

MINUTES OF THE JOINT HOUSE AND SENATE COMMITTEES ON TRANSPORTATION.

The meeting was called to order by Chairperson Senator Ben Vidricksen at 12:10 p.m. on February 16, 1999 in Room 313-S of the Capitol.

All members were present except:

- Representative Aday, excused
- Representative Flora, excused
- Representative Flower, excused
- Representative Hermes, excused
- Representative Howell, excused
- Representative Humerickhouse, excused
- Representative Loyd, excused
- Representative McClure, excused
- Representative McKinney, excused
- Representative Myers, excused
- Representative Ray, excused

Committee staff present:

- Bruce Kinzie, Revisor
- Hank Avila, Research
- Ellie Luthye, Committee Secretary

Conferees appearing before the committee:

- Representative Jerry Henry
- Glenda Purkis, Atchison Area Chamber of Commerce
- Michael Reilly, Leavenworth Area Development Corporation
- Marcia Bernard, Transportation T-2000
- Gary Stubbs, Unified Government of Wyandotte County
- Fred Backus, Public Works Department, Wyandotte County
- Lou Banks, Aging Transportation Department, Wyandotte County
- John Dobies, TranSystems Corporation
- Peggy Kelly, Kansas SRS
- Arthur Diaz, Program Director, United Way of Wyandotte County

Others attending:

See attached sheet

Representative Jerry Henry introduced the Atchison delegation.

Chairman Vidricksen called on Glenda Purkis as the first presenter. She told the committee the city and county commissioners of Atchison County endorsed a joint resolution supporting a statewide comprehensive transportation program with their top priority being the replacement of the deteriorating Missouri River bridge. She stated the bridge is rated "5" on the rating system KDOT uses and when the ridge receives a "4" rating it would become necessary to place load limits on the bridge which would seriously affect business relations in the Atchison area. She concluded it was important for a new comprehensive program to include sufficient funding for a new Missouri River bridge at Atchison. (Attachment 1)

Senator Mark Gilstrap presented written testimony in response to the needs of a median crossover on US-24/40 at 195th street. (Attachment 2)

Mike Reilly presented testimony on behalf of the Leavenworth Area Development Corporation. He stated while great benefits were derived from the previous program there remains many needs still in Leavenworth County, as well as all the state. He reviewed three of the most important programs they felt were needed and told the committee Leavenworth Area Development Corporation support a high level of enhancement projects which will provide a much greater return on the investment through new development, an expanding economy that will benefit all the citizens of Kansas. (Statement 3)

CONTINUATION SHEET

MINUTES OF THE JOINT HOUSE AND SENATE TRANSPORTATION COMMITTEES, February 16, 1999 in Room 313-S of the Capitol , at 12:10 p.m.

Marcia Bernard served on the T-2000 task force and said she heard strong testimony regarding the need for a new Comprehensive Transportation program, one that would include all modes of transportation. She said because of her long career in transit it was of special interest to hear all the testimony regarding the transit service. ([Attachment 4](#))

Gary Stubbs said public transportation had been an important part of Wyandotte County for many years and that funding has always been an issue for public transit providers. In Wyandotte County a highly successful JOBLINKS project transports previously unemployed Wyandotte residents to jobs. He stated also the in addressing the need to access jobs the restoration of evening and weekend service must be considered. He asked for a new Comprehensive Transportation Program with an emphasis on additional funding for transit. ([Attachment 5](#))

Fred Backus is an engineer with the Public Works Department, Wyandotte County. He listed some of the transportation needs that they feel are priorities in the continued efficient movement of vehicles and goods, as well as the economic resurgence of Wyandotte County. ([Attachment 6](#))

Lou Banks, Aging Transportation Division, Wyandotte County, states capital need of providing and maintaining accessible transit service continues to increase, making it very difficult, if not impossible, without state or federal assistance, to provide programs and transportation that enable seniors to be mobile and independent. She made an appeal for a transportation plan that considers sufficient funding for public transportation in Kansas. ([Attachment 7](#))

John Dobies, TranSystems Corporation, said they recently completed a study sponsored by the Mid America Regional Council and the Greater Kansas City Chamber of Commerce to determine the demand for a regional transit system. He listed some of the Demand Assessment's objectives. ([Attachment 8](#))

Peggy Kelly, Kansas SRS, told the committee that Kansas City metropolitan area covers a large geographic area and as with most cities, the commercial and industrial base has migrated from a central downtown to the outlying, suburban areas. She said expanded bus service between Wyandotte and Johnson Counties and within Wyandotte County to industrial areas is a critical key to sustaining the positive economy growth the Kansas City area is experiencing. ([Attachment 9](#))

Arthur Diaz, United Way of Wyandotte County, said there is a need for a new and comprehensive transportation system in Wyandotte County. He outlined several observations/suggestions regarding transportation resources in the County and stated United Way will continue to be part of this process whenever possible as it is consistent with their mission statement. ([Attachment 10](#))

Chairman Vidricksen adjourned the meeting at 1:00 p.m. The next meeting will be Wednesday, February 17th at 12:00 noon in Room 313-S.

**JOINT MEETING - TRANSPORTATION COMMITTEE
GUEST LIST**

DATE: February 16, 1999

NAME	REPRESENTING
WILLIAM J. SCHRAMDT, PPW	CITY OF LANSING
Michael M SMITH	CITY OF LANSING
KARL J. Brown Jr.	city of Lansing
Dick Bauman	KDOT
Joe Cairnes	St JOSEPH (MO) News Press
David Mahoney	Leavenworth County
WAYNE ELDRIDGE	" "
Mike Reilly	" "
Mike Scott	"
Don Lindsey	UTU
Doris Mae	ABATE of KS
Cathalia "Lou" Banks	United Government KCK/Wyco Co.
Josie Torres	KS Council on Developmental Disabilities

**JOINT SENATE & HOUSE TRANSPORTATION COMMITTEE
GUEST LIST**

DATE: FEBRUARY 16, 1999: 12:00 NOON TO 1:30 P.M.

NAME	REPRESENTING
RICHARD B. RIEDEL	TONGANOXIE
Peggy Kelly	Kansas City, KS SRS
Marcia Bernard	Kansas City, Ks.
garry - stable	Kansas City, Ks
FRED BACIUS	Kansas City, KS.
ARTHUR DIAZ	KANSAS CITY, KS
FRANCIS X. HICOME	LANING / LEAVENWORTH
M. Harriette	Leavenworth (city)
Vivian Wainwright	Leavenworth County
David Liguori	" " "
Henda Purkis	Atchison Chamber
Robert T. Tuzio	IBC
ROD BUTTS	KS PUBLIC TRANSIT ASSOC
John Dobies	Tran Systems Corp.
TERRY WILLIAMS	SEK - 2000 CHAIR
MARY E. TURKINGTON	T/2000 Chair



JOINT HOUSE AND SENATE COMMITTEE ON TRANSPORTATION
TESTIMONY

by

Glenda Purkis, President
Atchison Area Chamber of Commerce
February 16, 1999

Hello, my name is Glenda Purkis. I am president of the Atchison Area Chamber of Commerce and I am here representing economic and quality of life interests of thousands of people living in northeast Kansas.

