

MINUTES OF THE JOINT HOUSE AND SENATE COMMITTEES ON TRANSPORTATION.

The meeting was called to order by Chairperson Ben Vidrickson at 12:10 p.m. on February 3, 1999 in Room 313-S of the Capitol.

All members were present except:

Representative Dreher, excused
Representative Flora, excused
Representative Flower, excused
Representative Hermes, excused
Representative Howell, excused
Representative Huff, excused
Representative Johnston, excused
Representative Myers, excused
Representative Jan Pauls, excused
Representative Ted Powers, excused
Representative Gerry Ray, excused

Committee staff present:

Hank Avila, Research
Ellie Luthye, Committee Secretary

Conferees appearing before the committee:

Gerald Schmitt, Mayor, Dodge City
Bob Whetmore, Chairman, Dodge City Convention & Visitors Center
Robert Lininger, SouthWest Kansas Area Agency on Aging, Inc.
Robert Kreutzer, Tatro Plumbing Co., Inc., Garden City
Carol Meyer, Garden City Chamber of Commerce
Jim Kaup, Garden City
Earl Willis, Hamilton County
Don Witzke, Mayor of Liberal
Max Zimmerman, SPIRIT
Ron Butts
Bernie Koch, Wichita Area Chamber of Commerce

Others attending:

See attached sheet

The first conferee was Gerald Schmitt, Mayor of Dodge City. He presented resolutions from the City of Dodge City, Dodge City Chamber of Commerce and Dodge City/Ford County Development Corporation supporting a new Statewide Comprehensive Transportation Program. He told the committee of the projects the City of Dodge City and Ford County have invested in to expand businesses and to promote tourism in their community. However, a major component for a strong tourism plan will be highway transportation and he urged the committee to vote for a comprehensive transportation program that will address the future needs of the state. (Attachment 1)

Bob Whetmore told the committee that highways are not only important for economic reasons but also for tourism which is very important to the city of Dodge City. He urged the committee to support a strong Comprehensive Transportation program that would benefit all of the state.

Robert Lininger presented testimony in behalf of the SouthWest Kansas Area Agency on Aging, Inc. He stated providing transportation to older Kansans is just a piece of the total picture that enables elderly people to live at home. It is important to have available transportation between communities, particularly when that need is medical in nature. He concluded the current public transportation system is and has been restricted by Federal regulations which require the provider to set their service area boundaries at the time of their

CONTINUATION SHEET

MINUTES OF THE JOINT HOUSE AND SENATE TRANSPORTATION COMMITTEE, Room 313-S Statehouse, at 12:10 p.m. on February 3, 1999.

contract and the boundaries are usually the city limits. Additional funding would allow them to provide much needed transportation beyond the city limits. (Attachment 2)

Robert Kreutzer stated the proposed Comprehensive Transportation program is about people and safety, commerce and industry and our future and our responsibility to pay our way today and tomorrow and should be for all of the state. (Attachment 3)

Carol Meyer, President, Garden City Chamber of Commerce, stated every single area of the community directly or indirectly depends on transportation to keep functioning. While acknowledging the Garden City, Holcomb and Finney County are geographically isolated from other major growth centers in Kansas they have experienced a healthy increase in employees and employers over the past two decades. Safe, accessible transportation is critical for that growth and prosperity to continue. She urged support for a comprehensive transportation plan and pledge their support of tax increases, if necessary. (Attachment 4)

Jim Kaup, AAUP, spoke on behalf of the City of Garden City and the community. He stated the 1989 transportation plan was a huge success, however, it did not, and could not, address all of the needs of the state. He concluded the same support was there for a new transportation plan that would also include the needs of rail, public transit and air transportation in the state,. (Attachment 5)

Earl Willis, Hamilton County, told the committee he agrees with the prior conferees and urged the legislature pass a plan that would meet the transportation needs of the state.

Jack Taylor introduced Don Whisk who told of the improvements the city and county had been able to accomplish as a result of the \$16 ½ million dollars they had invested. He asked the legislature to also invest in the city of Liberal and the county by passing a comprehensive transportation plan that would include some of their needs. (Attachment 6)

Max Zimmerman spoke on behalf of SPIRIT, Southwest Passage Initiative for Regional and Interstate Transportation. He stated that Highway 54 is a critical National Highway linking I-35 at Wichita with I-40 at Tucumcari, New Mexico. Oklahoma, Texas and New Mexico have already included their stretch of highway to be four lane in the near future , Texas this year, Oklahoma in the next two years and New Mexico has moved the project to #2 priority. He concluded it was now time for Kansas to act in a responsible manner. He urged the legislature to support a plan that would be large enough to begin working on this and other needed projects in the State of Kansas. (Attachment 7)

Ron Butts presented a letter written by Bonnie Burgardt, Transportation Director for the Senior Center of Finney County Mini Bus Service. (Attachment 8)

Representative Carl Holmes urged the committee to not leave out Southwest Kansas as they fashion a Comprehensive Transportation Plan and they are willing to support a tax increase to accomplish this.

Bernie Koch told the committee it is highly unlikely federal funds would be available to build the four-lane highway link to connect the Wichita area to the rest of state. He concluded as difficult as it might be to pass a Comprehensive Transportation Plan the legislature is the only hope that the major corridors will ever be built in the next century. (Attachment 9)

House Chairman Gary Hayzlett thanked the conferees for appearing and told them their testimony was very important as decisions are made regarding a new Comprehensive Transportation plan.

House Chairman Gary Hayzlett adjourned the meeting at 1:20 p.m. The next meeting of the Joint House and Senate Transportation Meeting will be Thursday, February 4 at 12:00 noon in Room 313-S.

**JOINT MEETING - TRANSPORTATION COMMITTEE
GUEST LIST**

DATE: February 3, 1999

NAME	REPRESENTING
BOB WETMORE	DODGE CITY CURS
MIKE KLEIN	DODGE CITY REGIONAL AIRPORT
AMANDA NIEMANN	Ks Dept of Ag
Dean Chestnut	Ford County - (Dodge City)
Joe Finley	City of Dodge City (Public Works)
Doug Daugherty	Wichita County
BOB KREUTZER	FINNEY Co / GARDEN CITY
DON GEIER	FINNEY Co / Garden City
JERRY M DAVIS	BOCC FINNEY Co (Garden City)
GERALD SCHMITT	DODGE CITY
Judy Molen	Ks. Assoc of Counties
Earl Willis Jr	Hamilton County
Randy Allen	Kansas Assoc. of Counties
ROD BUTTS	KANSAS PUBLIC TRANSIT ASSOC
Sarah Plinsky	City of Ottawa
Sharon Huffman	KCDC
Frenda Eldridge	TILTC (Tepka Ind. Village)
Bob Tokar	Ks Contractors Association
John Peterson	Economic Letters

Testimony before Joint Senate & House Transportation Committee

February 3, 1999

Thank you, Chairman Hayzlett and Chairman Vidricksen and members of the House & Senate Transportation Committee for the opportunity to address you here today and share with you the needs of Southwest Kansas as it relates to transportation issues. Our community is very excited about the opportunities that lie ahead as the result of a new statewide Comprehensive Transportation Program. We are here today to offer our support for a new Statewide Comprehensive Transportation Program. The City of Dodge City, Ford County, Dodge City Area Chamber of Commerce and Dodge City/Ford County Development Corporation have adopted resolutions supporting a new Statewide Comprehensive Transportation Program.

The 1989 Kansas Highway Program was a great success for our state, cities and counties. The 1989 Program assisted Dodge City and Ford County in successfully completing several major transportation

improvements including South Second Avenue, East Wyatt Earp Boulevard, the South ByPass, and South Fourteenth Avenue. The completion of each of these projects has had a substantial benefit to the businesses, residents and future expansion of business and tourism to our community.

Dodge City and Ford County have experienced tremendous economic successes since the 1989 Transportation Plan was approved. We have invested millions of dollars in our community's infrastructure to prepare ourselves for the future. These investments include new schools, new landfill, various new municipal facilities, street, water and sewer improvements, not to mention new business and expansion of existing businesses in Dodge City. While we are proud of what has occurred over the past several years, we are extremely excited about what lies ahead for Dodge City and Ford County.

In June of 1997, the voters of Dodge City and Ford County overwhelmingly approved a 1¢ Sales Tax directed towards various quality of life projects. Our focus for the Sales Tax Projects was to diversify our economy and place more emphasis on tourism. We are Dodge City. Tourism is a major part of our economy in Ford County and Dodge City. Our name and heritage is known throughout the world. The world could and should be our market place. Tourism can and should be a major economic benefit to our community. We asked ourselves, “How can we as a community provide quality of life and entertainment to our citizens while at the same time stabilize and diversify our economic future?” The answer was simple. We need to create community facilities that have the capabilities to not only be used by our citizens, but have the ability to generate conventions, trade shows and entertainment venues that will bring visitors to our area. These visitors will not only spend their money attending the venues, but will stay in our motels, shop in our stores and eat in our restaurants.

Tourism is a major part of our community's economic/development strategies and we are excited to see the state take an interest in developing tourism throughout our state.

A major component for a strong tourism plan will be highway transportation. Investment dollars into our highway infrastructure will pay dividends as it will certainly enhance our tourism industry.

This past June, our community passed a \$45 million school bond issue to build a new high school and make improvements to existing school facilities. Excel Corporation, a meat processing plant recently announced a \$17.4 million investment in their facility. The Village Square Mall has recently undergone a \$4 million improvement project. Santa Fe Depot is currently involved with a \$6 million renovation project. These projects along with our \$30 million of sales tax projects make for an exciting future for Dodge City and Ford County. With the steady growth of the beef industry and the community's investment in

developing the tourism industry, continued transportation enhancement's (roads, airports, rail) are critical to the success of our community. Please understand our strong support for passage of a new statewide Comprehensive Program. We would greatly appreciate the opportunity to visit further about our specific transportation needs for Dodge City and Ford County. *(See Attachment A)* Our Community stands ready to help you develop and implement a comprehensive transportation program that will address the future needs of our state.

On behalf of the citizens of Dodge City and Ford County, we thank the committee for allowing us this opportunity to voice our support.

RESOLUTION NO. 98-19

A RESOLUTION ENDORSING TRANSPORTATION IMPROVEMENTS FOR THE CITY OF DODGE CITY, KANSAS AND THE ENACTMENT BY THE KANSAS LEGISLATURE OF A NEW STATE-WIDE COMPREHENSIVE TRANSPORTATION PROGRAM.

BE IT ORDAINED BY THE GOVERNING BODY OF THE CITY OF DODGE CITY:

WHEREAS, one of the major responsibilities of municipal government is to plan for the immediate and long-term transportation needs of the city and surrounding areas;

WHEREAS, the Governing Body of the City of Dodge City, Kansas (hereinafter the "City"), has conducted the necessary investigations to identify the transportation capital improvements that are needed in the City; and

WHEREAS these specific transportation capital improvements are essential to the health, safety and welfare of its citizens in the future; and

WHEREAS, these specific transportation capital improvements are vital to the economic well-being of the City and to its long-term growth and development; and

WHEREAS, the failure to undertake these transportation capital improvements will impede and may prevent the economic needs and goals of the City from being accomplished; and

WHEREAS, the City is unable to finance such capital transportation improvements without substantial assistance from the State of Kansas and the Kansas Department of Transportation; and

WHEREAS, the State of Kansas and the Department of Transportation cannot sufficiently address the transportation needs of the City and other cities and counties across the state without the enactment of a new Comprehensive Transportation Program by the Kansas Legislature.

NOW, THEREFORE, BE IT RESOLVED BY THE GOVERNING BODY OF THE CITY OF DODGE CITY, KANSAS.

Section 1. Priority Transportation Projects. After careful investigation of the transportation needs in the City, the following transportation capital improvements are hereby declared to be vital to the future economic growth and development of the City and the safety of its citizens:

PRIMARY PROJECTS:

1. Reconstruction of Business 50 (Wyatt Earp Blvd.) from Second Avenue to Matt Down Lane
2. Construction of a Southwest ByPass
3. Upgrading Road 113 (Old Landfill Road) to a state highway, to tie into US 50, Business 50, and US 56.
4. Improvement of rural secondard 954 from US 400 north to junction of US 50 and 283.

SECONDARY PROJECTS:

1. Reconstruction of Central Avenue from Business 50 (Wyatt Earp Blvd.) to Comanche Street and return to two-way traffic.
2. Upgrade existing access road to Airport.
3. Construction of additional access road to Airport. This would be the extension of Comanche Street from the Old Landfill Road to the existing Airport Road.

ADDITIONAL PROJECTS:

1. Upgrade US Highway 50 to 4-lane from Colorado/Kansas State line, east to where it is currently 4-lane.
2. Funding for both an east/west and north/south interstate highway system in Southwest Kansas.

Section 2. New Comprehensive Transportation Program. The City hereby endorses and supports the enactment of a new Comprehensive Transportation Program by the Kansas Legislature of sufficient size and magnitude to address the specific transportation capital improvements set forth in Section 1.

Section 3. The city clerk shall send copies of this resolution and any supporting documentation to: Governor Bill Graves; State Senator Tim Huelskamp; State Representatives Melvin Neufeld and Ethel Peterson; all candidates for state representative; all local news media outlets; and the League of Kansas Municipalities.

ADOPTED AND APPROVED by the Governing Body of the City of Dodge City, Kansas this 6th day of July, 1998.


GERALD SCHMITT, MAYOR

ATTEST:


NANNETTE POGUE, CITY CLERK

RESOLUTION NO. 1998-17

**A RESOLUTION ENDORSING TRANSPORTATION IMPROVEMENTS FOR
THE COUNTY OF FORD, KANSAS AND THE ENACTMENT BY THE KANSAS
LEGISLATURE OF A NEW STATE-WIDE COMPREHENSIVE
TRANSPORTATION PROGRAM.**

BE IT ORDAINED BY THE GOVERNING BODY OF FORD COUNTY:

WHEREAS, one of the major responsibilities of county government is to plan for the immediate and long-term transportation needs of the county and surrounding areas;

WHEREAS, the Governing Body of Ford County, Kansas (hereinafter the "County"), has conducted the necessary investigations to identify the transportation capital improvements that are needed in the County; and

WHEREAS these specific transportation capital improvements are essential to the health, safety and welfare of its citizens in the future; and

WHEREAS, these specific transportation capital improvements are vital to the economic well-being of the County and to its long-term growth and development; and

WHEREAS, the failure to undertake these transportation capital improvements will impede and may prevent the economic needs and goals of the County from being accomplished; and

WHEREAS, the County is unable to finance such capital transportation improvements without substantial assistance from the State of Kansas and the Kansas Department of Transportation; and

WHEREAS, the State of Kansas and the Department of Transportation cannot sufficiently address the transportation needs of the County and other cities and counties across the state without the enactment of a new Comprehensive Transportation Program by the Kansas Legislature.

**NOW, THEREFORE, BE IT RESOLVED BY THE GOVERNING BODY
OF THE COUNTY OF FORD, KANSAS.**

Section 1. Priority Transportation Projects. After careful investigation of the transportation needs in the County, the following transportation capital improvements are hereby declared to be vital to the future economic growth and development of the County and the safety of its citizens:

PRIMARY PROJECTS:

1. Reconstruction of Business 50 (Wyatt Earp Blvd.) from Second Avenue to Matt Down Lane
2. Construction of a Southwest ByPass
3. Upgrading Road 113 (Old Landfill Road) to a state highway, to tie into US 50, Business 50, and US 56.
4. Improvement of rural secondary 954 from US 400 north to junction of US 50 and 283.

SECONDARY PROJECTS:

1. Reconstruction of Central Avenue from Business 50 (Wyatt Earp Blvd.) to Comanche Street and return to two-way traffic.
2. Upgrade existing access road to Airport.
3. Construction of additional access road to Airport. This would be the extension of Comanche Street from the Old Landfill Road to the existing Airport Road.

ADDITIONAL PROJECTS:

1. Upgrade US Highway 50 to 4-lane from Colorado/Kansas State line, east to where it is currently 4-lane.
2. Funding for both an east/west and north/south interstate highway system in Southwest Kansas.

Section 2. New Comprehensive Transportation Program. The County hereby endorses and supports the enactment of a new Comprehensive Transportation Program by the Kansas Legislature of sufficient size and magnitude to address the specific transportation capital improvements set forth in Section 1.

Section 3. The county clerk shall send copies of this resolution and any supporting documentation to: Governor Bill Graves; State Senator Tim Huelskamp; State Representatives Melvin Neufeld and Ethel Peterson; all candidates for state representative; all local news media outlets; and the League of Kansas Municipalities.

ADOPTED AND APPROVED by the Governing Body of Ford County, Kansas this 6th day of July, 1998.

ATTEST:

Rita A. Mattery
Ford County Clerk

G. E. Molitor
Don X. Miles
B. A. Leonard

**DODGE CITY AREA CHAMBER OF COMMERCE
1999 LEGISLATIVE POSITIONS**

PUBLIC SAFETY

The Chamber supports effective enforcement of current laws to achieve swift and certain punishment of those convicted of crime. The Chamber also supports the study and reform of the Kansas Juvenile Code.

COMPREHENSIVE TRANSPORTATION PLAN

The Chamber supports implementing funding for the development of a new comprehensive state transportation plan which will include items recommended by the City of Dodge City in a signed resolution. (see attached)

The continuation of the funding and development of a localized air service plan.

Formation of a legislative study committee to review the decline of rail service and its economic impact on western Kansas, formulating recommendations as to how rail service for western Kansas shippers can be improved and preserved.

Retention of Kansas Highway Advisory Commissioners for they provide grassroots input into the State's transportation programs.

PROPERTY TAX ABATEMENTS

The Chamber supports the authority of local governments to responsibly grant property tax abatements, including:

1. The flexibility to grant property tax deferrals of up to 100 percent for up to ten years.
2. The flexibility to defer property taxes for the school district portion of the mill levy.
3. The flexibility to defer property taxes for existing property, when necessary, to retain businesses and jobs, or to attract new employers.

EMPLOYEE RELATIONS

The Chamber supports fair treatment of the business in the employee relations area, including:
Support for the Constitutional provision guaranteeing "the right to work", opposition to laws mandating levels of benefits or benefit levels for employees.

