

MINUTES OF THE JOINT HOUSE AND SENATE COMMITTEES ON TRANSPORTATION.

The meeting was called to order by Chairperson Senator Ben Hayzlett at 12:10 p.m. on February 4, 1999 in Room 313-S of the Capitol.

All members were present except:

Representative Aday, excused
Representative Flower, excused
Representative Howell, excused
Representative Myers, excused
Representative Ray, excused

Committee staff present:

Hank Avila, Research
Ellie Luthye, Committee Secretary

Conferees appearing before the committee:

Don Hill, Emporia/Lyon County
Marty Kennedy, Mayor, City of Lawrence
Al Hack, Lawrence Chamber of Commerce
Tom Taul, Douglas County Commission
Blaine Finch, Mayor, City of Ottawa
Gene Ramsey, Commissioner, City of Ottawa
Edward York, Chamber of Commerce, Ottawa
Tom Weigand, Franklin County Commissioner
Jeff Mouring, Ottawa/Franklin Co. Economic Development Inc.
Senator Ralph Tanner
Rob Schwarz, City of Wellsville
Michael Swartz, Transportation Director of SEK-CAP, INC
R.G. Doran, City Manager, Garnett
I.D. Creech, City of Osage
Roger Gustafson, City Commissioner
Kurt Kessinger
Ray Havestedt, Burlingame City Council
Bob Reavis, Dean, Allen County Community College

Others attending:

See attached sheet

The first conferee was Don Hill who spoke as a representative from the City of Emporia and Lyon County. He states they support a system enhancement component for a new program and we endorse support for all the modes. They also prefer a blend of funding sources which include revenue from user fees and some bonding with terms not to exceed 15 years and modest increases in vehicle registration, fuel tax and sales tax to fund the new program. They urge the committees support in passing transportation legislation. (Attachment 1) He also included letters of support from Lyon County Farmers Union (Attachment 2) and Kenneth Thomas, Flint Hills Resource Conservation and Development Area, Inc. (Attachment 3)

Marty Kennedy, Mayor of Lawrence, presented the City's priorities for a new transportation program. The City strongly encourages the 1999 Legislature to adopt a comprehensive Transportation plan. He enclosed pictures of some of the priorities for the city and also some maps and a resolution. (Attachment 4)

Al Hack states the members of the Lawrence Chamber of Commerce endorse the projects that were outlined for the city of Lawrence and also endorse and strongly support plans to widen Highway 59. He supports the passage and funding of a comprehensive transportation plan. (Attachment 5)

Tom Taul, Douglas County Commission, spoke in strong support for finishing the South Lawrence Trafficway and also widening of US Hwy 59 from Ottawa to Lawrence. He urged these projects be included in the next comprehensive highway bill. (Attachment 6)

CONTINUATION SHEET

MINUTES OF THE JOINT HOUSE AND SENATE TRANSPORTATION COMMITTEES, Room 313S Statehouse, at 12:10 p.m. on February 4 , 1999.

Senator Tyson introduced Blaine Finch, Mayor of Ottawa. Mr. Finch stated there would be others from Franklin County who would speak in support of, and the importance of, a comprehensive transportation program for the State of Kansas and the needs of the residents of Franklin County. He said it was important to have a program with adequate funding. (Attachment 7)

Gene Ramsey strongly recommends a program based in large part on the recommendations of the Transportation 2000 Task Force and the county and city officials would be eager to support this strategy and join in carrying out this agenda. (Attachment 8)

Edward York stated finding the revenue to fund the T2000 program will be hard but as we prepare for the future the hope is the program will be large enough to give a fair chance for highway improvements in and around Franklin County as well as the rest of the state. (Attachment 9)

Tom Weigand, Franklin County Commissioner, states the commission fully supports the passage of a new Comprehensive Highway Plan for the State of Kansas. He listed the areas for the improvements that are important to their area. (Attachment 10)

Jeff Mourning, Ottawa/Franklin County Economic Development, Inc., states his organization is the business and industrial recruiting group that works to recruit and retain business and industries for the Franklin County area. He concluded, Transportation 2000 is not just about highway improvements but also air transportation and they support the vision T2000 has for Kansas and their communities. (Attachment 11)

Representative Ralph Tanner stated constituents are especially interested in transportation improvements concerning Highway 59 connecting Interstate Roads 35 and 70. He stated safety was the issue in requesting redesign of this road. (Attachment 12)

Rob Schwarz, City of Wellsville City Planner, stated the City of Wellsville has begun to experience growth pressures as the Johnson County suburban sprawl expands and this growth means that Wellsville has to take a more prominent role in shaping transportation issues. (Attachment 13)

Michael Swartz, SEK-CAP, stated as we approach the turn of the new century the #1 problem for most people, especially in the small town rural areas, is public transportation. He concluded that with the advent of a new highway bill on the horizon, it gives great hope to the people of southeast Kansas who will be affected by this decision. (Attachment 14)

R.G. Doran, City of Garnett, urged the community to consider the T2000 plan because they feel that the higher level of funding would be more advantageous for cities, counties and the State. (Attachment 15)

I. D. Creech from the city of Osage including letters of support and a resolution for a comprehensive transportation plan. (Attachment 16)

Roger Gustafson talked about Auburn Road and the problems that are faced each day. The County Commissioners of Osage County requests the State of Kansas designate the "Auburn Road" as a state highway. (Attachment 17)

Kurt Kessinger also spoke of the problems with Auburn Road. He stated it was once a commuter road but is now a heavily traveled road with the expansion of the Wanamaker corridor.

Roy Havestedt, Burlingame City Council, and Bob Reavis, Dean of Allen County Community College both spoke of the difficult and dangerous driving conditions encountered on Auburn Road.

Whitney Damron spoke on behalf of the Coffey County Commission and stated they were supportive of a new comprehensive highway program with several main highway arterries crossing their county boundaries, most notable BETO Junction on Highway 75 and I-35. (Attachment 18)

CONTINUATION SHEET

MINUTES OF THE JOINT HOUSE AND SENATE TRANSPORTATION COMMITTEES, Room 313-S Statehouse, at 12:10 p.m. on February 4, 1999.

The Chair adjourned the meeting at 1:20 p.m. The next meeting of the Joint House and Senate Transportation Committee will be Tuesday, February 9, 1999 in Room 313-S.

**JOINT MEETING - TRANSPORTATION COMMITTEE
GUEST LIST**

DATE: February 4, 1999

NAME	REPRESENTING
Dick Bauman	KDOT
David Brown	Martin Marietta
Rick Doran	City of Garnett/Anderson Co.
ROBERT M. CARON	GARNETT AIRPORT ADVISORY BOARD
F. Roy Baker	Garnett (Anderson)
JACK V. FINK	Garnett, Mo
DANIEL K. ALLEN	City of - BURINGTON Coffey County
D.D. Crockett	City of Osage City
John C. Jones	City of Osage City
Dick Wentzel	Osage City, Ks.
David Carriger	Osage City, Ks.
Laura Cless	LRM Industries
PAUL MITT	COUCH CONSTRUCTION MAT.
Kay Swietek	Couch Construction materials
Ken Wood	Couch Construction (HARTFORD)
MIKE SWARTZ	SEK-CAP Inc (PUBLIC TRANSP)
Robert Schwarz	City Weilsville
Jim Hogan	Hawa
Craig Davis	Franklin County

**JOINT MEETING - TRANSPORTATION COMMITTEE
GUEST LIST**

DATE: February 4, 1999

NAME	REPRESENTING
Dey Bowling	In. C.
Rick Best	City of Ottawa
Grah Phisky	City of Ottawa
Gene Kanway	City of Ottawa
Blaine Finch	City of Ottawa
Scott Lamson	CITY OF OTTAWA
Leslie Kaufman	K's Farm Bureau
John Coulter	K's Good Roads
Earl Willis Jr	Hamilton County
Jane Willis	Hamilton County



**Regional
Development
Association**



Lyon County

COMPREHENSIVE TRANSPORTATION PROGRAM

- 1. We appreciate the importance this state gives to transportation issues and the willingness to prepare a new program for the next century.**
- 2. Support the proposed programs to maintain the infrastructure investment that has been made in previous years.**
- 3. Major local transportation issues include:**
 - a. Coordination of improvements at I-35, US Highway 50, Kansas Turnpike and Americus Road.**
 - b. Bridge replacement funds for rural bridges.**
 - c. Support of local public transit programs.**
- 4. Additional system enhancement funding is needed. The Governor's proposal should be considered as the minimum level of funding. More resources are needed to fund more of the worthwhile projects reviewed in T-2000.**
- 5. Financial support for this program will have to come from a variety of sources which will include some level of tax or user fee increases and a mix of debt financing with bonds at term lengths more in the neighborhood of 15 years.**

**Presented to Joint Transportation Committee
February 4, 1999**

**JOINT TRANSPORTATION COMMITTEE
FOR LYON COUNTY & EMPORIA
Presented by DON HILL**

2/4/99

The Emporia Area/Lyon County Transportation Task Force has been evaluating transportation issues in our area as we contemplate needs and opportunities in our region and as we have contemplated a new Comprehensive Transportation Plan for the State of Kansas. We appreciate the work of the Legislative Joint Transportation Committee and the opportunity to share some of our area's needs with you.

We reflect with gratitude upon the success of the recently completed Comprehensive Highway Program. The CHP endeavor, which was systemic and sustained, provides an excellent model to emulate as we look toward the future. We agree with the more comprehensive multi-modal approach which Governor Graves' plan has embraced.

As we analyze the proposed Transportation Plan and compare our areas needs, we would like to raise several issues for your consideration.

First, we express our appreciation for KDOT in routine operations and maintenance issues. While we have occasional disagreements and frustrations, we believe KDOT field and headquarters staff provide valuable and increasingly efficient service to serve the transportation infrastructure needs of our area.

Our area has grown in population since the inception of the CHP and traffic counts have grown very significantly. As substantial maintenance and major modification considerations are made, we share two major needs in our immediate area. First, I-35 east of Emporia is programmed as part of the interim plan with work to begin within the next year. It is mentioned in this testimony to illustrate the importance of investing substantially in the modernization component. Area shippers and over-the-road truckers report the 10 mile stretch of I-35 east of Emporia, because of deteriorated and uneven pavement conditions, is among the worst stretches of road they travel. This is in spite of significant effort and expense to make temporary repairs. It is far better and in the long run less expensive to shippers, travelers and to the State to do substantial maintenance and modernization on a timely basis.

The second need we bring to your attention is the area in west Emporia where the Turnpike, I-35, West Highway 50, and the Americus Road all converge. Traffic counts in this area have increased substantially for several reasons including: population growth in the immediate area, a robust economy in the United States and

in area served by the I-35 and US 50 corridors, NAFTA, and also because of highway improvements (especially Highway 50). The Turnpike-I-35 interchange, in particular, is carrying traffic far above design parameters. The result is inefficient and often unsafe conditions in the area.

We share our need for a local jurisdiction component being as large as possible and embrace the T-2000 recommendations in this area in both size and substance. Each county and municipality will always have significant and unique transportation infrastructure needs which are too often beyond local means. The Lyon County/Emporia area is no different in this respect. For example, Lyon County is one of Kansas' larger counties in land mass. Four rivers, the Neosho, Cottonwood, Marais des Cygnes, and Verdigris flow through our county. Flooding in our region is common, and as witnessed by events during the Fall of 1998, is often severe causing significant damage to roads and highways. Lyon County has an inventory of 387 bridges and, at this time, 60 bridges are structurally deficient and 27 are functionally obsolete. Today's replacement cost of those bridges alone approaches \$10,000,000 and our annual county road and bridge total budget is \$3,655,331. County bridges are just one example and reason we endorse a significant local jurisdiction component.

We also support a system enhancement component for a new program and we endorse support for all the modes. Programs which resource system expansion provide incentive to all Kansas communities to be creative, to collaborate with other government and private entities, and to engage in long term planning. We favor a system enhancement component modeled after the last CHP.

We understand there is no free lunch and we do not expect one. Our coalition favors a program funded at some level above the Governor's recommendation (at the T2000 level), if prudent. We recognize the merit in bonding to finance a portion of infrastructure investments which have an expected 20 to 25 year life. We prefer a blend of funding sources which include revenue from user fees and a "pay as you go" approach. We endorse some bonding with terms not to exceed 15 years and modest increases in vehicle registration, fuel tax and sales tax to fund the new program.

We thank you for your dedication to public service and the hard work you do when tackling a difficult issue such as the one before you today. We urge your committee's formulation of a bold comprehensive transportation initiative and your effective leadership as the effort is made in the Senate and House to successfully pass transportation plan legislation.

We stand ready to assist you!!



Lyon County Farmers Union

February 1, 1999

Emporia Area Chamber of Commerce
Transportation Coalition Task Force
719 Commercial
PO Box 703
Emporia, KS 66801

Dear Sirs:

Lyon County Farmers Union requests your attention be directed toward solving the precarious conditions on the Americus Road between Highways 50 and 56. We ask that major overhaul of the Americus Road be given a high priority on your list of highway improvements.

Americus Road is a major access between Highway 56 and Emporia's industries, often used in lieu of Highway 99 which brings traffic into downtown Emporia. It is narrow, with S-curves, rough areas, dips, no shoulders, and heavy truck traffic. Those conditions, together with excessive speeds, have contributed to many fatalities and accidents during the past years. Most recently, two fatalities and several injuries occurred in October 1998.

We appreciate everything you can do to improve the safety of Americus Road.

Sincerely,

Lyon County Farmers Union
Jo Anne Fowler, Secretary
1539 Road N
Emporia, KS 66801
316 342-4385

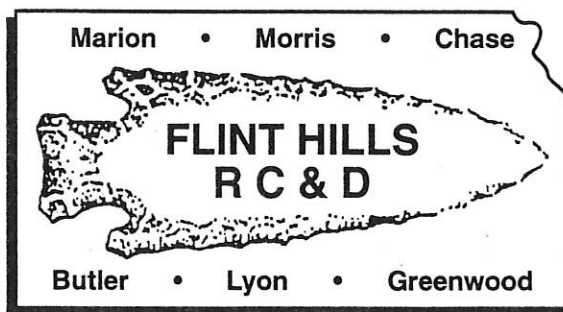
FLINT HILLS RESOURCE CONSERVATION AND DEVELOPMENT AREA, INC.

a not for profit organization

P.O. Box 260, Strong City, Kansas 66869, Telephone (316) 273-6321

KEN THOMAS
President, Hartford

KOWANDA BARKER
Vice-President, Hamilton



DIANNE ROLLINS
Secretary, El Dorado

JAN WHITE
Treasurer, Council Grove

February 2, 1999

To Whom It May Concern:

The Flint Hills Resource Conservation and Development (RC&D) supports the Lyon County Transportation Committee's recommendations for funding and highway improvements. Of particular concern to the RC&D Council are improvements to the Americus Road and I-35 east of Emporia.

We feel that continued improvements and maintenance is vital to our area's continued growth and survival.

Sincerely,

Kenneth G. Thomas
President

cc:
Bruce K. Wells, RC&D Coordinator

Joint House and Senate Transportation Committees
February 4, 1999
Attachment 3

The mission of the Flint Hills Resource Conservation and Development Council is to assist people in improving their quality of life through mutual cooperation, wise use of natural resources, and economic development.



City of Lawrence KANSAS

CITY COMMISSION

MAYOR
MARTIN A. KENNEDY

COMMISSIONERS
ERVIN E. HODGES
BONNIE AUGUSTINE
BOB MOODY
JOHN NALBANDIAN

MIKE WILDGEN, CITY MANAGER

CITY OFFICES
BOX 708 66044-0708 6 EAST 6th
785-832-3000
TDD 785-832-3205
FAX 785-832-3405

Statement of Marty Kennedy, Mayor, City of Lawrence February 4, 1999

On behalf of the Lawrence City Commission I am pleased to briefly present the City's priorities for a new State Transportation Program. The City strongly encourages the 1999 Legislature to adopt a comprehensive Transportation Program. The transportation needs of the Lawrence community are great and growing. Delaying the enactment of a new program will not delay our transportation needs -- those needs will not only remain but will grow and the costs to build necessary improvements will only increase.

Enclosed in our package of materials is a map orienting you to Lawrence and showing the location of our transportation priorities. Also enclosed are copies of photographs of our growing community and proposed transportation improvements. The City of Lawrence and Douglas County have adopted a priority statement which is also enclosed.

Those priorities include:

- Completion of the South Lawrence Trafficway (K-10)
- Improvement of West 6th Street (Highway 40) from Wakarusa Drive to K-10
- Construction of an interchange on K-10 at West 15th Street
- Completion of four lanes (two additional lanes) on K-10 along the entire planned route (Kansas Turnpike to existing K-10 east of Lawrence)
- Improvement of U.S. Highway 59 to a four lane facility from south of Lawrence to Ottawa
- A limited access highway from existing K-10 north over a new Kansas River bridge connecting the Turnpike east of downtown Lawrence
- Public transportation funding assistance
- Additional funding for City street maintenance operations -- City/County Highway funds, KLINK, Economic and Geometric improvements

In summary, I want to leave you with 3 G's to remember Lawrence's statement: Our transportation needs are Great; they are Growing with our growing community; and our transportation needs will not Go away. We urge this legislature to adopt a new highway plan. Thank you for all your efforts and best wishes as you respond to this important issue.