Last fall, the **city and county commissioners of Atchison County endorsed a joint resolution supporting a statewide comprehensive transportation program.** This joint resolution emphasized highway enhancements, airport improvements, funding for county roads and bridges, transportation for workers and the elderly, adequate highway signage and bicycle safety. While all of the points of this joint resolution remain important issues for the people of Atchison County, one that emerges as the **top priority** is the **replacement of the deteriorating Missouri River bridge.**

The Missouri River bridge at Atchison, renamed the Amelia Earhart Memorial Bridge by the Kansas Legislature in 1997, is a **two-lane multi-span steel truss** that was placed into service in **1938.** The 60-year-old bridge was **dedicated on the one-year anniversary of Earhart's disappearance.** The roadway consists of two 12-foot lanes with no shoulders.

Since 1977, **maintenance and repair costs** for the bridge have totaled approximately **\$7 million.** The Kansas Department of Transportation anticipates that the bridge will see an **increase in traffic** from 8,800 cars per day in 1997 to 13,000 by 2020 and **21,000 a day by 2050.** KDOT projects **replacement costs of \$70 million** for a new bridge.

Currently, the **bridge is rated "5"** on a 1 to 10 rating system used by KDOT. A "5" rating is the **lowest to be considered safe and acceptable.** When the bridge receives a **"4" rating,** it would become necessary to **place load limit restrictions on the bridge.** Such load limits would **seriously affect business relations in the Atchison area.**

Replacement of the Amelia Earhart Memorial Bridge becomes a **bittersweet** prospect due to its **historic value** to the community and its **aesthetic appeal** to all who see its unique fiber optic lighting. It provides a **dramatic entry** into the **state of Kansas** and lends just the appropriate welcome to those who are about to experience the charms of **one of the state's most historic towns**.

The fiber optic lighting that outlines the bridge's curvilinear expanse makes it the **world's longest installation of fiber optic lighting**. As was hoped by the community when it raised **\$150,000 in private funds** to pay for the project, the dramatic effect of the bridge lighting is increasingly making it **popular with visitors** to northeast Kansas. **When the bridge is replaced**, it is our hope that the design of the new bridge will **incorporate this unique lighting**.

The **bridge's location** within **one block of downtown Atchison** will be a **key factor** in the **success** of a recently-adopted **master plan for riverfront development**, which emphasizes the historic character of the city's riverfront and downtown areas and envisions a **revitalization** of these areas based on **increased tourism**.

However, **despite the sentimentality** attached to the Amelia Earhart Memorial Bridge, we realize and understand that it is **far more important to have a safe and convenient river crossing at Atchison**. At least **1/3 of the trade area** for Atchison businesses is **located across the river** in Missouri. **Eliminating the bridge would strangle the trade of downtown merchants and effectively destroy the business economy of Atchison**. This is a concern not only for Atchison but for a much larger population, including businesses and residents in St. Joseph, Missouri. The **St. Joseph Chamber of Commerce has joined our efforts** to retain this vital link at Atchison. The Missouri Department of Transportation also is aware of the situation.

Removal of the bridge would alter the lives of nearly **1,000 persons** who **commute to work daily between Kansas and Missouri**. It also would **negatively affect the business of farmers, agricultural-related companies and all of Atchison's major industries who depend on the bridge for transport of goods**.

We support a comprehensive transportation plan that addresses the most vital needs of the state, **including a new Missouri River bridge at Atchison** that carries U.S. Highway 59 traffic into the state. **It is imperative that a new bridge be constructed and that it be located at the same site as the existing bridge**. A new bridge will enhance safety for the traveling public in Kansas and Missouri, improve traffic movement through the area and reduce maintenance costs. **KDOT has recognized this and already has initiated a study** to determine the scope of such a project and to **estimate costs for its construction**. However, **neither Kansas nor Missouri have budgeted funding for the design or construction of a new bridge**. It is important to us that the **new comprehensive transportation program include sufficient funding for a new Missouri River bridge at Atchison**.

Thank you for the opportunity to address the transportation needs of the thousands of people who live in northeast Kansas.



Amelia Earhart Memorial Bridge

Atchison, Kansas

1-3

1-3

OCT 12 10 58 AM '98


KANSAS DEPARTMENT OF TRANSPORTATION RECEIVED
 OFFICE OF THE SECRETARY OF TRANSPORTATION STATE TREASURER

E. Dean Carlson
 Secretary of Transportation

Docking State Office Building
 915 SW Harrison Street, Rm. 730
 Topeka, Kansas 66612-1568
 Ph. (785) 296-3461 FAX (785) 296-1095
 TTY (785) 296-3585

Bill Graves
 Governor

MEMO TO: Mr. Clyde Graeber
 State Treasurer

FROM: E. Dean Carlson 
 Secretary of Transportation

DATE: October 9, 1998

SUBJECT: Stranger Township Fire Department
 US-24/40 Median Crossover

I have reviewed with my staff the Stranger Township Fire Department request for a median crossover on US-24/40. Please permit me to provide you with a brief history. On July 9, 1997, the Kansas Department of Transportation (KDOT), in response to a fire department request, stated that new median breaks on US-24 would not be permitted and suggested the fire department might desire to build at a location where a median break is planned. Subsequent to that letter, the fire department built at a location, not only without a median break, but also without access to the highway. The fire department constructed a road from their station to the highway right of way and then asked KDOT for permission to access the highway. Because US-24 is a restricted access facility, and a planned access point was located within 300 feet of the fire department's proposed access, it was necessary for KDOT to negotiate with the property owner to close that entrance and relocate it to the proposed fire department location. The KDOT was successful and filed the necessary legal papers with the Leavenworth County Register of Deeds. At this point, it is normally the responsibility of the landowner, through a Highway Permit, to construct and surface the connection to the highway. As opening of the new fire station was nearing and the property owner had taken no action toward connecting the fire station road to US-24, the KDOT instructed its contractor to make the connection. In addition, at the fire department's request, KDOT placed a sign on US-24 indicating a fire station ahead, and gave permission to the fire district to place a flashing beacon on the sign if they desired.

While I am very aware of the need for fire protection, it is the KDOT's responsibility to provide safe highways for the many motorists using US-24. To this end, it is important that new points of conflict, such as median crossovers, not be introduced. In an effort to accommodate the fire department's wishes, I instructed my staff to look into the possibility of closing an existing median crossover, approximately 600 feet east of that desired by the fire department, and relocating the crossover to serve the fire station. However, the existing crossover serves a house to the north. Occupants of that house make daily trips to and from the highway, more trips than are made to and from the fire station.

In balancing all issues and in an effort to provide safe highways for Kansas, I don't believe a median break as requested by the Stranger Township Fire Department is in the best public interest.