RESOLUTION NO. _____

**A RESOLUTION ENDORSING TRANSPORTATION IMPROVEMENTS FOR
THE CITY OF DODGE CITY AND THE COUNTY OF FORD, KANSAS AND
THE ENACTMENT BY THE KANSAS LEGISLATURE OF A NEW
STATE-WIDE COMPREHENSIVE TRANSPORTATION PROGRAM.**

**BE IT ORDAINED BY THE GOVERNING BODY OF DODGE CITY/FORD
COUNTY DEVELOPMENT CORPORATION:**

WHEREAS, one of the major responsibilities of municipal and county government is to plan for the immediate and long-term transportation needs of the Dodge City and Ford County and surrounding areas;

WHEREAS, the Governing Body of Dodge City/Ford County Development Corporation, Dodge City, Kansas (hereinafter the "Development Corporation"), has participated with the necessary investigations to identify the transportation capital improvements that are needed in the Dodge City and Ford County; and

WHEREAS these specific transportation capital improvements are essential to the health, safety and welfare of its citizens in the future; and

WHEREAS, these specific transportation capital improvements are vital to the economic well-being of Dodge City and Ford County and to its long-term growth and development; and

WHEREAS, the failure to undertake these transportation capital improvements will impede and may prevent the economic needs and goals of the Development Corporation from being accomplished; and

WHEREAS, the Development Corporation is unable to finance such capital transportation improvements without substantial assistance from the State of Kansas and the Kansas Department of Transportation; and

WHEREAS, the State of Kansas and the Department of Transportation cannot sufficiently address the transportation needs of the Development Corporation and other cities and counties across the state without the enactment of a new Comprehensive Transportation Program by the Kansas Legislature.

**NOW, THEREFORE, BE IT RESOLVED BY THE GOVERNING BODY
OF THE DODGE CITY/FORD COUNTY DEVELOPMENT CORPORATION;**

Section 1. Priority Transportation Projects. After careful investigation of the transportation needs in Dodge City and Ford County, the following transportation capital improvements are hereby declared to be vital to the future economic growth and development of Dodge City and Ford County and the safety of its citizens:

PRIMARY PROJECTS:

1. Reconstruction of Business 50 (Wyatt Earp Blvd.) from Second Avenue to Matt Down Lane
2. Construction of a Southwest ByPass
3. Upgrading Road 113 (Old Landfill Road) to a state highway, to tie into US 50, Business 50, and US 56.
4. Improvement of rural secondard 954 from US 400 north to junction of US 50 and 283.

SECONDARY PROJECTS:

1. Reconstruction of Central Avenue from Business 50 (Wyatt Earp Blvd.) to Comanche Street and return to two-way traffic.
2. Upgrade existing access road to Airport.
3. Construction of additional access road to Airport. This would be the extension of Comanche Street from the Old Landfill Road to the existing Airport Road.

ADDITIONAL PROJECTS:

1. Upgrade US Highway 50 to 4-lane from Colorado/Kansas State line, east to where it is currently 4-lane.
2. Funding for both an east/west and north/south interstate highway system in Southwest Kansas.

Section 2. New Comprehensive Transportation Program. The Dodge City/Ford County Development Corporation hereby endorses and supports the enactment of a new Comprehensive Transportation Program by the Kansas Legislature of sufficient size and magnitude to address the specific transportation capital improvements set forth in Section 1.

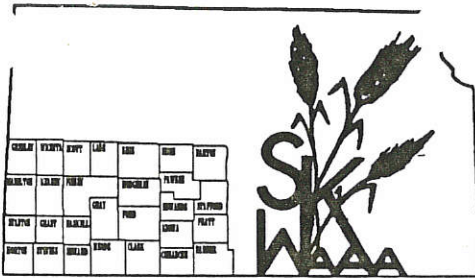
Section 3. The Development Corporation shall send copies of this resolution and any supporting documentation to: Governor Bill Graves; State Senator Tim Huelskamp; State Representatives Melvin Neufeld and Ethel Peterson; all candidates for state representative; all local news media outlets; and the League of Kansas Municipalities.

ADOPTED AND APPROVED by the Governing Body of the Dodge City/Ford County Development Corporation, Kansas this 15 day of July, 1998.

Joan M Knight

ATTEST:

Barbara J. Stagle



SouthWest Kansas Area Agency on Aging, Inc.

240 San Jose Drive
(316) 225-8230

PO Box 1636

Dodge City, KS 67801
FAX (316) 225-8240

My name is Robert Lininger. I am the Transportation Director for the SouthWest Kansas Area Agency on Aging in Dodge City. I would like to thank the committee for giving the Agency the opportunity to provide some current information pertaining to the proposed legislation.

The Area Agency is the administrator of Coordinated Transit District #14 (CTD #14) encompassing 28 counties in southwest Kansas.

Providing transportation to older Kansans is just one piece of the total picture that enables elderly people to live at home as opposed to institutionalized care. One of the greatest needs for elderly transportation in our area is the availability of transportation between communities, particularly when that need is medical in nature. For example, just last week a lady from Kinsley called me asking for assistance in finding a ride from Kinsley to Dodge City, a distance of 32 miles, so she could get to her dialysis treatment. She had no family members in either community and was unable to drive herself. She was completely dependent on someone else getting her to these life saving treatments.

As Transportation Director, I could only refer her to the general public transportation provider in Kinsley. In my six years as Transportation Director I have had similar requests from people in need of medical transportation arrangements that I know we would not be able to accomodate.

The current public transportation system is and has been restricted by Federal regulations which require the provider to set their service area boundaries at the time of their contract. These

All services, educational programs and materials available without discrimination on the basis of race, color, national origin, sex, political belief, age or handicap.
Any complaints should be directed to the Executive Director, SWKAAA, PO Box 1636, Dodge City, KS 67801.

Serving Twenty Eight Counties in Southwest Kansas
Joint House and Senate Transportation Committees
February 3, 1999
Attachment 2

boundaries are usually the city limits or, rarely, the county line. When someone needs a ride beyond those boundaries it places a great burden on the provider to justify taking a vehicle meant to serve the population within those boundaries out of the service area. In addition to not having the vehicle available to the general public, the added expense and wear and tear on the vehicle, often without reimbursement, discourages providers from providing those rides.

The proposed funding could provide additional opportunities to assist people in these situations. If providers could have a source of additional revenue to cover the costs of providing long distance rides, or were better able to establish a network of volunteers who could be reimbursed for using their vehicles to provide such a ride, the needs of those most at risk, who have to have such life saving treatments as dialysis could be met.

We would also like to see this committee place the 10 million dollars in the Kansas Department on Aging budget which would, in turn, allow them to disseminate the funds to the Area Agency on Aging and the local level.

Thank you again for giving us this opportunity to provide testimony. I'll be happy to answer any questions from the committee.

For additional questions, please contact Dave Geist, Executive Director or myself at 316-225-8230.

WRITTEN TESTIMONY
FOR THE SENATE AND HOUSE TRANSPORTATION
COMMITTEES

PRESENTED FEBRUARY 3, 1999
TOPEKA, KANSAS

BY

ROBERT "BOB" KREUTZER
OF
TATRO PLUMBING CO.,INC.
GARDEN CITY, KANSAS

Thank you for the opportunity to present our information to you. We know your time and attention is demanded on **many fronts** each day that you are in session and thus we will be brief in our comments.

The people who come to you today are a continuing product of the Highway Bill of **1989**. You **whet our appetite** with a vision of what could be. We are further encouraged by the Transportation 2000 Taskforce (T-2000) that listened to the needs of the state and created a summary report. The legislation that is in the workings indicate that **maybe** we will have a continuing program of a **yet to be determined** size.

We come today from Western Kansas representing not only Garden City, Holcomb, and Finney County, but also the many cities and counties along Highway 50, 83, and 156 of Western Kansas. We respect the abilities of the Governor, you as committees of your respective chambers, as well as the capabilities of KDOT. The challenge is to balance the **WIIFM**. (What's in it for me!) Each of you, as well as KDOT and the Governor have a viewpoint or concept of where we are, where we are going and how we will get there. And so do all of the rest of us that will visit with you. We need balance, we need the Transportation Bill, but we must be able to pay for it. We need new and improved highways but we need to insure that our existing highways are safe for our drivers and their families. We need continuing upgrades, but we must be able to pay the cost as we go and not leave the cost to be paid by future generations.

We need to create a system of priorities of projects that goes beyond the "Way We Have Always Done It." Formulas that continue to give all of the dollars to the areas that show the greatest traffic counts or highest fatality rates are important, but should not be the only input. Nor should "Squeaky Wheel" knee jerk reaction to political pressure.

We know the frustration that can come from fighting a battle we think should be #1 priority (**Our WIIFM**) that does not fit the formula. We judge **formulas** that create long-term hopes and dreams of project-to-be are a major mistake and should not occur. An example exists in our community.

We judged we needed a bypass of Highway 50 around Garden City. We brought it to the KDOT table and it went through the process. It continued to work its way to the top of the list and was finally created. Unfortunately by the time our “Bypass” was a reality our city had grown past it, and now it is but another major city thoroughfare. The process from request to completion took **28** years. Our **new wish list** asks for another bypass.

Each area of the state has shared with T-2000 a wish list (**WIIFM**). Obviously not all can be implemented. Our #1 priority would be creating a **super two highway** with periodic passing lanes to assist our mix of passenger cars with the many semi’s that travel our roads. It is a challenge to see the cars and trucks as they jockey for position, for we have no 4 lane highways, no passings lanes, and in many areas, no improved shoulders on our highways.

KDOT has a list of projects in process. Someone, some group, some committee needs to be charged with creating the **next set** of priority projects. It needs to start today, it needs to continue, it needs to address our state from west to east and from south to north.

This is about people and safety, it is about commerce and industry, it is about our future and our responsibility to pay our way today and tomorrow. The Transportation Bill of tomorrow should be for all of our state.

WRITTEN TESTIMONY
FOR THE SENATE AND HOUSE TRANSPORTATION
COMMITTEES
PRESENTED FEBRUARY 3, 1999
TOPEKA, KANSAS

By
The Garden City Area Chamber of Commerce
The Finney County Economic Development Corporation
Carol Meyer, President

With supporting documents from:

The Center for Independent Living
Finney County Committee on Aging, Inc.
United Methodist Mexican-American Ministries
Judy Ackley, Individual Business Person
City of Garden City
Garden City Community College
City of Holcomb
Finney Chapter No. 359 Order of the Eastern Star

We sincerely appreciate the commitment you've made to be a legislator for the State of Kansas. I preface my comments about any one issue by saying "Thank You" for your service and for taking the time to represent the interests of the people of Kansas.

Approximately 2.5 million Kansans get up each morning and count on the highways, streets, airports, public transportation systems and railroads to get them where they need to go. It's not just convenience they're seeking when they use those transportation modes. It's safety as they take their children to school and to daycare. It's accessibility that allows them to get to work – wherever work happens to be that day. It's the ability to go to the grocery store or the doctor. It's the chance to get products in and out of a very viable trade area like the Garden City area.

Every single area of our community directly or indirectly depends on transportation to keep functioning. Education is affected. Health care is affected. Business, industry and social services are affected. That means that families are affected, too. While there are issues in each of those specific areas that need to be discussed and funded, safe and adequate transportation must come first.

The Garden City, Holcomb and Finney County areas represent a major growth center in the state of Kansas. We've added major infrastructure in the three specific zones and more is planned. We've added major retail operations in all three governing entities, and more are planned. We've added warehousing and industry in the city limits and out– and more is planned. . That makes transportation an even bigger issue for those of us who live and work here.

It's no secret that we're geographically isolated from other major growth centers in Kansas and other surrounding states. It's no secret that we've experienced a healthy increase in employees and employers over the past two decades. Safe, accessible transportation is critical for that growth and prosperity to continue.

The 1989 Comprehensive Highway Plan only addressed 16% of the state's highway needs. Although we saw a small project or two, major highway work that needed to be done 10 years ago still needs to be done here. It's unthinkable that Highway 50, a major east/west highway carrying thousands of trucks and cars a day, doesn't have passing lanes. In fact, many stretches don't even have paved shoulders. It is dangerous. Requests like this aren't luxuries; they're basics that tax-paying citizens want their governing bodies to provide.

We ask that you vote in support of a comprehensive transportation plan for the state of Kansas that includes enhancements as well as maintenance projects. We ask that you carefully consider the funding sources that could pay for a transportation plan that would include enough dollars for enhancement projects like Highway 50 and others needed across the state.

In return we pledge our support of tax increases, if necessary, for this very important – yes, critical – issue to be decided in the 1999 Legislature.

RESOLUTION NO. _____

A JOINT RESOLUTION ENDORSING TRANSPORTATION IMPROVEMENTS FOR THE CITY OF GARDEN CITY AND THE COUNTY OF FINNEY COUNTY, KANSAS AND THE ENACTMENT BY THE KANSAS LEGISLATURE OF A NEW STATE-WIDE COMPREHENSIVE TRANSPORTATION PROGRAM.

WHEREAS, one of the major responsibilities of local organizations is to plan for the immediate and long term transportation needs of the city and the surrounding areas; and

WHEREAS, the Center for Independent Living in Southwest Kansas (CIL in SW KS) have conducted the necessary investigations to identify the transportation capital improvements that are needed in the City of Garden City and the County of Finney County; and

WHEREAS, these specific transportation capital improvements are essential to the health, safety and welfare of our citizens in the future; and

WHEREAS, these specific transportation capital improvements are vital to the economic well-being, of the City of Garden City and the County of Finney County to their long-term growth and development; and

WHEREAS, the failure to undertake these transportation capital improvements will impede and may prevent the economic needs and goals of the City of Garden City and the County of Finney County from being accomplished; and

WHEREAS, the City of Garden City and the County of Finney County are unable to finance such capital transportation improvements without substantial assistance from the State of Kansas and the Kansas Department of Transportation: and

WHEREAS, the State of Kansas and the Department of Transportation cannot sufficiently address the transportation needs of the City, the County and other cities and counties across the state without the enactment of a new Comprehensive Transportation Program by the Kansas Legislature.

NOW, THEREFORE, BE IT RESOLVED by the CIL in SW KS

Section I. Priority Transportation Projects. After careful investigation of the transportation needs in the City, the following transportation capital improvements are hereby declared to be vital to the future economic growth and development of the City of Garden City and the County of Finney County and the safety of their citizens:

HIGHWAY - Improvements

- K-156 east from Jennie Barker intersection to Larned, acquiring right of way as necessary and widening the highway to a super two with passing lane sections.
- US 50 east from Towns Road to Cimarron, four lanes preferred or super two multi-lane with passing lane sections.
- US 50 from Finney/Kearny line west to the east city limits of Syracuse, super two with passing lane sections.
- US 83 super two multi-lane highway with passing lane sections.

HIGHWAY - System Enhancements

- Four (4) lane urban highway from US 50 junction to the Finney/Kearny County line.
- K-156 and Jennie Barker Road/Mary Street Intersection
- Four (4) lane road on US 83 Business from the intersection of Mary north to the By-pass.
- Alternate US 50 By-pass (north)
- West US 50 By-pass from South US 83 around to the west of Garden City.
- Improve south Main Street Bridge - widening (shoulders and four lanes).

HIGHWAY - Off System Enhancements

- Holcomb Main Street Improvements
- Holcomb Bridge Improvements

AIRPORT

- Rehabilitate runway 17-35 to category D-III design, to accommodate at least 110,000 pounds Dual Wheel Landing (DWL) weight aircraft.

RAILROAD

- Acquire and improve rail spur for the Garden City Regional Airport Industrial Park.

PUBLIC TRANSPORTATION

- Request subsidy for Public Transportation with special attention to Senior Citizens needs.
- Request subsidy for Public Transportation with special attention to workplace needs.

Request Subsidy for Public Transportation with special attention to People with Disabilities

Section 2. New Comprehensive Transportation Program.

Cik in SW KS hereby endorse and support the enactment of a new Comprehensive Transportation Program by the Kansas Legislature of sufficient size and magnitude to address the specific transportation capital improvements set forth in Section 1.

Approved and Adopted by

CIL in SWKS

this 2 day of

June, 1998.

Tom D. [Signature]
~~President~~ Exec. Director

Secretary _____

A RESOLUTION ENDORSING SPECIFIC INFRASTRUCTURE IMPROVEMENTS FOR THE COMMUNITY OF GARDEN CITY, KANSAS AND FOR THE ENACTMENT OF A NEW STATEWIDE COMPREHENSIVE TRANSPORTATION PROGRAM.

WHEREAS, the Finney County Committee on Aging, Inc. has determined it needs the following transportation improvements: improved access to public transportation services; to make Highway 400/50 into a super two-lane; to improve Highway 54 into a four-lane which joins I-35 to accomplish a four-lane route from Canada to Mexico; and to improve Highway 83 into a super two-lane from Mexico to Canada.

WHEREAS, the Finney County Committee on Aging, Inc. has determined that these specific highway and transportation needs are essential to the safety of its citizens in the future, and

WHEREAS, the Finney County Committee on Aging, Inc. has determined that these specific highway and transportation projects are essential to the future economic well-being of its community and to its growth and development over the next decade or more, and

WHEREAS, the absence of such highway and transportation improvements will severely impede and may prevent the economic needs and goals of its community from being met, and

WHEREAS, the Finney County Committee on Aging, Inc. is unable to finance such highway and transportation improvements without substantial assistance from the State of Kansas and the Kansas Department of Transportation, and

WHEREAS, the State of Kansas and the Department of Transportation cannot sufficiently address the highway and transportation needs of this community and the other similar communities across the state without the enactment of a new Comprehensive Transportation Program by the Kansas Legislature;

NOW, THEREFORE, BE IT RESOLVED by the governing body of the Finney County Committee of Aging, Inc.:

SECTION 1. That it does hereby endorse and establish the need and its support for public transportation services as being vital to the economic growth and development of its community and the safety of its citizens;

SECTION 2. That it does hereby endorse and support the enactment of a new Comprehensive Transportation Program by the Kansas Legislature of sufficient size and magnitude to address these specific highway and transportation improvements identified in this resolution.

Adopted by the Governing body of the Finney County Committee on Aging, Inc. this 12th day of May, 1998.



Chairperson

RESOLUTION NO. _____

A JOINT RESOLUTION ENDORSING TRANSPORTATION IMPROVEMENTS FOR
THE CITY OF GARDEN CITY AND THE COUNTY OF FINNEY COUNTY,
KANSAS AND THE ENACTMENT BY THE KANSAS LEGISLATURE OF A NEW
STATE-WIDE COMPREHENSIVE TRANSPORTATION PROGRAM.

WHEREAS, one of the major responsibilities of local organizations is to plan for the immediate and long term transportation needs of the city and the surrounding areas; and

WHEREAS, the Board of Directors of United Methodist Mexican-American Ministries have conducted the necessary investigations to identify the transportation capital improvements that are needed in the City of Garden City and the County of Finney County; and

WHEREAS, these specific transportation capital improvements are essential to the health, safety and welfare of our citizens in the future; and

WHEREAS, these specific transportation capital improvements are vital to the economic well-being, of the City of Garden City and the County of Finney County to their long-term growth and development; and

WHEREAS, the failure to undertake these transportation capital improvements will impede and may prevent the economic needs and goals of the City of Garden City and the County of Finney County from being accomplished; and

WHEREAS, the City of Garden City and the County of Finney County are unable to finance such capital transportation improvements without substantial assistance from the State of Kansas and the Kansas Department of Transportation: and

WHEREAS, the State of Kansas and the Department of Transportation cannot sufficiently address the transportation needs of the City, the County and other cities and counties across the state without the enactment of a new Comprehensive Transportation Program by the Kansas Legislature.