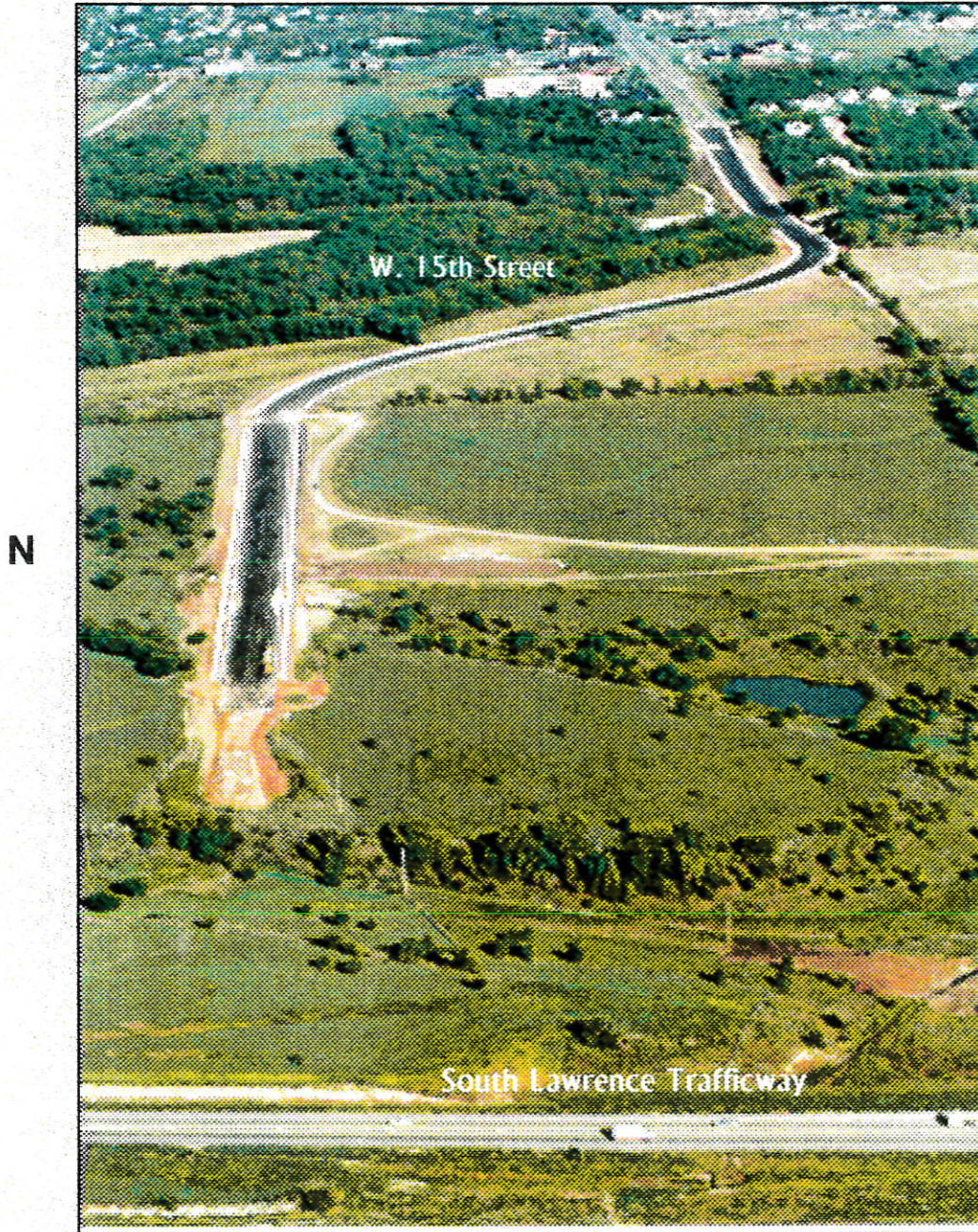
Joint House and Senate Transportation Committees
February 4, 1999
Attachment 4

We are committed to providing excellent city services that enhance the quality of life for the Lawrence community



DOUGLAS COUNTY & CITY OF LAWRENCE Transportation Priorities

New Interchange at
15th and South Lawrence Trafficway (SLT)



NOTES:

DOUGLAS COUNTY & CITY OF LAWRENCE Transportation Priorities

New Interchange at
15th and South Lawrence Trafficway (SLT)

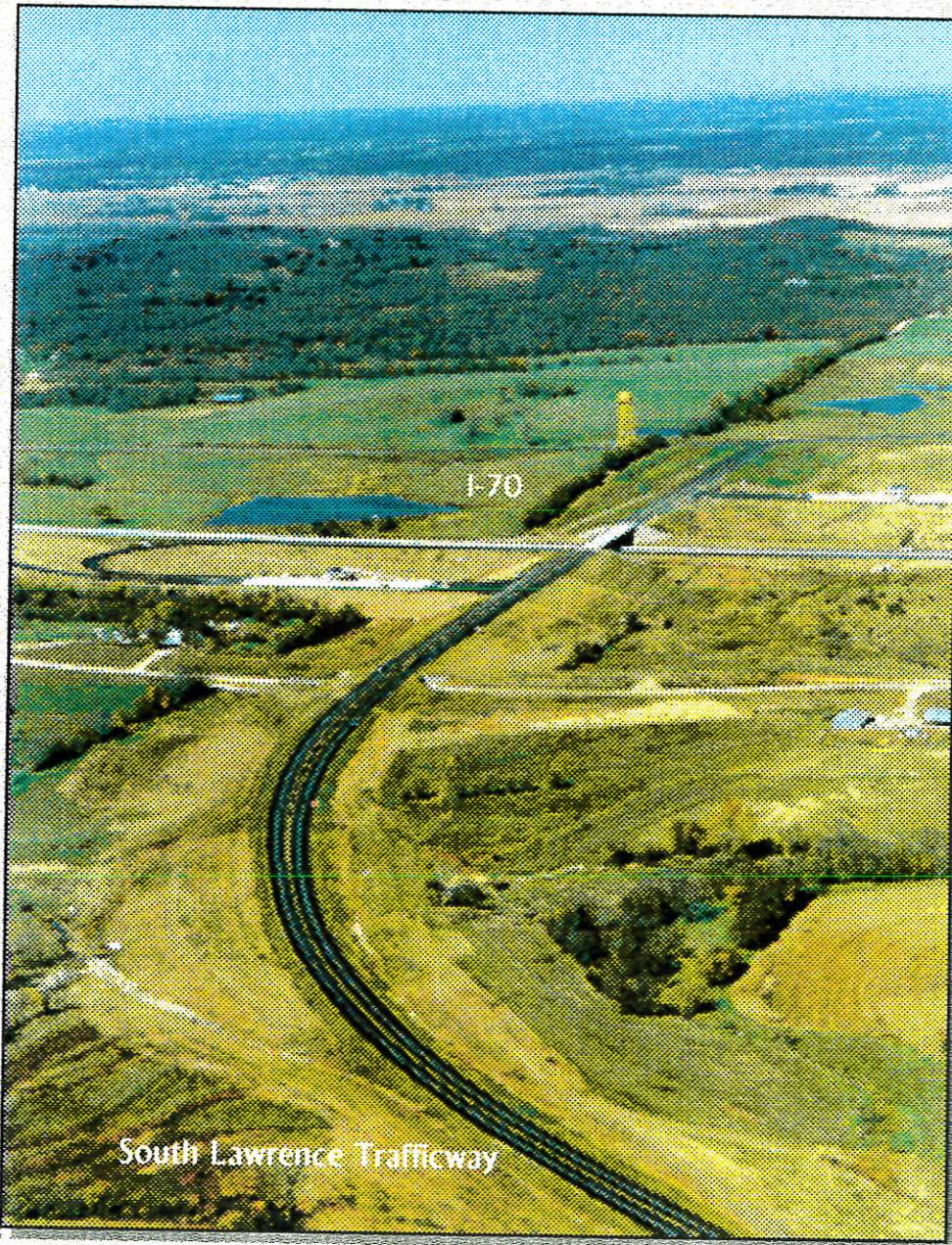


NOTES:

DOUGLAS COUNTY & CITY OF LAWRENCE Transportation Priorities

Final 2-lanes for 4-lane
South Lawrence Trafficway
(Lecompton Exit to US 59)

N



NOTES:

DOUGLAS COUNTY & CITY OF LAWRENCE Transportation Priorities

US 59 South from SLT
4-lanes to Ottawa



NOTES:

DOUGLAS COUNTY & CITY OF LAWRENCE Transportation Priorities

Construction 2-lane eastern leg of
South Lawrence Trafficway (SLT) to K-10



N

NOTES:

DOUGLAS COUNTY & CITY OF LAWRENCE Transportation Priorities

New 2-lane Highway & Bridge
(K-10 to US 59 Bypass)



NOTES:

DOUGLAS COUNTY & CITY OF LAWRENCE

Transportation Priorities

Improvement of West 6th to
South Lawrence Trafficway (SLT)

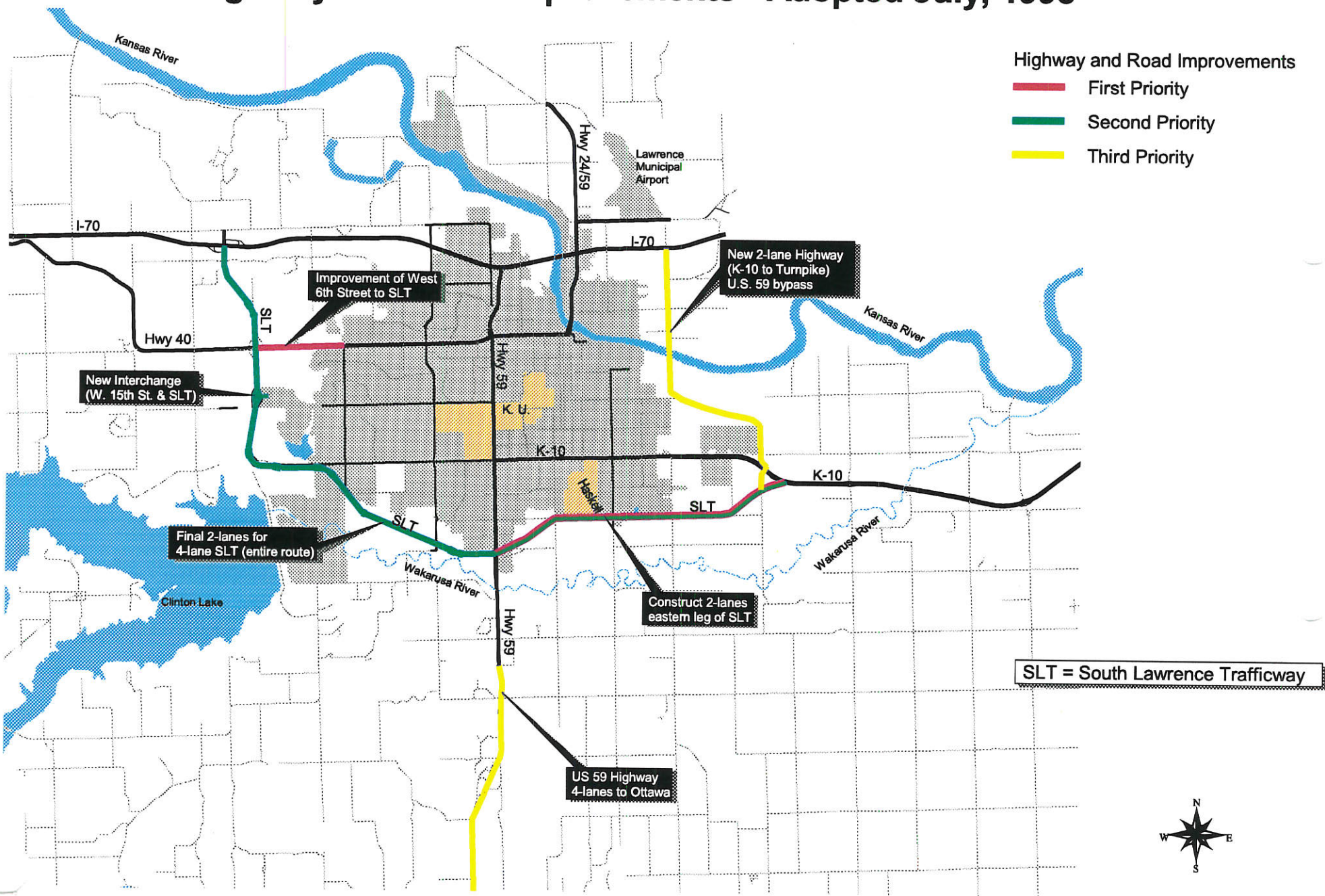


NOTES:

MAP
City of Lawrence/Douglas County
Transportation Priorities
Highway and Road Improvements
Adopted July, 1998

Lawrence-Douglas County Transportation Priorities Highway and Road Improvements - Adopted July, 1998

4-10



01-11

CITY RESOLUTION NO. 5997
COUNTY RESOLUTION NO. 98-37

A JOINT RESOLUTION OF THE CITY OF LAWRENCE, KANSAS AND DOUGLAS COUNTY, KANSAS ENDORSING THE ENACTMENT BY THE KANSAS LEGISLATURE OF A NEW STATE WIDE COMPREHENSIVE TRANSPORTATION PROGRAM AND RECOMMENDING TRANSPORTATION IMPROVEMENTS IN THE CITY OF LAWRENCE AND IN DOUGLAS COUNTY

Whereas, one of the major responsibilities of Douglas County and the City of Lawrence 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 Lawrence and Douglas County have identified several major capital improvement and maintenance needs for their community; and

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

Whereas, these specific transportation capital improvements and maintenance needs are vital to the economic well-being of the Douglas County and the City of Lawrence and to its long-term growth and development; and

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

Whereas, the City and County are unable to finance such capital transportation improvements and maintenance efforts 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 the City and other municipalities 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 LAWRENCE, KANSAS:

NOW, THEREFORE, BE IT RESOLVED BY THE GOVERNING BODY OF DOUGLAS COUNTY KANSAS:

Section 1. Priority Transportation Projects. The City of Lawrence and Douglas County hereby declare to be vital to the future economic growth and development of Lawrence and Douglas County and to the safety of its citizens the following projects:

A) *Maintenance.*

Maintenance of existing roads and streets should be a high priority of any new State comprehensive program. Existing resources are inadequate to maintain the growing number of streets and roads under the care and responsibility of the City of Lawrence and Douglas County. The failure to provide adequate resources to maintain existing roads and bridges will harm the economic well being of our community and state in the years to come.

B) *Highway and Road Improvements*

First Priority:

- The completion of the first two lanes of the South Lawrence Trafficway (K-10) east of U.S. 59 Highway connecting to the existing K-10 Highway.
- Improvement of West 6th Street from Wakarusa Drive to the South Lawrence Trafficway (K-10).

Second Priority:

- The construction of an interchange at the South Lawrence Trafficway (K-10) and West 15th Street.
- The completion to four lanes (two additional lanes) of the South Lawrence Trafficway (K-10) along the entire route of the planned highway corridor (Kansas Turnpike to existing K-10 east of Lawrence).

Third Priority:

- Improvement of the U.S. Highway 59 corridor to a four lane facility from south of Lawrence to Ottawa in Franklin County.
- A limited access highway from existing K-10 Highway north over a new Kansas River bridge connecting to the Kansas Turnpike east of downtown Lawrence.

C) *Non-Motorized Capital Improvements*

- Bicycle/Pedestrian paths along the remainder of the South Lawrence Trafficway (K-10).
- Scenic enhancement and beautification improvements along East 23rd Street from Learnard to Noria Road/future K-10 intersection.
- Bicycle/Pedestrian paths along improvements to U.S. Highway 59 south to Ottawa to connect to the Prairie Spirit System.
- Bicycle/Pedestrian paths along K-10 from approximately Noria Road into and connecting with the Johnson County system.

D) *Public Transportation Assistance*

State assistance for local public transportation programs, including traditional transit and paratransit efforts, is requested as part of the State's comprehensive transportation program. Public transportation is an increasingly important service for growing communities, and State transportation program assistance is viewed as a valuable partner in providing the necessary resources to operate such services.

Section 2. New Comprehensive Transportation Program. The City and the County hereby endorse and support the enactment of a new Comprehensive Transportation Program by the Kansas Legislature of sufficient size and magnitude to address the transportation needs set forth in Section 1 of this Resolution.

Section 3. Copies of this Resolution shall be provided to appropriate elected officials, representatives of the Kansas Department of Transportation, the League of Kansas Municipalities and the Kansas Association of Counties, and to the Lawrence-Douglas County Metropolitan Planning Commission.

ADOPTED this 14TH day of July, 1998.

CITY OF LAWRENCE, KANSAS

Martin A. Kennedy
Martin A. Kennedy, Mayor

ATTEST:

Raymond J. Hummert
Raymond J. Hummert, City Clerk

DOUGLAS COUNTY, KANSAS

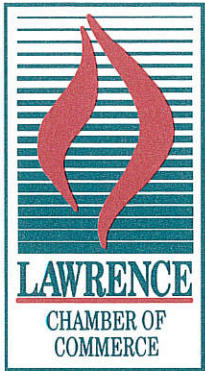
Tom Taul
Tom Taul, Chairman
County Commissioner


Dean Neider, County Commissioner


Mark Buhler, County Commissioner

ATTEST:


Patty James, County Clerk



(913) 865-4411

(913) 865-4400 FAX

**Testimony
House and Senate Transportation Committees
February 4, 1999
Topeka, Kansas**

Members of the House and Senate Transportation Committees:

My name is Al Hack and I am Chairman of the Board of Directors of the Lawrence Chamber of Commerce. On behalf of the 1800 members of our organization, I want to say thank you for your work toward the passage and funding of a second comprehensive transportation plan.

The members of the Lawrence Chamber of Commerce can attest to the need for the projects that have been outlined by Douglas County Commissioner Tom Taul and Lawrence Mayor Marty Kennedy. The traffic congestion on K-10 Highway through Lawrence is a major problem for our residents and for many other Kansans traveling between Johnson County and Topeka. The completion of the South Lawrence Trafficway is the highest transportation priority in our community.

We also endorse and strongly support plans to widen Highway 59 to a four-lane roadway from Ottawa to Lawrence. This road is a major safety hazard that gets worse each year.

We look forward to working with you and our local legislative delegation to pass a comprehensive transportation bill that enables Lawrence and every community across our state to compete for jobs and economic prosperity in the coming century.

Thank you for your support.

Joint House and Senate Transportation Committees
February 4, 1999
Attachment 5

734 VERMONT

SUITE 101

P.O. BOX 586

LAWRENCE, KS 66044

Douglas County Testimony
House and Senate Transportation Committees
February 4, 1999
State Capitol

Members of the Joint-Transportation Committee:

My name is Tom Taul and I am a member of the Douglas County Commission. It is my privilege to address you this afternoon on behalf of the citizens of Douglas County.

Before I discuss our highway needs, I want to say thank you to Senator Vidrickson and the members of the legislature who worked so hard for the passage of the 1989 Comprehensive Highway Bill. Your leadership had a significant economic impact on our state.

I also want to thank and commend Secretary Dean Carlson and the KDOT staff for their work on the hundreds of highway projects that were completed as part of the 1989 bill.

South Lawrence Trafficway

Finishing the South Lawrence Trafficway is the number one transportation priority of the citizens of Douglas County.

Douglas County and KDOT began working on this project in 1984. Since then, the average daily traffic on K-10 east of Lawrence has more than tripled. Traffic totaled 29,000 cars per day in 1998 and is growing by 1500 cars per day each year.

The first two lanes of western leg of the South Lawrence Trafficway were completed in 1996. We are currently involved in a supplemental environmental impact study for the eastern leg of the project, which is five miles long.

The Kansas Department of Transportation and the Kansas Turnpike Authority are currently involved in a Major Corridor Study to identify alternatives for handling the growing traffic in the Topeka/Lawrence/Kansas City corridor. We believe that the completion of the South Lawrence Trafficway will make a big contribution to handling the future traffic in this corridor.

Joint House and Senate Transportation Committees
February 4, 1999
Attachment 6

U.S. Highway 59

A second priority in Douglas County is the widening of U.S. Hwy 59 from Ottawa to Lawrence. Our friends in Ottawa and Franklin County will present the merits of this project. I want you to know, however, that the citizens of Douglas County feel strongly about the dangers of traveling this stretch of Hwy 59. We believe that this project must be included in the next comprehensive highway bill.

Thank you for this opportunity to talk about some of the critical highway needs in Lawrence and Douglas County. We appreciate your efforts to pass a new comprehensive transportation bill, and we look forward to working with you to make it happen this year.



Testimony to the Joint Committee on Transportation
Comprehensive Transportation Program

Mayor Blaine Finch
City of Ottawa
February 4, 1999

As Mayor of the City of Ottawa and on behalf of the Ottawa City Commission, Thank you for allowing myself and others from Franklin County an opportunity to speak to you today. It is my hope that after our presentation the importance of a comprehensive transportation program for the State of Kansas and for Ottawa will be evident.

I would like to thank Senator Tyson for his introduction and the committee's patience as I introduce others from Franklin County that have come in support of a comprehensive transportation program. Speaking on behalf of the City of Ottawa, Commissioner Gene Ramsey will discuss funding, revenue sharing programs, and improvements to U.S. 59 between Ottawa and Lawrence. Mr. Ed York, President of the Ottawa Chamber of Commerce will discuss economic development and why right now is the right time for a new program.

From Franklin County, Commissioner Tom Weigand will speak about local projects of importance and adequate funding to cities and counties. Mr. Jeff Mourning, President Elect of the Ottawa/Franklin County Economic Development Group, will discuss the importance of transportation to our existing industries.

Mr. Rob Schwarz, Planner for the City of Wellsville, will discuss the role of Wellsville and Franklin County with the corridor studies being conducted between Topeka and Johnson County. Finally, Representative Ralph Tanner will say a few words about the importance of a comprehensive transportation program in his district.

The ability to speak before the Legislature on matters such as these strengthens the ties between local units of government and the state. With that in mind, remember the importance of adequate funding for the Special City County Highway Fund in your deliberations on a final program. I cannot underestimate the importance of these revenue sharing programs in funding effective and efficient local government in Kansas. Thank you again for your time and attention.

Joint House and Senate Transportation Committees
February 4, 1999
Attachment 7



February 3, 1999

Joint Committee on Transportation
State Capitol
Topeka, KS 66612

Dear Honorable Senators and Representatives:

As a Commissioner for the City of Ottawa, I appreciate this opportunity to speak with you and discuss the need for a comprehensive transportation program in Kansas. Ottawa was proud to host a meeting of the Transportation 2000 Task Force this past summer. The creation of this task force encouraged renewed cooperation between local units of government and the state. The opportunity this group had to hear the concerns of citizens all over the state of Kansas is unique and cannot be duplicated in this forum. For this reason, I strongly recommend to you a comprehensive transportation program based in large part on the recommendations of the Transportation 2000 Task Force. I believe county and city elected officials will be eager to support this strategy and to join you in carrying out this agenda.