Stranger Township Fire Department
P.O. Box 568
19501 State Ave. Tonganoxie, Kansas 66086

Chief : Ben Hayes

Vice-President Richard Riedel

Secretary: Doug Olson

President: Keith Longhofer

Treasurer: Stan Meyer

OUR RESPONSE TO MEMO FROM E. DEAN CARLSON
TO Mr. CLYDE GRAEBAR.

Mr. Carlson seems to think that we had an opportunity to place our station at any location we desired or actually at a location that better suited the Department of Transportation. Unlike the Department of Transportation we do not have the power of condemnation so we were forced with looking for property that would work and yet something we could afford. We would like to make several points regarding this:

- 1.) Being a new and 100% volunteer department (totally unpaid) we basically started with no funds. We had available very little money for land purchase.
- 2.) Because serving the entire township with equal fire protection was our main concern a central location within the township was needed.
- 3.) Our present location was selected because we were able to find a generous landowner that was willing to sell us the land at a greatly reduced price and because it was about as close to centrally located as we could find.
- 4.) The statement about the opening of the fire station approaching with the landowners showing no sign of trying to connect our access road with US-24 is entirely false. What actually happened was that the county put in our road base along with a new approach to US-24 but because it was not on the original highway expansion plans the road contractor (under the direction of the highway department) removed our new approach and moved it approximately 85' to the west. This then gave us a roadway from the station that would not meet up with the approach. After many hours of trying to reason with them they finally decided to put it back exactly where it was when they bulldozed it out.
- 5.) The second paragraph of the letter is accurate in the fact that there is indeed a crossover 600' to the east of our driveway. The main reason stated for not moving this crossover to coincide with our drive is that the house (ONE HOUSE) uses the crossover daily for access to the eastbound lanes of US-24 and probably more trips than we would have from the station. However if you read the information in Attachment A, how important would the six minutes and fourteen seconds be to a family just 1/2 mile to the west of our station should their house be on fire, or maybe their child stops breathing or someone is having a heart attack. Our response time is greatly increased because we have to go to 182 nd street to turn around. This of course is justified by the

**Stranger Township Fire Department
P.O. Box 568
19501 State Ave. Tonganoxie, Kansas 66086**

Chief : Ben Hayes

Vice-President Richard Riedel

Secretary: Deag Olson

President: Keith Longhofer

Treasurer: Stan Meyer

Department of Transportation because ONE family would be inconvenienced by having to drive 600' to the west before they could access the eastbound lanes of US-24. How would anyone suggest we justify this to a family that might have lost a loved one because we couldn't get there in time???????

- 6.) The last paragraph deals with the desire of the highway department to provide safe highways for the people of Kansas. What seems to have been overlooked is how much safer it is for us to go straight across the highway (assuming we had a crossover) and turn west than it is for us to have to head east and then attempt to turn around a 34' long truck facing the same degree of traffic flow we would have going straight across.

In summary we would like to state that we have nothing personally to gain by getting this crossover. We are doing everything in our power to provide efficient safe protection for the residents of Stranger Township and the surrounding Mutual Aid townships as well as the city of Tonganoxie. It appears as though the highway department has let this become a personal issue. We wish everyone involved would sit back and realize that We are a group of residents of Stranger Township giving up a tremendous amount of family time because we care about other people and the safety of their families. We are constantly looking for ways to improve our response time should an emergency arise. We have no personal gain by getting a crossover, all we are trying to do is improve our chances of being able to make a difference should something happen.

PLEAS HELP !!!!!!!!!!!!!!!

TO: CLYDE D. GRAEBER
900 SW JACKSON, SUITE 201
TOPEKA, Ks 666112-1235

Thank you for taking time out of your busy day to meet with us. Once we returned to our station we timed our response delay having to turn around at 182nd street. The delay is 6 minutes and 14 seconds. This number might not sound very long but the human brain has irreversible damage after 6 minutes. Our firefighters that respond from the east have to drive past the station to 198th street then back to our station on 195th street. This delay is another 1 minute and 43 seconds. With these numbers we hope we can get a CROSSOVER located at our Street 195th. By installing a CROSSOVER you might help us save a life and property. Thanks again.

February 10, 1999

Representative Bruce Larkin

272 - W Statehouse
Topeka, Kansas 66612-1505

Re: Stranger Township Fire Department Median Crossover Request

Dear Representative Larkin:

This letter is in support of the Stranger Township Fire Department request of KDOT to locate a median crossover on US-24/40 at 195th street.

Existing median crossover locations on US-24/40 cause a 6.25 minute delay in response time when this Fire Department is the primary or secondary responder to calls West of their location.

In the event that the Stranger Township Fire Department was the primary or secondary responder to an emergency at my nursing facility, a 6 minute delay in response time could critically impact the lives of our 85 residents, their families, our 90 employees, and their families.

My concern is with the people negatively impacted by the current median crossover location and not with whatever politics may be involved in this dispute.

Again, I strongly support the location of a median crossover on US-24/40 at 195th street.

Sincerely yours,



Thomas W. Klug
Executive Director

TONGANOXIE NURSING CENTER

1010 East Street ♦ Tonganoxie, Kansas 66086
913-845-2777 ♦ Fax: 913-845-3953

Board of Education

Dick Dean
President

Bob Gepner
Vice President

Bob DeHoff

Ron Moore

Linda Sturgeon

Kathy Underwood

Board of Education Office

Dr. Richard Erickson
Superintendent

Gail Drake
Clerk

R. J. Stephenson
Treasurer

P.O. Box 199
913-845-2153
913-845-3629 FAX

Elementary School

Jerry Daskoski
Principal

Jennifer Spencer
Ass't Principal

P.O. Box 259
913-845-2290
913-845-3016 FAX

Junior High School

David Cromer
Principal

Deborah Strong
Ass't Principal

P.O. Box 980
913-845-2627
913-845-2734 FAX

High School

Mike Bogart
Principal

Randy Rockhold
Ass't Principal

P.O. Box 179
913-845-2654
913-845-3716 FAX

February 3, 1999

Mr. E. Dean Carlson
Docking State Office Building
915 Harrison - 7th Floor
Topeka, Kansas

Dear Mr. Carlson:

This letter is written to request that a median crossover on 24/40 Highway be provided for the Stranger Township Fire Dept. The Stranger Township Fire Dept. is a supporting fire department for the Tonganoxie City Fire Dept. which serves Tonganoxie USD 464. The Tonganoxie City Fire Dept. is a volunteer fire department and I am very apprehensive that the Stranger Township Fire Department does not have access to the highway so that they may respond quickly to assist the City in a fire that could endanger the lives of 1,700+ students and employees in Tonganoxie USD 464.

The cost of providing a median crossover would be minimal and provide the essential capability for the Stranger Township Fire Dept. to effectively support the Tonganoxie City Fire Dept., as well as provide the significant response capability to 1,000+ patrons who depend on fire protection services from the Stranger Township Fire Department.