NOW, THEREFORE, BE IT RESOLVED by the Board of Directors,
United Methodist Mexican-American Ministries

Section I. Priority Transportation Projects. After careful investigation of the transportation needs in the City, the following transportation capital improvements are hereby declared to be vital to the future economic growth and development of the City of Garden City and the County of Finney County and the safety of their citizens:

HIGHWAY - Improvements

- K-156 east from Jennie Barker intersection to Larned, acquiring right of way as necessary and widening the highway to a super two with passing lane sections.
- US 50 east from Towns Road to Cimarron, four lanes preferred or super two multi-lane with passing lane sections.
- US 50 from Finney/Kearny line west to the east city limits of Syracuse, super two with passing lane sections.
- US 83 super two multi-lane highway with passing lane sections.

HIGHWAY - System Enhancements

- Four (4) lane urban highway from US 50 junction to the Finney/Kearny County line.
- K-156 and Jennie Barker Road/Mary Street Intersection
- Four (4) lane road on US 83 Business from the intersection of Mary north to the By-pass.
- Alternate US 50 By-pass (north)
- West US 50 By-pass from South US 83 around to the west of Garden City.
- Improve south Main Street Bridge - widening (shoulders and four lanes).

HIGHWAY - Off System Enhancements

- Holcomb Main Street Improvements
- Holcomb Bridge Improvements

AIRPORT

- Rehabilitate runway 17-35 to category D-III design, to accommodate at least 110,000 pounds Dual Wheel Landing (DWL) weight aircraft.

RAILROAD

- Acquire and improve rail spur for the Garden City Regional Airport Industrial Park.

PUBLIC TRANSPORTATION

- Request subsidy for Public Transportation with special attention to Senior Citizens needs.
- Request subsidy for Public Transportation with special attention to workplace needs.

Section 2. New Comprehensive Transportation Program.

We, the Board of Directors of UMWKMAM hereby endorse and support the enactment of a new Comprehensive Transportation Program by the Kansas Legislature of sufficient size and magnitude to address the specific transportation capital improvements set forth in Section I.

Approved and Adopted by United Methodist Mexican-American
Ministries this 19th day of June, 1998.



President



Secretary

To: Governor's Transportation 2000 Task Force

From: Judy Ackley, Garden City, Ks.

Date: July 15, 1998

My travel for business began in 1988 and involved travel to the surrounding towns in Southwest Kansas. The volume of traffic when I began my travels was busy, especially early in the morning and again in the late afternoon but you could safely pass with a little patience. The amount of traffic has increased dramatically over the last few years to the point where you must be on the alert constantly.

I am really concerned when I see slower traffic build a line of vehicles and there is literally no safe way for passing due to the increased traffic. Those that do pass take their life in great peril and those around them. Especially important is the ratio of truck traffic to passenger cars. When I travel the Wichita area you see truck traffic but it is a small portion of the vehicles on the road. Here in Southwest Kansas trucks make up a major portion of the vehicles. We really need passing lanes on both highway 50 and highway 83. The ideal situation would be four lane but I am a realist and know that's not going to happen but if we had passing lanes the safety would increase dramatically.

Thank you for your consideration.

RESOLUTION NO. 1902

A JOINT RESOLUTION ENDORSING TRANSPORTATION IMPROVEMENTS FOR THE CITY OF GARDEN CITY AND THE COUNTY OF FINNEY COUNTY, KANSAS AND THE ENACTMENT BY THE KANSAS LEGISLATURE OF A NEW STATE-WIDE COMPREHENSIVE TRANSPORTATION PROGRAM.

WHEREAS, one of the major responsibilities of local government is to plan for the immediate and long-term transportation needs of the city and surrounding areas; and

WHEREAS, the Governing Bodies of the City of Garden City and the County of Finney County, Kansas have conducted the necessary investigations to identify the transportation capital improvements that are needed in the City of Garden City and the County of Finney County; and

WHEREAS, these specific transportation capital improvements are essential to the health, safety and welfare of our citizens in the future; and

WHEREAS, these specific transportation capital improvements are vital to the economic well-being, of the City of Garden City and the County of Finney County to their long-term growth and development; and

WHEREAS, the failure to undertake these transportation capital improvements will impede and may prevent the economic needs and goals of the City of Garden City and the County of Finney County from being accomplished; and

WHEREAS, the City of Garden City and the County of Finney County are unable to finance such capital transportation improvements without substantial assistance from the State of Kansas and the Kansas Department of Transportation; and

WHEREAS, the State of Kansas and the Department of Transportation cannot sufficiently address the transportation needs of the City the County and other cities and counties across the state without the enactment of a new Comprehensive Transportation Program by the Kansas Legislature.

NOW, THEREFORE, BE IT RESOLVED by the Governing Bodies of the City of Garden City and the County of Finney County, Kansas:

Section 1. Priority Transportation Projects. After careful investigation of the transportation needs in the City, the following transportation capital improvements are hereby declared to be vital to the future economic growth and development of the City of Garden City and

the County of Finney County and the safety of their citizens:

HIGHWAY – Improvements

- K-156 east from Jenny Barker intersection to Larned, acquiring rights-of-way as necessary and widening the highway to a super two with passing lane sections.
- US 50 east from Towns Road to Cimarron, four lanes preferred or super two multi-lane with passing lane sections.
- US 50 from Finney/Kearny line west to the east city limits of Syracuse, super two with passing lane sections.
- US 83 super two multi-lane highway with passing lane sections.

HIGHWAY – System Enhancements

- Four (4) lane urban highway from US 50 junction to the Finney/Kearny county line. K-156 and Jennie Barker Road/Mary Street Intersection.
- Four (4) lane road on US 83 Business from the intersection of Mary north to the By-pass. Alternate US 50 By-pass (north).
- West US 50 By-pass from south US 83 around to the west of Garden City.
- Improve south Main Street Bridge – widening (shoulders and four lanes).

HIGHWAY – Off System Enhancements

- Holcomb Main Street improvements.
- Holcomb Bridge improvements

AIRPORT

Rehabilitate runway 17-25 to a category D-III design, to accommodate at least 110,000 pounds Dual Wheel Landing (DWL) weight aircraft.

RAILROAD

Acquire and improve rail spur for the Garden City Regional Airport Industrial Park.

PUBLIC TRANSPORTATION

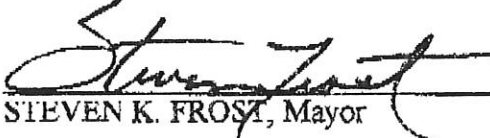
- Request subsidy for Public Transportation with special attention to Senior Citizens needs.
- Request subsidy for Public Transportation with special attention to workplace needs.

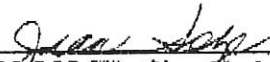
Section 2. New Comprehensive Transportation Program. The City of Garden City and the County of Finney County, Kansas, hereby endorse and support the enactment of a new Comprehensive Transportation Program by the Kansas Legislature of sufficient size and magnitude to address the specific transportation capital improvements set forth in Section 1.

Section 3. The clerks of the respective bodies shall send copies of this resolution and any supporting documentation to: Governor Bill Graves; State Senator Steve Morris; State Representative Terry Presta; all candidates for state representative; all local news media outlets, and the League of Kansas Municipalities.

APPROVED AND ADOPTED by the Governing Bodies of the City of Garden City and the County of Finney County, Kansas, this 12th day of May, 1998.

THE CITY OF GARDEN CITY


STEVEN K. FROST, Mayor


JEAN SOLZE, City Clerk

and

THE COUNTY OF FINNEY COUNTY


IRV STEPHENS, Chairman


CAROL BROWN, County Clerk

Post-it [®] Fax Note	7671	Date	5-18-98	# of pages	3
To	Maxine	From	Denise		
Co./Dept.	Chamber	Co.	City of GC		
Phone #		Phone #			
Fax #	276-3290	Fax #			

RESOLUTION NO. _____

A JOINT RESOLUTION ENDORSING TRANSPORTATION IMPROVEMENTS FOR
THE CITY OF GARDEN CITY AND COUNTY OF FINNEY COUNTY,
KANSAS AND THE ENACTMENT BY THE KANSAS LEGISLATURE OF A NEW
STATE-WIDE COMPREHENSIVE TRANSPORTATION PROGRAM.

Whereas, one of the major responsibilities of local organizations is to plan for the immediate and long term transportation needs of the city and the surrounding areas; and

Whereas, the Garden City Community college Board of Trustees, believes there are several transportation capital improvements that are needed in the City of Garden City and the County of Finney County; and

Whereas, these specific transportation capital improvements are essential to the health, safety and welfare of our citizens in the future; and

Whereas, these specific transportation capital improvements are vital to the economic well-being, of the City of Garden City and County of Finney County to their long-term growth and development; and

Whereas, the failure to undertake these transportation capital improvements will impede and may prevent the economic needs and goals of the City of Garden City and County of Finney County from being accomplished; and

Whereas, the City of Garden City and County of Finney County are unable to finance such capital transportation improvements without substantial assistance from the State of Kansas and Kansas Department of Transportation; and

Whereas, the State of Kansas and Department of Transportation cannot sufficiently address the transportation needs of the City, the County and other cities and counties across the state without the enactment of a new Comprehensive Transportation Program by the Kansas Legislature.

NOW, THEREFORE, BE IT RESOLVED by the
Garden City Community College Board of Trustees

Section 1. Priority Transportation Projects. The following transportation capital improvements are hereby declared to be vital to the future economic growth and development of the City of Garden City and the County of Finney County and the safety of their citizens:

HIGHWAY-Improvements

- K-156 east from Jennie Barker intersection to Larned, acquiring right of way as necessary and widening the highway to a super two with passing lane sections.
- US 50 east from Towns Road to Cimarron, four lanes preferred or super two multi-lane with passing lane sections.
- US 50 from Finney/Kearny line west to the east city limits of Syracuse, super two with passing lane sections.
- US 83 super two multi-lane highway with passing lane sections.

HIGHWAY- System Enhancements

- Four (4) lane urban highway from US 50 junction to the Finney/Kearny County line.
- K-156 and Jennie Barker Road/Mary Street Intersection
- Four (4) lane road on US 83 Business from the intersection of Mary north to the By-pass.
- Alternate US 50 By-pass (North)
- West US 50 By-pass from South US 83 around to the west of Garden City.
- Improve South Main Street Bridge - widening (shoulders and four lanes).

HIGHWAY - Off System Enhancements

- Holcomb Main Street Improvements
- Holcomb Bridge Improvements

AIRPORT

- Rehabilitate runway 17-35 to category D-III design, to accommodate at least 110,000 pounds
- Dual Wheel Landing (DWL) weight aircraft.

RAILROAD

- Acquire and improve rail spur for the Garden City Regional Airport Industrial Park.

PUBLIC TRANSPORTATION

- Request subsidy for Public Transportation with special attention to Senior Citizens needs.
- Request subsidy for Public Transportation with special attention to workplace needs.

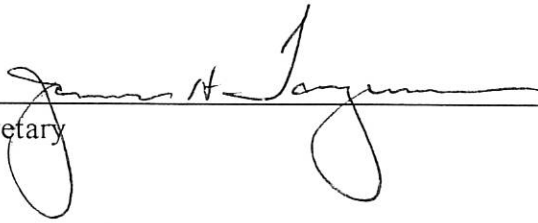
Section 2. New Comprehensive Transportation Program.

Garden City Community College Board of Trustees will hereby endorse and support the enactment of a new Comprehensive Transportation Program by the Kansas Legislature of sufficient size and magnitude to address the specific transportation capital improvements set forth in Section 1.

Approved and Adopted by Garden City Community College Board of Trustees
_____ this 19th day of August, 1998.



President



Secretary

(Published in the Garden City Telegram this 19th day of May, 1998)

RESOLUTION NO. 98-4

A RESOLUTION ENDORSING TRANSPORTATION IMPROVEMENTS FOR THE CITY OF HOLCOMB, KANSAS AND THE ENACTMENT BY THE KANSAS LEGISLATURE OF A NEW STATE-WIDE COMPREHENSIVE TRANSPORTATION PROGRAM.

WHEREAS, one of the major responsibilities of municipal government is to plan for the immediate and long-term transportation needs of the city.

WHEREAS, the Governing Body of the City of Holcomb, Kansas (hereinafter the "City"), has conducted the necessary investigations to identify the transportation capital improvements that are needed in the city; and

WHEREAS, these specific transportation capital improvements are essential to the health, safety and welfare of its citizens in the future; and

WHEREAS, these specific transportation capital improvements are vital to the economic well-being of the City and to its long-term growth and development; and

WHEREAS, the failure to undertake these transportation capital improvements will impede and may prevent the economic needs and goals of the City from being accomplished; and

WHEREAS, the City is unable to finance such capital transportation improvements without substantial assistance from the State of Kansas and the Kansas Department of Transportation; and

WHEREAS, the State of Kansas and the Department of Transportation cannot sufficiently address the transportation needs of the City and other cities and counties across the state without the enactment of a new Comprehensive Transportation Program by the Kansas Legislature.

NOW, THEREFORE, BE IT RESOLVED BY THE GOVERNING BODY OF THE CITY OF HOLCOMB, KANSAS:


Section 1. Priority Transportation Projects. After careful investigation of the transportation needs in the City, the following transportation capital improvements are hereby declared to be vital to the future economic growth and development of the City and the safety of its citizens:

See attached list of Capital Improvements and supporting letter.

Section 2. New Comprehensive Transportation Program. The City hereby endorses and supports the enactment of a new Comprehensive Transportation Program by the Kansas Legislature of sufficient size and magnitude to address the specific transportation capital improvements set forth in Section 1.

Section 3. The city clerk shall send copies of this resolution and any supporting documentation to: Governor Bill Graves; State Senators Sam Brownback and Pat Roberts and State Representative Jerry Moran; the League of Kansas Municipalities and the Garden City Telegram.

ADOPTED this 13th day of MAY, 1998.



Mayor
President of the Council

ATTEST:



Carolyn Matheson, City Clerk

CITY OF HOLCOMB TRANSPORTATION IMPROVEMENTS

- 1) Development of Pedestrian and Bicycle facilities from South Main Street to North Jones Ave. including Railroad Crossing for Pedestrians and Bicycles. See attached supporting letter from USD 363.
- 2) Develop Jones Ave. East from City limits through to North City Limits addressing curb, pavement, resurfacing, drainage, pedestrian and bicycle traffic for egress/ingress to new subdivisions, new Post Office, schools and business districts.
- 3) Development of Low-Income residential areas with respect to curb, paving, drainage and pedestrian traffic.
- 4) Development of curb, sidewalk and paving in Holcomb Business District thru to Residential Apartments, Church, and new Post Office.



Building the Future

Daryl Pruter,
Superintendent

Holcomb Schools

P.O. Box 8 • 204 Wiley
Holcomb, Kansas 67851
316-277-2629 • FAX 316-277-2010

May 20, 1998

*Mayor and City Council
City of Holcomb
P.O. Box 69
Holcomb, Kansas 67851*

Dear Madam Mayor and City Council:

Please be advised, USD #363 is in full support of the development of a pedestrian and bicycle facilities from south of main street to north of Jones Avenue, including R/R crossing for the aforementioned.

Many of our students walk to school particularly in the early fall and during the spring season. We feel the development would be a huge factor in the safety of the districts' students.

Also, in the very near future the district may be forced to discontinue transportation for the students who reside in the city due to funding.

In closing, we as a district, who have the responsibility for the safety of our students, feel a development of this nature would be utilized tremendously and walking/bicycling would be much safer.

Thank you for your time in allowing me to address our concern for this needed improvement.

Respectfully,

*Daryl L. Pruter
Superintendent*

**A RESOLUTION ENDORSE(ING SPECIFIC INFRASTRUCTURE) IMPROVEMENTS FOR
THE COMMUNITY OF Garden City, Kansas AND FOR THE ENACTMENT OF
A NEW STATEWIDE COMPREHENSIVE TRANSPORTATION PROGRAM.**

WHEREAS, the Garden City Area Chamber of Commerce has determined it needs the following transportation improvements:

WHEREAS, the Garden City Area Chamber of Commerce has determined that these specific highway and transportation needs are essential to the safety of its citizens in the future; and

WHEREAS, the Garden City Area Chamber of Commerce has determined that these specific highway and transportation projects are essential to the future economic well-being of its community and to its growth and development over the next decade or more; and

WHEREAS, the absence of such highway and transportation improvements will severely impede and may prevent the economic needs and goals of its community from being met; and

WHEREAS, the Garden City Area Chamber of Commerce is unable to finance such highway and transportation improvements without substantial assistance from the State of Kansas and the Kansas Department of Transportation; and

WHEREAS, the State of Kansas and the Department of Transportation cannot sufficiently address the highway and transportation needs of this community and the other similar communities across the state without the enactment of a new Comprehensive Transportation Program by the Kansas Legislature;

NOW, THEREFORE, BE IT RESOLVED by the governing body of the Garden City Area Chamber of Commerce:

SECTION 1. That it does hereby endorse and establish the need and its support for see
attached list

_____ as
being vital to the economic growth and development of its community and the safety of its citizens;

SECTION 2. That it does hereby endorse and support the enactment of a new Comprehensive Transportation Program by the Kansas Legislature of sufficient size and magnitude to address these specific highway and transportation improvements identified in this resolution.

Adopted by the Garden City Area Chamber of Commerce Board of Directors, this
11 day of May 1998.

Return to:
KCCI
835 SW Topeka Blvd
Topeka, KS 66612

HIGHWAY - Improvements

- K-156 east from Jennie Barker intersection to Larned, acquiring right of way as necessary and widening the highway to a super two with passing lane sections.
- US 50 east from Towns Road to Cimarron, four lanes preferred or super two multi-lane with passing lane sections.
- US 50 from Finney/Kearny line west to the east city limits of Syracuse, super two with passing lane sections.
- US 83 super two multi-lane highway with passing lane sections.

HIGHWAY - System Enhancements

- Four (4) lane urban highway from US 50 junction to the Finney/Kearny County line.
- K-156 and Jennie Barker Road/Mary Street Intersection
- Four (4) lane road on US 83 Business from the intersection of Mary north to the By-pass.
- Alternate US 50 By-pass (north)
- West US 50 By-pass from South US 83 around to the west of Garden City.
- Improve south Main Street Bridge - widening (shoulders and four lanes).

HIGHWAY - Off System Enhancements

- Holcomb Main Street Improvements
- Holcomb Bridge Improvements

AIRPORT

- Rehabilitate runway 17-35 to category D-III design, to accommodate at least 110,000 pounds Dual Wheel Landing (DWL) weight aircraft.

RAILROAD

- Acquire and improve rail spur for the Garden City Regional Airport Industrial Park.