I would like to take this opportunity to discuss demand transfer and revenue sharing programs and their inclusion in a comprehensive transportation program. Since 1991 local units have lost \$43.3 million in revenue sharing, local ad valorem tax reduction and city-county highway funding due to capping of the growth of demand transfers from the general fund that support these programs. Almost 50% of this loss has been to the Special City County Highway fund, a loss of over \$20.9 million. We would like to see full funding of the LAVTR program, as well as the funding levels recommended by the Transportation 2000 Task Force for the Special City County Highway fund.

Discussion of transportation improvements in Ottawa cannot occur without mentioning U.S. 59 between Ottawa and Lawrence. The history of this roadway is well-known to many, including Senator Vidricksen, who has shown reluctance to travel U.S. 59. We have worked hard and spoke to both committees before about our support for an enhanced U.S. 59. We hope it can be included in a new comprehensive plan.

The question facing this committee and the Legislature is how to fund a new program, regardless of its size or composition. I believe that City of Ottawa and Franklin County residents will support additional taxes and user fees and other methods of financing as necessary to see this project and a new comprehensive transportation program become a reality. Thank you for your time today.

Sincerely,



Gene Ramsey
Commissioner

Joint House and Senate Transportation Committees
February 4, 1999

City Hall • 101 S. Hickory • Ottawa, Kansas 66067-2347 • (785) 229-3637 • Fax (785) 229-3639
Attachment 8

Testimony to Joint Committee on Transportation
City of Ottawa
February 4, 1999

Traffic Counts

Traffic counts on this road include this highway with the most traveled in the state with total volume traffic counts over 8,000 riders a day. Another important factor in the high traffic counts is the substantial number of heavy commercial traffic on the road. Several major industries use this road for the transportation of products and employees.

1998

<u>US-59</u>	<u>Total Traffic Volume</u>	<u># of Heavy Commercial</u>
• Just North of Ottawa:	5,810	372
• Just South of Lawrence:	8,920	463
• Baldwin Junction		
- from the South on 59	5,715	490
- from the North on 59	6,570	403

1999

<u>US-59</u>	<u>Total Traffic Volume</u>	<u># of Heavy Commercial</u>
• Just North of Ottawa:	5,920	513
• Just South of Lawrence:	9,230	560
• Baldwin Junction		
- from the South on 59	5,105	425
- from the North on 59	7,425	527

Percentage of Change from 1998 to 1999

<u>US-59</u>	<u>Total Traffic Volume</u>	<u># of Heavy Commercial</u>
• Just North of Ottawa:	19%	38%
• Just South of Lawrence:	3%	20%
• Baldwin Junction		
- from the South on 59	-11%	-13%
- from the North on 59	13%	31%

Accident statistics

From the Kansas Department of Transportation's Bureau of Transportation Planning, this twenty mile stretch of road has seen 468 accidents with 10 fatalities and 158 injuries from 1992 through most of 1997. Accident statistics show the problem is worsening as traffic increases on the road. In 1992, there were 18 injuries on US-59. In 1997, there were 27. There were 36 accidents in 1994. There were four fatalities on the highway in 1995. There were three fatalities throughout most of 1997, but those numbers do not include the fatal accident on Christmas Eve of 1997.



OTTAWA AREA CHAMBER OF COMMERCE

February 4, 1999

To: Senate and House of Representative of the State of Kansas Committees on Transportation

From: Edward E. York, Chairman of the Board of Directors, Ottawa Area Chamber of Commerce

The Ottawa Area Chamber of Commerce is organized to advance the general welfare and prosperity of the Ottawa Area so that its citizens and all areas of its business community shall prosper. The Board of Directors serves over 300-member business in Ottawa and Franklin County. Our organization has nine active committees with over 200 individuals participating monthly.

The capital investment in transportation programs which you are to decide upon during this Legislative Session will have the greatest impact on those we must care for first, our existing residents, their communities and the business and industrial entities operating in them. Your decision will directly impact our organization and members.

Those of you, who were in office when the 1989 Highway Program was implemented, surely felt the highs and lows of areas that did or did not benefit from the expenditure of funds. Today it is time to look upon this proposed program as a continuing one as well as a needed expansion into other modes of transportation. This Great State needs to provide first, for our existing population and second, for those who will become "Kansans By Choice" as residents and as business and industrial firms.

In addition, whether you were in office in 1989 or have since been elected, the impact of the 1989 program should stand as a evidence that some needs were met, some were not, and the needs have only accelerated as befits a State that is experiencing growth. Finding the revenue to fund the Transportation 2000 Program or other comprehensive highway plan by you will, to put it mildly, be tough! Certainly each community has its want list each having to do with safety and economic development. And the Ottawa area is not without such a list.

US Highway 59, as it exchanges people and business traffic with Lawrence and Interstate Highway 70 is, of course, priority number one on our list. US 59 is no longer a Saturday route to the larger market areas of Lawrence or Topeka. It now is an exchangeway for employees, commercial carriers and students. In addition, the unification of school districts now has five school districts (Lawrence, Baldwin City, Pomona, Vinland and Ottawa) using this road at least twice a day. There is no questions that Interstate 35 is our gateway and the improvement currently underway to that road are valuable not only to the Ottawa/Franklin County area but also to the entire eastern part of the state. However, I believe that those who travel US 59 should have the same safety considerations as those of our people who travel I-35.

Attached is a copy of our correspondence to the Secretary of Transportation of the State of Kansas dated November 10, 1998 that outlines our support of future improvements to Highway 59 along with a resolution by our Board of Directors. We are so convinced that a new roads are needed connecting our market to the north and west that we are preparing ahead for any negative impacts to our downtown area. This spring the Ottawa Area Chamber of Commerce will be supporting an application to become a Kansas Main Street City to offset any negative impact that improved highways that bypass our downtown may have.

Joint House and Senate Transportation Committees

As we prepare for the future in our community, we pray you will give us a comprehensive highway program that will be large enough to give us a fair chance for highway improvements in and around Franklin County.

February 4, 1999
Attachment 9



Our Future Is Building.

OTTAWA AREA CHAMBER OF COMMERCE

November 10, 1998

Mr. E. Dean Carlson
Secretary of Transportation of the State of Kansas
Docking State Office Building
7th Floor
Topeka, Kansas 66612-1568

Dear Secretary Carlson:

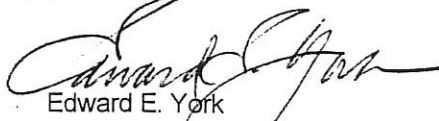
The Ottawa Area Chamber of Commerce is proud and enthusiastic to endorse your plans for future improvements and expansion of Highway 59 north of Ottawa. A copy of our Board Resolution is enclosed. The Kansas Department of Transportation has a proven record of building safe and reliable roads. The members we represent and the business community in Ottawa is dependent on quality ground transportation routes. We applaud and support your efforts.

As we are sure you know, Ottawa is a growing destination. The traffic from the north into Ottawa is ever increasing for many reasons but consider these few:

- ✓ Ottawa is home to a nationally and internationally known truck manufacturer - Ottawa Truck
- ✓ Ottawa is the home campus for Ottawa University
- ✓ Ottawa continues to expand retail outlets of antiques and collectibles. Dealers and collectors are making Ottawa a frequent stop.
- ✓ Ottawa is the destination for many sports enthusiast located at the trailhead of the Prairie Spirit Trail and the unfinished Flint Hills Nature Trail
- ✓ Ottawa is the destination for travelers wanting to view grand Victorian architecture located throughout our city
- ✓ Ottawa is home of a historic Old Depot Museum - Travelers will enjoy the unveiling of this total restored structure and museum in the spring of 1999
- ✓ Ottawa is home to one of the states largest distribution centers - Wal-Mart
- ✓ Ottawa is a destination for friends and families of our 11,000 plus residents

As a destination, we are sure the Secretary will provide the travelers on the proposed four lane highway, an interchange or business alternate route on the north side into our great city. The success of commerce in the next millennium is dependent on the safe and convenient access of those traveling to Ottawa.

Respectfully,



Edward E. York
Chairperson Elect of the Board of Directors

Enclosure



Our Future Is Building.

OTTAWA AREA CHAMBER OF COMMERCE

Resolution

A RESOLUTION to strongly support and encourage efforts to improve and expand US 59 Highway as a four-lane route between Ottawa and Lawrence, and the providing access to the City of Ottawa and to Interstate Highway 35.

WHEREAS, the traffic counts on US 59 have increased to warrant a four-lane highway; and

WHEREAS, the documented incidents of accidents, accidents with injuries and accidents with fatalities continue to increase; and

WHEREAS, these improvements must be undertaken to improve the general safety of drivers using the road; and

WHEREAS, the exchange of employees between Ottawa and Lawrence should be afforded the same driving safety as those who drive Interstate Highway 35 between Ottawa and the Kansas City area; and

WHEREAS, Ottawa is home to the Wal*Mart distribution center, Ottawa Truck, Inc., a manufacturer with national and international customers, as well as other retail and industrial operations which must use commercial carriers to receive and ship raw materials and product; and

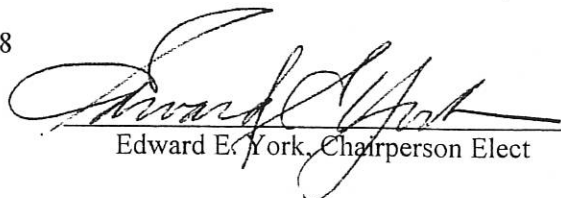
WHEREAS, this improvement will greatly aid in the reduction of commercial carrier traffic through the downtown area of the City of Ottawa; and

WHEREAS, Ottawa is a growing destination for tourists because of its historical elements, the Prairie Spirit Trail and the national reputation of its many antique dealers.

NOW, THEREFORE, BE IT RESOLVED BY THE BOARD OF DIRECTORS OF THE OTTAWA AREA CHAMBER OF COMMERC, that

1. The Board of Directors of the Ottawa Area Chamber of Commerce strongly supports the Kansas Department of Transportation plan to provide a four-lane highway between the cities of Ottawa and Lawrence;
2. We strongly urge the Kansas Department of Transportation to include in its final plan both a link to Interstate highway 35 northeast of Ottawa and a business alternate route into north Ottawa along existing US 59 Highway;
3. This resolution shall be sent to the Secretary, Kansas Department of Transportation.

ADOPTED this 10th day of November, 1998


Edward E. York, Chairperson Elect

FRANKLIN COUNTY TESTIMONY
TRANSPORTATION COMMITTEE
FEBRUARY 4, 1999
TOPEKA, KS

Members of the Committee, thank you for the opportunity to speak today. I am Tom Weigand, Franklin County Commissioner.

The Franklin County Commission fully supports the passage of a new Comprehensive Highway Plan for the state of Kansas for the following reasons:

- ◆ **The rebuilding and widening of Highway 59 between Ottawa and Lawrence** is essential for safety and economic reasons.
- ◆ **The improvement of K-68 between Ottawa and the Osage County line** is necessary. This highway has serious design problems such as; minimum to nonexistent shoulders, no passing lanes, no turn lanes, rutting and high traffic counts make this a dangerous highway.
- ◆ **Eisenhower Road between I-35 and K-68 Highways** is a two lane county road which is used as a connecting link. This 2.5 mile section of county road carries 2,000 plus vehicles on the southern end to over 4,000 vehicles near K-68 per day. KDOT is planning to remove one of the main entrances to Ottawa from the south by taking out the Old Highway 50 overpass over I-35 and the Viaduct over Highway 59 on the south side of Ottawa. The removal of this entrance will shove another 2000 vehicles a day onto Eisenhower Road. We also anticipate this becoming the main truck route, by default, around the heart of Ottawa to access K-68 west. We ask the state to accept its responsibility for the problem caused by the rerouting of traffic. We ask that the State and or KDOT designate Eisenhower Road as the connecting link and truck bypass route that it is and allocate the funds to upgrade it.
- ◆ **Funding the FAS routes improvements** on a cost share basis with the counties. We ask the Committee to support a revenue sharing program dedicated to helping the counties maintain and improve the FAS routes. This type of funding is becoming more necessary as the counties become more and more tapped out in the ability to raise property taxes to cover road maintenance as traffic picks up which it is doing in Franklin County. We believe this type of funding is necessary as well as politically sound in aiding the passage of a new

comprehensive plan. I know the counties need this and would support it with vigor.

- ◆ **Highway Patrol and highway maintenance funding** should be expanded. Traffic in our area is expanding, but the Highway Patrol coverage has declined, causing an extra burden on our Sheriffs officers. From Midnight to 7 a.m. all accidents on State roads are worked by the Sheriffs department. Highway maintenance crews and trucks have been cut more than 50% in the last ten years. Our highways are slow to get de-iced and plowed when we have storms. We ask you to provide adequate service to those who use the state road system in Franklin County. Passing a new **comprehensive highway plan** to improve the safety of our citizens and ensure the economic well being of our counties is of up most importance to our state. There has never been a better time than now!

Thank you for listening.



Our Future Is Building.

OTTAWA/FRANKLIN COUNTY ECONOMIC DEVELOPMENT, INC.

I am Jeff Mourning, President Elect of O/FCED, or Ottawa Franklin Co. Economic Development Inc. Our organization is the business and industrial recruiting group that works to recruit and retain business and industries for the Franklin Co. area. We work not only with the City of Ottawa, and Franklin County, but also with other smaller communities in our area and the State of Kansas.

In our material, you will see listed the major manufacturing, processing and industrial firms and major employers in our area. All of these businesses employ Kansas Highways. In fact, 30% of our tax paying population travels in and out of Ottawa, Kansas on a daily basis to and from for their employment. We have business owners and CEO's that commute daily from Lawrence, Olathe, and Leawood, just to mention a few, to Ottawa via the Kansas Highways.

Interstate Highway #35 is the area gateway - together we have created in excess of 1500 jobs from 1995 through 1998 due to new industry locations; such as Lester Building Systems, Heartland China,

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Our Future Is Building.

OTTAWA/FRANKLIN COUNTY ECONOMIC DEVELOPMENT, INC.

National Credit Services, EFTC, and WalMart Distribution Center. Let me repeat - 1500 jobs!

WalMart Distribution Center located in Franklin Co. Kansas has 45% of its existing employees located in our county and the remaining 55% use Kansas Highways to get to work. WalMart is just one of our largest employers who depends mainly on highway transportation for its operation. The WalMart Distribution Center located in Franklin Co. serves over 130 retail stores in 4 states. WalMart has just begun using the intermodal freight delivery system, or trailer trains, at the Burlington Northern Santa Fe yards in Kansas City, Kansas. The carrier picks up the product from the rail and transports it, via the highways, to the distribution center in our area for further delivery in the areas it serves.

Transportation 2000 is not just about highway improvements, and I think I should mention the need for improvements at our



Our Future Is Building.

OTTAWA/FRANKLIN COUNTY ECONOMIC DEVELOPMENT, INC.

municipal airport. The Ottawa Municipal Airport needs longer runways, jet fueling capabilities and an improved landing system to adequately serve the needs of general aviation. As the Ottawa area has grown in population and business and industry operations so has the opportunity for our existing firms, their customers and suppliers to gain a savings in time by using the local airport facility.

We understand there are various ways to finance a comprehensive transportation plan and that it is not inexpensive. We also realize these are hard, tough decisions you have to make for us and our future, and we applaud and support your vision for the future of Kansas and our communities.

OTTAWA/RANKLIN COUNTY KANSAS MANUFACTURING PROCESSING AND INDUSTRIAL FIRMS

Air Technologies, Inc.
205 W. 17th
Greg Gutreuter, General Mgr.
242-1811, 33 employees
Manufacturer of filtration products for HVAC systems
and media for collection of overspray paint

B & T Pallet, Inc.
3196 Highway 68
Jeff Kingsolver, Operations Manager
242-0330, 35 employees
Recycles wooden pallets and wood waste

Bing-Go Dog Food, Inc.
1201 Davis Avenue
Raymond Gibson, Owner & Manager
242-4517, 8 employees
Distributor of dog food products

Buildex, Inc.
2526 Highway 59
Dennis Woolman
242-2177, 11 employees
Make light weight aggregate from expanded raw shale
and sell for the uses of decorative rock, concrete and
construction purposes

Central Fiber
4814 Fiber Lane
Wellsville, Kansas
Don Meeker, President
883-4600, 60 employees
Cellulose insulation

COF Training Services
1516 Davis Avenue
Dan Andrews, Executive Director
242-5035, 119 employees
Assembly & packaging

Dodson Aviation
2110 Montana Road
Bob Dodson
242-4000, 9 employees
Aircraft owner

Dodson International Parts, Inc.
2155 Vermont Road
Rantoul KS 66079
J. R. Dodson, President
785-878-4000, 1-800-255-0034, 33 employees
Aircraft parts dealer

Fashion, Inc.
1019 North Street
Lonnie King, President
242-8111, 80 employees
Manufacturer gas station canopies, awnings,
architectural roofing

Fast Fabricators, Inc.
1534 N. Industrial Ave.
John Williamson, General Manager
242-6284, 1-800-950-8525, 6 employees
Fabricates and paints iron ductile pipe

Fogle Quarry
2807 Sand Creek Rd.
Richard Fogle, Dan Fogle Jr. Owners
242-3232, 38 employees
Ag lime, concrete rock, base rock, sealing chips &
other crushed stone

Hasty Awards
2125 Jackson Road
Steven Hasty, President
242-5297; 18 employees
Makes trophies, plaques and awards

Havens Steel
2001 Davis Avenue
Joe White, Plant Manager
242-6068, 155 employees
Structural steel for high rise buildings

Heartland China
1510 Davis Road
Richard Quinlan, Plant Manager
242-1010, 39 employees
Decoration and distribution of fine porcelain ware

Killough Construction
P.O. Box 810
John Killough, President
242-1500, 25 employees
Road Construction

Kreitler Custom Roller, Inc.
316 W. Wilson
Al Kreitler, Owner
242-1718, 7 employees
Bicycle training equipment

Laich Industries
1550 Davis Avenue, P.O. Box 28
Jeff Schaper, Plant Manager
242-1222, 106 employees
Plastic products

Lester Building Systems, Inc.
801 North Street
Dave Williams, Manager
242-8300, 30 employees
Manufacturer Pre-Engineered wood frame building

MAC Fasteners, Inc.
1544 South Main
Bob McDonald, President
242-8812, 9 employees
Manufacture fasteners for aerospace industries

Mid West Cabinet Company, Inc.
1674 Industrial Avenue
Edward Bessette, President
242-9091, 58 employees
Make cabinets, counter tops & booth
for restaurants, also custom items

National Sign Company
1415 Industrial Avenue, P.O. Box 25
Laurie Miller, Office Manager
242-4111, 14 employees
Traffic signs, street signs and barricades

Ottawa Co-op Association
302 N. Main, P.O. Box 680
Adrian Derousseau, Manager
242-5170, 22 employees
Feed, seed fertilizer, grain and animal
health products, farm supplies

Ottawa Ready Mix Concrete
2598 Highway 59 South
Ted & Karen Fogle, Owners
242-5214, 22 employees
Rock, sand, small decorative rocks, ready mix
concrete and trucking services

Ottawa Truck Corporation
415 E. Dundee
Frank Tubbert, President
242-2200, 229 employees
Manufacturer of yard, terminal and port tractors

Penny's Concrete
745 N. Locust
Craig Hinderliter, Manager
242-1045, 7 employees
Ready mixed concrete

Positive Impressions
106 S. Main
Mark Ingles, Manager
242-6440, 15 employees
Custom screenprinting & embroidery

Skyhook Corporation & Sponco, Inc.
1640 South Main
Harold Sader, President
242-1584, 72 employees
Aerial cranes, ladders and hoists

Wal-Mart Distribution Center
3300 K-68 Highway
Malcolm Gillihan, General Manager
242-4555, 1100 employees
Distribution Center

Water Systems, Inc.
3201 Labette Terrace
P.O. Box 670
John Schnieders, President
242-6166, 5 employees
Chemicals

Uriversal Sign & Display
602 East 1st Street
Tully Fowler, Owner
242-6137, Toll free: 888-913-SIGN, 7 employees
Interior/exterior signs, displays, counters, commercial-
cabinetry, illuminated canopies, vehicle graphics.