As Superintendent of Schools I urge you, Mr. Carlson, to move quickly in constructing the US 24/40 Hwy. median crossover to provide the Stranger Township Fire Dept. with highway access and the response capability they need to serve the 5,000+ residents and students of Tonganoxie as a supporting agency, as well as the response capability to directly serve the 1,000+ rural residents who expect and need fire protection services from the Stranger Township Fire Dept.

Your quick response and support for the construction of a median crossover on 24/40 Hwy. to supply this vital response capability for the Stranger Township Fire Dept. is essential and would be greatly appreciated. This action can make the difference between saving lives and property or having great losses! If you have any questions, please feel free to call me at 913-845-2153.

Sincerely,



Richard A. Erickson
Superintendent

cc: Sen. Ben Vidricksen
Rep. Bruce Larkin
Richard Riedel

February 9, 1999

Mr. E. Dean Carlson
Docking State Office Building
915 Harrison - 7th Floor
Topeka, Kansas

Dear Mr. Carlson:

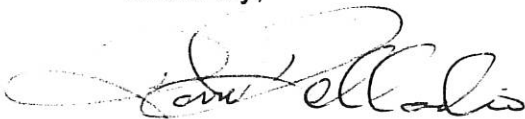
Little Angels Learning Center is a State licensed Child Care Center operating in the city of Tonganoxie. We are located adjacent to the B&J Applemarket at the intersection of Ridge and 24/40 Highway. We employ 20 people and have 100 children (infants, age 2 weeks to school-age, 12 years of age) on site everyday Monday through Friday, 6:00 AM to 6:30 PM. We are Leavenworth County's largest state licensed center.

We are requesting that a median cross-over on 24/40 Highway be provided for the Stranger Township Fire Dept. The Stranger Township Fire Dept. is a supporting fire dept. for the Tonganoxie City Fire Dept. The Tonganoxie Fire Dept. is comprised of a small number of volunteers and relies on other nearby departments for timely help in emergency situations. Stranger Township Fire Dept. serves as the supplemental source of assistance. It is evident that the timeliness of response from Stranger Township Fire Dept. is jeopardized by the lack of a crossover on US 24/40 Hwy. at their location.

The care of our children is our utmost concern. We are extremely apprehensive that the Stranger Township Fire Dept. can respond in a timely manner when called upon if an emergency situation were to develop. Therefore, I urge you to support the construction of a median crossover and provide Stranger Township Fire Dept. with immediate highway access. This would enable them to respond if called upon in an emergency situation in a more timely manner and possibly save the life of a child.

If you have any questions, do not hesitate to call me at 1-913-369-0058.

Sincerely,



David Delladio
Administrator

cc: Sen. Ben Vidricksen
Rep. Bruce Larkin
Richard Riedel

Leavenworth
Electric

LJ
Jefferson
Cooperative

507 N. UNION P.O. Box 70 • McLouth, KS 66057 70

PHONE: 913/796.6111 • TOLL-FREE: 888/796.6111

FAX: 913/796.6164 • WEBSITE: WWW.LJEC.COM

February 11, 1999

Mr. E. Dean Carlson
Secretary of Transportation
Docking State Office Building
915 Harrison Street, Room 730
Topeka, Kansas 66612-1568

Dear Secretary Carlson:

This letter is written to support a median crossover for the Stranger Township Fire Department building located on US Highway 24/40.

I recently had the privilege of conducting an electrical safety program for the Stranger Township Fire Department personnel. As I had an appointment east of the fire station that evening, I was returning from that direction. I went past the fire station quite some distance to turn around and get back to the fire station. It made me realize the extra time it takes your volunteers coming from the east to arrive at the station for an emergency call. By the same token, it took additional time when I left the station to proceed east, turn around and get back to a point across from the fire station.

I spent twenty-five years as a full time farmer so I can appreciate the space it takes to maneuver a large truck around. Proceeding to the east and turning a truck around to return toward the west is not only time consuming but could create a safety hazard for motorists.

As the Member Services Manager for Leavenworth-Jefferson Electric Cooperative, I realize that timing can be critical for all personnel responding to emergency situations. With the accelerated growth in the Tonganoxie area, the need for emergency services is expanding constantly. There are two large housing developments planned for the area east of Tonganoxie. The largest development will be located in the electric service territory of Leavenworth-Jefferson Electric Cooperative. We are one of the fastest growing electric cooperatives in Kansas. This is largely due to the new home construction occurring as people move from metropolitan areas. We feel this trend will continue for many years. This will increase the demand for fire protection and emergency personnel from the Stranger Township Fire Department.

There is also ongoing discussion of future highway planning in the Leavenworth and Jefferson County area. Considering the Kansas City race track that is being constructed, and the possibility of an improved highway between Perry and Tonganoxie, we feel the traffic could increase dramatically on Highway 24/40. When this occurs, safety at presently located turnarounds for the fire department access will become a larger issue.

Immediate access at the location of the fire department would greatly benefit Stranger Township residences west of the station and the City of Tonganoxie while increasing the safety for the increasing number of motorists on Highway 24/40.

If we can be of any assistance, please feel welcome to contact me.

Sincerely:



Joseph Heinen
Member Services Manager

City of Tonganoxie, Kansas

P.O. Box 326
Tonganoxie, KS 66086

February 1, 1999

City Hall
321 S. Delaware
(913) 845-2620

E. Dean Carlson
Secretary of Transportation
Kansas Department of Transportation
Office of the Secretary of Transportation
Docking State Office Building
915 SW Harrison Street, Rm. 730
Topeka, KS 66612-1568

City Shop
316 S. Main
(913) 845-2640

Water Plant
1536 E. 4th
(913) 845-2135

Dear Secretary Carlson:

*Chief Tonganoxie
Swimming Pool*
222 S. Main
(913) 845-9515

Stranger Township Fire Department serves as a supplemental source of fire protection for the City of Tonganoxie through a mutual aid agreement we have established throughout the region. Since Tonganoxie relies exclusively on volunteers to staff our fire department, and since, occasionally, our mutual aid compacts provide us with our only emergency response, it is crucial that we can rely on other nearby departments for timely help in emergency situations.

Library
305 S. Bury
(913) 845-3281

As you are aware, in an emergency, time is perhaps the most critical element to maintaining the safety of the public. Providing an additional crossover on US 24/40 Hwy at the Stranger Township Fire Department location would reduce the emergency response time to our eastern City limits by nearly 7 minutes. This additional time could conceivably make the difference between a successful or unsuccessful response to a life-threatening situation.

City Administrator
321 S. Delaware
(913) 845-2652

City Attorney
P.O. Box 707
Leavenworth, KS
66048
(913) 682-0166

Tonganoxie has received plats for the eastern edge of the City limits along US 24/40 Hwy which will equate to nearly 1,000 new residential units and two dozen commercial lots. With the City experiencing such intensive development on the eastern edge of town, the Stranger Township Fire Department is a more valuable asset to us than has ever been the case in the past.