PUBLIC TRANSPORTATION

- Request subsidy for Public Transportation with special attention to Senior Citizens needs.
- Request subsidy for Public Transportation with special attention to workplace needs.

Approved and Adopted by Finney Chapter No. 359 Order of the
this 16th day of June, 1998. 'Eastern Star

PO Box 104 GCK 67846

Jean Heer
(President) Worthy Matron

Bernice Ludwig
Secretary

TO: show support for the New Comprehensive
Transportation Plan and the Transportation
Task Force of the Garden City Area Chamber
of Commerce, Finney County
Economic Development Corporation,
and, Finney County Convention and
Tourism Bureau



TESTIMONY OF THE CITY OF GARDEN CITY, KANSAS

Chairman Ben Vidricksen and Members of the Senate Transportation Committee, and Chairman Gary Hayzlett and Members of the House Transportation Committee:

My name is Jim Kaup and I appear before you today on behalf of the City of Garden City, the Governing Body of that City and the citizens of the community. Garden City is very pleased to have the opportunity to comment before you today on the need for the creation of a comprehensive transportation plan to serve the needs of the state, western Kansas and the community of Garden City and Finney County as we move forward into the new millennium.

As an issue of local government importance, and clearly one that every citizen of this state can and will appreciate, the 1999 Legislature's opportunity to craft a comprehensive transportation plan for its citizens is a challenge that will be closely watched and anticipated by us all. The 1989 transportation plan was in our view a huge success, however, it did not, and could not, address all of the needs of the mobile public of this state. The prior plan was a success in part because it was so widely supported by virtually every city and county, business and industry, and grass roots organization striving to fairly distribute the funding for road and bridge improvements. We believe this same widespread support exists today for the creation of a new transportation plan which will address the needs not only of our highway users but also rail, public transit and air transportation in this state. Indeed the work of the Transportation 2000 Committee and groups such as Economic Lifelines have been extremely effective in focusing the public's attention upon these transportation needs.

As a part of that effort, the City of Garden City jointly with Finney County has developed through Resolution No. 1902 a list of local needs that it views critical to be included in a plan. It is important to note that the City of Garden City and Finney County have begun the negotiation process with KDOT for development of Corridor Management plans along the major highway routes leading in and out of the community. This is an important effort in making sure that improvements are properly planned, future growth and business opportunity is taken into account, and a transportation planning partnership is formed between the City, County and KDOT. While the development of these Corridor Management plans should be an integral part of the development of an overall transportation

- Over -

Joint House and Senate Transportation Committees

February 3, 1999

Attachment 5
CITY ADMINISTRATIVE CENTER
301 North 8th • P.O. Box 499 • Garden City, Kansas 67846-0499

316 • 276 • 1234

FAX 316 • 276 • 1169



plan, particularly in the vicinity of the state's urban areas, they do not represent the only opportunity for communities to participate with KDOT in the improvement of our transportation systems.

While the bills that are currently before the Legislature, SB99, SB153, HB2071 and HB2123, contain certain categories for funding in a transportation plan, we would like to speak to what we feel are critical components that must be addressed in order to provide real opportunity for participation in developing transportation improvements. Those components include major highway modifications, system enhancements and the KLINK program. While it is obvious that both plans currently offered for Legislative consideration retain these components, there are differences in the levels of funding which are prescribed, and our comment with regard to those components is that they should be given every priority in order to ensure the program's success. The KLINK program in particular is an extremely valuable tool, especially for very small communities with limited resources.

The City's Resolution obviously speaks to improvements in Garden City and Finney County which will enhance the efficient and safe movement of the tremendous commercial traffic that our community now experiences. However, we would also like to take this opportunity to speak to the overall needs of southwest Kansas in a transportation plan. We firmly believe that all of the residents in southwest Kansas acknowledge that the major highway systems inclusive of US54, US50/400, US83 and K156 are significant in that improvements to these routes benefit us all. In that regard, a transportation plan should not view these routes as piecemeal improvements at specific locations, but rather as improvements to the whole as they traverse southwest Kansas and link communities along their routes. You should also know that Garden City supports the development of US 54 in conjunction with the plans of the states of Oklahoma, Texas and New Mexico as well as the significant upgrade of US50/400 from the Colorado line eastward through Garden City to Dodge City, the development of K156 from Garden City east to Larned, and the continued development of US83 from Liberal north to Oakley.

We in Garden City recognize how fortunate we are that our community has developed not only into the largest community in the western half of Kansas, but also the commercial, retail and health center for southwest Kansas. Much of the growth that we have come to appreciate is directly attributable to the transportation system that we are fortunate enough to have. Because southwest Kansas contributes, as a region, so much to the state's economy, we feel it is an absolute necessity that continuing successful transportation planning recognize and develop those opportunities for continued growth of this vital area of the state. We urge the 1999 Legislature to recognize this immense opportunity and provide the citizens of Kansas a transportation plan which will ensure our continued growth and prosperity.

RESOLUTION NO. 1902

A JOINT RESOLUTION ENDORSING TRANSPORTATION IMPROVEMENTS FOR THE CITY OF GARDEN CITY AND THE COUNTY OF FINNEY COUNTY, KANSAS AND THE ENACTMENT BY THE KANSAS LEGISLATURE OF A NEW STATE-WIDE COMPREHENSIVE TRANSPORTATION PROGRAM.

WHEREAS, one of the major responsibilities of local government is to plan for the immediate and long-term transportation needs of the city and surrounding areas; and

WHEREAS, the Governing Bodies of the City of Garden City and the County of Finney County, Kansas have conducted the necessary investigations to identify the transportation capital improvements that are needed in the City of Garden City and the County of Finney County; and

WHEREAS, these specific transportation capital improvements are essential to the health, safety and welfare of our citizens in the future; and

WHEREAS, these specific transportation capital improvements are vital to the economic well-being, of the City of Garden City and the County of Finney County to their long-term growth and development; and

WHEREAS, the failure to undertake these transportation capital improvements will impede and may prevent the economic needs and goals of the City of Garden City and the County of Finney County from being accomplished; and

WHEREAS, the City of Garden City and the County of Finney County are unable to finance such capital transportation improvements without substantial assistance from the State of Kansas and the Kansas Department of Transportation; and

WHEREAS, the State of Kansas and the Department of Transportation cannot sufficiently address the transportation needs of the City the County and other cities and counties across the state without the enactment of a new Comprehensive Transportation Program by the Kansas Legislature.

NOW, THEREFORE, BE IT RESOLVED by the Governing Bodies of the City of Garden City and the County of Finney County, Kansas:

Section 1. Priority Transportation Projects. After careful investigation of the transportation needs in the City, the following transportation capital improvements are hereby declared to be vital to the future economic growth and development of the City of Garden City and

the County of Finney County and the safety of their citizens:

HIGHWAY – Improvements

- K-156 east from Jenny Barker intersection to Larned, acquiring rights-of-way as necessary and widening the highway to a super two with passing lane sections.
- US 50 east from Towns Road to Cimarron, four lanes preferred or super two multi-lane with passing lane sections.
- US 50 from Finney/Kearny line west to the east city limits of Syracuse, super two with passing lane sections.
- US 83 super two multi-lane highway with passing lane sections.

HIGHWAY – System Enhancements

- Four (4) lane urban highway from US 50 junction to the Finney/Kearny county line. K-156 and Jennie Barker Road/Mary Street Intersection.
- Four (4) lane road on US 83 Business from the intersection of Mary north to the By-pass. Alternate US 50 By-pass (north).
- West US 50 By-pass from south US 83 around to the west of Garden City.
- Improve south Main Street Bridge – widening (shoulders and four lanes).

HIGHWAY – Off System Enhancements

- Holcomb Main Street improvements.
- Holcomb Bridge improvements.

AIRPORT

- Rehabilitate runway 17-25 to a category D-III design, to accommodate at least 110,000 pounds Dual Wheel Landing (DWL) weight aircraft.

RAILROAD

- Acquire and improve rail spur for the Garden City Regional Airport Industrial Park.

PUBLIC TRANSPORTATION

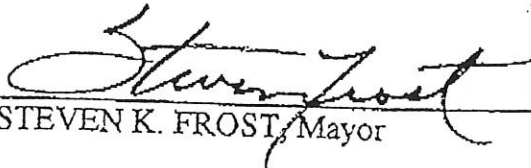
- Request subsidy for Public Transportation with special attention to Senior Citizens needs.
- Request subsidy for Public Transportation with special attention to workplace needs.

Section 2. New Comprehensive Transportation Program. The City of Garden City and the County of Finney County, Kansas, hereby endorse and support the enactment of a new Comprehensive Transportation Program by the Kansas Legislature of sufficient size and magnitude to address the specific transportation capital improvements set forth in Section 1.

Section 3. The clerks of the respective bodies shall send copies of this resolution and any supporting documentation to: Governor Bill Graves; State Senator Steve Morris; State Representative Terry Presta; all candidates for state representative; all local news media outlets, and the League of Kansas Municipalities..

APPROVED AND ADOPTED by the Governing Bodies of the City of Garden City and the County of Finney County, Kansas, this 12th day of May, 1998.

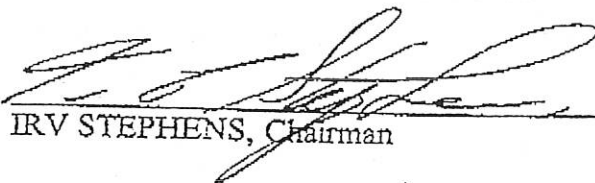
THE CITY OF GARDEN CITY



STEVEN K. FROST, Mayor


JEAN SOLZE, City Clerk

and

THE COUNTY OF FINNEY COUNTY


IRV STEPHENS, Chairman


CAROL BROWN, County Clerk

THE CITY OF LIBERAL

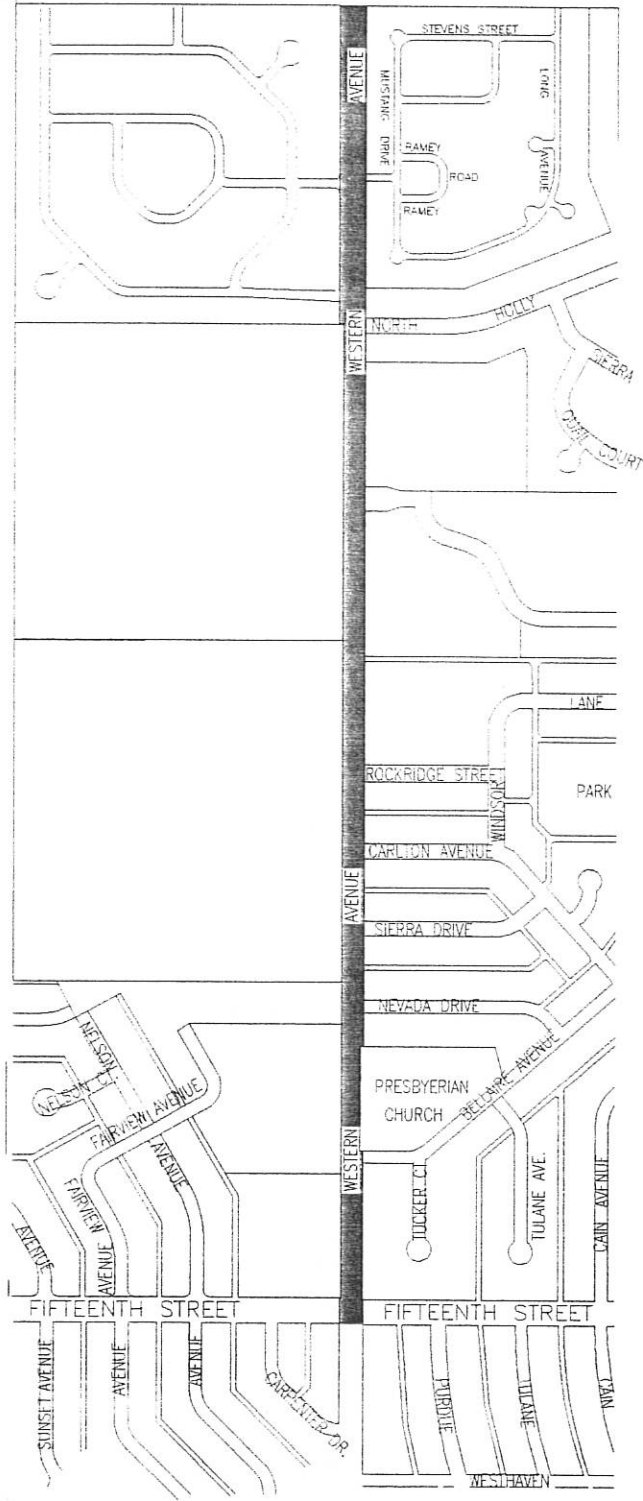
Transportation and Street Improvements

For a Five Year Span

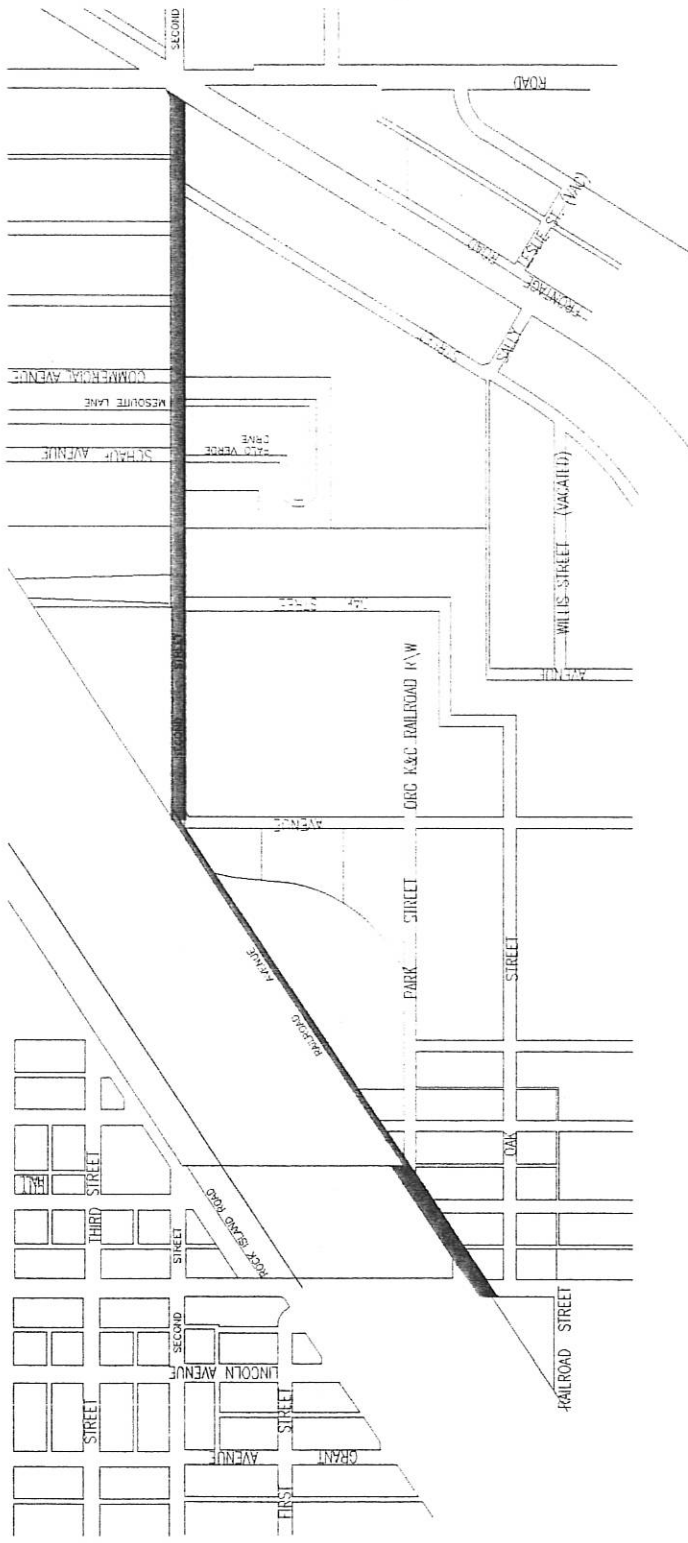
For and Within the City Of Liberal



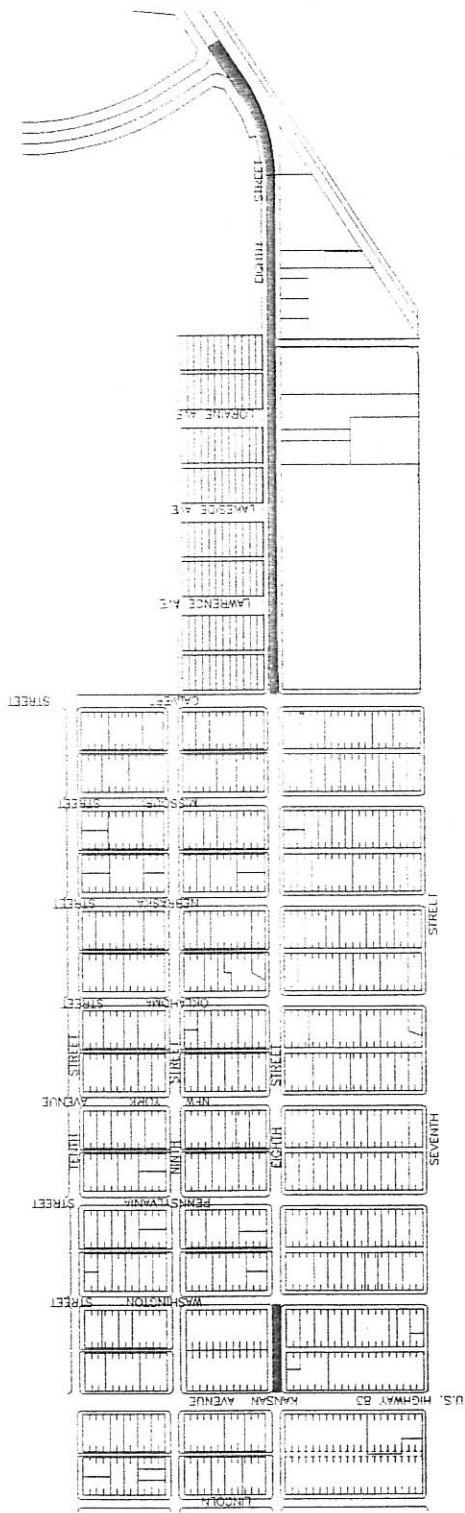
	<u>EST. COST</u>
1. WESTERN AVENUE FROM 15TH STREET TO TUCKER ROAD	\$1,200,000.00
2. RAILROAD AVENUE FROM KANSAS AVENUE TO SECOND STREET AND SECOND STREET FROM VIRGINIA AVENUE TO U.S. HIGHWAY 54	\$1,400,000.00
3. EIGHTH STREET FROM CALVERT AVE. TO U.S. HIGHWAY 54	\$ 800,000.00
4. TUCKER ROAD FROM KANSAS AVENUE TO U.S. HIGHWAY 83 BYPASS	\$1,100,000.00
5. KANSAS AVENUE AND TUCKER ROAD INTERSECTION	\$ 265,000.00
6. U.S. HIGHWAY 54 AND U.S. HIGHWAY 83 INTERSECTION AND BLUEBELL ROAD AND SECOND STREET INTERSECTION ALSO KNOWN AS THE SIX POINTS INTERSECTION	\$2,200,000.00
7. SECOND STREET FROM KANSAS AVENUE TO CAIN AVENUE	\$ 680,000.00
8. U.S. HIGHWAY 54 FROM OKLAHOMA STATE LINE TO KINGMAN, KANSAS	\$ N/A
9. U.S. HIGHWAY 83 FROM OKLAHOMA STATE LINE TO GARDEN CITY, KANSAS	\$ N/A
10. WEST LIBERAL BYPASS	\$7,000,000.00
TOTAL	<hr/> \$14,645,000.00



