potential wages.

We believe the Kansas City Intermodal Facility is a strong candidate for a TIGER Discretionary Grant and is a “game-changing” economic driver for the region, and supports one of the fastest growing economic development engines in the logistics industry. Improving the performance of intermodal operations is necessary for rail to meet its potential to help reverse the declining economic and environmental performance of the nation’s supply chain. It achieves and in many categories exceeds the goals of the TIGER Grant Program and would stimulate and sustain both short- and long-term economic recovery.

We appreciate this opportunity to express our support for this project. Please feel free to contact me with any questions.

Sincerely,

A handwritten signature in blue ink that reads "Steve Miles". The signature is written in a cursive, flowing style.

Steve Miles  
President

Miles Excavating, Inc.

**Miles Excavating, Inc. P.O. Box 458, Basehor, Kansas 66007**  
**724-1934 Fax 724-2512**  
**An Equal Opportunity Employer**



- Civil Engineering
- Real Estate
- Surveying
- Construction
- Planning & Development
- Landscape Architecture

PERIDIAN GROUP

September 14, 2009

Ray LaHood, Secretary of Transportation  
U.S. Department of Transportation  
1200 New Jersey Avenue, SE  
Washington, DC 20590

**LETTER OF SUPPORT – KDOT'S TIGER GRANT APPLICATION:  
KANSAS CITY INTERMODAL FACILITY**

Dear Mr. Secretary:

This letter expresses Peridian Group's support for the Kansas Department of Transportation's (KDOT) application to secure TIGER Discretionary Grant funds for the Kansas City Intermodal Facility (KCIMF). Peridian Group is a local civil engineering company located in the City of Gardner, KS and supports this project moving forward. As a local business owner and resident in the area I support the development of this facility and feel strongly that this project will add much needed jobs in our struggling local economy. KCIMF would be located adjacent to a new separate and independent 560-acre logistics development, the Logistics Park Kansas City (LPKC) proposed by The Allen Group. I have reviewed the proposed development plans for this logistics park and feel the benefits to the area are substantial.

Among its direct benefits, KCIMF would:

- Deliver direct productivity improvements to the heartland of the United States by reducing truck congestion, air emissions and fuel usage while improving distribution center operations.
- Leverage a \$50 million public investment to stimulate \$200 million in private investment to advance a nationally and regionally significant rail intermodal operation.
- Improve goods movement to and from Midwest distribution centers – assuring a competitive supply chain that will support regional and national businesses' ability to grow and add sustainable jobs.
- Employ electric wide-span cranes, Automatic Gate Systems and other innovative and efficient equipment and technology to provide for the most efficient, low-emissions operations possible.

Among the indirect benefits, KCIMF will provide a stimulus and economic engine for the region which cumulatively, over the next 20 years in conjunction with the proposed separate LPKC, could provide a potential 13,000 jobs for Kansas and more than \$7 billion in potential wages.

Should this project move forward it is anticipated that our company would need to add professional staff to our office located only miles from the planned facility to support additional development properties within the area.

We appreciate this opportunity to express our support for this project. Please feel free to contact me with any questions.

Sincerely,  
**Peridian Group, Inc.**



Joel D. Riggs, P.E.  
Vice President