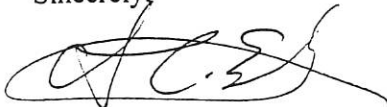
*Fire Station
Headquarters*
825 E. 4th
(913) 845-9494

In the interest of reduced response times and increased responsibility to the safety of Tonganoxie and southern Leavenworth County residents, I am requesting that you reevaluate Stranger Township Fire Department's request for a crossover at their location east of Tonganoxie on US 24/40.

*Police Department
Administrative
Office*
325 S. Delaware
(913) 845-3750

If I may be of any assistance to you, please feel free to contact me at City Hall, 321 S. Delaware, Tonganoxie, KS 66086 (913) 845-2620.

Sincerely,



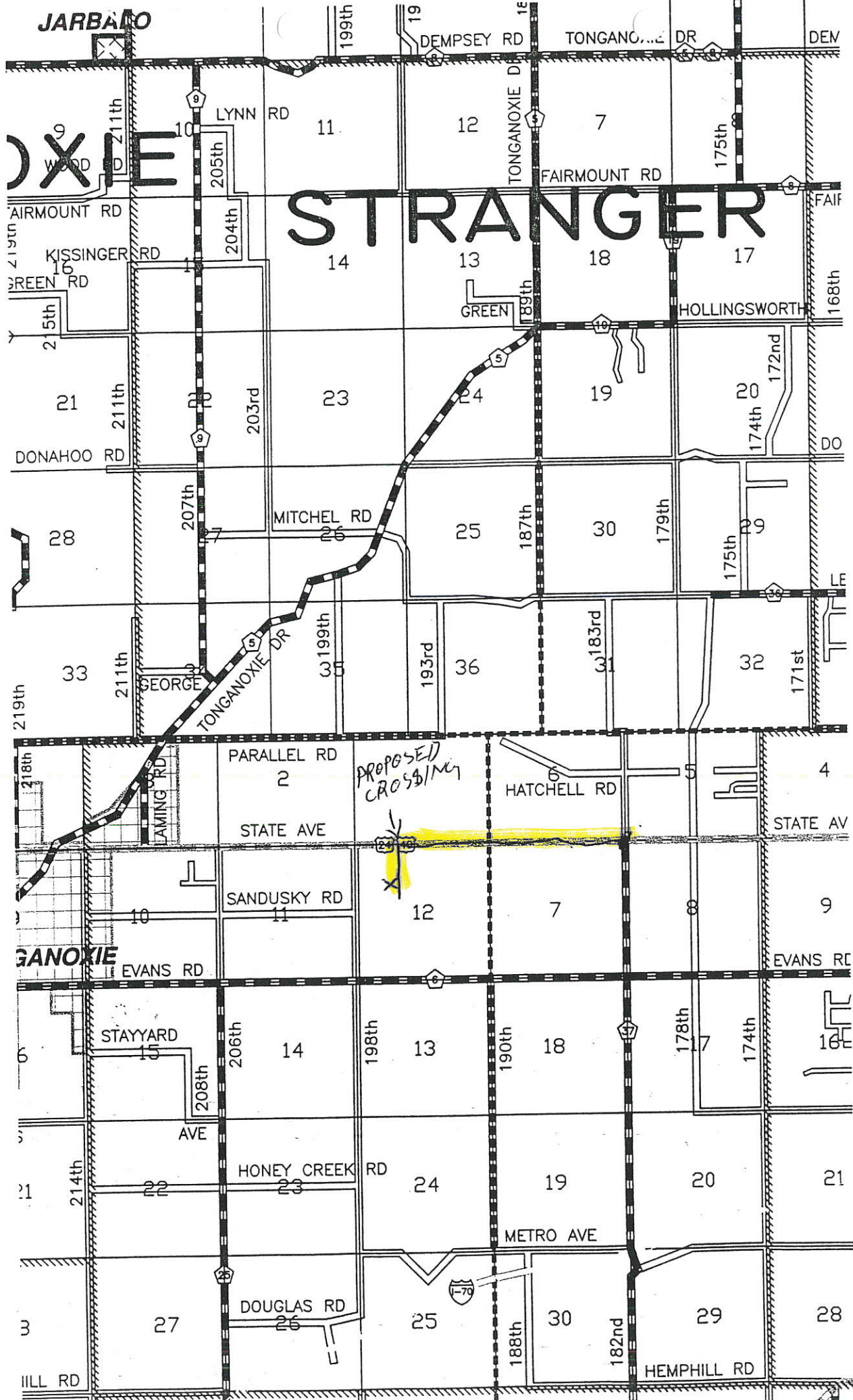
Christopher C. Eppley
City Administrator

Police Dispatch
(913) 845-2311

Emergency
911

Universal Fax
(913) 845-9760

cc: Richard B. Riedel, Stranger Township Fire Department
Senator Donald Biggs
Representative Kenneth Wilke



STRANGER

PROPOSED CROSSING

Leavenworth Area Development

1298 Eisenhower Road • P.O. Box 151
Leavenworth, Kansas 66048
(913) 727-6111 • FAX (913) 727-5515
E-Mail: lad@lvarea.com • WEB: www.lvarea.com



JOINT HOUSE AND SENATE COMMITTEE ON TRANSPORTATION TESTIMONY

by
Michael Reilly, President
Leavenworth Area Development Corporation
February 16, 1999

Hello, my name is Mike Reilly. I'm President of Leavenworth Area Development Corporation more commonly referred to as "LAD." LAD is a private non-profit development corporation that maintains a regionally represented Transportation Committee. Their goal is to identify, coordinate and promote the identified transportation needs of Leavenworth County on behalf of its member cities, county commissioners, private members and citizens.

Leavenworth County has directly benefitted from the planning and implementation of the previous Kansas Comprehensive Highway Program. As a result there is a new 4-lane divided U.S. 24-40 in southern Leavenworth County and a new 4-lane divided Metropolitan Avenue in Leavenworth. The residents of Leavenworth County are grateful to the Legislature and the Kansas Department of Transportation for their foresight in preparing and seeing the program to completion, on time and under budget.

Due to the success and great benefits derived from the previous program and recognizing that there remains many needs in Leavenworth County, LAD has taken the initiative to identify and gain county-wide support for the five most important regionally significant projects to be considered in a new multi-year program and strongly recommend that a new multi-year program be developed and adopted by the Kansas Legislature. I would like to specifically point out that three of the five projects proposed go beyond the boundaries of Leavenworth County making them truly regional. The five projects and the many local governments, groups and community leaders that support this plan are described in the booklet provided to the committee with this testimony.

First, we are working with Platte County, Missouri, the Missouri Department of Transportation (MODOT) and Mid-America Regional Council (MARC) on a new Missouri River bridge and a new highway connection from Leavenworth to Interstate 29. A recent study by MARC noted that a new Missouri River bridge and connection from Leavenworth to I-29 was one of the most needed improvements in the Kansas City Metropolitan area. As a result MoDot has recently awarded a \$1.8 million engineering contract to determine the most cost effective highway alignment. Also, MoDot has budgeted \$17 million for Missouri's share of a new four-lane Missouri River bridge. These highway funds would greatly benefit Leavenworth and Kansas, but will be lost if Kansas does not make a similar commitment.