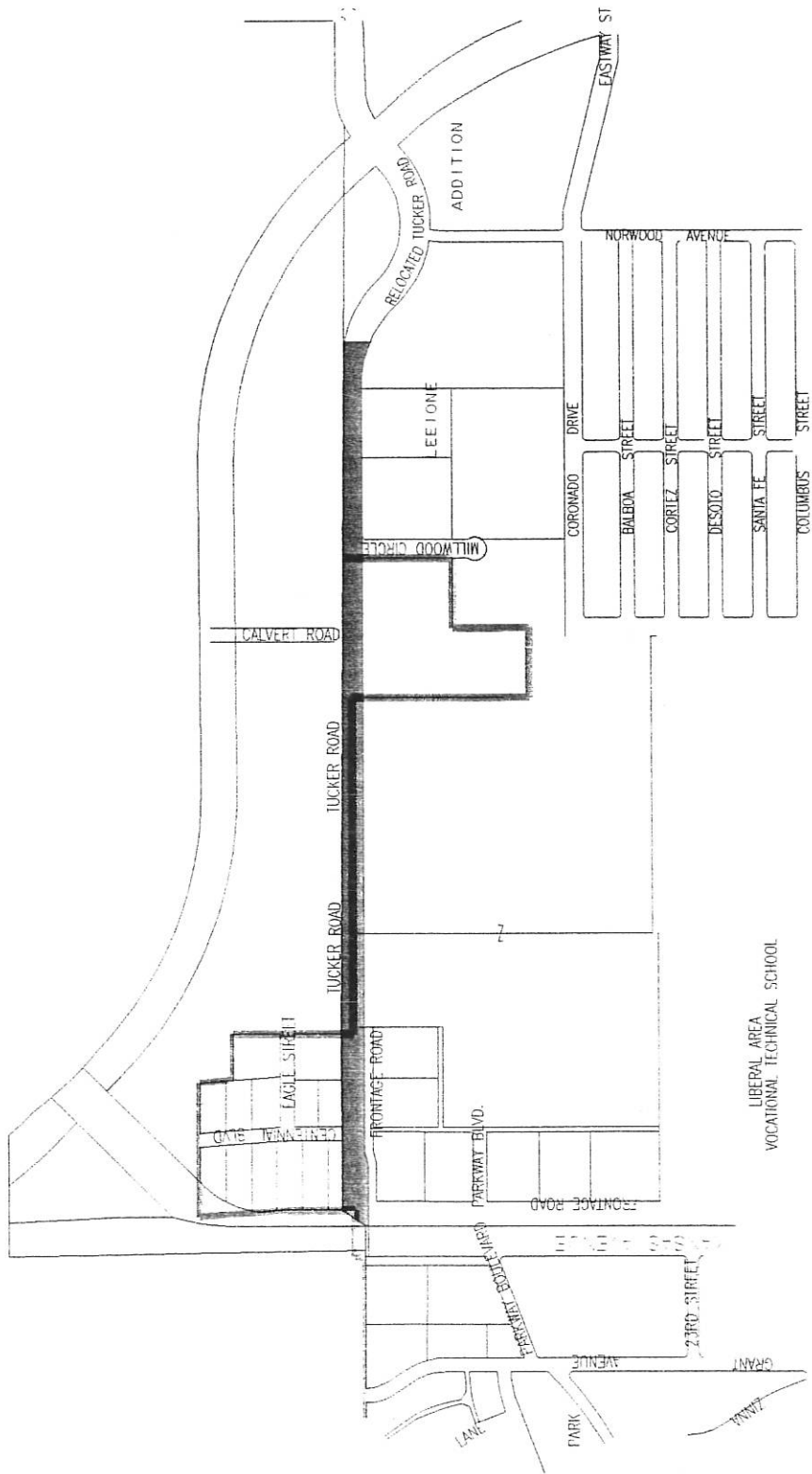
WESTERN AVENUE, 15TH TO TUCKER
WIDEN TO FOUR LANES WITH CURB AND GUTTER



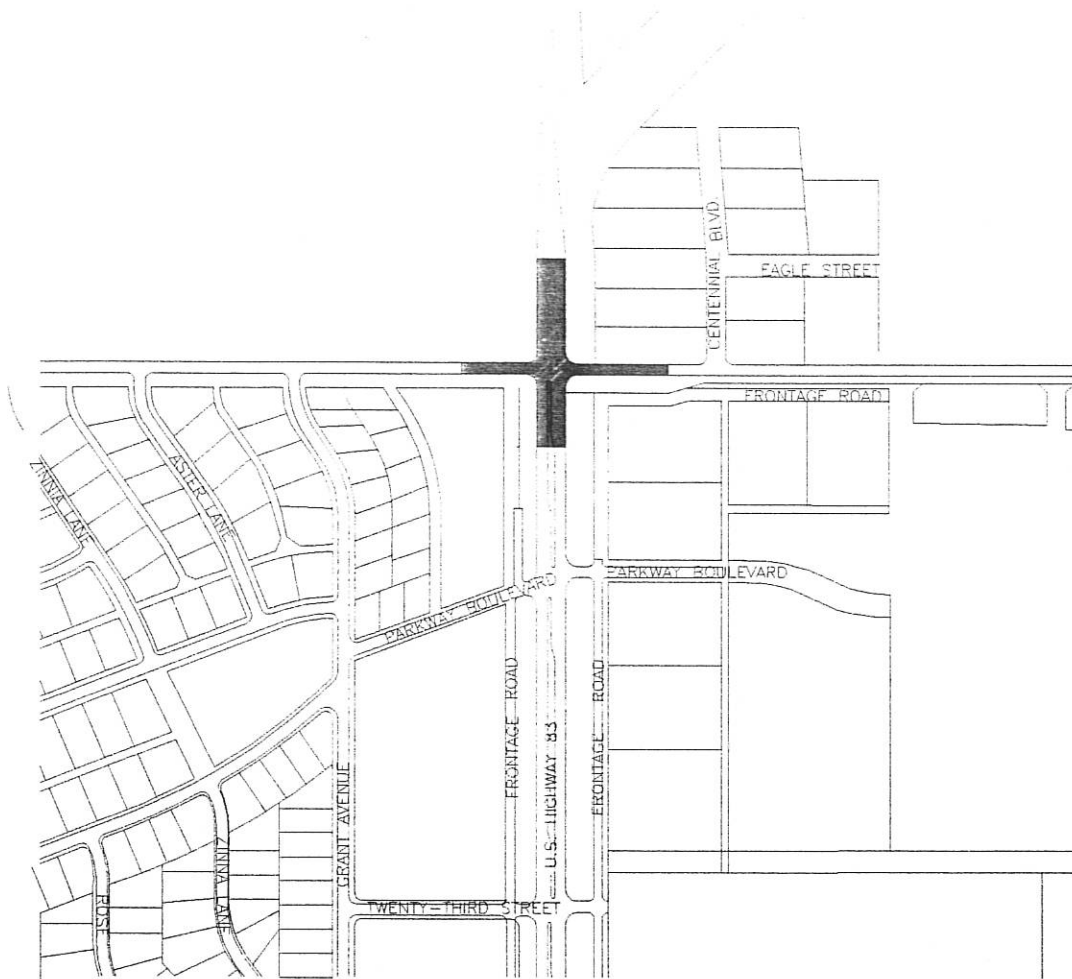
RAILROAD STREET FROM KANSAS TO SECOND
 SECOND STREET FROM VIRGINIA TO PANCAKE OR 54
 WIDEN TO TWO LANE WITH TURN LANE AND CURB AND GUTTER



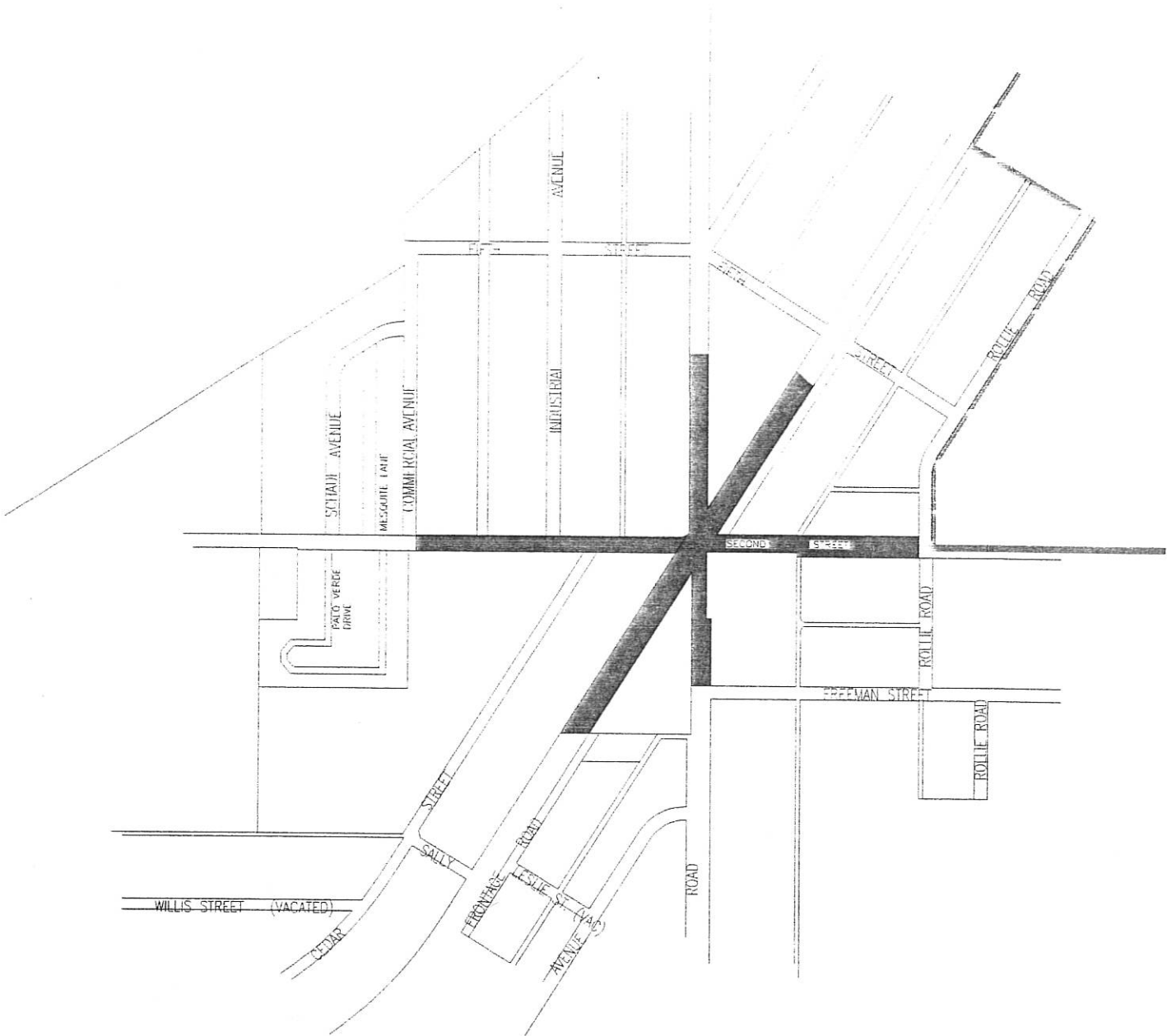
EIGHTH STREET KANSAS TO WASHINGTON
 THEN CALVERT TO HIGHWAY 83 BYPASS
 WIDEN TO TWO LANE WITH TURN LANE
 AND CURB AND GUTTER



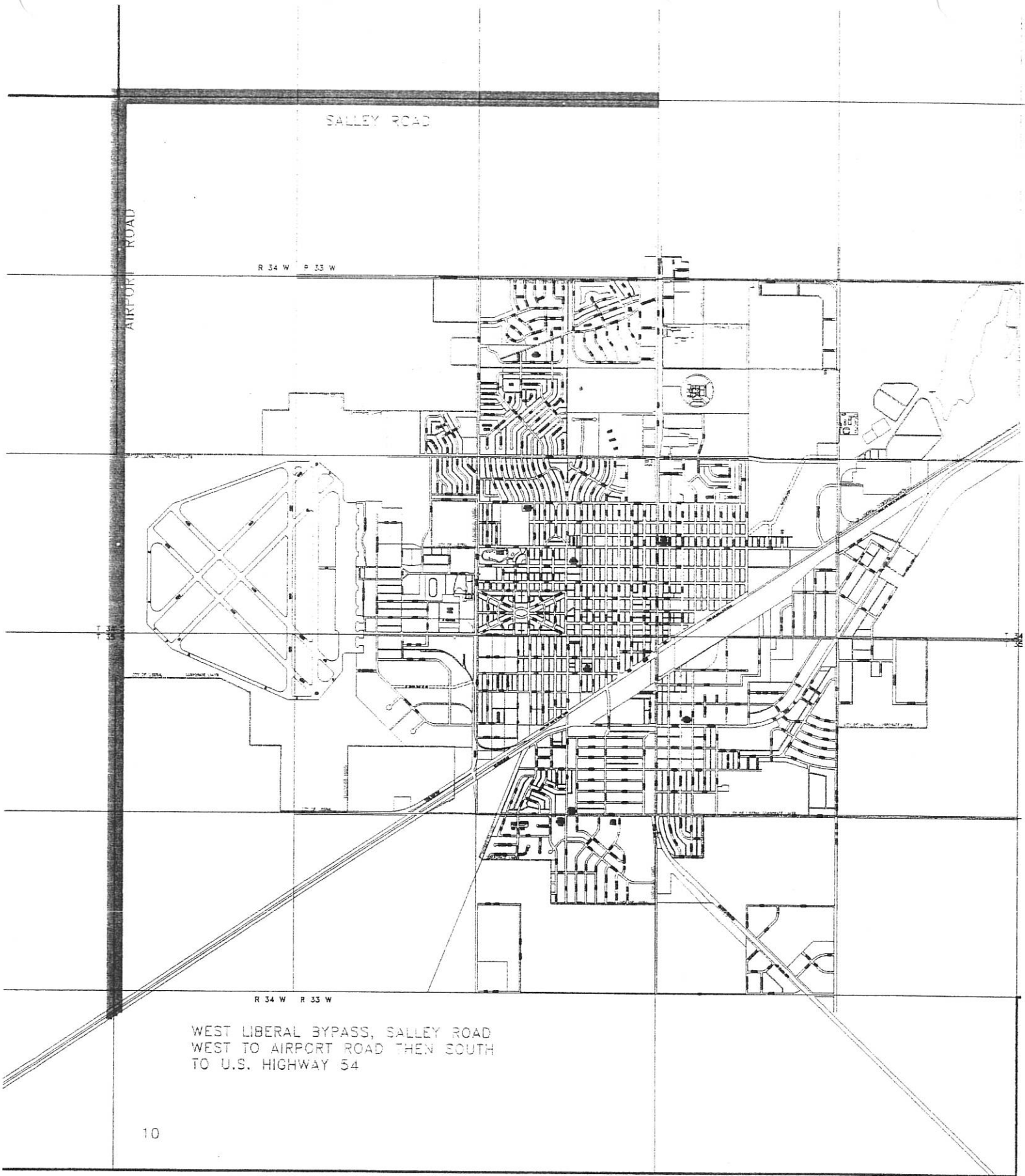
TUCKER ROAD KANSAS TO 83 BYPASS
 WIDEN TO FOUR LANES AND CURB AND GUTTER



INSTALL TRAFFIC CONTROL SIGNALS AT
KANSAS AVENUE AND TUCKER ROAD INTERSECTION



KANSAS AND PANCAKE, 54 AND 83 INTERSECTION
 BLUEBELL ROAD AND SECOND STREET INTERSECTION
 OR KNOWN AS SIX POINTS
 GEOMETRIC IMPROVEMENT



SALLEY ROAD

AIRPORT ROAD

R 34 W P 33 W

R 34 W R 33 W

WEST LIBERAL BYPASS, SALLEY ROAD
WEST TO AIRPORT ROAD THEN SOUTH
TO U.S. HIGHWAY 54

10

OKLAHOMA



The
CITY of LIBERAL

P. O. BOX 2199 • LIBERAL, KANSAS 67905-2199 • (316) 626-0101

August 11, 1998

Mr. John Maddox
Kansas Department of Transportation
Division of Planning & Development
Docking Building
Room 8605
Topeka, KS 66612-1568

Re: Transportation 2000

Dear Mr. Maddox:

Enclosed is a copy of Resolution No. 1670, titled as follows:

“A Resolution endorsing transportation improvements for the City of Liberal, Kansas and the enactment by the Kansas Legislature of a new state-wide comprehensive transportation program.”

The need for a new comprehensive transportation program to take the State of Kansas into the 21st century needs to be a high priority for the Kansas Legislature and the Governor of Kansas.

As Mayor of Liberal, Kansas, I am very pleased with the attention that has been given to improving U.S. 54 to a four lane from the Oklahoma state line to Liberal. I encourage KDOT to work with S.P.I.R.I.T. and the communities along Highway 54 on making improvements from Liberal to Kingman during the upcoming years.

Your attention to this matter would be appreciated.