*Approximate number of employees subject to change

(Revised 12/98)

OTTAWA AREA MAJOR EMPLOYERS

Air Technologies Inc.
205 West 17th Street
Ottawa KS 66067
Greg Gutreuter
785-242-1811
25 employees

Central Fiber
4814 Fiber Lane
Wellsville KS 66092
Don Meeker
785-883-4600
60 employees

City of Ottawa
Ottawa City Hall
101 S Hickory
Ottawa KS 66067
Scott Lambers, City Manager
785-229-3600
160 employees

COF Training Services
1416 Davis Ave
Ottawa KS 66067
Dan Andrews
785-242-5035
120 employees

Country Mart
2138 S Princeton Circle
Ottawa KS 66067
Steve Silverman
785-242-4646
95 employees

Fashion Inc.
1019 North Street
Ottawa KS 66067
Lonnie King
785-242-8111
70 employees

Fogle Quarry Company Inc.
2807 Sand Creek Rd
Ottawa KS 66067
Richard Fogle
785-242-3232
25 employees

Franklin County
Franklin County Courthouse
3rd & Main
Ottawa KS 66067
Shari Perry, County Clerk
785-229-3410
200 employees

Franklin County Mental Health Center
204 East 15th Street
Ottawa KS 66067
Diane Sullivan
785-242-3780
40 employees

Havens Steel
2001 Davis Ave
Ottawa KS 66067
Joe White
785-242-6068
116 employees

Heartland China
1510 N Davis Rd
Ottawa KS 66067
Richard Quinlan
785-242-1010
80 employees

Laich Industries
1550 Davis Ave
Ottawa KS 66067
Jeff Schaper
785-242-1222
55 employees

Lester Building Systems Inc.
801 North Street
Ottawa KS 66067
Tony Nuss
785-242-8300
35 employees

Mid-West Cabinet Company Inc
1674 Industrial Ave
Ottawa KS 66067
Ed Bessette
785-242-9091
55 employees

National Credit Services Corp
1428 S Main, Ste #2
Ottawa KS 66067
Marilyn Balko
785-242-3888
70 employees

Neosho County Community College
226 S Beech Street
Ottawa KS 66067
Gerald Chester
785-242-2067
55 employees

Ottawa Co-op Association
302 N Main
Ottawa KS 66067
Adrian Derousseau
785-242-5170
55 employees

USD #288, Central Heights
352 i Ellis Rd
Richmond KS 66080
Bob Cole
785-869-3455
80 employees

Ottawa Family Physicians
1418 S Main
Ottawa KS 66067
Betty Franklin
785-242-1620
50 employees

USD #289, Wellsville
PO Box 537
Wellsville KS 66092
Don Williams
785-883-2388
115 employees

Ottawa Retirement Village
1100 West 15th Street
Ottawa KS 66067
Greg Seeger
785-242-5399
75 employees

USD #290, Ottawa
123 West 4th Street
Ottawa KS 66067
Dr. Harvey Ludwick
785-229-8010
305 employees

Ottawa Truck Corporation
415 E Dundee
Ottawa KS 66067
Frank Tubbert
785-242-2200
230 employees

Wal-Mart Distribution Center
3300 K68 Hwy
Ottawa KS 66067
Malcolm Gillihan
785-242-4555
1100 employees

Ottawa University
1001 S Cedar
Ottawa KS 66067
Hal Germer
785-242-5200
100+ employees

Wal-Mart Super Center
2102 Princeton Rd
Ottawa KS 66067
Jim Papa
785-242-9222
380 employees

Ransom Memorial Hospital
1301 S Main
Ottawa KS 66067
Bob Bregant
785-229-8200
225 employees

Skyhook Corp. & Sponco Inc.
1640 S Main
Ottawa KS 66067
Harold Sader
785-242-1584
55 employees

USD #287, West Franklin
PO Box 38
Pomona KS 66076
Jim Cain
785-566-3396
125 employees

Rev: 8/98

FRANKLIN COUNTY SHERIFF'S DEPARTMENT

MEMORANDUM

DATE: February 4, 1999

TO: The Joint Senate and House of Representatives Committee
On Transportation

FROM: Rex A. Bowling, Sheriff, Franklin County, KS

REFERENCE: Proposed Transportation Program

The capital investment in transportation programs which you are to decide in the upcoming Legislative Session will have a tremendous impact on the well-being and safety of the driving public in Kansas.

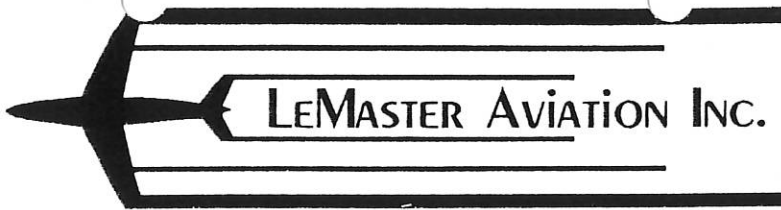
In consideration of this program I would ask you to take into account the following:

The traffic volume on US59 Highway between Ottawa and Lawrence has increased dramatically in the past ten years. With the growth of business and industry in both Ottawa and Lawrence, many persons travel US59 for employment and leisure that didn't ten years ago. The highway has no shoulders from the Franklin/Douglas county line to just south of Lawrence. In addition, there are several hills in the same stretch that contribute to limited visibility.

In the past three years there have been five fatalities on US59 just in Franklin County; and numerous serious injury accidents. In these fatalities the road conditions played a major part in the cause of the accident.

In the past several years there has been a serious reduction in the patrol coverage of the Kansas Highway Patrol. Most dates that troopers are available, the hours range from only 6:00 AM to around 9:00 PM due to their manpower shortage. Even when troopers are scheduled they spend many of their working hours catching up on reports (due to too few to handle too many calls) or traveling out of the area for other duties. Franklin County has I-35 transversing it from the northeast to the southwest. This highway carries a tremendous volume of traffic all year round; one trooper, when on duty, is asked to handle I-35, along with the other miles of highways in Franklin County.

I thank you for the time you are taking for the deliberations to find the revenue to implement a new transportation program.



P.O. Box 157
Ottawa, KS 66067

Office: (913) 242-6229
Airport: (913) 242-5310

2-2-99

Page 1

To; Scott Lambers (City Manager)

Sarah Poinsky

From; Tony LeMaster (Airport Manager)

Subj: Task Force 2000 Airport Funding

To whom it may concern, I am writing to inform you of needs for our Airport, (Ottawa Municipal Airport) and trends as well as concerns.

I have been affiliated with the Ottawa Airport since 1991 and have seen a dramatic increase in traffic. Below is a list of needs at Ottawa.

1. Our runway length should be increased in length from 4,500 feet to 5,000 feet.
 - A. This allows safer takeoffs and landings for Turbine powered Aircraft, Jets and Multi-engine aircraft. (Insurance requirements dictate that the larger Aircraft must land and takeoff on runways of *5,000 feet or more, which limits the use of our facility.)
2. Ottawa as well as many Airports in the State are lacking for Hangar space to house Aircraft, and Maintenance facilities.
3. Airport Terminals small or large reflect on the State and Local Communities. Therefore decent Waiting areas for the General public, Pilots, and Business people are important. They have needs that exceed just having a runway and hangars.

4. Some States provide vehicles (Courttest cars) to Airports for transportation to and from businesses that they are affiliated with. An example would be, Nebraska provides their Airports with older State owned vehicles at a reduced fee. This is an incentive to out of state travelers to visit Local Communities.
5. Adding facilities and Hangars for Aircraft results in the need for more Aircraft taxiways, and parking areas. Which are an added expense that is not comm- only covered by Federal Assistance.

Trends:

There is a surge in General Aviation that is going on now. It appears this will increase as time goes on. It is very frustrating as an Airport Manager not to be able to accomodate the needs of Pilots and Businesses. There have been several requests by Aircraft owners for storage of their Aircraft at Ottawa. We were not able to provide this for them, and instead of locating in Kansas they have relocated in Missouri. Property Tax is lost on Aircraft less than 30 years old if they are not based in Kansas.

*Ottawa Airport Manager
Tony L Mac*

WAL★MART

Wal-Mart Dispatch 3300 Hwy K-68 Ottawa, KS 66067 785/229-3080

February 3, 1999

Joint Senate and House of Representatives
Committee on Transportation

Dear Sirs:

The Transportation 2000 Task force has done an admirable job at listening to the citizens and business leaders of Kansas. There have been many opinions voiced and it has taken a great deal of patience to listen and define the highway system needs of our state. I would like to share with you a local need and the impact improvements to the highway system would have.

Highway 59 from Ottawa to Lawrence is of local importance. This stretch of highway is highly traveled by both commercial and personal vehicles. Wal-Mart built a Regional Distribution Center in Ottawa, Kansas in 1995 and currently there is an average of 700 commercial vehicles traveling to and from this facility daily. We are the largest employer in Franklin County, employing over 1200 associates. We are dependent on a safe and economic means of transporting goods and on a work force of which 20% travel Highway 59 between Lawrence and Ottawa in a daily commute. The recently completed by-pass south of Lawrence has also increased the commercial traffic on Highway 59. Improving Highway 59 to a four lane highway is imperative to the safety of motorists forced to travel this road. The highway is two lane with no shoulder. In the event of a vehicle or animal entering your lane of travel there is no where to go. Improving Highway 59 to a four lane would encourage commercial traffic to use this route and would allow commercial and personal vehicles to safely share the road.

Improving our highway system provides a safe passageway for the citizens of Kansas and encourages economic growth. Thank you for your consideration of a new Transportation Program that will significantly update our highway system.

Respectfully submitted by,



Lisa Martens
Transportation manager
Wal-Mart Stores, Inc.
Ottawa, Kansas

February 2, 1999

Joint Committee on Transportation
State Capitol
Topeka, KS

Dear Members of the Joint Committee on Transportation:

I write in support for appropriating funding during this Legislative session for a four-lane road between Lawrence and Ottawa. I recognize there are at least two plans. One expands Route 59 to a four-lane highway. The other would be a new "interstate type" of highway 3 miles East of Route 59. I am not sure which is the best plan. I *am* sure that a four-lane road between these two cities is essential. There are three reasons for my viewpoint.


First, a four-lane road will include access to and economic development for both Ottawa and Lawrence. Many of our students and faculty travel to Lawrence for educational and social reasons. Many citizens of Ottawa seek medical care from specialists in Lawrence. A four-lane road will encourage this trend as opposed to seeking entertainment and medical care in Kansas City, Missouri.

Second, a four-lane road will help Ottawa University recruit outstanding professors and administrators to Ottawa University and our area. We conduct nation-wide searches for most of our administrators and professors. As we recruit these people, we highlight the educational quality of our University as well as our proximity to Lawrence and Kansas City. I believe this four-lane highway will make coming to Ottawa University and eastern Kansas even more attractive.

Third, a four-lane highway will add to the quality of our life through increased highway safety. Veteran faculty members of Ottawa University cite names and dates of students hurt or killed on the present highway 59 as they traveled to or from Lawrence. Certainly, I would not say that a four-lane road would have prevented past tragedies or will prevent future ones. However, it is reasonable, statistically, to assume that a four-lane highway is safer than the present road.

For the above three reasons, I recommend that funding be appropriated for a four-lane highway between Lawrence and Ottawa in the Comprehensive Transportation Program during this legislative session.

Sincerely,



Robert G. Duffett
Provost



February 1, 1999

Joint Senate and House Committees on Transportation
Kansas State Capitol
300 S.W. 10th Ave.
Topeka, KS 66612

Dear Senators and Honorable Representatives:

As the Administrator of Ransom Memorial Hospital in Ottawa, Kansas, I am urging your support of a Comprehensive Transportation Program for Kansas in 1999. The need for a comprehensive program is evident throughout the state and, specifically, in Ottawa. As a health care provider, the safety of the citizens we serve is of the utmost importance to this organization. To maintain the safety and the integrity of the transportation system already in place in Kansas, a new transportation program is needed.


Furthermore, as a tax supported entity, the economic benefits of a new transportation program are tremendous. Sales tax revenues are dependent on visitor traffic to the area that is facilitated by our transportation system. Our entire community benefits from increased property taxes from businesses and individuals who decide to locate in our community because of connection to regional transportation systems.

Ransom Memorial Hospital relies on a quality transportation system. The health and safety of our patients are our primary concern, especially when traveling to and from other area hospitals. As a rural hospital, we are especially dependent on quality roads to transfer patients to regional medical centers. Many of our employees commute to Ottawa to work and their safety is also important to us. As the primary hospital in a thirty mile radius, many patients are dependent on access to us to receive medical treatment.

I would like to take this opportunity to remind the Legislature about our most pressing transportation need in Ottawa, that is the improvement of U.S. 59 between Ottawa and Lawrence. The state of this road is deplorable and is well-known throughout the state. Although, I am aware that the Legislature is not considering funding of individual projects, I would ask you to keep the need for improvements to this highway in mind as you make your deliberations.

Thank you very much for your time. Your service to the state of Kansas is greatly appreciated by the medical community of Ottawa.

Sincerely,



Robert E. Bregant, Jr., FACHE
Administrator

REB:jls

DATE: January 28, 1999
TO: Joint Senate & House Committee On Transportation
FROM: Gerald Chester, Assoc Dean of Continuing Education
RE: Ottawa Area Highway Needs

Please accept this as a letter of support concerning transportation, i.e. highway needs in the city of Ottawa and Franklin County area. Needed improvement on US Highway 59 between Ottawa and Lawrence is of primary concern. At the Ottawa Campus of Neosho County Community College, we are duly concerned about area highways and safety because we draw so many of our students and staff from several miles away in the surrounding service area.

Since most of our students and staff must commute, a majority of them must travel down US Highway 59 from the Lawrence area to attend our classes or to work at the NCCC-Ottawa Campus. Because we are a commuter campus, safe highways and convenient travel are critical factors in our ability to attract students and workers. We are inherently dependent upon good highways to recruit and retain these students and workers at our college.

Furthermore, since Ottawa is a satellite (branch) campus of the home campus in Chanute, we must depend upon regular travel between the two campuses. We exchange faculty, materials, and information on a regular basis. We attend a variety of meetings, in-services, and workshops as part of our doing business. Consequently, travel to and from Ottawa is required almost daily in support of our educational programs.

Sincerely,



Gerald Chester
Assoc. Dean of Continuing Education

RESOLUTION NO. 1016-98A

A RESOLUTION supporting a four-lane improvement of US-59 between Ottawa and Lawrence with enhanced access to Ottawa along the existing route of US-59 with connection to I-35 north of Ottawa.

WHEREAS, The Ottawa City Commission gathered information from the Kansas Department of Transportation, other applicable communities, and the public to use in their decision-making process; and

WHEREAS, The Ottawa City Commission supports four-lane improvements to US-59 to adequately serve area traffic needs and to increase the safety of the highway; and

WHEREAS, The Ottawa City Commission strongly encourages the Kansas Department of Transportation to develop suitable access to the City of Ottawa to encourage the continued growth of Ottawa and to accommodate travel into the community; and

WHEREAS, The Ottawa City Commission supports the development of the improvements to US-59 along the existing route and right-of-way to meet the concerns of area residents and business owners; and

WHEREAS, The Ottawa City Commission strongly encourages the Kansas Department of Transportation to develop a connection to I-35 north of Ottawa to increase transportation accessibility and to promote growth in the community; and

WHEREAS, The Ottawa City Commission urges the Kansas Department of Transportation to provide additional information to local governing bodies to increase understanding and communication on this important transportation improvement.

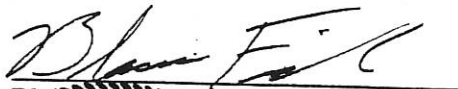
NOW, THEREFORE, BE IT RESOLVED BY THE GOVERNING BODY OF THE CITY OF OTTAWA, KANSAS, that

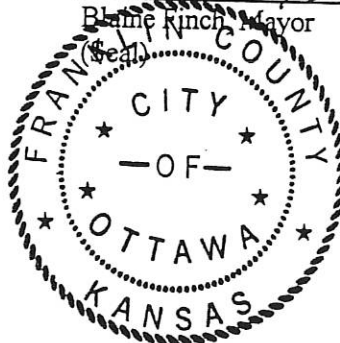
Section 1. The Governing Body of the City of Ottawa does hereby lend its full support for a four-lane improvement of US-59 between Ottawa and Lawrence with enhanced access to Ottawa along the existing route of US-59 with connection to I-35 north of Ottawa.

Section 2. This resolution shall be forwarded to the Secretary of Transportation for the State of Kansas.

Section 3. This resolution shall be in full force and effect from its adoption.

ADOPTED this 21st day of October, 1998.


Blaine Kinch, Mayor



Attest:


City Clerk

STATE OF KANSAS

House of Representatives

COMMITTEE ASSIGNMENTS

CHAIR	RULES AND JOURNAL
VICE CHAIR	FEDERAL AND STATE AFFAIRS
MEMBER	EDUCATION TAXATION JOINT COMMITTEE ON ARTS AND CULTURAL AFFAIRS ADVISORY BOARD NATURAL AND SCIENTIFIC AREAS

TOPEKA ADDRESS:
STATE CAPITOL—426-S
TOPEKA, KANSAS 66612-1504
(913) 296-7654
TOPEKA HOTLINE
DURING SESSION - 1-800-432-3924
BALDWIN CITY ADDRESS:
1201 NINTH ST., P.O. Box 647
BALDWIN CITY, KANSAS 66006
(913) 594-3502



THE CAPITOL

RALPH TANNER

Representative, Tenth District

February 4, 1999

TESTIMONY BEFORE THE COMMITTEES ON TRANSPORTATION OF THE HOUSE AND THE SENATE

Mr. Chairman, and Members of the Committees:

I am honored to appear before you today, along with some of my constituents, to continue to support a new transportation initiative for the people of Kansas. I believe there are many arguments that will be appropriately offered over the course of your hearings, but I offer only two, which to the people whom I represent, are very significant issues.

Highway 59 is a major corridor connecting Interstate Roads 35 and 70 at Ottawa and Lawrence, respectively. The area to be served by this roadway has already experienced much growth and an expansion of highway usage through the industry located in the two cities that will be connected. While the connection is presently in place, the roadway has no shoulders, no dedicated passing zones, and it must have an upgrade in order to serve the present uses and any new ones that come along with the economic growth of the region. The closest connecting links between these interstate highways are at state highway 7 on the east (many miles away), and federal highway 75 to the south west (also many miles distant).

Safety is also at issue in the requests for redesign of this road. It might have been adequate many years ago when the speed of cars and trucks and the traffic counts were substantially lower than today. I am not going to recite the accident count and the death toll along highway 59 over the recent past. You know them well. I also admit that the safety of this road would be improved if people would slow down. But they have not slowed enough to accomplish an acceptable safety record for this highway. There are great numbers of people who travel this road daily to get to and from jobs, to accomplish needed shopping trips, and to find a contribution to the quality of their lives to be found along the roadways of Kansas.

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These are urgent needs that I raise, and they have been recognized as such by the survey of the Governor's recent task force, and by engineers and planners at KDOT. Others have also urged them upon you. If you adopt this roadway as one of the high priorities for a new transportation plan, I will help you with our colleagues in both houses of this legislature to accomplish a new transportation initiative for Kansas in the new millennium.

Wellsville

Kansas

Testimony

To: Joint House Committee on Transportation
From: City of Wellsville
Date: 02/03/99
Re: Transportation Issues for the 21st Century

Introduction

Wellsville is located in the Northeast corner of Franklin County between Hwy 56 and I-35. The city has begun to experience growth pressures as the Johnson County suburban sprawl expands. Additionally, the city is aware of its potential prime location for access to Kansas City, Eudora, and Lawrence. Currently, it takes about 45 minutes to travel to downtown Kansas City and 25 minutes to Lawrence. Since 1995, Housing development has increased by ten percent. Also, the city population has increased from 1,563 in 1980 to 1,831 in 1990. Wellsville School District 289 has also seen an increase in the number of students in attendance. Furthermore, there has been an increase in the number of residential developments outside the Wellsville city limit.