Joint House & Senate Transportation Committee
February 16, 1999

Second, in cooperation with Johnson County we seek a new north-south connection between K-10, I-70 and U.S. 24/40. Third, we are working with the KDOT/KTA consultant on several possible alignments to better connect Kansas City with Topeka by linking the existing 4-lane highway from Perry to the new 4-lane highway US 24/40 in Tonganoxie.

Leavenworth County, the seventh most populous county in Kansas, has seen its most significant growth in the last 15 years with every indication that the growth will continue. LAD strongly believes that such growth has created a justifiable demand for the identified projects and are necessary if the growth and development of Leavenworth County is to continue without significant transportation capacity and safety problems.

The question at hand now is how to meet the current and future demands on the Kansas transportation system to maintain the growth and development of Kansas. There will have to be new and enhanced highways if we expect to continue the growth and development of Kansas into the twenty-first century.

As you are aware, in 1989, the Legislature approved a \$400 million per year increase in highway spending for eight years or \$3.2 billion. This was done with a permanent increase in the gas tax, registration fees and 25-year revenue bonds for \$890 million that will not be retired until the year 2014. What was truly significant about the 1989 program was that a promise was made and kept that 66 specific enhancement projects would be completed with less than the amount of funding authorized.

Congress last year passed a new six-year transportation bill that will increase federal funding to Kansas by \$306 million. This represents a 45 percent increase. However, KDOT Secretary Carlson has already reported that \$194 will be spent for previously identified KDOT projects. This will bring Kansas highway spending to more than a billion dollars per year with no further increase.

With the 1989 plan complete and in preparation for another transportation plan, Governor Graves in 1998 appointed a Transportation 2000 Task Force. After holding 12 meetings attended by more than 2,500 persons across Kansas and hearing testimony from more than 500 persons, the 28-member task force made its recommendations to Governor Graves. Leavenworth County through LAD made presentations at three of the 12 statewide meetings. However, the task force did not recommend a single project to be built with the recommended \$535 million per year in additional spending. Over the 8-year period the additional revenues recommended would equal \$4.28 billion.

Governor Graves has now recommended, after considering the task force recommendation, a "no tax increase," 8-year state investment of \$10.68 billion (\$1.3 billion/year) in the state's transportation system. This compares to the nearly \$7 billion, 8-year program in 1989. To finance the increased spending for the 8-year program, the Governor is recommending \$554 million (\$69 million/year) be transferred from existing sales taxes to the highway fund and \$1.8 billion (\$225 million/year) in new 25-year highway bonds. The Governor also has not recommended a single specific project be undertaken.

February 16, 1999
Michael Reilly, President
Leavenworth Area Development Corporation

Page 3

Highway improvements can simply be described as: 1) maintenance, or 2) enhancement projects. We all know what maintenance is. However, enhancements are improvements that increase the capacity of the transportation system, such as from a two-lane to a four-lane or a new road where none existed. All five projects recommended in Leavenworth County would be considered enhancement projects. The vast majority of the improvements desired and presented to the Governor's Transportation 2000 Task Force would be considered enhancement projects. However, the task force recommended that less than 11 percent of all funds be budgeted for enhancement projects, just \$167 million per year.

We believe that Kansas needs a new comprehensive transportation program that contains a plan for specifically identified enhancement projects, not just a plan that raises spending. If we are to spend more then the citizens of Kansas need to know that there will be something that we didn't have after the end of the program. To that end a majority of the additional funding, above the current \$1 billion per year, should be directed to specifically identified enhancement projects to expand the current state's transportation system.

To pay for any increases, we believe that because gas prices are well below a dollar, the least resistance and the greatest acceptance would likely come from raising the tax on motor fuels.

We support the use of bonds because much more could be done in eight years from issuing bonds than a program that relies solely on pay-as-you-go. Also, bonds should be used because Kansas has the lowest bonded indebtedness of any state and the interest rates are the lowest they been for many years. However, if bonds are to be issued, then the group of projects should be identified that are to be funded by bonds and should be expected to last far longer than the 25 years it will take to pay off the bonds. Maintenance projects will rarely last 25 years and should not be funded by 25-year bonds.

We support a high level of enhancement projects which we believe will provide a much greater return on the investment through new development, an expanding economy and that will benefit all the citizens of Kansas.

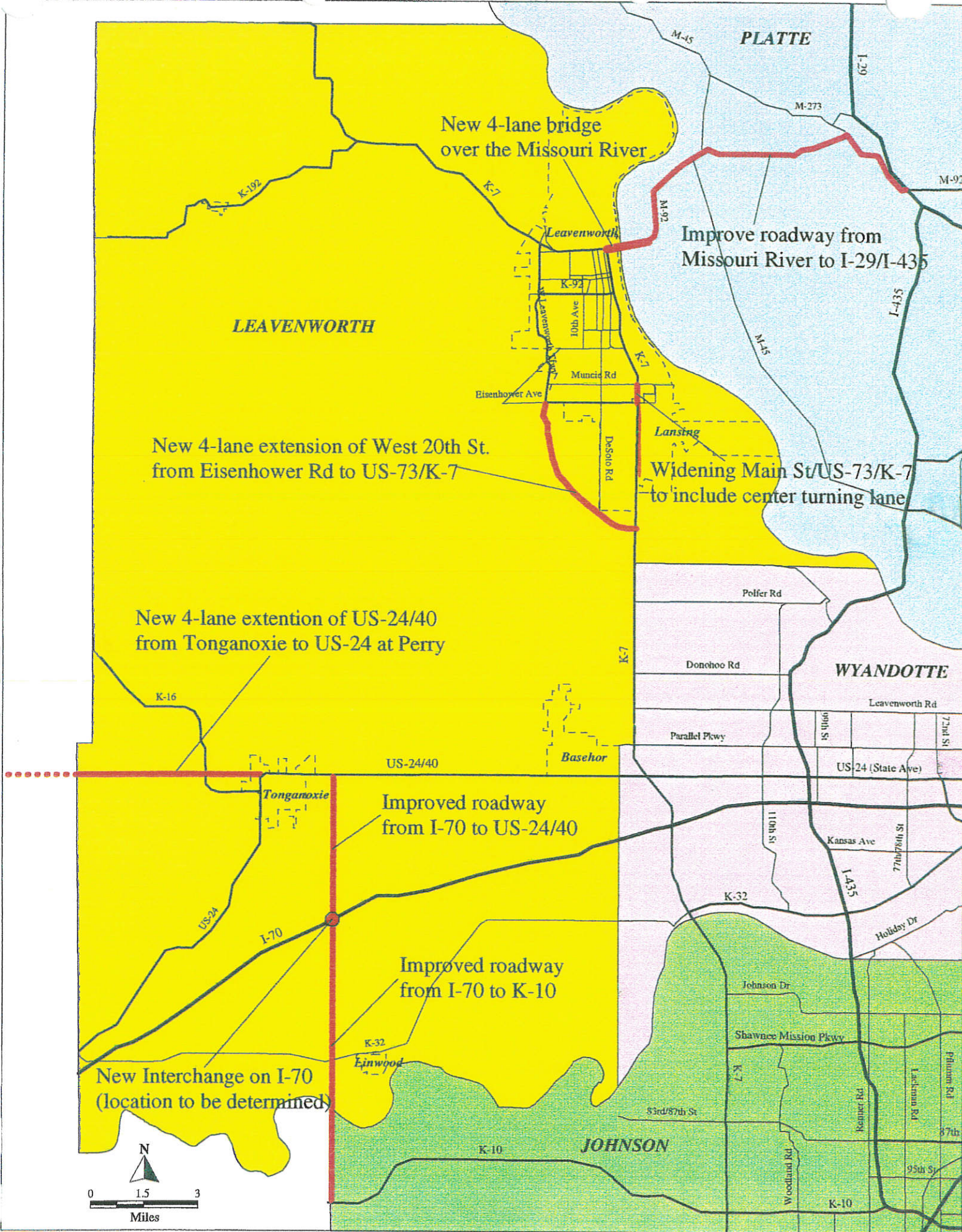
Thank you for the opportunity to share our needs, desires and opinions on this most important subject and a program that could have one of the most positive impacts on the lives of every person in Kansas for years to come.