Sincerely,

Ivanhoe Love, Jr.
Mayor

RECEIVED

AUG 11 1998

DIVISION DIRECTOR

RESOLUTION NO. 1670

A RESOLUTION ENDORSING TRANSPORTATION IMPROVEMENTS FOR THE CITY OF LIBERAL, KANSAS AND THE ENACTMENT BY THE KANSAS LEGISLATURE OF A NEW STATE-WIDE COMPREHENSIVE TRANSPORTATION PROGRAM

WHEREAS, one of the major responsibilities of municipal government is to plan for the immediate and long term transportation needs of the city and surrounding areas;

WHEREAS, the Governing Body of the City of Liberal, Kansas (hereinafter the "City"), has conducted the necessary investigations to identify the transportation capital improvements that are needed in the City; and

WHEREAS, these specific transportation capital improvements are essential to the health, safety and welfare of its citizens in the future; and

WHEREAS, these specific transportation capital improvements are vital to the economic well-being of the City and to its long-term growth and development; and

WHEREAS, the failure to undertake these transportation capital improvements will impede and may prevent the economic needs and goals of the City from being accomplished; and

WHEREAS, the City is unable to finance such capital transportation improvements without substantial assistance from the State of Kansas and the Kansas Department of Transportation; and

WHEREAS, the State of Kansas and the Department of Transportation cannot sufficiently address the transportation needs of the City and other cities and counties across the state without the enactment of a new Comprehensive Transportation Program by the Kansas Legislature.

NOW, THEREFORE, BE IT RESOLVED BY THE GOVERNING BODY OF THE CITY OF LIBERAL, KANSAS:

Section 1. Priority Transportation Projects. After careful investigation of the transportation needs in the City, the following transportation capital improvements are hereby declared to be vital to the future economic growth and development of the City and the safety of its citizens:

Four Lane U.S. 54 from the Oklahoma state line to Kingman, Kansas;
Improve U.S. 83 from the Oklahoma state line to Garden City, Kansas;

Four Lane Western Avenue from 15th Street to Tucker Road;
Improve Railroad Avenue from Kansas Avenue to Second Street and Second Street from Virginia Avenue to U. S. 54;
Improve Eighth Street from Calvert Avenue to U.S. 54;

Four Lane Tucker Road from Kansas Avenue to U.S. 83 Bypass;
Improve Second Street from Kansas Avenue to Cain Avenue;
Construct West Liberal bypass;

Kansas Avenue and Tucker Road intersection;
U.S. 54 and U.S. 83 Bypass intersection and Bluebell Road and Second Street intersection
also known as the Six Point intersection;

Section 2. New Comprehensive Transportation Program. The City hereby endorses and supports the enactment of a new Comprehensive Transportation Program by the Kansas Legislature of sufficient size and magnitude to address the specific transportation capital improvements set forth in Section 1.

Section 3. The City Clerk shall send copies of this resolution and any supporting documentation to Governor Bill Graves; State Senator Tim Huelskamp; State Representative Carl Dean Holmes; local news media; and the League of Kansas Municipalities.

Adopted by the Governing Body of the City of Liberal, Kansas this 28th day of July, 1998.



Ivanhoe Love, Jr., Mayor



Debra S. Giskie, City Clerk


We should be investing in this vital national road link.

Add A Branch to the Proposed NAFTA Superhighway


Southwest Passage


★ US HIGHWAY 54 is the most traveled 2-lane highway in the United States, and traverses 4 states to its junction with I-35 - Texas, Oklahoma, New Mexico and Kansas. It is a natural for a branch of the NAFTA trade route, drawing from Western Mexico and the Southwest USA - complementing and tying into the already existing I-35 route.

 Shortest Route from Southwest to Northeast. Saves Time and Money!

 Historical and Scenic Route. Recreation Facilities abound!

 Many State and Federal Parks and tourist attractions.






 Gas and Oil Largest Natural Gas Field in the USA.

 Traverses the Ogalala Aquifer, the largest aquifer in the United States.

 Agriculture - swine, cattle and farm produce






★ Along US HIGHWAY 54 you will find industries, such as the oil and gas industry, agriculture - including wheat, corn, milo ; sorghum (the bread-basket of the world is right along Southwest Passage), parks and recreation areas, and military bases. HIGHWAY 54 is the shortest distance to many places, and with 4-lane upgrading, the traffic along this highway is destined to greatly increase!

What has S.P.I.R.I.T. done so far?

-  Urged members of congress for more federal investment in highway infrastructure.
-  Submitted proposals for US 54 improvements through members of congress.
-  Met with state and local transportation officials about planning and funding improvements.
-  Urged local governmental units to advance planning and engineering work so that US 54 project segments are "on the shelf", ready to go.
-  Worked with national organizations to support highway improvements.

There's more to do . . . we need YOUR help.

SPIRIT's business plan includes more targeted activity on behalf of the corridor.

-  Regular updates to members about news on the corridor.
-  Candidate questionnaires and interviews to determine who supports our efforts.
-  Continued tracking of highway legislation.
-  Lobbying state and federal elected officials for funding.
-  Working with local communities to build more support.

Our Mission

To meet the challenges that face our states, counties, and communities in the 21st century by improvement and expansion of the Southwest Passage to link major markets, both regional and interstate, through rural areas to enhance the movement of people, products and services in a safe and timely manner.

Please join our team,
We've got . . .

S.P.I.R.I.T.

For more information contact . . .

S.P.I.R.I.T.

P. O. Box 676
Liberal, KS 67905
Phone 316-624-3855
Fax: 316-624-3856

Get the . . . **54**
S.P.I.R.I.T.

**Southwest Passage Initiative
for Regional and Interstate Transportation**



**A better
HIGHWAY 54
will provide . . .**

- **Improved Safety**
- **Convenience
(shortest route)**
- **More Business**

I.R.I.T.
Rock Island Road
P.O. Box 676
Liberal, Kansas 67901-0676
Phone 316-624-3855
Fax 316-624-8851
chamber@swdtimes.com



OUR MISSION IS :

TO MEET THE CHALLENGES THAT FACE OUR STATE, COUNTIES, AND
COMMUNITIES IN THE 21ST CENTURY BY IMPROVEMENT AND
EXPANSION OF THE SOUTHWEST PASSAGE TO LINK MAJOR MARKETS,
BOTH REGIONAL AND INTERSTATE, THROUGH RURAL AREAS TO
ENHANCE THE MOVEMENT OF PEOPLE, PRODUCTS AND SERVICES
IN A SAFE AND TIMELY MANNER.

S.P.I.R.I.T.
#4 Rock Island Road
P.O. Box 676
Liberal, Kansas 67901-0676
Phone 316-624-3855
Fax 316-624-8851
chamber@swdtimes.com



July 15, 1998

Ms. Mary Turkington, Chairperson
Transportation 20000
Topeka, KS

Dear Madam Chairman:

Thank you for this opportunity to meet with the Transportation 2000 task force today. We represent a group known as the Southwest Passage Initiative for Regional and Interstate Transportation, or SPIRIT. Our members represent all of the communities and counties from Wichita, KS to Liberal, KS along the Highway 54 route plus most of the communities and counties along the 54 route through Oklahoma, Texas and New Mexico, all the way to Tucumcari, New Mexico. This represents a distance of 400 miles, with 200 miles of the route in Kansas.

SPIRIT originated in Liberal, after an October 1995 meeting in Liberal with the Kansas Senate Transportation Committee who showed interest in a 54 highway project. We have since had 13 meetings from Tucumcari to Wichita with over 400 people in attendance. We have 30 resolutions supporting a four lane 54 Highway from cities and counties along the route. This is truly a "grass roots" effort.

We have handed you a copy of a news item from a 1948 Liberal newspaper showing that a public awareness of the importance of Highway 54 has been going on for over 50 years.

Highway 54 is a critical National Highway linking I-35 at Wichita with I-40 at Tucumcari, New Mexico. This diagonal roadway saves the motorist or trucker 120 miles each way versus staying on interstate 35 to Oklahoma City and I-40 on west. Highway 54 is a vital link to Wichita, Topeka, and Kansas City because it feeds traffic to and from these areas of the state, as a gateway to the State of Kansas. This road keeps the motorist in Kansas 140 miles longer than the

alternative route, allows all the communities in South Central Kansas and Southwest Kansas a chance at the tourism dollar (Garden City's zoo, Dodge City's Front Street, Liberal's Air Museum, the Greensboro Well, etc), not to mention the huge economic factor in having a well traveled highway that connects this part of Kansas to the rest of the State of Kansas and the nation. We have enclosed 1994 traffic figures which points out the 216% increase in truck traffic in recent years, with an overall increase in traffic due in part to the tourism travel, particularly the snowbirds from the northern and eastern states going to and from the southwest who use Highway 54, witnessed by the many RV's and out of state tags during the fall and spring months.

Only one thing is missing: this critical, National Link is only a two lane road. Southwest Kansas has no four lane, divided highways making this area one of the most if not the most isolated area, transportation wise, in the United States. This area of Kansas is one of the fastest growing areas in the State. The cattle feeding operations with over 4 million head of cattle produced per year and 5 major packing plants in the region plus increased hog operations and major hog processing plant at Guymon, Oklahoma (also on Highway 54) has all increased the need and urgency to four lane the highway. As mentioned, due to increased truck traffic, mixed with increased use, fatality accidents have been on the increase on Highway 54. A safer road is needed to save lives and property!

Highway 54 has been upgraded to an improved two lane road with 10' shoulders and is being completed now under the last year of the Comprehensive Road Program. We are asking that the State of Kansas include the 170 mile segment of Highway 54, not currently four lane, from Kingman, KS to the State Line Southwest of Liberal in a new comprehensive highway program.

We are suggesting that engineering be accomplished as soon as possible allowing for construction when funds are available, projecting an additional two lanes be built, divided from, and parallel to the existing two lanes which have recently been improved. We ask that you refer to the 1986 Western Kansas Turnpike/Freeway HNTB KDOT/KTA study which recommended this type of road for Highway 54.

The State of Kansas already owns a great deal of right of way along this route, it would least upset existing economic


efforts and enhance an infrastructure that is already in place and is well used. We have enclosed a letter from KDOT referring to the cost of K-96 from Wichita to Hutchinson which is currently under construction and is a road similar to a proposed Highway 54 project.

In the past there has been speculation that if Kansas built a four lane Highway 54, Oklahoma and Texas would probably not follow suit. We are pleased to report that Oklahoma has included in their newly funded road program, 30 miles of Highway 54 to be four lane in the next two years with the remaining 30 miles to be built within 5 years. Texas is engineering its entire 100 miles of Highway 54 this year. It's plans will be "on the shelf" awaiting future funding. Both states are designing and building an additional two lanes with a divider and either a re-build or overlay on the existing two lanes. They are building four lanes with a turning lane through each community, if the road is not currently up to these standards.

In a recent meeting of SPIRIT in Logan, New Mexico we were pleased to hear from Secretary of Transportation, Pete Rahn, that Highway 54 from Tucumcari to the Texas state line has been moved from a very low priority to #2 in the State of New Mexico as a four lane, divided highway. New Mexico is currently building an additional two lanes from Alamogordo to El Paso, on Highway 54, with future plans to improve the entire route through New Mexico.

So now, Kansas, it's up to us to act in a responsible manner. Roads are expensive--we encourage the Kansas Legislature to plan and carry through with a large enough program to begin working on this and other needed projects in the State of Kansas.

Sincerely,


Max Zimmerman, Chairman

Slot machine proceeds confiscated by local police

Fifty years ago, pipeline construction designed to make the tremendous natural gas reserves of the Hugoton Gas Field available to many other areas was booming. Cities Service Gas Company had received its first shipment of pipe for the construction of 400 miles of line construction from its supply in Western Kansas. The pipe was expected to reach from the field near Ulysses to Hutchinson, and the next shipment was to take the line to the Kansas City area. The new line added 90,000,000 cubic feet to the system capacity.

In Chicago, a congressional subcommittee was investigating the paroles of four former Capone gangsters while the wholesale price of butter crashed to the lowest levels since last November. Mercantile spokesmen attributed the price drop to slower consumer demand and an "indifferent" attitude on the part of wholesale buyers.

In Liberal, two busloads of National Highway 54 Association members stopped here for dinner enroute to the national convention at Alamogordo, N.M. They were joined here by N.S. Lepley, George Nelson and Harry Armstrong. L.L. Holland left on the train and flying from Liberal were Bill Hetic, Lyle Peck and E.R. Zook to help advertise Highway 54 as the shortest and most attractive route between Chicago and Southern California.

Marriages and engagements

announced included: the engagement of Miss Wanda Joyce Norris, daughter of Mr. and Mrs. H.D. Norris of Liberal, to Kenneth Eagan of Guymon.

Clara May Coffman and Jesse Loyd Logsdon were married at the bride's home in Modesto, Calif. The bride attended school in Liberal until the family moved to California in 1945. Jocile Grimwood, a secretary at Liberal High School, was to wed William E. Brown, Liberal, of Harding Motors, on Easter.

Two sisters were married at the First Christian Church in a double ceremony. They were Misses Juanita Walker and Nadine Walker, daughters of Mr. and Mrs. J.D. Walker of Liberal. Juanita married William DeCamp of Tyrone and Nadine Walker married Harold Ellis of Liberal.

Births Included a son to Mr. and Mrs. James Sloan at Epworth Hospital; a son to Mr. and Mrs. Kenneth R. Brown at Epworth Hospital; a daughter to Mr. and Mrs. James L. Murnaw of Kansas City. She was the former Jo Ellen Gray of Liberal; a daughter to Mr. and Mrs. Harvey Cargill, Blue Bonnet Court, at Epworth Hospital; a daughter to Mr. and Mrs. Harley Nordyke of Hugoton; a son to Mr. and Mrs. Frank D. Hale of Pasadena, Calif. Mrs. Hale is the former Marie Bittle of the Oklahoma Panhandle.

Charles Light and John W. Moore had been selected as co-chairmen of citizens' committees working here

to raise \$200,000 in subscription funds to modernize and enlarge Epworth Hospital which was reported inadequate due to the growth of Liberal in recent years.

In Washington, President Truman headed into the 1948 campaign with a call for the common people to rally around in a battle against the "privileged few." In a 30-minute Jefferson-Jackson Day speech, the president never did refer directly to the challenge he faces from southerners in his own party, nor did he mention directly the threat offered by Henry A. Wallace's third party.

Money taken from confiscated slot machines in Liberal was being handled in two ways, dependent upon which of two courts the charges were filed. Justice of the Peace Court gave the money to the county school system and Police Court handled the money as regular fines. State law made no provision for the handling of this illegal money.

More than 70 light plane enthusiasts from nearby Kansas and Oklahoma points met in Liberal to form an organization yet unnamed. Their goal was to promote flying through memberships from over a wide area, possibly including several hundred square miles and four states. Loren M. Brown, Liberal, was chosen president, with G.M. Grimes of Ashland and Gerry Collier of Hugoton as second vice-presidents respectively.

50 YEARS AGO
Charlie Hayes
Times Columnist

Topic:
Liberal promoters aimed to convince motorists that Highway 54 was the best route across the country.

Southwest Passage highway on Liberal group's agenda

Four-lane road would run directly from Wichita to New Mexico.

By MATT MOLINE
Special to The Capital-Journal

LIBERAL — Longtime southwest Kansas booster Max Zimmerman usually avoids the small talk when he strikes up conversations in his insurance agency office in downtown Liberal. On the other hand, Zimmerman has been known to begin immediate questioning of visitors about their specific knowledge of U.S. geography.

"What does southwest Kansas have in common," Zimmerman is likely to begin the quiz, "with the state of Nevada?"

Thankfully, Zimmerman is pleased to promptly end all suspense by answering his own question.

"Southwest Kansas is tied with Nevada in terms of being the most isolated regions in America," Zimmerman said last week. "In

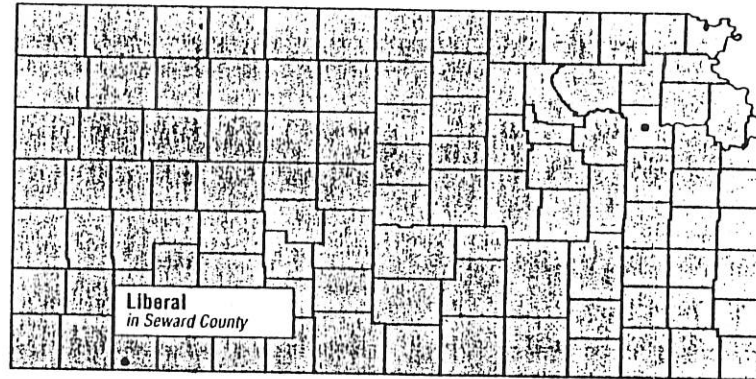
this whole corner of our state, there is no four-lane or interstate highway route within at least 160 miles of folks out here. Other than the middle of Nevada, no other point in America is as isolated as we are — off the beaten path, so to speak."

If Zimmerman has his way, Liberal and southwest Kansas finally will join the nation's transportation mainstream early next century — in the form of a 400-milelong superhighway stretching from Wichita to Tucumcari, N.M.

The new four-lane expressway would upgrade US-54 highway, a popular diagonal route between Wichita and a linkup with Interstate 44 at Tucumcari. Motorists who use US-54 through southwest Kansas, Zimmerman contends, can save up to 120 miles of driving — per one-way trip — rather than traveling I-44 between Oklahoma City and Tucumcari.

"A hundred years ago, it was the building of the railroads that moved people," Zimmerman said. "Now it's good roads and easy access to commercial markets that are the vital lifelines of most communities."

A year ago, Zimmerman helped form a Liberal-based, grass-roots organization that is working to provide an expressway-style highway route through southwest Kansas,



where ruts carved by 5-ton freight wagons are visible from the 175-year-old Santa Fe Trail.

The group, known officially as Southwest Passage Initiative for Regional and Interstate Transportation, more commonly is known in the area by the acronym SPIRIT.

Former Liberal mayor Phyllis Windle, 68, has spent the past six months drumming up endorsements from nearly three dozen communities located along US-54. The route

stretches across parts of three states in addition to Kansas: Oklahoma, Texas and New Mexico.

"It's one of the biggest grass-roots movements that I've ever seen," Windle said. "We're sitting here in one of the fastest-growing areas of Kansas, but if the people can't come and go easily, it doesn't mean anything."

Zimmerman, SPIRIT's president, estimates the cost of upgrading US-54 across Kansas

might top \$500 million.

"What we're contending is that we've already got most of the right-of-way to build another two lanes," Zimmerman said. "So why not use good judgment and do it?"

Zimmerman said SPIRIT members plan to prepare detailed specifications for the 200 miles in the Kansas portion of the widening project by 1999, a date that coincides with Gov. Bill Graves' proposal to launch a new comprehensive construction plan for the state's roadways. Currently, Oklahoma is widening five miles of US-54 near Guymon, with another 20-mile segment set to begin by 2000, Zimmerman said.

At some locations on US-54, especially in Kansas' Meade County, 1997 traffic counts were up by nearly 9 percent since 1995, Zimmerman said. On Tuesday, SPIRIT plans to elect a steering committee of US-54 backers representing all four states along the route, at a noon meeting at the Guymon chamber of commerce office.

"What we're after is building a highway that connects people to good jobs, as well as bringing people in closer touch with new markets elsewhere," Zimmerman said. "Right now, we see US-54 as a crucial missing transportation link in the future development of southwest Kansas."