The growth means that Wellsville has to take a more prominent role in shaping transportation issues such as access, linkages, and improvements in and around its city limit. The two transportation issues that Wellsville is in the process to advocate are:

1. The improvement of a North/ South linkage connecting I-35 and Hwy 10 and
2. Developing alternative transportation.

Linkages

Transportation studies indicate that Kansas has good east west access. The 1998 Traffic Flow Map Kansas indicates the following traffic counts:

1. I-35 6,000 or greater,
2. 33 Hwy between 3,500 and 5,999,
3. 56 Hwy between 1,750 and 3,499.

Wellsville residents use I-35 and 56 Hwy to get to employment in the Kansas City Metropolitan Area. 1061 is used to gain access to 10 Hwy. 1061 is a two lane hard surfaced road that could be widened to handle more traffic and could align up with a proposed connection from Eudora to I-70. Research will need to be conducted to determine its efficiency and cost effectiveness. This vision should be considered because growth is occurring outside current corridor studies in Douglas, Jefferson, Johnson, Leavenworth, Shawnee, and Wyandotte counties, and they too will need access to key transportation routes.

City of Wellsville

411 Main Street, PO Box 455

Wellsville, Kansas 66092

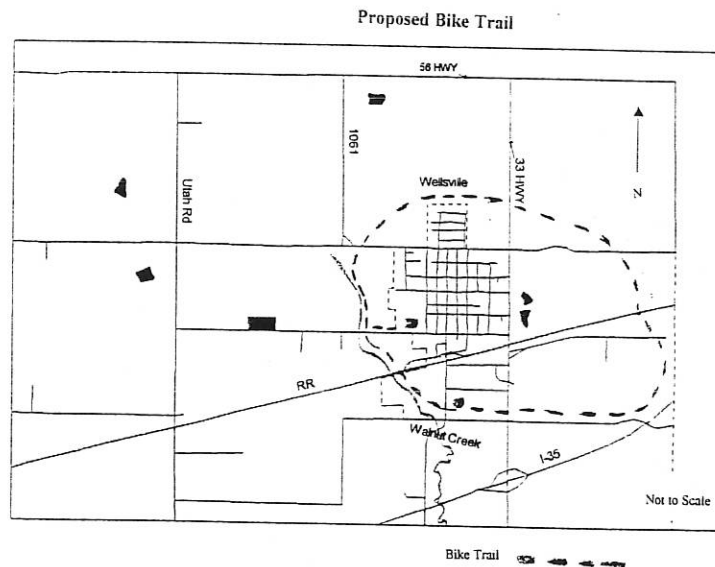
Phone: (785) 883-2296 Fax: (785) 883-4797

Joint House and Senate Transportation Committees
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Attachment 13

Alternative Transportation

Communities such as Lawrence and Topeka have created Bike/Trail paths that have high praise from its residents. The bike trails were built under ISTEA and have established recreation, provided green belts, and a secondary transportation route. Many Wellsville residents have inquired about building a bike trail and feel that smaller communities do not have a chance of building such public transportation because the funding will most likely go to the larger municipalities. They do not understand why their need for such projects is any less than these other larger communities.

Currently, plans for a bike trail are in its first phase that will determine the route's location (See Map). IN order to build it there has to be a joint partnership between Wellsville and Franklin County because some of the land is currently not in the city limit. The planning staff is looking into creating the route along Walnut Creek. This would allow it to pass by the K-12 school at 7th and Walnut as well as old and new residential development. Also, it will connect with the city recreation site at 223 E. 10th. The ring will be about five miles long. The positive impact will be that the bike trail could than be used to integrate classroom instruction for biology, environmental subjects, and viewing of the natural habitat. Additionally, it would help to create a green belt around the city and provide the residents of badly needed public recreation.



**TESTIMONY OF MICHAEL SWARTZ
TRANSPORTATION DIRECTOR OF SEK-CAP, INC.**

PUBLIC TRANSPORTATION IN SOUTHEAST KANSAS HAS BEEN AROUND FOR APPROXIMATELY 50 YEARS IN ONE FORM OR ANOTHER. IT STARTED IN THE STRIP MINING COAL ERA WHEN TROLLEY CARS WERE AVAILABLE FOR ALL THE MINING CAMPS IN THE SOUTHEAST PART OF KANSAS, AS FAR EAST AS JOPLIN, MO. YOU COULD RIDE ANYWHERE FROM CAMP 50 TO JOPLIN FOR A NICKEL AND TRANSFER TO COAL CAMPS IN THE SCAMMON, KS AREA TO GO TO ONE OF THE DIFFERENT BIG BAND BALL ROOMS THAT HOSTED BANDS OF UNKNOWN TO THE TOMMY DORSEY CALIBER OF ENTERTAINMENT.

THE TROLLEY CAR SYSTEM IN SOUTHEAST KANSAS WAS EXTENSIVE, WELL USED, AND OPERATED EFFECTIVELY. HOWEVER, AS WAGES INCREASED AND PEOPLE COULD AFFORD CARS AND THE TRUCKING INDUSTRY BEGAN TO GROW, THINGS CHANGED, AND MANY TIMES, NOT FOR THE BEST.

AS WE APPROACH THE TURN OF THE NEW CENTURY, WE ARE FINDING , ONCE AGAIN, THE NEED FOR PUBLIC TRANSPORTATION HAS NEVER GONE AWAY! IN FACT, WHEN YOU SURVEY THE GENERAL PUBLIC, THE #1 PROBLEM FOR MOST PEOPLE, ESPECIALLY IN THE SMALL TOWN RURAL AREAS, IS PUBLIC TRANSPORTATION! COMMUNITY ACTION AGENCIES, SUCH AS SEK-CAP, INC. AND OTHER NON-PROFIT AGENCIES OF VARIOUS

KINDS, CAME INTO BEING DURING THE LYNDON JOHNSON ADMINISTRATION FOUND THAT PEOPLE DID NOT ALWAYS HAVE THE WHERE WITH ALL TO ACCESS THE PROGRAMS AVAILABLE TO THEM IN ORDER TO CONDUCT THEIR NORMAL LIVING ACTIVITIES. THIS IS THE CASE TODAY WITH WELFARE TO WORK ISSUES, INCREASED SENIOR CITIZEN DEMANDS, AMERICANS WITH DISABILITIES DEMAND FOR EQUAL SERVICE, AND MOST OF ALL, ACCESS TO MEDICAL SERVICES BY THE GENERAL PUBLIC, TO DOCTORS OFFICES AND HOSPITALS FOR DIFFERENT DAILY PROCEDURES THAT RURAL AREAS CANNOT HANDLE DUE TO INACCESSIBILITY.

THE KANSAS LEGISLATURE FORMED PUBLIC TRANSIT COORDINATING COUNCILS TO ENHANCE COORDINATION AND MANAGEMENT OF STATE AND FEDERAL RECIPIENTS OF FUNDS FOR RURAL PUBLIC AND SPECIALIZED TRANSPORTATION SERVICES.

THIS HAS WORKED VERY WELL TO ELIMINATE DUPLICATION OF SERVICES, FUNDING, AND BETTER COORDINATE ACTIVITIES AMONG SERVICE PROVIDERS. IN FACT, THE COORDINATING COUNCIL IN SOUTHEAST KANSAS IS AMONG THE LEADERS IN THE STATE FOR ORGANIZING AND CARRYING OUT THE DEMANDS OF THE LEGISLATURE, EVEN WITH DWINDLING TRANSPORTATION FUNDS.

TO SUPPORT THE NEED OF PUBLIC TRANSPORTATION IN SOUTHEAST KANSAS, A STUDY WAS REQUESTED BY THE COORDINATING COUNCIL OR SKAT TO FIND OUT WHAT THE NEEDS ACTUALLY ARE, WHO ARE THE

PEOPLE AFFECTED, WHAT THE AVAILABILITY OF SERVICES ARE, AND WHAT THE CURRENT USE AND COSTS ARE. THE FINAL CONCLUSION WAS THAT ONLY 27 % OF NEEDED SERVICES WERE ACTUALLY BEING PROVIDED BY EXISTING PROVIDERS. THIS STUDY WAS PROVIDED BY THE COMMUNITY TRANSPORTATION ASSOCIATION OF AMERICA, WHICH IS FEDERALLY FUNDED BY THE DEPARTMENT OF AGRICULTURE TO HELP WITH THESE TYPES OF COMMUNITY REQUESTS.

A SECOND STUDY HAS BEEN COMPLETED BY THE KANSAS UNIVERSITY TRANSPORTATION CENTER, WITH MONEY PROVIDED FROM A GRANT BY THE KANSAS DEPARTMENT OF TRANSPORTATION, TO FIND OUT WHAT THE CURRENT NEEDS IN THE STATE ACTUALLY ARE. IT WAS DETERMINED BY THE KANSAS UNIVERSITY TRANSPORTATION CENTER THAT ONLY 32% OF SERVICES ARE CURRENTLY BEING PROVIDED BY TRANSIT PROVIDERS! THIS WAS ALSO SUBSTANTIATED BY THE CTD IN SOUTHWEST KANSAS WHO ALSO REQUESTED A STUDY BE CONDUCTED BY THE COMMUNITY TRANSPORTATION ASSOCIATION OF AMERICA AND WHOSE CONCLUSION PARALLELED THE FINDINGS OF THE PREVIOUS STUDY!

AS YOU CAN SEE BY THESE FACTS, THE NEEDS HAVE BEEN STUDIED BY EXPERTS AND THE FINDINGS ARE WHAT THE PEOPLE OF KANSAS HAVE BEEN SAYING ALL ALONG. WE NEED RELIABLE, USABLE AND TIMELY TRANSPORTATION ON A REGULAR BASIS.

SEK-CAP INC., WHICH IS THE LARGEST RURAL TRANSIT PROVIDER IN

THE STATE, HAS BEEN PROVIDING SERVICES FOR APPROXIMATELY 25 YEARS AND KNOWS WHAT THE FINANCIAL ASPECTS OF PROVIDING SERVICES ARE. MATCHING FEDERAL GRANTS ARE OF PRIME IMPORTANCE TO US AND WE ARE ELATED AT WHAT THE NEW TEA-21 CONGRESSIONAL ACTION WILL DO FOR KANSAS. HOWEVER, WITHOUT THE STATE OF KANSAS INVOLVEMENT IN THE FORMULA TO HELP WITH THE MATCHING PORTIONS OF OPERATIONAL ASPECTS AND CAPITOL IMPROVEMENTS, THE FEDERAL PROGRAM IS DOOMED FOR FAILURE!

WITH THE ADVENT OF A NEW HIGHWAY BILL ON THE HORIZON, IT GIVES GREAT HOPE TO THE PEOPLE OF SOUTHEAST KANSAS WHO WILL BE AFFECTED BY THIS DECISION. THE GOVERNOR'S DISCUSSION TO MAKE THIS AN ALL ENCOMPASSING BILL WILL GO DOWN IN THE STATES HISTORY AS ONE OF THE GREATEST ECONOMIC DEVELOPMENT ACTIVITIES FOR PEOPLE OF ABSOLUTELY EVERY ECONOMIC LEVEL.

THANK YOU FOR LISTENING. DOES ANYONE ON THE PANEL HAVE ANY QUESTIONS AT THIS TIME?



February 4, 1999

State of Kansas
House of Representatives and Senators
Transportation Committee Members
Topeka, Kansas

Dear Mr. Chairman, Honorable Representatives and Senators:

Thank you for your consideration in giving me the chance to briefly talk to you about the new Comprehensive Highway Program.

First of all, our community would like to recommend that the Legislature consider the T2000 Plan, even though we do not have a direct opposition to the Governor's plan. We just feel that the higher level of funding would be more advantageous for cities, counties, and the State.

One of the recommendations of both the T2000, as well as the Governor's plan recommends funding in the amount of \$3,000,000 per year for the next eight years for aviation. As you all are quite aware, Kansas is the only state in the nation that does not provide some sort of financial assistance for Airport Capital Improvements.

The City of Garnett built its airport in 1949. The original airport was designed with grass runways. In 1968, Anderson County and the City of Garnett through an interlocal agreement hard-surfaced the North to South runway. In 1994, the City improved this runway by an asphalt overlay. Taxi-ways and parking areas were asphalted in 1996. Today these runways and taxi-ways are once again in need of rehabilitation. The estimated cost of doing such an extensive improvement would be \$100,000 plus. This would require a 10 mill increase in property taxes. With the limited funds that the City acquires through property taxes in its budgeting process, this type of expenditure is an impossibility. Maintenance costs for our airport is a bare-bones financial plan of \$32,000 per year.

In the late 1970's, the Garnett Municipal Airport housed eighteen (18) recreational aircraft. Today we have six (6) aircraft housed at our airport. While recreational flying is down we feel we must still maintain and improve our airport as a business strategy for economic development initiatives for our community. In looking to our future, the City of

Joint House and Senate Transportation Committees
February 4, 1999

Attachment 15
131 West 5th P.O. Box H, Garnett, KS 66032
(913) 448-5496 Fax: (913) 448-5555

Garnett and other communities of our size with municipally operated airports must be able to compete for small businesses and industries who value local air transportation.

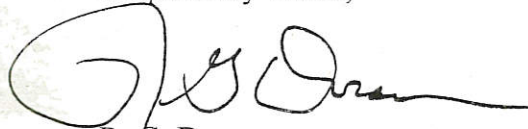
Therefore in conclusion, small airports such as Garnett's are in dire need of financial assistance for capital improvements. Not only for the safety of our aviation enthusiasts, but for Kansas economic development lifelines.

The 1989 plan that was approved has provided many improvements to our highways, especially U.S. Highway 59 from Garnett to Ottawa. U.S. Highway 169 has seen improvements south of Garnett in Allen, Neosho and Montgomery counties. The improvements to Highway 169 need to be continued north to the Kansas City area.

We highly recommend and applaud the grassroots effort of the House and Senate Committees to recommend and support the passage of a new Comprehensive Highway Transportation Program in 1999.

Thank you for your time today.

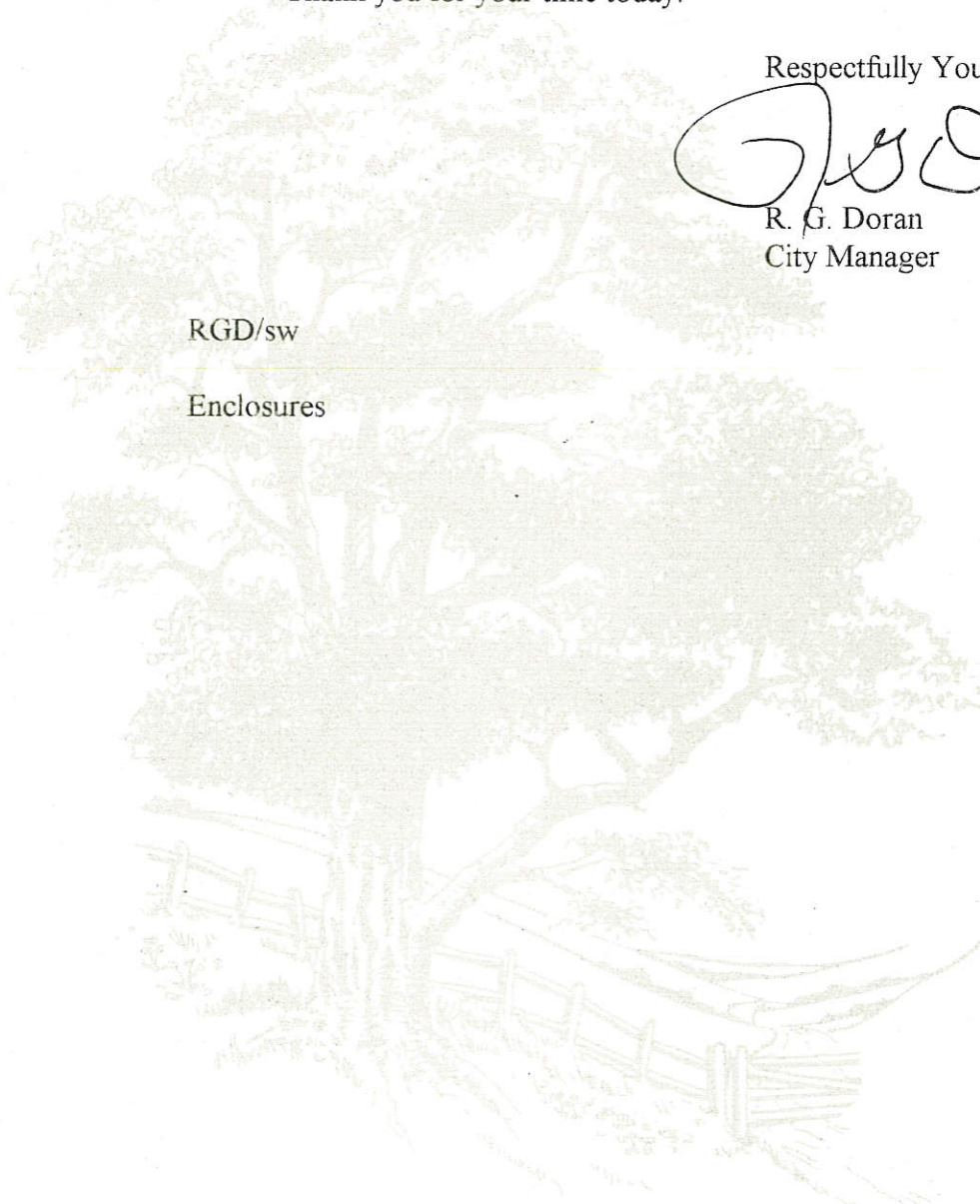
Respectfully Yours,



R. G. Doran
City Manager

RGD/sw

Enclosures



**PROGRAM NARRATIVE
AIRPORT MASTER PLAN GRANT
GARNETT MUNICIPAL AIRPORT**

1. Objective: The purpose of this project is to prepare an Airport Master Plan, modified for local conditions, to guide development of the Airport. The specific objectives of the study are:
 - A. To prepare forecasts of based aircraft and operations;
 - B. To determine the facilities required over the plan period to meet the aviation demands of the area;
 - C. To determine the monetary requirements for necessary improvements to airport facilities; and
 - D. To determine measures necessary to ensure the compatibility of the Airport with the surrounding community.

As part of the Master Plan, a complete Environmental Assessment will be performed followed by a public hearing to consider the economic, social and environmental effects of airport development.

2. Benefits Anticipated: Adequate information upon which to evaluate airport development alternatives has not been developed. The results of this planning study will enable the city to determine the current and future aviation demand at the airport and guide development of facilities, by phase, to safely meet these demands most economically and with respect to current F.A.A. development criteria and standards. No planning has been performed on the airport to date.

The Garnett Municipal Airport is located between Iola to the south and Ottawa to the north. It serves primarily general aviation private, corporate and agricultural spray flying. A total of 12 aircraft are currently based at the airport (December, 1992). An additional five and possibly six aircraft owners have requested hangar space at Garnett and more are anticipated. Construction of 15 hangar spaces are planned. Mr. Roy Baker, the FBO (Baker Flying Service, 913-448-6931) has an active pilot-training operation and expects additional aircraft to be based at Garnett from those local pilots. In the past, local based aircraft reached a high of 32.

A number of deficiencies exist at the Airport. The most obvious of these are as follows:

- a. The airport has three runways, two of which have a turf surface. The paved 2400' x 45' NE/SW runway is located between two county roads.

Relocation or closure of one of these roads will be required for runway expansion to a more appropriate length and width.

- b. The terminal area of the airport is not ideally located for operational efficiency. Additional buildings and hangars constructed in this location will make relocation more difficult.
- c. It is possible that airfield maintenance could be reduced by closing one of the turf crosswind runways and possibly realigning the remaining two runways for greater wind coverage.
- d. The adjacent landowner situation is presently favorable for runway expansion.
- e. The existing paved runway has displaced thresholds at each end which may not meet current safety criteria.
- f. Runway lighting is an older, low intensity system which is inadequate.
- g. Growth in the surrounding area is resulting in an increase in requests for hangar space at the Garnett Airport.

Each of the above deficiencies affects the safety of the Airport. A plan is needed to establish improvement priorities, to determine accurate cost estimates, and to serve as a guide for expansion and safety enhancement.

- 3. Project Approach: (See detailed Scope of Services attached.)
- 4. Geographical Location: The Airport is located east of Garnett, Kansas in Anderson County, Kansas.
- 5. Force Accounts: This study will be accomplished entirely by consultant services. No force account work will be performed.
- 6. Sponsor's Representative: Mr. Richard Doran, City Manager will be the City's representative for this project (913) 448-5496.