Sincerely,



Michael Reilly, President

Regionally Significant Projects for Leavenworth



LEAVENWORTH AREA DEVELOPMENT TRENDS

(current and projected)

Army Col. Henry Leavenworth founded Fort Leavenworth in 1827 followed by the founding of the city of Leavenworth in 1854, the first city in Kansas. Not until 1861 did Kansas become a state. On the other end, the city of Lansing is the newest city, founded in 1959.

Leavenworth is notably the home of the "Big House" United States Penitentiary. However, there are four large prisons in the Leavenworth area. Adding the four prisons, the military and civilian employees at Fort Leavenworth, the large Veterans Hospital, all city, county and schools employees the total government employment in Leavenworth County is more than 42 percent of the work force. Employment in the services group is a distant second at less than 21 percent.

Government employment represents a substantial payroll and significant new capital improvements from revenues generated outside the Leavenworth area. The annual payroll at Fort Leavenworth alone is in excess of \$200 million, in addition to \$100 million in annual non-payroll expenditures and nearly \$85 million in building projects recently completed or programmed in the near future. The voters have approved several bond issue proposals to make significant improvements to the schools and build a new \$27 million justice center.

While the Leavenworth area has a very stable employment base, it has been adding new private businesses and jobs at a substantial rate. The newest addition, to start operations in late 1998, is TSI, Inc. TSI, communications company, expects to have a work force of 560 people within the next two years. Hallmark Cards, the largest private employer in the Leavenworth area, has two production plants and employs 850 persons. Heatron is another example of a growth business. Heatron, started operations in Leavenworth in 1984 with a handful of employees which has grown to 222 jobs in 1998 and an additional expansion in 1998 will add 47 employees in the next five years.

Leavenworth has the desirable quality of life typical of a small town environment while having easy access to all of the benefits of a major metropolitan area. However, only since the early 1980's has the growth in population and new housing construction been so evident. As a result, Leavenworth has adopted the slogan: "An Emerging Metropolitan Frontier."

Since 1980, the population in the northern fringes of the Kansas City Metro Area have increased at record rates and are projected to continue into the foreseeable future. The following table illustrates the population growth since 1980 using the current U.S. Census Bureau Estimates for 1997 and the current population projections adopted by the Mid-America Regional Council through 2020.

	'80-'90	'90-'97	'90-2020
Leavenworth County	+18%	+ 9%	+50%
Clay County, MO	+12%	+13%	+57%
Platte County, MO	+18%	+19%	+97%

Leavenworth County's population growth has been helped by a most active home building period. The last 10 years has seen 3,264 new single family homes (average 326 new homes/yr) have been built. In fact a new 10 year record high was set in 1998 with 373 new single family homes in Leavenworth County.

FOUR-LANE BRIDGE OVER THE MISSOURI RIVER

(and improved road from Leavenworth Missouri River bridge
to I-29/I-435)

Project Description: Build a new two lane bridge over the Missouri River at K-92/M-92 of the same design as the existing bridge built in 1954 or build a new 4-lane bridge to replace the existing 2-lane bridge. Mid-America Regional Council (MARC) has estimated the cost of the project for planning purposes at \$35 million.

Project Status: The project is scheduled for improvement in the MARC long range transportation plan. The Missouri Department of Transportation (MoDot) has programmed funds for the Missouri portion of this project. Once funding is assured from Kansas and Missouri an engineering design study would be required to determine if a companion 2-lane bridge or a new 4-lane bridge would be the most cost effective.

MARC recently completed a perimeter needs assessment study for the Kansas City Metropolitan Area. The result of that study confirmed that an improved roadway connection is needed between Leavenworth and I-29/I-435/KCI. As a result of the study, a corridor study is to be initiated by MARC to evaluate several options including improving the existing M-92 or a new direct route cross country. This study would be coordinated or supplement the MoDot Corridor study of M-92 from Leavenworth to I-35.

Supporting Information: As part of the last Kansas Comprehensive Highway Program Metropolitan Avenue (U.S. 73) was rebuilt to 4-lanes. This serves the main and west entrances to Fort Leavenworth and also connects the new West 20th Street Trafficway. The bridge over the Missouri River (K-92/M-92) is a narrow two lane bridge dedicated in 1954. Traffic has doubled from 1985 to 1995 from 5,420 ADT to 9,660 ADT. This is in part a direct result of the rapid growth in population of Leavenworth County and Platte and Clay Counties across the river.

The flood of 1993 caused M-92 to close leaving Leavenworth and the Missouri counties of Clay and Platte isolated. The only alternative route for workers and those who needed access to KCI was the 40-plus mile drive south on US-73 and I-435.

Fort Leavenworth, with a 1997 military and civilian employment of more than 5,400 including more than a 1,000 field grade officers, is the 2nd largest purchaser of airline tickets at Kansas City International Airport (KCI). The improvement of the bridge is an integral part of improving the highway access from Leavenworth to I-29/I-435 and KCI.

M-92 is the primary route from Leavenworth to I-29 and KCI. M-92 is 8 miles of narrow, 2-lane road with many steep grades and curves. A secondary road is also used, the M-45 spur to M-45 to I-435. MoDot has agreed to designate the 8-mile segment of M-92 as part of the Missouri allocation of the National Highway System (NHS) in recognition of meeting the national criteria for designation. MoDot will initiate in late 1998 a corridor study of M-92 from Leavenworth to I-35 to determine improvements or a realignment of all or portions of this road segment.

While the bridge (Kansas Portion) is a minor portion of the greater project (connection to I-29/I-435/KCI) it is a vital portion.