54 PROJECTS

GRADE & SURFACE NH 298(103) - U.S. Hwy. 54 from the 4 lane section in Guymon, NE 4.11 miles (Reconstruct to 5 lane 1.93 miles and 4 lane divided 2.18 miles.) Let Date 2-97 \$10,000,000.00

GRADING NH 298(108) - U.S. Hwy. 54 from 4.11 miles N. of 4 lane section in Guymon, ext. N. thru Optima (Reconstruct 4 lane divided.) Let Date 3-98 \$2,000,000.00

SURFACE NH 298(122) - U.S. Hwy. 54 from 4.1 miles N. of 4 lane section in Guymon, ext. N. thru Optima (4 lane divided surface) Let Date 3-99 \$5,078,000.00

GRADING NH 220(51) - U.S. Hwy. 54 from Optima N. approximately 5.0 miles (4 Lane) Let Date 10-2000 \$2,300,000.00

SURFACE NH 220 - U.S. Hwy. 54 from Optima N. approximately 5.0 miles (4 lane) (surface for 14971(04)) Let Date 2-2002 \$7,150,000.00

BRIDGE NH 298(123) - Bridge & approaches - U.S. Hwy. 54 from Optima N. Approximately 5 miles (4 lane) Let Date 6-2001 \$750,000.00

GRADE & SURFACE - U.S. Hwy. 54 from approximately 5.0 miles N. of Optima N. to U.S. Hwy. 64 in Hooker (4 lane) Let Date - Unscheduled Pool \$8,400,000.00

GRADING - U.S. Hwy. 54 from the 4 lane section in Guymon S. approximately 8.0 miles (4 lane) Let Date 5-2001 \$3,900,000.00

SURFACE - U.S. Hwy. 54 from the 4 lane section in Guymon S. approximately 8.0 miles (4 lane) Let Date 2-2003 \$10,000,000.00

TOTAL \$49,578,000.00



Texas Department of Transportation

P.O. BOX 2708 • AMARILLO, TEXAS 79105-2708 • (806) 356-3200

January 4, 1999

Dean Carlson
Secretary of Transportation
Kansas DOT
Topeka, Kansas

RE: Long Range Plans on US 54 in Texas- From: New Mexico State Line To: Oklahoma State Line

Dear Dean,

We are in the process of attaining preliminary engineering information on US 54 across the corner of the state from three consulting firms. We will use this aerial mapping, environmental assessment and engineering information to decide whether we design a four-lane flush median section or a four-lane divided section. We feel we have adequate right-of-way for the flush median, but have been told that Oklahoma DOT is building a divided section. The increasing truck traffic on this highway would dictate planning for a divided section. The planned letting for these projects on US 54 is very tentative at this point, but are in our state's long range plan. If traffic warrants or there is a need to coordinate the plans of an adjoining state, they can move forward several years. US 54 is a highway on the NHS system and is competing statewide for construction funds with other mobility or added capacity type projects on the NHS. We can only do the preliminary engineering currently until these projects get a priority (2) two status from our Texas Transportation Commission. After that occurs we can begin to acquire the right-of-way and develop the project up to letting if funding becomes available. We are looking forward to working with you on developing the 54 S.P.I.R.I.T. corridor.

Thanks again for your concern about the future of US 54. Please feel free to call, if you have any questions, at (806) 356-3240.

Post-It™ brand fax transmittal memo 7671.		# of pages ▶
To Stratford Chamber	From Mark Tomlinson	
Co. of Commerce	Co. TXDOT FAX	
Ext: FAX 806-366-3621	Phone 806-356-3206	

Sincerely,

Bruce D. Nipp, P.E.

Director of Transportation Planning and Development

cc: Design Files
Mark E Tomlinson, District Engineer
Kenneth R. Petr, Area Engineer

OKLAHOMA DEPARTMENT OF TRANSPORTATION
TRUNK SYSTEM PROJECTS

Tentative

Stalls	Category	Highway	County	Project (CSJ)	From Line	To Line	Year	Estimate	ROW Cost
PRI 2	NHS 3B	US 87	Dallam	CSJ 0040-01-028	Fr: Keeler Street in Texline	To: New Mexico State Line	2003	\$830,000	Need ROW Est
PRI 2	NHS 3B	US 87	Dallam	CSJ 0040-03-043	Fr: W City Limit of Dalhart	To: 0.9 Mi. NW of FM 1879	2003	\$10,890,000	\$1,700,000
PRI 2	NHS 3B	US 87	Dallam	CSJ 0040-02-019	Fr: 0.9 MI. NW of FM 1879	To: 3.6 MI. NW of FM 3110	2003	\$5,780,000	\$800,000
PRI 2	NHS 3B	US 87	Dallam	CSJ 0040-01-029	Fr: 3.6 Mi. NW of FM 3110	To: Keeler Street in Texline	2004	\$4,700,000	\$300,000
PRI 2	NHS 3B	US 87	Hartley	CSJ 0425-01-014	Fr: Moore County Line	To: Junction US 385	2005	\$8,460,000	\$700,000
PRI 2	NHS 3B	US 87	Moore	CSJ 0425-02-025	Fr: W City Limit of Dumas	To: Hartley County Line	2006	\$6,540,000	\$1,300,000
SUM OF PRIORITY ONE TRUNK SYSTEM PROJECTS:							TOTAL=	\$37,000,000	\$4,800,000
LRP	NHS 3B	US 287	Sherman	CSJ 0066-02-021	Fr: Dallam County Line	To: N City Limit of Stratford	2002	\$5,400,000	\$335,000
LRP	NHS 3B	US 287	Dallam	CSJ 0066-01-013	Fr: Oklahoma State Line	To: Dallam County Line	2004	\$4,600,000	\$170,000
SUM OF OTHER TRUNK SYSTEM PROJECTS:							TOTAL=	\$10,000,000	\$505,000

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11-11

Antelope Valley
Long Range

Tentative

Status	Category	Highway	County	Project/CSJ	From Limit	To Limit	Start Year	Estimate	ROW Cost
LRP	NHS 3A	US 54	Sherman	CSJ 238-5-28	Fr: Dallam County Line	To: 2.0 Mi. N of Stratford	2007	\$3,550,000	Need ROW Est.
LRP	NHS 3A	US 54	Sherman	CSJ 238-6-20	Fr: 2.0 Mi. N of Stratford	To: Oklahoma State Line	2007	\$9,050,000	Need ROW Est.
LRP	NHS 3A	US 54	Dallam	CSJ 238-3-43	Fr: Junction FM 998	To: 1.0 Mi. SW of Chamberlin	2008	\$4,950,000	Need ROW Est.
LRP	NHS 3A	US 54	Dallam	CSJ 238-4-26	Fr: 1.0 Mi. SW of Chamberlin	To: Dallam County Line	2008	\$7,885,000	Need ROW Est.
LRP	NHS 3A	US 64	Hartley	CSJ 238-2-27	Fr: Middlewater	To: Junction FM 998	2009	\$8,700,000	Need ROW Est.
LRP	NHS 3A	US 54	Hartley	CSJ 238-1-24	Fr: New Mexico State Line	To: Middlewater	2009	\$9,835,000	Need ROW Est.
Total=								\$43,770,000	

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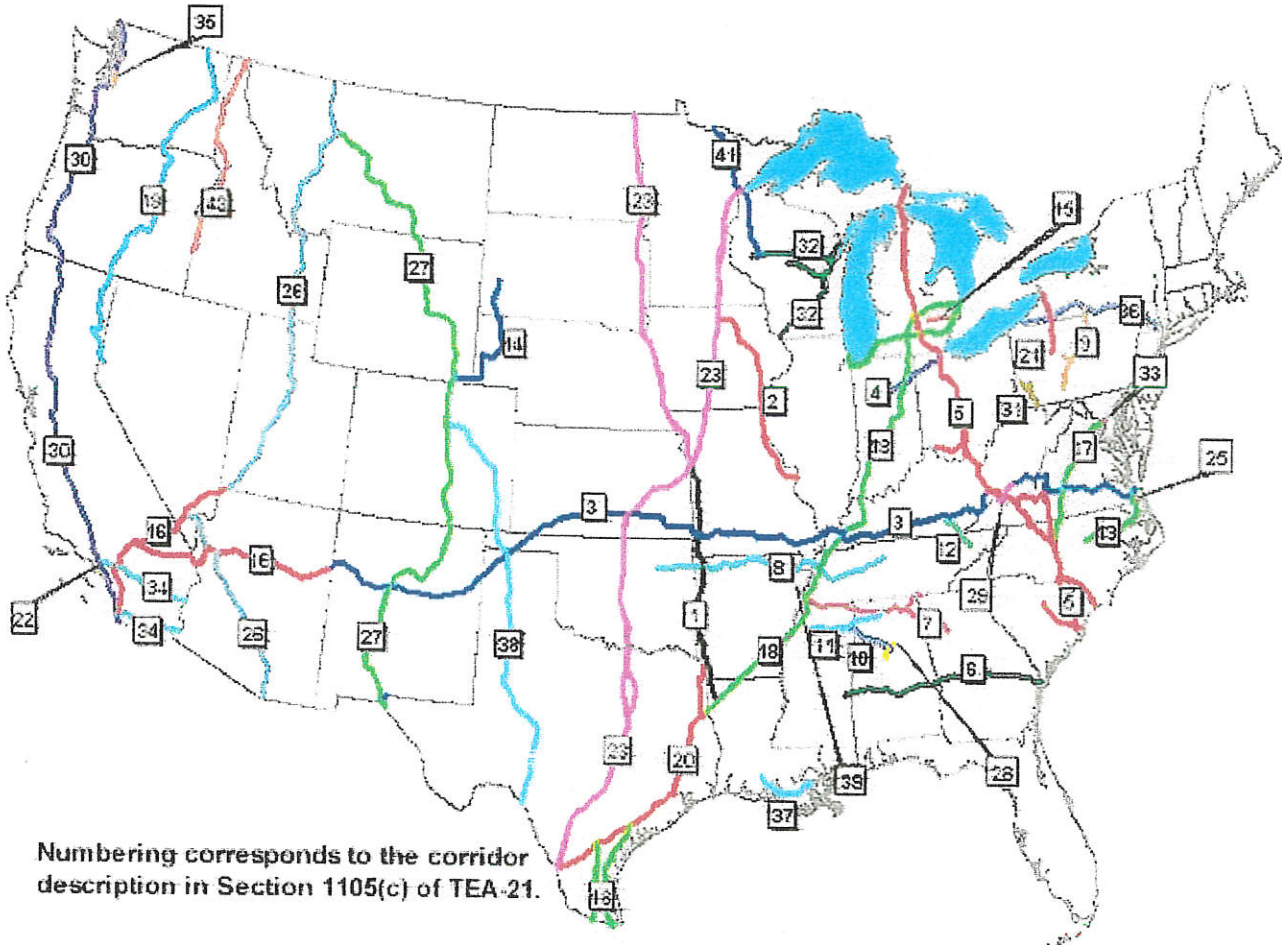


U.S. Department
of Transportation
Federal Highway
Administration

Office of Planning & Environment Intermodal and Statewide Programs Division

National Highway System High Priority Corridors

Corridor numbers correspond to Statutory listing in Section 1105(c) of TEA-21



Numbering corresponds to the corridor description in Section 1105(c) of TEA-21.

Information valid as of October 16, 1998. Some corridors subject to subsequent adjustment where statutory description is general.

[back to NHS](#)

SOUTHWEST DAILY TIMES

THE OFFICIAL NEWSPAPER OF SEWARD COUNTY AND THE CITY OF LIBERAL

WEDNESDAY

NOVEMBER 11, 1998

New funding source found for U.S. Highway 54 project

BRIEFLY

By JEFF BURKHEAD
Southwest Daily Times

Highway 54 is a most-traveled two-lane highway in the nation and a major artery of the Interstate north-south corridor.

The U.S. Highway 54 expansion project involves more than asphalt or concrete.

It also involves planning and design.

A possible funding source for the planning and design portion of the 54 project was discovered this week, said Max Zimmerman, chairman of SPIRIT (Southwest Passage Initiative for Regional and Interstate Transportation), the group leading the effort to expand 54 to four lanes from Wichita to Tucumcari, N.M.

Highway 54 is the most-traveled two-lane highway in the nation and is considered one of the major arteries to the Interstate 35 north-south trade corridor.

The new funding source involves federal money — with a 20 percent match from the state — for each “high-priority corridor” in the national highway system. The east-west corridor, which includes Highway 54, is considered one of those priority routes.

The federal money is specified for the “planning, design

of national significance, economic growth or interregional trade,” according to a report from the U.S. Department of Transportation Federal Highway Administration.

“This is an 80-percent money, meaning the feds will put up 80 percent of the costs,” Zimmerman said. “The catch is there is only going to be \$140 million each year over a five-year period.”

Zimmerman said the federal funding program, which will take effect in 1999, came at a good time for the 54 project.

“We were looking for ways to finance our own design work, so this came at an very opportune time, as far as SPIRIT was concerned,” Zimmerman said.

Information on the new program was released this week.

“It’s up to the states that are involved (in the high-priority corridors) to apply for funding for their specific portion of the road,” Zimmerman said.

Highway 54 runs west through Kansas, Oklahoma, Texas and New Mexico, as well as northeast to the Great Lakes region. SPIRIT is interested in the western route,

SOUTHWEST PASSAGE 54 CORRIDOR

The Highway 54 Corridor would connect El Paso, Ciudad Juarez with Wichita, Kansas providing a direct link to Interstates 35, 40, 44 and 80 to ones such as Kansas City, Omaha, St. Louis, and Chicago. In Mexico, Routes 49, the El American Highway, provides linkages to the interior of the country and connecting routes such as Route 18 to Chihuahua City and Tijuana and Route 40 to Mazatlan.

It is a major advantage that this corridor exists; and only requires roadway expansion and improvements to develop it into a major corridor to provide relief as an alternative to the congested corridors serving the Los Angeles-Houston areas.

The corridor also provides direct access to Interstate 25, the Camino Real Corridor and the Interstate 10 Corridor serving the western United States and Pacific Coast. Interstate 10 also serves an important role as a snow-free transportation route during the winter season when the timely delivery of commodities can be absolutely critical.

A number of critical military installations are located along Highway 54 near El Paso, TX and Alamogordo, NM.

The El Paso/Juarez border services all of the mild and western sections of Mexico.

Northbound freight crossing 1997 \$586,707
Regional Imports at Santa Teresa 1997 \$10.16 billion
Regional Exports at Santa Teresa, 1997 \$14.87 billion

A number of places along Highway 54 have been upgraded, but there is a lot of highway to be connected. We need to work toward that connection!

Seaboard Pork Plant in Guymon, OK is the largest pork exporter in the U.S. This pork goes to Japan and Mexico.

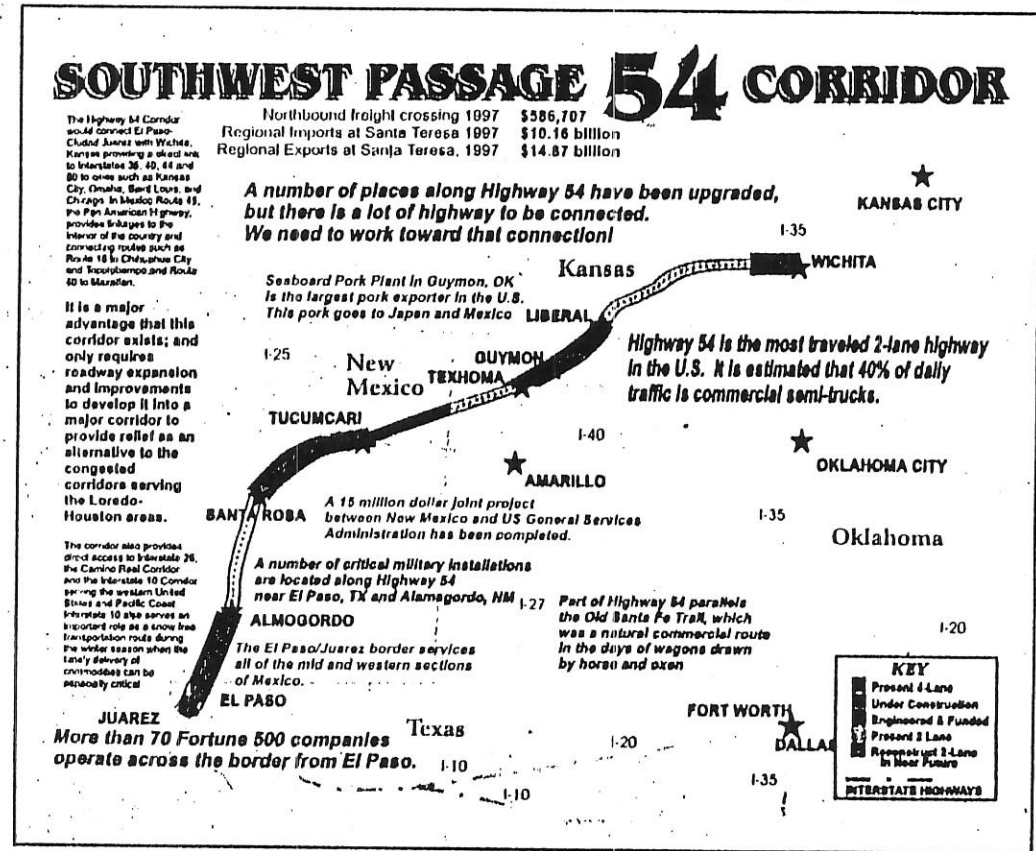
A 15 million dollar joint project between New Mexico and US General Services Administration has been completed.

Part of Highway 54 parallels the Old Santa Fe Trail, which was a natural commercial route in the days of wagons drawn by horse and oxen.

the El Paso, Texas, Juarez, Mexico, border crossing. Zimmerman likes the group’s chances of receiving federal funds. “I think we have an awful

the Kansas Department of Transportation’s planning anyway,” he said. “That’s another thing I think the feds will look at. Does it fit in with the state’s long-range planning?”

hope to see the project included in the state’s new highway program, which will be presented to the governor next month and will go before the Legislature for approval dur-



INFORMATION REGARDING THE NATIONAL CORRIDOR PLANNING AND DEVELOPMENT PROGRAM

1. **Would U.S. 54 in Western Kansas be eligible for National Corridor Planning and Development Program funds?**

The National Corridor Planning and Development Program (NCPDP), was established in Section 1118 of the Transportation Equity Act for the 21st Century (TEA-21). The program was designed to provide allocations to states and metropolitan planning organizations (MPOs) for coordinated planning, design, and construction of corridors of national significance, economic growth, and international or interregional trade. The NCPDP is funded jointly in TEA-21 with the Coordinated Border Infrastructure Program in the amount of \$140 million per year for FFY 1999- 2003, for a total of \$700 million.