**10 YEAR COMPARISON
MILL LEVIES AND ASSESSED VALUATION**

	1990	1991	1992	1993	1994	1995	1996	1997	1998	1999
ASSESSED VALUATION	7,517,645	7,437,571	7,633,985	7,559,796	7,050,058	7,683,264	8,683,264	9,421,808	10,465,389	11,316,018
General Operating	0	0	0	0	0	0	0	0	0	0
Airport	0.30	0.73	1.11	0.754	0.881	1.693	0.943	1.225	0.664	0.771
Bond & Interest	8.49	8.70	5.52	6.685	9.679	9.022	8.436	5.547	7.900	6.256
Library	4.00	4.00	4.00	4.000	4.787	4.773	4.730	4.277	4.517	5.598
Park	4.04	3.73	4.33	5.666	6.176	6.491	5.434	5.854	5.34	4.960
Recreation	1.06	1.37	4.10	1.588	3.553	2.485	4.504	5.307	3.076	4.454
Noxious Weeds	0.90	0.71	0.65	0.806	0.599	0.704	0.695	0.670	0.742	0.539
Law Enforcement	16.34	17.06	15.85	16.925	15.797	17.706	17.576	17.291	15.814	16.365
Employee Benefit	10.28	9.13	10.25	10.355	8.052	5.880	6.492	6.400	6.462	4.751
TOTALS	45.41	45.43	45.81	46.779	49.524	48.754	48.81	46.571	44.515	43.694

AIRPORT

REVENUE:

Current Taxes	\$ 8,723
Recreational Vehicle Tax	22
Rental of Property	2,500
Gas Sales	5,000
Crop Sales	2,500
Motor Vehicle Tax	1,214
Miscellaneous	100
Unencumbered Cash	12,045

Total Revenue \$ 32,104

EXPENDITURES:

Airport Fund \$ 32,104

MUNICIPAL AIRPORT
ACCOUNT - 02-210

ACCOUNT NO.	ACCOUNT CLASSIFICATION	1997 ACTUAL	1998 BUDGET	1999 BUDGET
PERSONAL SERVICES				
011	Salaries	\$ 5,667	\$ 5,837	\$ 6,011
012	FICA	\$ 491	\$ 505	521
013	KPERS	\$ 257	\$ 264	272
014	Part-time Wages	\$ 525	\$ 1,000	1,000
	Sub-Total	<u>\$ 6,940</u>	<u>\$ 7,606</u>	\$ 7,804
CONTRACTUAL SERVICES				
212	Telephone	\$ 591	\$ 650	\$ 700
241	Bldg., Content & Liab. Ins.	\$ 3,430	\$ 3,000	3,000
252	Repair Bldg. & Structures	\$ 65	\$ 3,000	3,000
253	Repair Machine & Equip.	\$ 118	\$ 1,000	1,000
271	Utilities (Electricity)	\$ 1,276	\$ 1,400	1,400
279	Other Contractual Services	\$ 155	\$ 5,000	5,000
	Sub-Total	<u>\$ 5,635</u>	<u>\$ 14,050</u>	\$ 14,100
COMMODITIES				
353.1	Aviation Fuel	\$ 10,428	\$ 10,000 ^{5,000}	\$ 5,000
355	Chemical Supplies/Paint	\$ -	\$ 200	200
367	Fertilizer	\$ 218	\$ 500	500
386	Sand, Gravel, Rock	\$ -	\$ 500	500
387	Other Operating Supplies	\$ 500	\$ 2,000	2,000
	Sub-Total	<u>\$ 11,146</u>	<u>\$ 13,200^{8,200}</u>	\$ 8,200
CAPITAL OUTLAY				
570	Runway Sealing	\$ -	\$ 2,000	\$ 2,000
	GRAND TOTAL	<u>\$ 23,721</u>	<u>\$ 36,856^{31,856}</u>	\$ 32,104

Testimony at the Hearing of the Joint Transportation Committees -- T-2000

February 4, 1999

Senators and Representatives, Ladies and Gentlemen, Good Afternoon.

I am I.D. Creech from Osage City. I wish to thank you for giving me the opportunity to represent Osage City at these most important hearings on a transportation plan to lead us into the next century.

K-31 Shoulders

We, in Osage City, are most concerned with Kansas Highway 31 between Osage City and US Highway 75. This is an eight (8) mile stretch of highly traveled roadway designated as a "D" Route under KDOT classification. It is two lane on a sixty (60) foot right-of-way containing fifteen (15) no passing zones; forty-nine (49) intersections and/or driveways; ten (10) hills or rises that cause sight obstructions; eight to ten (8-10) school bus stops -- and two foot wide shoulders. The drainage system adjacent to the hard surface roadway is an open ditch dropping to depths of over ten (10) feet in locations. The drop from the road level to bottom of ditch is close to a 3 to 1 slope. This means that if you were to pull an average sized car -- say 8 feet in width -- off the driving surface, the passenger side of the vehicle would be two (2) feet lower than the driver's side. There is no place to stop during an emergency; there is no place to go to avoid problems in the road; and, there is not much room to avoid on coming wide-load traffic.

Physically, our stretch of highway is not much different than thousands of other such stretches in the state system. Traffic wise, this stretch handles a huge volume of traffic for commuting workers; shoppers; and, over-the-road trucking of goods to and from our community. Three thousand three hundred fifteen (3,315) vehicles per day traverse this stretch including two hundred thirty-four (234) commercial vehicles.¹ As reported by the Kansas Department of Commerce and Housing in 1990, the number of commuting employees out of Osage County was three thousand forty-eight (3,048) per day and another two hundred seventy-eight (278) commuters came into the County for work. While not all of that flow can be traced to this particular highway, as the largest City in the County, we will assume a large portion of these numbers. And we have grown in population since 1990, 12% according to the US Bureau of Census² which makes us the 5th fastest growing and 32nd most populated³ county, by percentage, in Kansas.

For commercial vehicles, KanBuild, Incorporated receives an average of ten (10) deliveries of materials per day to its manufactured housing plant. The Anheuser-Busch Distribution Center receives forty to seventy-five (40-75) semi trucks per week and ships between thirty-five and

~~Joint House and Senate Transportation Committees~~

¹ From the 1997 Traffic Flow Map -- Kansas State Highway System. February 4, 1999

² Source: IPPBR, data from the US Bureau of the Census as published in Vol. 22, No. 1 Fall 1998 Kansas Business Review of the University of Kansas.

³ July 1997 Data from the Division of the Budget Report to the Secretary of State.

fifty (35-50) trucks per week. The Walmart Distribution Center in Ottawa informs us that they direct an average of three (3) trucks per day over this stretch of highway and the Dayhoff Elevator in Osage City adds another six to ten (6-10) trucks per day during harvest season.

All of the above activity is related to the economic well being of our community. K-31 is a vital part of any economic efforts made in Osage City as a link from our City to the major north/south route of US 75 and, via K-68, a link to Interstate 35 in Ottawa.

We also ask you to consider traffic flow problems witnessed by our school on K-31. As identified in the attached letter provided by our school Superintendent David Carriger, there are several bus stops on the highway. The maneuverability of the buses is quite limited due to the small surface and extreme off road drop off. Sometimes that first step onto or off the bus is a real "lulu." When you add to that high step the volume of traffic, the size of some vehicles, bad weather, angry drivers, excitable children ... it is likely that a highly serious situation is created -- at every stop, twice every school day.

K-31 is also a major link in our health care services. Osage County does not have a hospital or emergency room. All high level medical emergencies are transported out of the county to either Topeka, Ottawa, Emporia, Coffey County, or Council Grove. As they are all about the same distance -- the closest is usually selected -- for Osage City that means Topeka and that means transportation via K-31.

K-31 between Osage City and US 75 is a vital economic and medical link for the continued development of Osage City. The safety of this roadway is extremely important to us and, we believe that the improvement of shoulders would provide basic safety considerations in case of emergency -- flat tire, broken fan belt, out of gas -- as well as more room to maneuver when you blindly meet an oversized load at the top of the hill. We are making the case for our roadway -- but, would propose that a program be developed within this transportation plan under consideration to improve the shoulder areas for all such similar highways in Kansas.

Turn Lanes US 56

I have also been asked to convey to you a request for entrance turning lanes on US 56 highway west of Overbrook in the area of Santa Fe Trail High School. This area is a rural setting for a consolidated school system with heavy traffic as over 440 students congregate and disperse to the cities of Overbrook to the east and Scranton and Carbondale to the west via US 56. The high concentration of vehicular activity makes for serious traffic concerns that could be aided, in our opinion, by turning lanes at the school entrance -- and, of course, shoulders on the highway.

Burlingame/Auburn Road

I also bring to this hearing Resolution 99-03 from the Board of County Commissions of Osage County requesting state highway designation for Burlingame Road in Osage County running north to 125th Street, 125th Street east from Burlingame Road to South Auburn Road, and South Auburn Road north from 125th Street to its intersection with Kansas Highway 4. The resolution has been forwarded to the Secretary of Transportation for his evaluation. This request is included in this testimony to urge that all transportation routes in the state be evaluated for their use, maintenance and expandability. A multi year comprehensive plan would normally

project growth and use. The Osage County Commissioners wanted to make you aware of their request to review this roadway with regard to improving transportation in our County.

Airports

Lastly, I wish to briefly address General Aviation Airports with regard to a comprehensive transportation plan. We believe that funding to assist the maintenance of small airports in Kansas is important for economic and health reasons. Airports are an important link to getting business to rural areas and in many rural counties air ambulance is the only hope for high level, emergency care. Please do not forget this item in your deliberations.

Thank you again for this opportunity to share our concerns for transportation.

K-31 Hiway Between Osage City and U.S. 75



Standing in the north ditch line along k-31 highway. Shoulder is approximately two (2) feet wide and ditch line is four (4) feet deep within fifteen (15) feet.



Same ditchline 100 yards further west. Ditch drops off more than ten (10) feet from a two (2) foot shoulder.

K-31 HIGHWAY FACTS

I. Roadway between 12th Street and US 75 Highway:

- ➔ D Route under classification
- ➔ Two lane on 60 foot right-of-way
- ➔ No Shoulders
- ➔ Immediate drainage drop off
- ➔ 10 hills or rises that cause sight obstructions
- ➔ 15 No Passing Zones
- ➔ 49 intersections or drives
- ➔ 8-10 bus stops
- ➔ 81 reported accidents between 1991 & 1996

II. Traffic Volume

- ➔ 3,315 -- 234 commercial per 1997 Traffic Flow Map -- Kansas State Highway System
- ➔ Osage County Outflow on K-31 is 3,048 per work day -- Inflow is 278 per work day
- ➔ Truck Traffic -- Kan Build, Inc. receives an average of 10 deliveries of material per day. They also ship an average of 2 units per day.
- ➔ Walmart Center in Ottawa routes an average of 3 trucks per day over this stretch of roadway.
- ➔ Anheuser Busch Distribution Center -- received 40-75 trucks per week and ships out 35-50 trucks per week
- ➔ Dayhoff Elevator will ship 6-10 trucks per day in harvest season. New 75 bypass in Topeka created the route.

III. Population :

- ➔ Growing at a rate of 9.69 -- county growth from 1990 to 1997

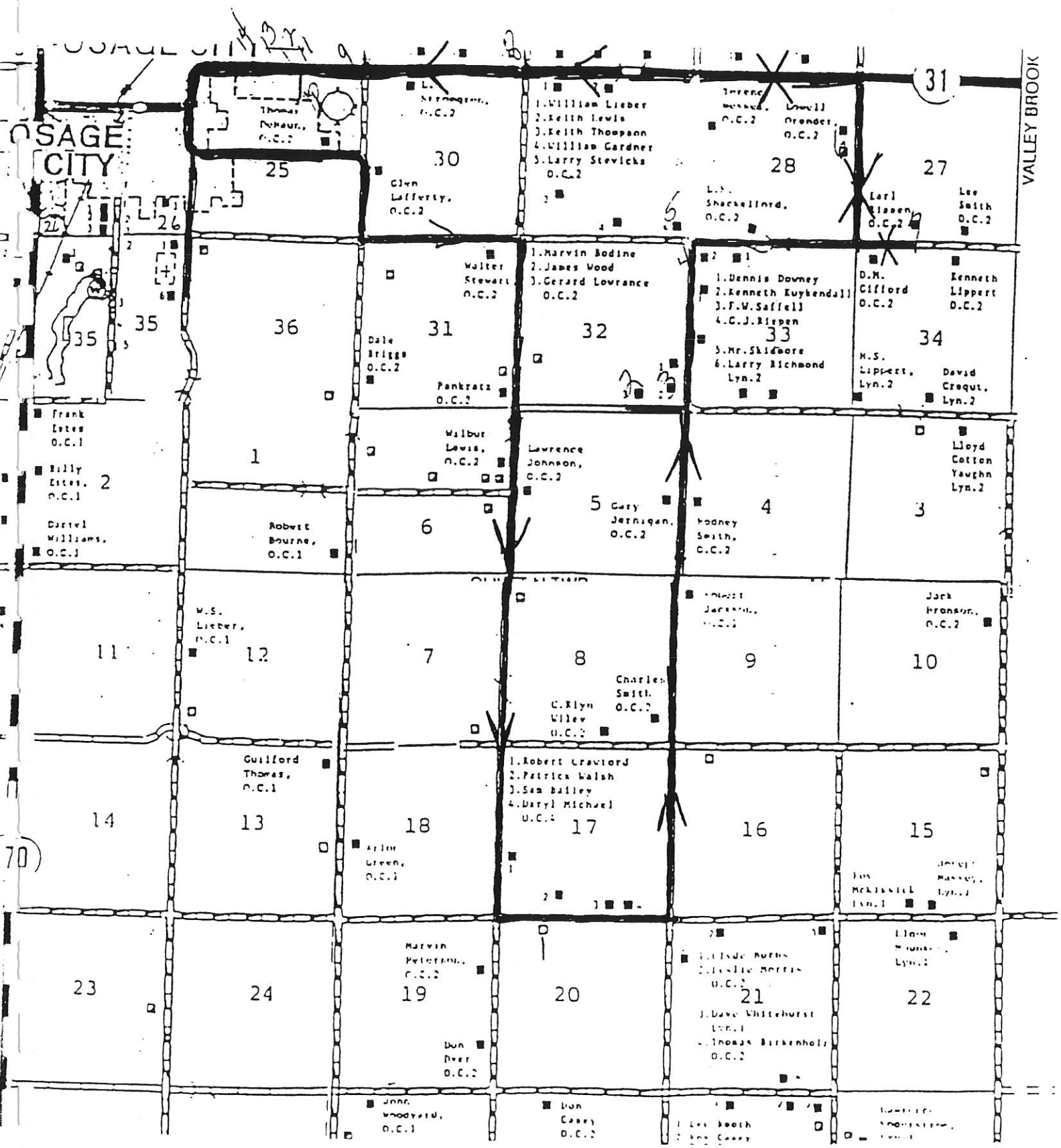
Manufacturing/Warehousing space under roof:

- ➔ Kan Build, Inc. 145,000 square feet
- ➔ Anheuser Busch 15,000 square feet
- ➔ Mussatto Brothers 26,000 square feet
- ➔ Talge Building 210,000 square feet

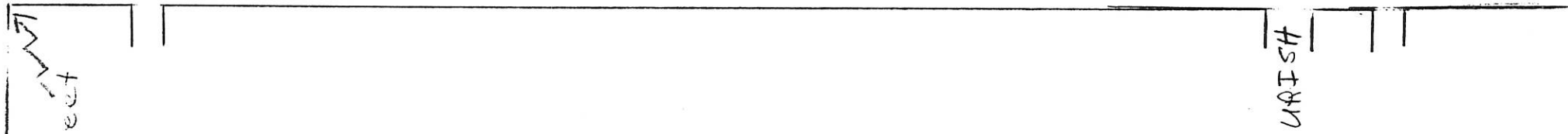
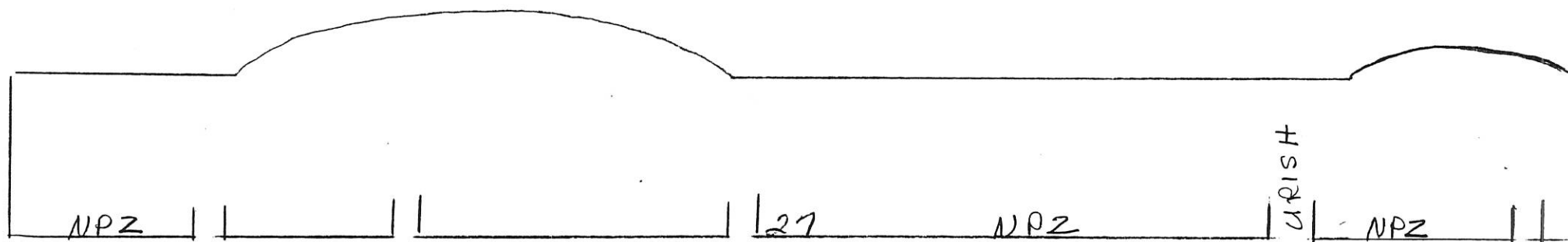
AM & PM

Bus 15

X-Bus Stops
on
HWY 31

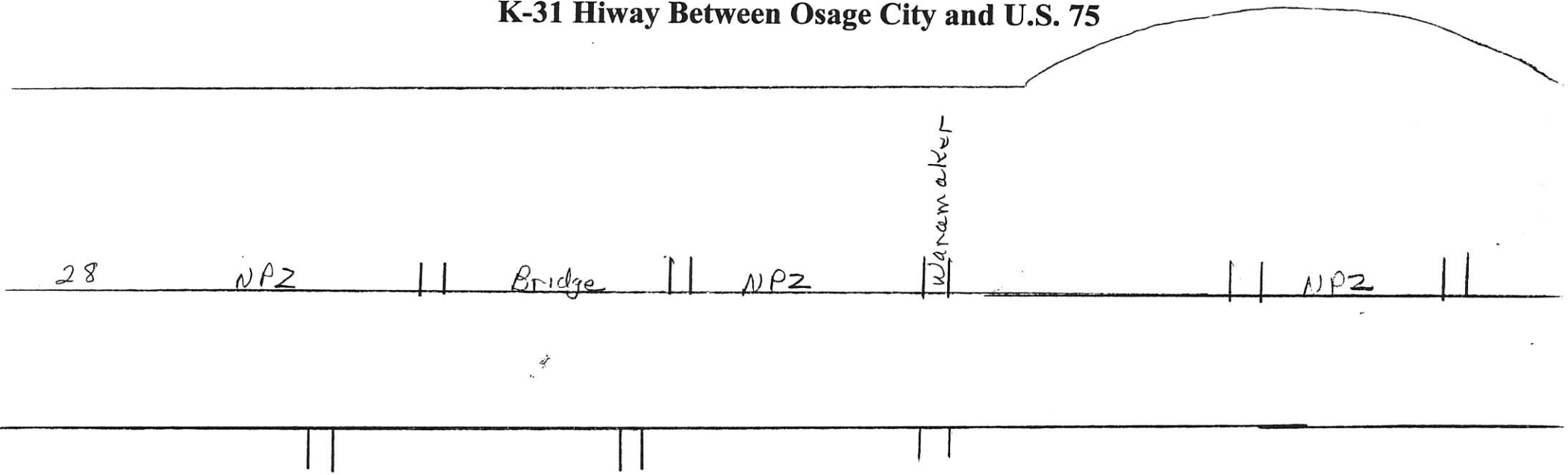


K-31 Hiway Between Osage City and U.S. 75



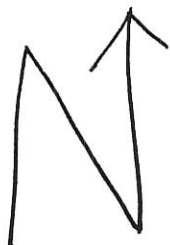
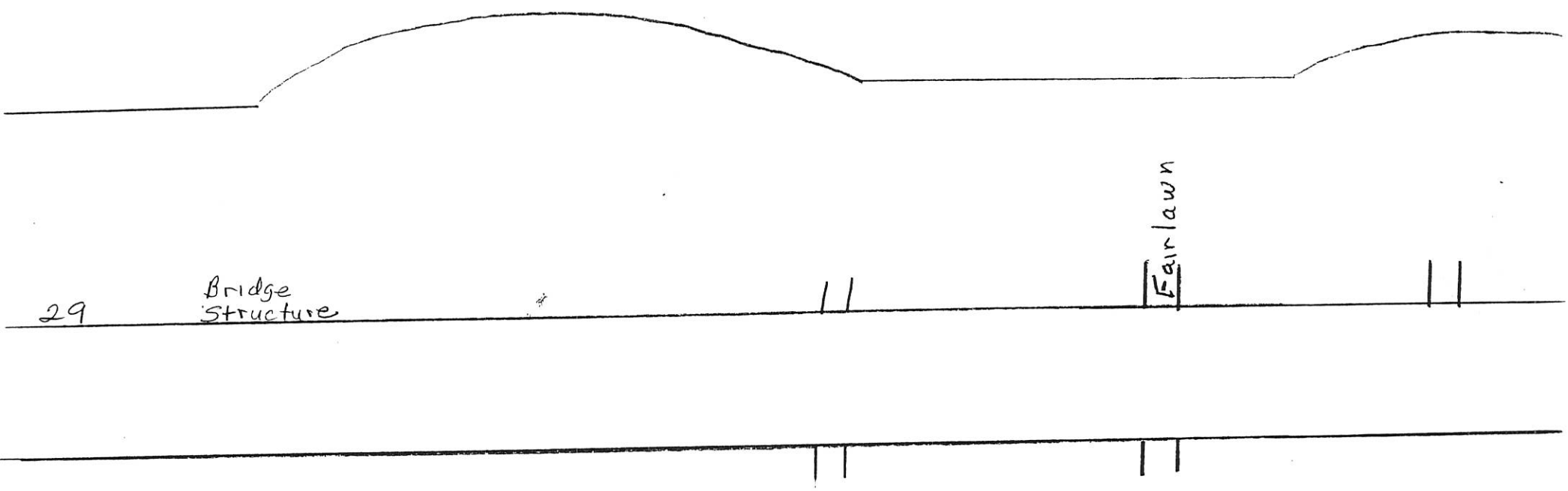
NPZ.....No Passing Zone
 27.....Mile Markers
 _____.....Driveways
 Street Names - intersection
 Hills -- Site Line

K-31 Hiway Between Osage City and U.S. 75



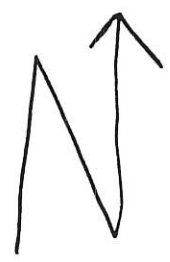
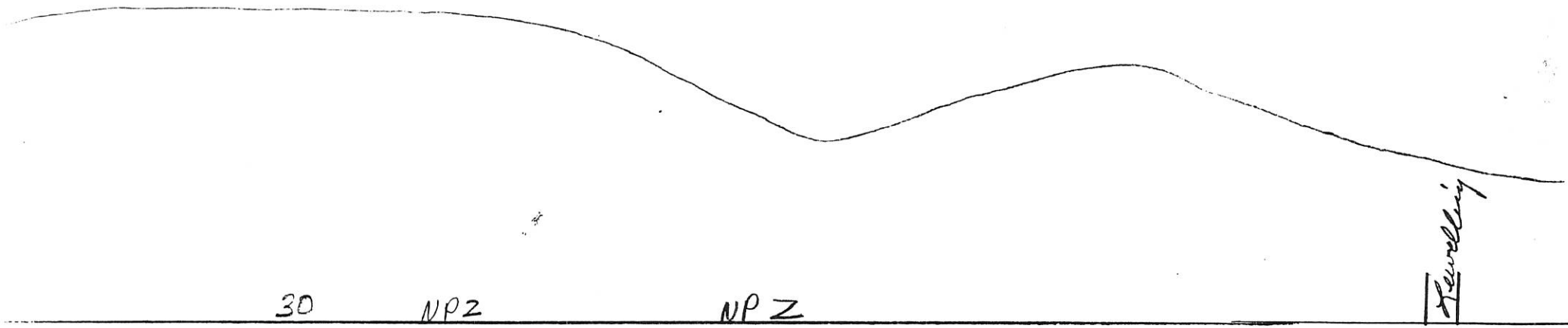
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K-31 Hiway Between Osage City and U.S. 75



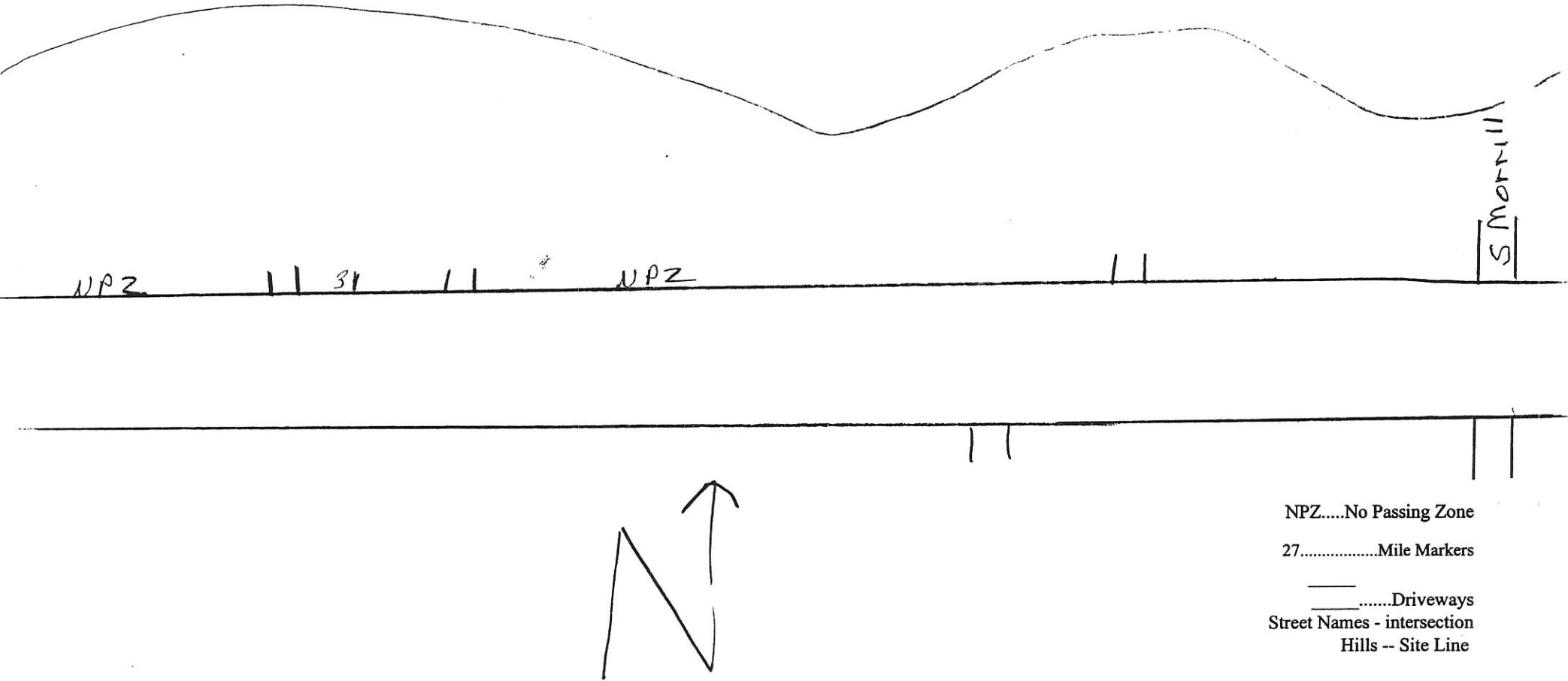
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K-31 Hiway Between Osage City and U.S. 75



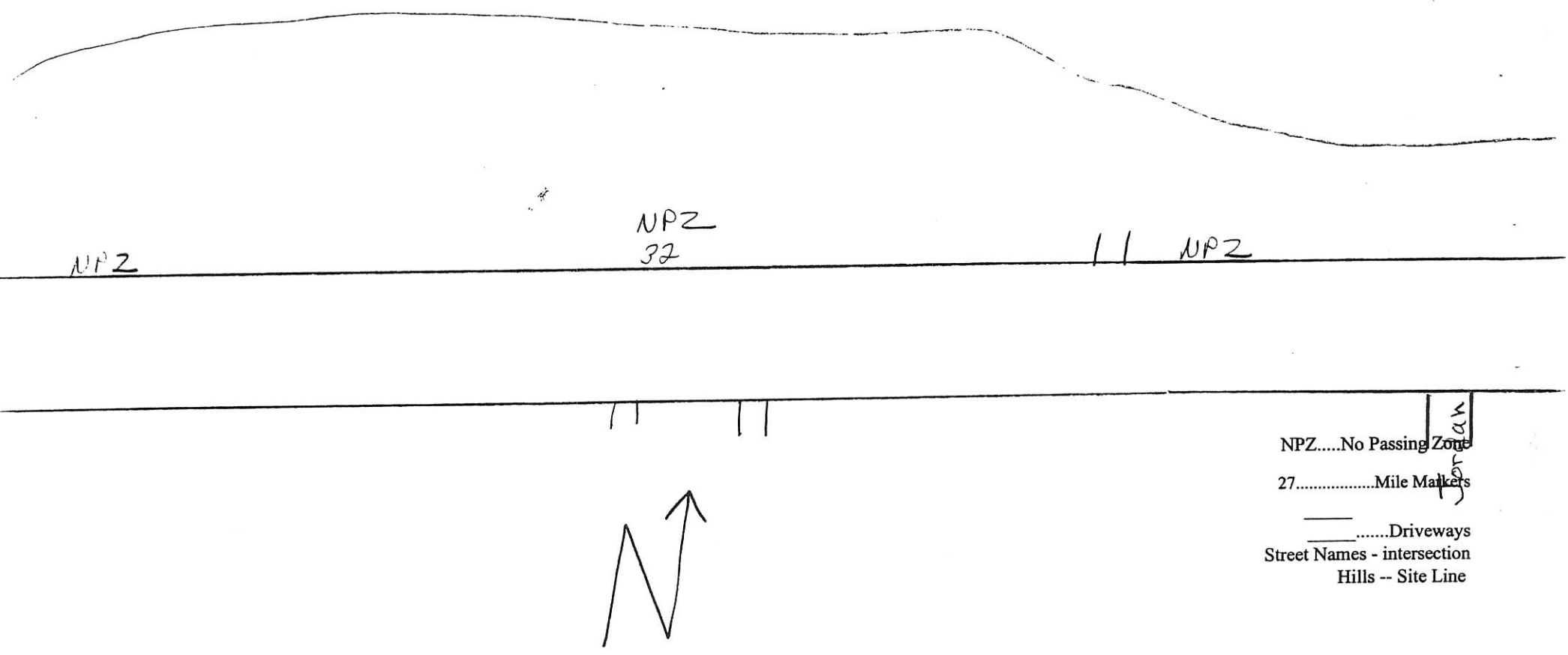
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K-31 Hiway Between Osage City and U.S. 75



NPZ.....No Passing Zone
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K-31 Hiway Between Osage City and U.S. 75

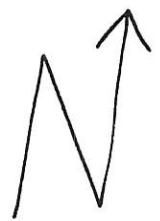


NPZ

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32

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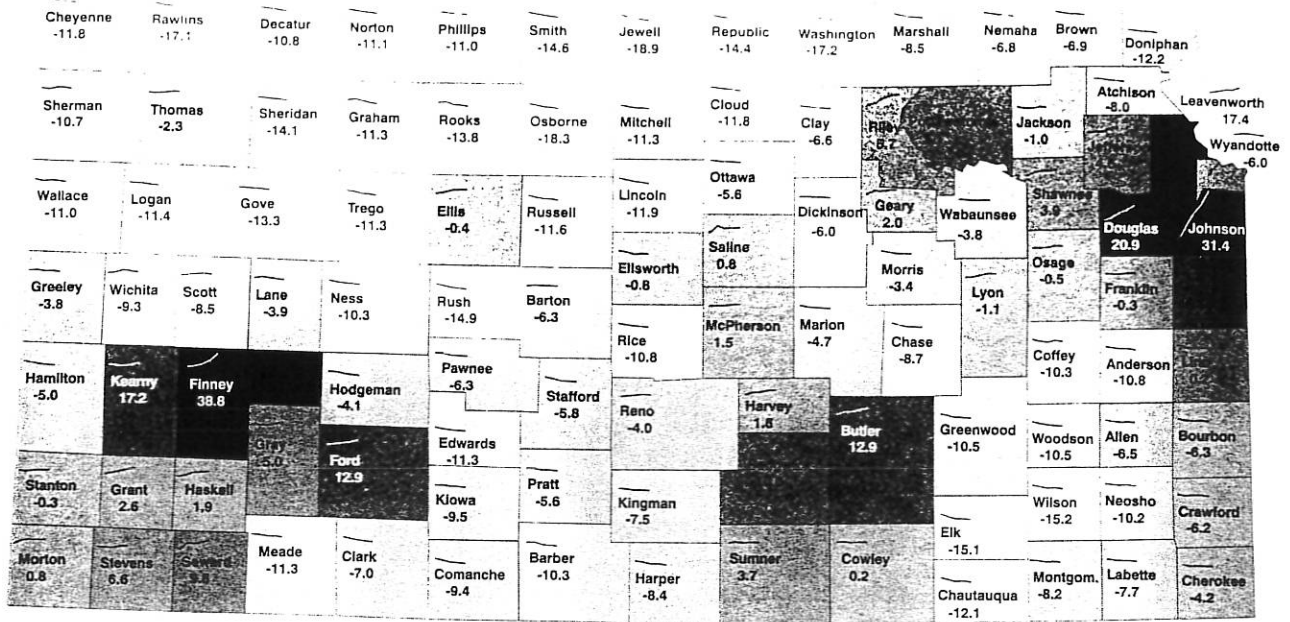
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- 27.....Mile Markers
-Driveways
- Street Names - intersection
- Hills -- Site Line

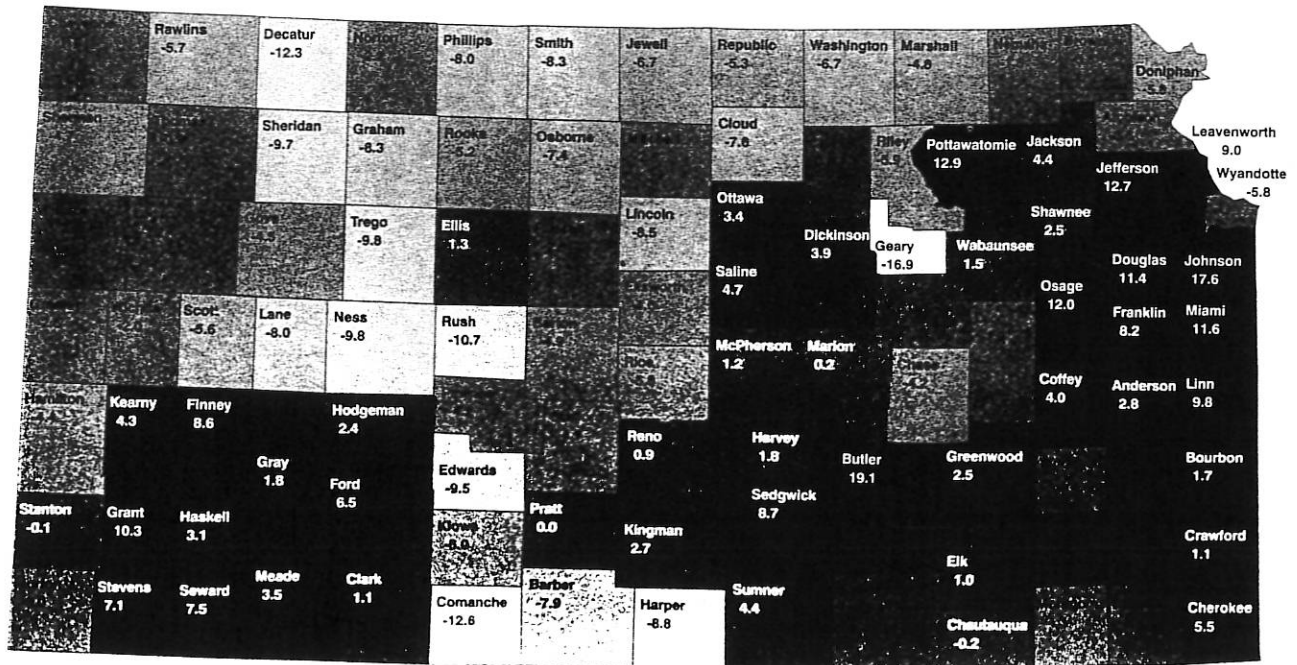
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Map 2
Percent Change in Population of Kansas Counties, 1980-1990



Counties are shaded by 1980 to 1990 percent change (listed below county name); line graphs show the 1950-1990 trend.
 Source: IPPBR; data from U.S. Bureau of the Census.

Map 3
Percent Change in Population of Kansas Counties, 1990 to 1997



Counties are shaded by 1990 to 1997 percent change (listed below county name); line graphs show the 1950-1990 trend.
 Source: IPPBR; data from the U.S. Bureau of the Census.

Kansas = 4.7

Letters of Support Included

Honorable Representative Joe D.Humerickhouse	59th District
Frank C. Mersmann	Osage County Commission, 3rd District
Osage City Public Schools	David Carriger, Superintendent USD 42
Osage City Chamber of Commerce	Stephen Kellison, President
City of Osage City Economic Development Committee	Casey Mussatto, Chairman
Cheryl Croucher	Citizen
KanBuild, Inc.	John Samples, President/CEO
Dick Wentzel Insurance Agency, Inc.,	Dick Wentzel, State Farm Agent
City of Osage City	I.D. Creech, II, City Manager

JOE D. HUMERICKHOUSE
 REPRESENTATIVE, FIFTY-NINTH DISTRICT
 OSAGE AND EAST CENTRAL LYON COUNTIES
 712 S FIFTH
 OSAGE CITY, KANSAS 66523
 (913) 528-3289

ROOM 175-W
 STATE CAPITOL
 TOPEKA, KS 66612-1504
 (913) 296-7696



TOPEKA

HOUSE OF
 REPRESENTATIVES

COMMITTEE ASSIGNMENTS
 AGRICULTURE
 FINANCIAL INSTITUTIONS AND INSURANCE
 TRANSPORTATION

I want to express my appreciation and thanks to the members of the Transportation 2000 study group here today. I appreciate the time and effort you're putting into the transportation issue at the request of Governor Bill Graves.

I would like to briefly address some serious concerns that I have with the highways in this area, and more specifically, the highways in the 59th District, that I represent. Our area may be significantly different than many other areas of the state, as we are experiencing a strong growth and the majority of the residents are commuting many miles for their employment.

Over the past four years I have worked with concerned community leaders and the Department of Transportation to try to improve highways for safety reasons and to promote economic growth. The answer has always been that it is too expensive to make the improvements required to the two lane roads, because the Federal guidelines require specific tolerances in line of sight for both hills and curves.

Whatever comprehensive plan is developed with your help, for the future, I would encourage what I would consider a more wise use of the money, in adding shoulders and providing turn lanes. In conversations that I have had with people in the construction industry, it is felt that this is a viable option. To be more specific on the highways I feel are in the greatest need of improvement, I would site Highway 31 between, Highway 75 and Osage City, and a turn lane on Highway 56 at the Santa Fe Trail High School turnoff.

Thank you for your time and consideration, I know you have a tough job, and are hearing a lot of requests but I know that your work is imperative for the Legislature to make a good decision on a comprehensive transportation plan in the 1999 Session.

Joe Humerickhouse

From the Desk of Frank Mersmann

Osage County Commissioner 3rd
District

Phone:
FAX:
email:

Thursday, July 30, 1998

Reference K-31 Highway ,

To whom it may concern,

In my opinion Highway 31 between Osage City and US Highway 75 is a very dangerous stretch of highway. Not only is it a narrow highway, it has almost no shoulders at all and many hills with very short passing zones.

Just Last week I had a flat tire on this stretch of road and was unable to pull off the road due to the fact there were no shoulders, I was on a hill so stopping on the road was very dangerous. I then had to drive to the next crossroad so that I would not be in the way of vehicles and in doing so I had no choice but to ruin a tire getting there.

This is a very busy highway with not only cars and trucks utilizing it, but manufactured homes as well. It is bad enough trying to meet a KanBuild home but when you have to meet a completed home such as a "Dream Home" or "Wardcraft" it becomes a very dangerous situation with narrow roads and no shoulders.