Among the corridors eligible for NCPDP funding are those identified in Section 1105(c) of the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA).^{*} There were 21 High Priority Corridors in ISTEA; one of those was the East-West Transamerica Corridor, however, a route description was not specified in the legislation. The National Highway System Designation Act of 1995, by amendment in Section 322, added the following description to the corridor named in ISTEA:

"Commencing on the Atlantic Coast in the Hampton Roads area going westward across Virginia to the vicinity of Lynchburg, Virginia, continuing west to serve Roanoke and then to a West Virginia corridor centered around Beckley to Welch as part of the Coalfields Expresswaythen to Williamson sharing a common corridor with the I-73/74 Corridor, then to a Kentucky Corridor centered on the cities of Pikeville, Jenkins, Hazard, London, Somerset, Columbia, Bowling Green, Hopkinsville, Benton, and Paducah, into Illinois, and into Missouri and exiting western Missouri and moving westward across southern Kansas."

The vagueness of the corridor's description after passing through Kentucky, led FHWA to develop a draft map (which was also the case with several other corridors), showing the completion of the route. On the draft map, recently received by KDOT, the proposed East-West Transamerica Corridor enters Kansas from Missouri on US 400 and exits the State on

^{*} The National Highway System Designation Act of 1995 amended ISTEA by adding 8 additional High Priority Corridors, one of those being I-35. Fourteen additional corridors were added in TEA-21. All of these 43 corridors are eligible for NCPDP funds. TEA-21 also permits the Secretary of USDOT to identify other significant corridors.

US 54 into Oklahoma. The Kansas Division of FHWA has asked KDOT to review the proposed route and to inform them of any objections.

Therefore, if the proposed route for the East-West Transamerica Corridor is approved, US 54, as part of the Corridor, would be eligible for NCPDP funds.

2. What kind of projects could be done with NCPDP funds?

According to FHWA's implementation guidance for the program, as published in the Federal Register on November 11, 1998, eligible work for corridor funds under the NCPDP includes:

1. Feasibility studies
2. Comprehensive corridor planning and design activities
3. Location and routing studies
4. Multistate and intrastate coordination for corridors
5. Environmental review or construction, after review by the Secretary [of USDOT] of a development and management plan for the corridor or useable section of the corridor

FHWA will use the following criteria to select NCPDP projects for funding:

1. The extent to which the annual volume of commercial vehicle traffic at the border stations or ports of entry of each state has increased since the date of enactment of the North American Free Trade Agreement (NAFTA); and is projected to increase in the future.
2. The extent to which commercial vehicle traffic in each state has increased since the date of enactment of the NAFTA, and is projected to increase in the future.
3. The extent to which international truck-borne commodities move through each state.
4. The reduction in commercial and other travel time through a major international gateway or affected port of entry expected as a result of the proposed project including the level of traffic delays at at-grade highway crossings of major rail lines in trade corridors.
5. The extent of leveraging of Federal funds provided; including use of innovative financing; combination with funding provided under other sections of the TEA-21 and Title 23 U.S.C.; and combination

- with other sources of Federal, state, local or private funding including state, local and private matching funds.
- 6. The value of the cargo carried by commercial vehicle traffic, to the extent that the value of the cargo and congestion impose economic costs on the Nation's economy.
- 7. Encourage or facilitate major multistate or regional mobility and economic growth and development in areas underserved by existing highway infrastructure.

FHWA will further consider the following criteria in each grant application:

1. Likelihood of expeditious completion of a useable project or product.
 2. Size, in dollars, of the program grant request in comparison to likely accomplishments.
 3. Clarity and conciseness of the grant application in submission of the required information.
 4. State priorities and endorsement of, or opposition to, projects by other states, MPOs and other public and private agencies or organizations, as well as the status of the project on the state transportation improvement program (STIP) and the metropolitan transportation improvement program (TIP).
 5. The extent to which the project may be eligible under both the NCPDP and the Coordinated Border Infrastructure Program.
3. What information/criteria would need to be submitted for consideration of a project?

Although there is no prescribed format for project submission, in addition to general descriptive information, the following information should also be addressed in a NCPDP grant application:

- Project objectives
- Proposed work
- Planning and coordination status
- Traffic/safety information and projections
- Financial information and projections
- Infrastructure condition information
- Public endorsements/opposition to the project

4. What are the deadlines?

Grant applications for the FFY 1999 NCPDP are to be received by FHWA on January 11, 1999.

Comments on program implementation should be received on or before April 12, 1999.

**KDOT Planning and Development
November 17, 1998**



U.S. Department
of Transportation
Federal Highway
Administration

Office of Planning & Environment Intermodal and Statewide Programs Division

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- Bicycle and Pedestrian**
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- Data Products**
- Freight Planning**
- Geographic Information System**
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- Publications**
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- Statewide & Intermodal Planning**
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- Training/Conferences**
- Contact Us**

Corridor States for each High Priority Corridor on the National Highway System

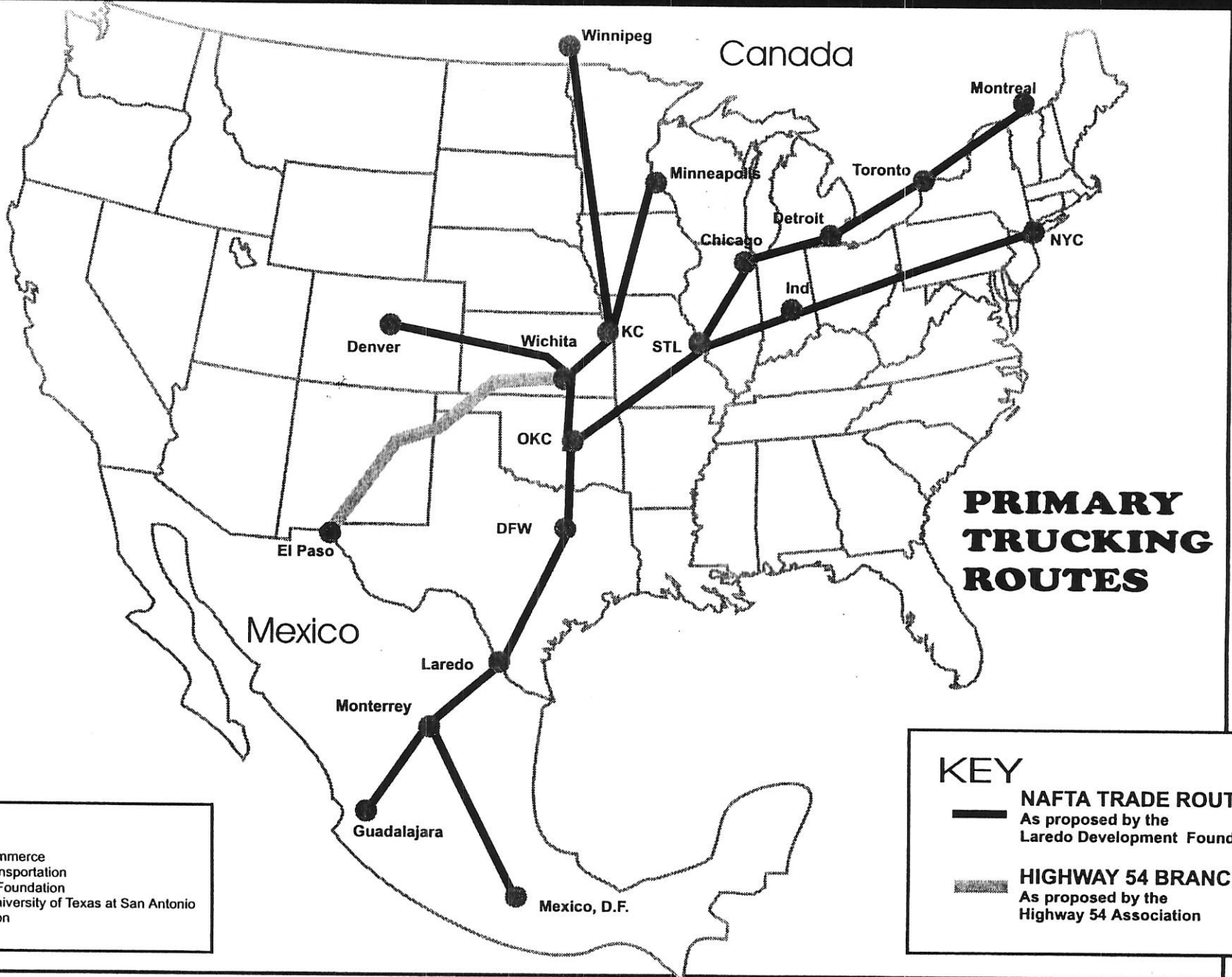
Valid Date: 9/14/98

Section 1105(c) of ISTEA (P.L. 102-240),
as amended through P.L. 105-206

No.	Corridor Location
1	North-South Corridor Missouri, Arkansas and Louisiana
2	Avenue of the Saints Corridor Missouri, Iowa, Minnesota
3	East-West Transamerica Corridor Virginia, West Virginia, Kentucky, Illinois, Missouri, Arkansas, Kansas, Oklahoma, Texas, Colorado, New Mexico, Utah, Arizona, Nevada and California
4	Hopewell Heartland Industrial Corridor Indiana and Ohio
5	I-73/74 North-South Corridor Michigan, Ohio, Kentucky, West Virginia, Virginia, North Carolina, and South Carolina
6	United States Route 80 Corridor Mississippi, Alabama and Georgia
7	East-West Corridor Alabama, Georgia, Mississippi, and Tennessee
8	Highway 412 East-West Corridor Tennessee, Arkansas and Oklahoma
9	United States Route 220 and the Appalachian Thruway Corridor (I-99) Pennsylvania and New York
10	Appalachian Regional Corridor Mississippi and Alabama
11	Appalachian Regional Corridor Mississippi, Alabama and Tennessee
12	United States Route 25E Corridor Kentucky, Tennessee, Virginia
13	Raleigh-Norfolk Corridor State Route 64 and 17 North Carolina and Virginia
14	Headland Expressway Colorado, Nebraska and South Dakota
15	Urban Highway Corridor-M-59 Michigan
16	Economic Lifeline Corridor California, Arizona, and Nevada
17	Route 29 Corridor North Carolina, Virginia and District of Columbia
18	I-69 Corridor Michigan, Illinois, Indiana, Kentucky, Tennessee, Mississippi, Arkansas, Louisiana and Texas
19	United States Route 395 Corridor Washington, Oregon, California and Nevada
20	United States Route 59 Corridor (I-69) Texas
21	United States Route 210 Corridor New York and Pennsylvania

The NAFTA Super Highway System

17-220



Sources:
 US Department of Commerce
 US Department of Transportation
 Laredo Development Foundation
 John P. McCray, University of Texas at San Antonio
 Highway 54 Association

SOUTHWEST PASSAGE 54 CORRIDOR

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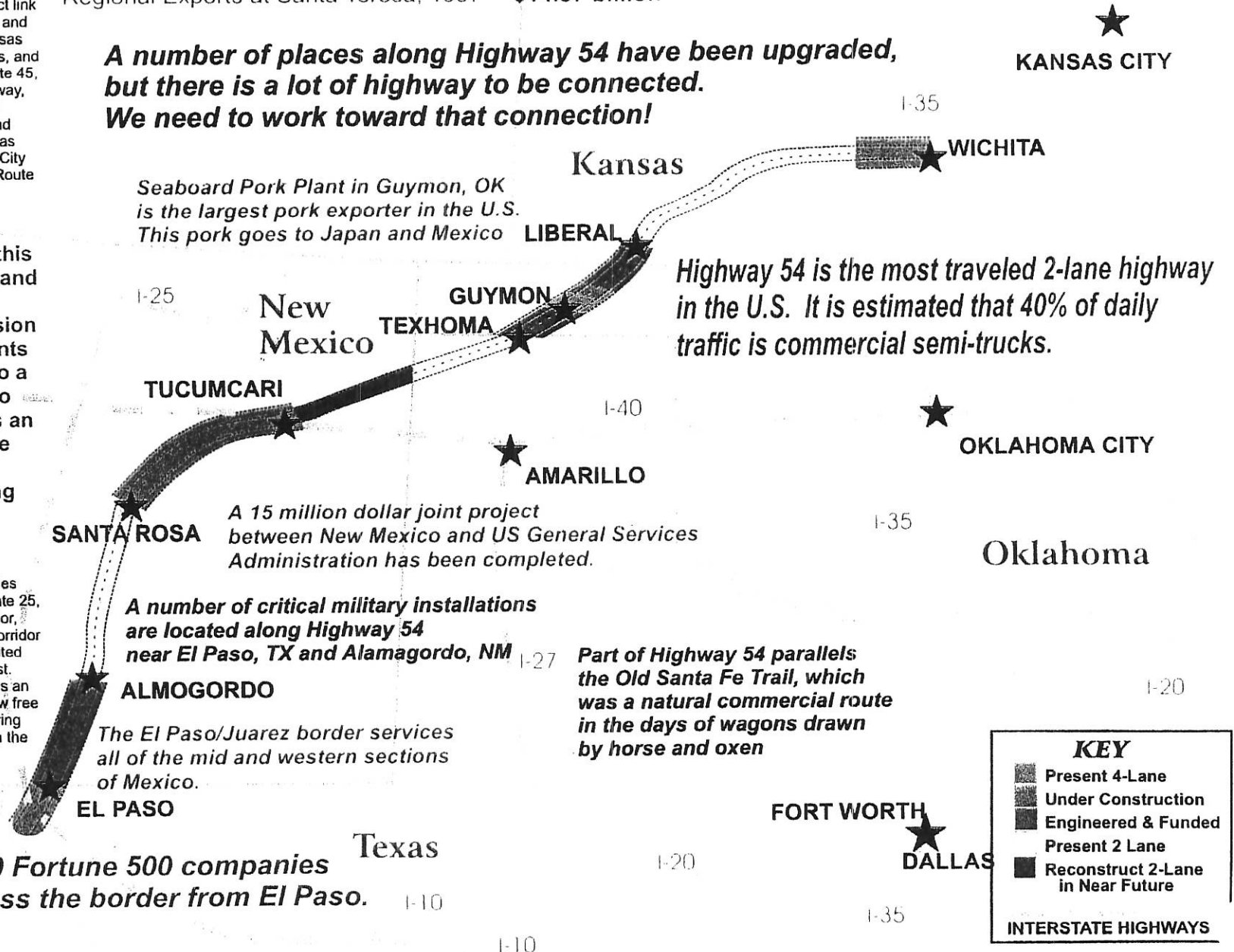
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More than 70 Fortune 500 companies operate across the border from El Paso.

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Seaboard Pork Plant in Guymon, OK is the largest pork exporter in the U.S. This pork goes to Japan and Mexico

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Part of Highway 54 parallels the Old Santa Fe Trail, which was a natural commercial route in the days of wagons drawn by horse and oxen

★
KANSAS CITY

★
OKLAHOMA CITY

Oklahoma

FORT WORTH
★
DALLAS

KEY

- Present 4-Lane
- Under Construction
- Engineered & Funded
- Present 2 Lane
- Reconstruct 2-Lane in Near Future

INTERSTATE HIGHWAYS

Senior Center of Finney County Mini Bus Service
907 North Tenth Street
Garden City, Kansas 67846
(316)272-3626

February 1, 1999

To the Joint Kansas House and Senate Transportation Committee:

Greetings from Southwest Kansas! I am writing to you today on behalf of the transportation dependents citizens in our fair state. Because of our limited finances and the great distance it would take to come to Topeka, I am unable to be there with you as you discuss this important issue. I assure you it is not because of lack of interest in this issue. We are all very anxious to see the legislature address our needs by allocating additional funds to provide for transportation needs for the citizens who are most in need.

There is an immense need for funding for transportation services for the people of Kansas, especially those in rural areas where they are many times isolated due to the distance they must travel to access services. The Coordinated Transit District (CTD) we belong to encompasses 28 counties which covers the entire southwest corner of the state. This is an area larger than that covered by some states in our union. So many of our member agencies are struggling to keep their operations afloat. They rely on many volunteers to keep their doors open and operate on very small budgets. Some agencies have had to close down completely due to lack of funds.

At the T-2000 hearing I was able to bring some of the local senior citizens with me to speak to the committee members about the importance of the local transportation provided in their city. Some of them became very emotional as they addressed the committee. This was very difficult for them to do as they used walkers and are in ill-health. They came to the meeting to impress upon the members how vital the role of transportation is in their lives. They would essentially become prisoners of their own homes without the bus service. They live on very limited incomes and are simply unable to pay for a cab to transport them. Additionally, some of our smaller rural towns don't even have cab service available. In some of the rural areas here in Southwest Kansas some of our transportation dependent citizens were not able to attend the hearings to speak on their own behalf because there is not any transportation services in the evenings. Ours is one of the larger service providers and we must close our buses at 4:00 in the afternoons in order to stay within our budget. This makes it necessary for people to complete their business or appointments by 3:30 in the afternoon if they want a ride home. Without transportation they could not access the noon nutrition site meals, doctor appointments, grocery shopping trips, and many other necessary needs that most of us take for granted when we hop in our cars and take care of our business.

I hope that you will not take the transportation needs of our less fortunate citizens for granted and will vote favorably for additional funding for transportation. I appreciate all of your efforts on their behalf.

Sincerely,

Bonnie Burgardt

Bonnie Burgardt
Transportation Director

Joint House and Senate Transportation Committees
February 3, 1999
Attachment 8

**Comments on a comprehensive transportation program
On behalf of SPIRIT
Joint Hearings
House and Senate Transportation Committees**

February 3, 1999

**Bernie Koch
Wichita Area Chamber of Commerce**

Mr. Chairman, members of the committee, thank you for the opportunity to make comments. I'm Bernie Koch with the Wichita Area Chamber of Commerce.

There are parts of this state that are underserved by four-lane highways. Southwest Kansas is one of them and that's why the Wichita Area Chamber is a member of SPIRIT. We are one of the largest cities in the United States without an east-west interstate. We want to better connected to the rest of the state, the rest of the country, and the rest of the world.

I don't want to take a lot of your time, but I want to give you my perspective. I'm a lobbyist. I've lobbied on transportation issues at the local, state and federal level for eleven years.

In eleven years of trying at the federal level to get money for US 54/Kellogg in Wichita, we succeeded, mainly through Senator Dole's influence, to get about \$20 million. We felt very good about that.

Congressman Tiahrt was masterful last year in his successful effort to appropriate \$26 million for our central rail corridor problem in Wichita. That was outstanding.

If you took all of that money and put it together, you might be able to build about ten miles of four-lane highway in this state that could become part of the interstate system some day.

My point is that it's highly unlikely that federal funding will build these proposed roads. Local tax bases in most of the state are not enough to generate the revenue to build these roads.

The legislature is the only hope that these major corridors will ever be built in the next century. You can make the difference between hope and hopelessness for many communities in this state. I urge you to make that investment, difficult though it may be.

Thank you.