With the condition of the road and the amount of traffic that it carries I would think that improving this road would have a very high priority

Sincerely,



Frank Mersmann
Osage County Commissioner, 3rd District
1635 Brant
Osage City, Kansas 66523
785-528-3559

OSAGE CITY PUBLIC SCHOOLS

UNIFIED SCHOOL DISTRICT NO. 420

520 MAIN

OSAGE CITY, KANSAS 66523

DAVID S. CARRIGER, SUPERINTENDENT, PH. (785) 528-3176 • FAX: (785) 528-3932

February 1, 1999

To Whom It May Concern:

On behalf of USD 420, I believe improvements are needed on Highway 31, east of Osage City.

This highway is very busy during the time our buses load and unload children. We have many stops on this road that cause traffic problems and near mishaps.

Many times, over the course of a year, drivers have to wait several minutes for stopped and slow moving school buses. There are no shoulders or room to maneuver these large vehicles. Drivers have passed school buses when their lights are on picking up and unloading children. It is a very dangerous situation.

During the winter driving season, the county does an outstanding job taking care of snow removal, but it is still a dangerous road due to the amount of road traffic and buses having no place to park if an emergency occurs.

I believe improvements need to be made on this highway. It would benefit the citizens, as well as our most precious gift, the children of Osage City.

Sincerely,



David Carriger
Superintendent
USD 420 Osage City



OSAGE CITY

Chamber of Commerce

P.O. Box 56 • Osage City, Kansas 66523 • (913) 528-4090

Thursday, July 30, 1998

To Whom it may concern:

On Behalf of the Osage City Chamber of Commerce, I believe improvement of Highway K-31 from Osage City to Highway 75 is necessary for the safety of our citizens, as well as the economic well being of our community.

Highway 31 carries a wide range of traffic from semi tractor trailers to farm equipment, combine this type of traffic with the lack of shoulders and the topography of the highway and safety becomes a big concern.

Improvement of this Highway is very important to the future of our community, Osage County, and it's citizens.

Sincerely,


Stephen Kellison

RESOLUTION NO. 98-01

A RESOLUTION ENDORSING SPECIFIC INFRASTRUCTURE IMPROVEMENTS FOR THE COMMUNITY OF OSAGE CITY AND FOR THE ENACTMENT OF A NEW STATE-WIDE COMPREHENSIVE TRANSPORTATION PROGRAM.

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

WHEREAS, the Osage City 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 Osage City 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 Osage City 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 Osage City Chamber of Commerce;

SECTION 1. That it does hereby endorse and establish the need and its support for K-31 Highway Between Osage City and U.S. 75 to provide adequate shoulders and site lines 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 Osage City Chamber of Commerce this 30th day of July, 1998.


Stephen Kellison, President



The City of Osage City

Industrial Development Committee
201 South 5th Street
P.O. Box 250
Osage City, Kansas 66523-0250
785-528-3714
785-528-3022 fax

July 29, 1998

The first comprehensive plan addressed major through routes within the State. Now, we need to address roadways that move goods and people to those major roadways in an effective and safe manner.

The Osage City Industrial Development Committee proposes that any comprehensive solution to our State Highway needs have to be addressed adequately with shoulders and sight lines for a higher volume of two lane highways in this State.

We have had a history of success with Industrial Development in Osage City. We now have over 400,000 square feet of industrial space under roof in our town of 3,000 population. We have accomplished this success without any improvements to K-31. However, this 8 mile segment of K-31 is unsafe -- and population and job creation trends will only make matters worse on this roadway. The State Transportation Plan must address the safety of this highway segment to provide our community with safe access to US 75 and an opportunity for our industry to continue to expand.

Casey Mussatto
Chairman

As a resident of Osage City, Kansas for most of the past 30 years and a parent of a soon-to-be teenaged driver, I am an ardent supporter of any project that would improve any highway. Improvements are sorely needed to the portion of Kansas Highway 31 between Osage City and the junction with US Highway 75. This section of road has many secondary roads that intersect it, with in some cases, very little visability. There are very deep ditches on either roadside in many places and NO shoulder at all for the entire 7 mile stretch. My husband once let the passenger side tires go off of the roadside, hit a culvert, became airborne and rolled his vehicle. He was unhurt, but at some point in time some another driver will not be so lucky. I strongly urge all parties involved to consider this a priority project.

Thank you,

Cheryl Croucher

KAN BUILD, INC.

126 NICHOLS RD • OSAGE CITY, KS 66523 • 785-528-4163 • FAX 785-528-4796
999 N. VAN BUREN • LOVELAND, CO 80538 • 970-667-2878 • FAX 970-669-1498
301 COUNTY RD 230 • WALSENBURG, CO 81089 • 719-738-8073 • FAX 719-738-2402

July 28, 1998

I.D. Creech
City Manager
201 S 5th St
P.O. Box 250
Osage City, KS 66523

RE: HIGHWAY 31 EXPANSION

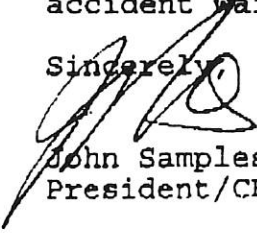
Dear Mr. Creech,

As a result of the rolling topography creating limited vision on Highway 31 east of Osage City, coupled with the high level of truck and wide load traffic, I believe a serious safety problem exists on this 7 mile stretch of highway.

This highway has absolutely no shoulders or turnoff areas for trucks. Last year we shipped at least 425 wide loads on this highway, while no accidents occurred, it is only a matter of time.

Kan Build uses state of the art transportation equipment to protect our drivers, and most of all, other drivers on the road. Unlike the Manufactured Housing Industry, all of our equipment meets Department of Transportation regulations. Even with the best equipment, conditions created on this road are truly an accident waiting to happen.

Sincerely,


John Samples
President/CEO

RESIDENTIAL • MULTIFAMILY • COMMERCIAL
CONSTRUCTION



Dick Wentzel Insurance Agency, Inc.

AUTO- LIFE-HEALTH-HOME and BUSINESS

Cheryl Croucher, Staff Assistant

518 Market Osage City, Kansas 66523

Phone (785) 528-4525

1-800-527-4525

Governor Bill Graves
State Capitol
Topeka, Kansas

Dear Sir,

As the State Farm agent for Osage County I have an office in Osage City and reside in Vassar, Kansas and commute to work six days a week. Seven miles of that commute each way is on hiway K-31.

As an agent I have filed many claims over the years for accidents, accidents that could possibly have been avoided if the person behind the wheel had at the very least the option or choice of avoiding the accident by having somewhere to go other than the ditch. On several occasions by just having a shoulder on the hiway several thousand dollars in property damage would not have had to been paid. More importantly the risk of loss of life would not have been present.

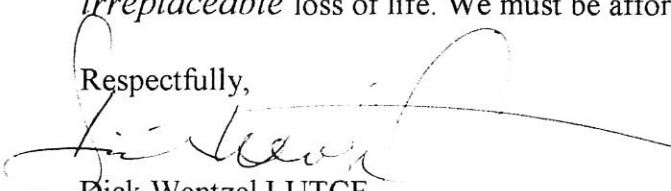
The K-31 route is used quite frequently by trucks pulling anything from an ocean going yacht to a portable hiway plant in addition to the normal truck traffic, KDOT, and private haulers hauling anything from rock salt to sand to grain. We recently had another trucking firm locate their redistribution terminal in Osage City so add an additional twelve semi trucks to the list, daily.

Have you ever been on a hiway where there were no shoulders and one of the local farmers is moving equipment from one field to another? Tough to get around and you've got to be patient because the farmer has a right to be there but if he had a shoulder to pull on all the commuter and truck traffic could flow safely by.

How would you feel if your daughter was on a school bus on K-31 lets say going to a school function in Osage City and up over the next hill comes a large trailer preceeded by the usual flashing light vehicles, but its somewhat of a surprise,because of a distraction in the bus the trailer wasn't seen far away,so now how to react, where to swerve,oops no shoulder. How would you rewrite this hypothetical outcome? How could it be made better?

We wish to be proactive in this situation, we *know* having driven the same stretch of unsafe road for years that we must at least get shoulders on the hiway before there is an *irreplaceable* loss of life. We must be afforded that choice or option.

Respectfully,


Dick Wentzel, LUTCF
State Farm Agent

The City of Osage City

I.D. Creech, II
City Manager
201 South 5th Street
P.O. Box 250
Osage City, Kansas 66523-0250
785-528-3714
785-528-4135 Fax



July 30, 1998

Ref: K-31 Highway -- Osage County

Dear Sir,

The City of Osage City believes that K-31 highway is an extremely vital link our economic well being and in health and safety issues as well. K-31 is our link to the major north/south transportation route to jobs for our commuters (both in and out); to suppliers for our retail and wholesale locations; and, to our hospital facilities.

Seldom mentioned in these discussions of safety is the fact that the nearest hospital to our county is either Topeka to the north or Emporia to the southeast. K-31 is vital for transporting emergency patients to needed medical care.

All the other factors involved -- economic, safety -- should be enough, based on traffic, to improve this roadway to a higher standard of safety. Consideration for medical reasons makes an additional point for improvement of this section of Kansas' highways.

Thank you for your time and consideration in this matter. Should you have any questions, or require additional information -- please let me know.

Kindest regards,

I.D. Creech, II
City Manager

BEFORE THE COUNTY COMMISSIONERS OF OSAGE COUNTY, KANSAS

R E S O L U T I O N No. 99-03

The Board of County Commissioners of Osage County, Kansas, met at its office in the Osage County Courthouse on the 1st day of February 1999, with the following present: Eldon H. Christesen, Frank C. Mersmann, and Carl F. Meyer; County Counselor Delton M. Gilliland; and County Clerk Karen Persinger, for the purpose of transacting any business that might come before the Board.

Upon motion by Commissioner Meyer, seconded by Commissioner Christesen, and by unanimous vote, the Board makes the following finding and Order:

WHEREAS, K.S.A. 68-406 authorizes the Secretary of Transportation of the State of Kansas to designate highways in every County of the state; and

WHEREAS, highways so designed shall connect principal cities and market centers and comprise the State highway system; and

WHEREAS, K.S.A. 68-406 requires the Secretary of Transportation to make such revisions, classifications, and reclassifications in the state highway system as are found on the basis of engineering traffic studies to be necessary; and

WHEREAS, such revisions, classifications, and reclassifications may include the addition of roads which have statewide importance and will provide relief for traffic congestion; and

WHEREAS, the Secretary of Transportation may make changes in the state

highway system when the public safety, convenience, economy, classification, or reclassification require such change.

IT IS THEREFORE, HEREBY RESOLVED by the duly elected Board of County Commissioners:

1. The Cities of Burlingame and Osage City in Osage County and the City of Topeka in Shawnee County are principal cities and market centers in the respective counties.
2. Burlingame Road in Osage County running North to 125th Street, 125th Street East from Burlingame Road to South Auburn Road, and South Auburn Road North from 125th Street to its intersection with state highway K-4, a road now within the highway system of the respective counties, herein called "proposed state highway," is the principal route of travel between the Cities of Burlingame and Topeka.
3. The proposed state highway is heavily traveled daily by persons who live in western Osage County, Northern Lyon County, and Southeastern Wabaunsee County, and commute to the City of Topeka and surrounding area for employment.
4. The proposed state highway also carries heavy commercial traffic originating from and terminating in the affected area.
5. The daily volume of traffic on the proposed state highway is such that neither Osage nor Shawnee County has the financial means to improve said

roadway to sufficient standards so that it can safely, conveniently, and economically carry the daily traffic.

6. The addition of the proposed state highway to the state highway system will provide relief for traffic congestion on the road system on the above-described area; and will advance the public safety, convenience, and economy of the state.

7. The Board of County Commissioners hereby requests the Secretary of Transportation of the State of Kansas to conduct necessary engineering and traffic studies of the proposed state highway, to designate said roadway as a state highway, and thereafter make necessary improvements as are required in the interest of the public safety, convenience, and economy.

8. The County Clerk is directed to deliver a copy of this Resolution to the Secretary of Transportation of the State of Kansas.

Adopted this 1st day of February 1999.



Eldon H. Christesen
Eldon H. Christesen, Chairman

Frank C. Mersmann
Frank C. Mersmann, Member

Carl F. Meyer
Carl F. Meyer, Member

ATTEST:
Karen Persinger
Karen Persinger
Osage County Clerk

f

OSAGE COUNTY COMMISSION'S PERSPECTIVE ON THE AUBURN ROAD

The Osage county board of commissioners requests the State of Kansas (KDOT) to designate the "Auburn Road" a state highway. The "Auburn Road" is informally defined as a route over county roads in both Osage and Shawnee Counties. It begins at Burlingame and proceeds northwards through Auburn to the intersection of K-4 .

Although the US 75 improvements serve a considerable constituency, the Auburn Road remains the route of choice by many because it is shorter (less time consuming) to many destinations in the Greater Topeka area. Some categories of Auburn Road users:

Commuters to Topeka workplaces from; northern Lyon Co., eastern Wabaunsee Co., Morris , Osage and Shawnee Counties.

A considerable volume of traffic of autos and light trucks operated by students (about 800) attending Allen County Community College at Burlingame.

Heavy trucks hauling grain and livestock travel the Auburn Road in both directions. Destination elevator in both Topeka (Continental Grain, and Cargill) and Emporia (Bunge Corp.) account for this traffic. Previously this traffic was commercial haulers but in recent years increasing numbers of grain producers are adding tractor trailer rigs to their harvesting equipment.

Crushed rock from Osage County quarries to destinations along I 70 and west uses the Auburn Road. As well, much of Shawnee County's crushed rock uses this same route.

Vehicle operation of all types along this route has become increasingly problematic, especially during inclement weather and darkness. The emergence of this county byway known as the Auburn Road into the late 20th century has met with unacceptable consequences for all entities.

Although the "Auburn Road" problem seems formidable with the joint resources of the State of Kansas and the Counties of Osage and Shawnee a solution can be worked out.

With intense commitment and the attendant discussions a solution will surely be forthcoming without the imposition on use restrictions and further roadway degradation.

Joint House and Senate Transportation Committees
February 4, 1999
Attachment 17

BEFORE THE COUNTY COMMISSIONERS OF OSAGE COUNTY, KANSAS

R E S O L U T I O N No. 99-03

The Board of County Commissioners of Osage County, Kansas, met at its office in the Osage County Courthouse on the 1st day of February 1999, with the following present: Eldon H. Christesen, Frank C. Mersmann, and Carl F. Meyer; County Counselor Delton M. Gilliland; and County Clerk Karen Persinger, for the purpose of transacting any business that might come before the Board.

Upon motion by Commissioner Meyer, seconded by Commissioner Christesen, and by unanimous vote, the Board makes the following finding and Order:

WHEREAS, K.S.A. 68-406 authorizes the Secretary of Transportation of the State of Kansas to designate highways in every County of the state; and

WHEREAS, highways so designed shall connect principal cities and market centers and comprise the State highway system; and

WHEREAS, K.S.A. 68-406 requires the Secretary of Transportation to make such revisions, classifications, and reclassifications in the state highway system as are found on the basis of engineering traffic studies to be necessary; and

WHEREAS, such revisions, classifications, and reclassifications may include the addition of roads which have statewide importance and will provide relief for traffic congestion; and

WHEREAS, the Secretary of Transportation may make changes in the state

highway system when the public safety, convenience, economy, classification, or reclassification require such change.

IT IS THEREFORE, HEREBY RESOLVED by the duly elected Board of County Commissioners:

1. The Cities of Burlingame and Osage City in Osage County and the City of Topeka in Shawnee County are principal cities and market centers in the respective counties.
2. Burlingame Road in Osage County running North to 125th Street, 125th Street East from Burlingame Road to South Auburn Road, and South Auburn Road North from 125th Street to its intersection with state highway K-4, a road now within the highway system of the respective counties, herein called "proposed state highway," is the principal route of travel between the Cities of Burlingame and Topeka.
3. The proposed state highway is heavily traveled daily by persons who live in western Osage County, Northern Lyon County, and Southeastern Wabaunsee County, and commute to the City of Topeka and surrounding area for employment.
4. The proposed state highway also carries heavy commercial traffic originating from and terminating in the affected area.
5. The daily volume of traffic on the proposed state highway is such that neither Osage nor Shawnee County has the financial means to improve said

roadway to sufficient standards so that it can safely, conveniently, and economically carry the daily traffic.

6. The addition of the proposed state highway to the state highway system will provide relief for traffic congestion on the road system on the above-described area; and will advance the public safety, convenience, and economy of the state.
7. The Board of County Commissioners hereby requests the Secretary of Transportation of the State of Kansas to conduct necessary engineering and traffic studies of the proposed state highway, to designate said roadway as a state highway, and thereafter make necessary improvements as are required in the interest of the public safety, convenience, and economy.
8. The County Clerk is directed to deliver a copy of this Resolution to the Secretary of Transportation of the State of Kansas.

Adopted this 1st day of February 1999.



ATTEST:

Karen Persinger
Karen Persinger
Osage County Clerk

Eldon H. Christesen
Eldon H. Christesen, Chairman

Frank C. Mersmann
Frank C. Mersmann, Member

Carl F. Meyer
Carl F. Meyer, Member

WHITNEY B. DAMRON, P./
1100 MERCANTILE BANK TOWER
800 SW JACKSON STREET
TOPEKA, KANSAS 66612-2205
(785) 354-1354 ♦ 354-8092 (FAX)

SUBMITTED TESTIMONY

TO: The Senate Committee on Transportation
The House Transportation Committee

FROM: Whitney Damron
On Behalf Of The
Coffey County Commission

RE: Comprehensive Highway Program

DATE: February 4, 1999

Following this cover page is a copy of the testimony presented to the Transportation 2000 Committee on behalf of Coffey County by Mr. Jon Hotaling, the Coffey County Economic Development Director at their meeting in Ottawa, Kansas last summer.

Coffey County is supportive of a new comprehensive highway program with several main highway arteries crossing their county boundaries, most notable BETO Junction of Highway 75 and I-35.

On behalf of the Coffey County Commission, I thank you for your attention to this information.

Attachment

Testimony to the Transportation 2000 Committee

on behalf of Coffey County, Kansas

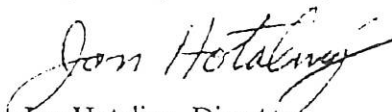
7-30-98

Coffey County supports the development of a long-term comprehensive transportation plan to meet the continuing transportation safety and economic development needs of the counties, cities, companies and citizens of Kansas.

The following are projects specific to Coffey County but they would increase safety and economic activity in the entire region. Some of these projects may already be in the planning stages within the Kansas Department of Transportation, but they are outlined below to establish their importance to the area and for their consideration in the development of a long-term comprehensive transportation plan.

1. The Neosho River Bridge, one mile north of Burlington on U.S. Highway 75, is approximately 50 years old and is too narrow to safely handle the large volume of truck traffic on this major north/south route. Replacement of this bridge should be considered in any long-term transportation plan.
2. The I-35/U.S. 75 Junction (BETO Junction) on the northern border of Coffey County needs re-paved. This junction handles a large number of trucks each day, which stop at the two major truck stops located at this intersection. The truck traffic in this area has caused surface damage, cracking, and shifting of the concrete roadway. Over 50 employees work at these truck stops and over \$2 million in sales tax and fuel tax revenue is raised at these businesses.
3. U.S. 75 through the south half of Burlington will need major reworking of the roadbed within the next 5 years. This again is due to the high volume of truck traffic through Burlington on Highway 75. This area is also part of the Burlington Business District. The leveling, widening, and resurfacing of this roadway would be beneficial to the many business located on this route.
4. Coffey County has invested over \$2 million in County funds in the development of the Coffey County Airport. Two years ago, the runway was extended from 4,200 feet to 5,500. This project was funded totally by Coffey County. The Coffey County Airport has not received any federal or state funding since its development began in 1985. 28 aircraft are based at the Coffey County Airport and there were 610 operations in June of 1998. This airport is a key transportation link for vendors, regulators, engineers and inspectors that visit the Wolf Creek Generating Station on a regular basis. The safety at the airport is greatly compromised because there is no taxiway or crosswind runway. These two improvements would greatly improve the safety of the airport and increase economic activity in the area.

Respectfully submitted by,



Jon Hotaling, Director
Coffey County Economic Development