NEW INTERCHANGE AT I-70 IN LEAVENWORTH COUNTY

(and improved road from the I-70 interchange to U.S. 24/40 and K-10)

Project Description: Build a new interchange on I-70 in Leavenworth County and improve connecting roads from U.S. 24/40 and K-10 in Johnson County. Mid-America Regional Council (MARC) has estimated the cost of the interchange for planning purposes at \$5 million. MARC has estimated the cost of the road segment from I-70 to U.S. 24/40 for planning purposes at \$8.5 million. No estimate is available for the road segment for I-70 to K-10.

Project Status: This project is part of the current corridor study, known as KAW Connects, funded jointly by the Kansas Turnpike Authority (KTA) and the Kansas Department of Transportation (KDOT). This study is to determine the future highway needs between Kansas City and Topeka. The project has been submitted to MARC and is recommended to be included in the next 2020 Long Range Transportation Plan.

Supporting Information: KTA is scheduled to start work in the Spring of 1999 on a new eastern terminal, moving it from the Bonner Springs exit seven miles to the west. This is to relieve the heavy congestion now at the eastern terminal and in anticipation of the projected traffic on I-70. This project was accelerated because of the decision to locate a major auto racing track in western Wyandotte County and the possible location of a major theme park in the same area or in western Johnson County.

KTA as part of the KAW Connection Corridor study will determine if enough tolls would be generated to justify the cost of an interchange.

Leavenworth County is the only major population center without access to I-70. Considering the entire KTA system, I-70 has an interchange in every county it passes except where I-70 cuts the corners of rural Chase and Osage counties.

With significant population growth in southern Leavenworth and western Johnson counties an interchange on I-70, with a link to U.S. 24/40 and K-10 would greatly relieve the current and projected congestion on the many rural roads within this area.

A new interchange was built at 110th Street and I-70 east of the last toll booth and thus was funded 100 percent through Wyandotte County. The cost of the proposed interchange may be funded in whole or in part by KTA based on projected traffic and revenues. The construction of the Leavenworth and Johnson County road segments would not be funded by KTA and would be a shared KDOT and local responsibility.

NEW 4-LANE EXTENSION OF U.S. 24/40 FROM TONGANOXIE TO PERRY (making a direct route from Kansas City to Topeka)

Project Description: Build a new four lane road approximately 8 miles from the existing 4-lane U.S. 24/40 in Tonganoxie to end of the 4-lane U. S. 24 approximately 5 miles east of Perry, Kansas. Mid-America Regional Council (MARC) has estimated the cost of the project for planning purposes at \$72.8 million.

Project Status: This road extension will be studied as part of the current corridor study, known as KAW Connects, funded jointly by the Kansas Turnpike Authority (KTA) and the Kansas Department of Transportation (KDOT). This study is to determine the future highway needs between Kansas City and Topeka. The project has been submitted to MARC and is recommended to be included in the next 2020 Long Range Transportation Plan.

Supporting Information: Projected traffic between Topeka and Kansas on I-70 has caused KTA and KDOT to jointly undertake a corridor study. With the announcement of the NASCAR race track in western Wyandotte County and the possible development of a major theme park in western Wyandotte County or western Johnson County increased traffic will result at a faster than projected rate.

Due to the existing design of I-70 the study may conclude that alternate east-west routes may be more cost effective to increase the number of lanes on I-70. K-10 is already a 4-lane divided highway. A northern parallel route between Topeka and Kansas City could be accomplished with an 8-mile road segment connecting the current 4-lane divided highway west of Perry to the newly completed 4-lane divided highway ending at Tonganoxie.

The northern route would create a more direct connection to the proposed NASCAR track from Topeka. Also, the northern route would enhance the use of the proposed private/state developments at Lake Perry.

NEW 4-LANE EXTENSION OF WEST 20TH STREET

(from Eisenhower Road to U.S. 73/K-7)

Project Description: Build a new four lane road from the newly completed 4-lane roadway, West 20th Street Trafficway in Leavenworth to connect with the U.S. 73/K-7 south of Lansing. Mid-America Regional Council (MARC) has estimated the cost of the project for planning purposes at \$13.4 million.

Project Status: The project has been submitted to MARC and is recommended to be included in the next 2020 Long Range Transportation Plan. The project is included in the comprehensive plan for the city of Lansing.

Supporting Information: The city of Leavenworth has planned for nearly 50 years a new 4-lane north-south primary arterial highway on the western fringes of the city. Through special appropriation by Congress funds were made available and the road was completed. The new road provides an alternative to the heavily congested U.S. 73/K-7 that traverses through downtown Leavenworth and then bends west to provide the primary route to Atchison, Kansas. The current road ends at Eisenhower Road approximately 2.5 miles west of U.S. 73/K-7. This project, now complete, is expected to spur new residential development, thus further increasing traffic volumes and pressures for a connection to the south.

This project would complete the bypass and connect with the current 4-lane divided U.S. 73/K-7 south of Lansing. This project would allow new residential development, thus further increasing traffic volumes, but would greatly reduce the congestion on U.S. 73/K-7 through Lansing and Leavenworth.

Several connecting roads are also planned or in the design stage.

WIDENING OF MAIN STREET IN LANSING (U.S. 73/K-7) (to include center turn lanes)

Project Description: Widen the current 4-lane highway U.S. 73/K-7 (Main Street) to allow for center turn lanes through Lansing, approximately 1.5 miles, from Eisenhower Road to Mary Street including new signalization where appropriate. From Mary Street south to the city limit boundaries, intersection and signalization improvements to Mary Street, 4-H Road and Gilman Rd. Lansing is outside the planning jurisdiction of Mid-America Regional Council (MARC) thus, no cost estimate of the project for planning purposes has been made.

Project Status: The project is included in the comprehensive plan for the city of Lansing.

Supporting Information: The primary north-south route through Leavenworth County is U.S. 73/K-7 a four lane divided highway from Lansing south to Olathe and connecting to I-70 and K-10.

There is considerable congestion throughout Lansing and Leavenworth on U.S. 73/K-7. Leavenworth has recently improved this north-south primary arterial north of Eisenhower Road. Reconstruction of this segment to include a center turn lane would increase the through traffic capacity and safety with new signalization.

RESOLUTIONS AND LETTERS OF SUPPORT

RESOLUTIONS OF SUPPORT

The following is a list of resolutions passed in support of the Leavenworth County Regionally Significant Projects and for a new Kansas Comprehensive Transportation Program. A copy of the resolution passed by the Leavenworth County Commissioners is attached. The other resolutions listed are the same except for the name of the organization and signatures. The other resolutions are on file with Leavenworth Area Development and copies are available upon request.

Leavenworth County Commissioners	98-33	6-29-98
Leavenworth County Port Authority	N/A	7-29-98
City of Basehor	98-3	6-15-98
City of Lansing	B-5-98	6-18-98
City of Leavenworth	B-1535	6-9-98
City of Linwood	98-1	9-1-98
City of Tonganoxie	06-98-01	6-8-98
Leavenworth/Johnson County Joint Resolution	N/A	7-9-98
Leavenworth Area Development	N/A	5-28-98
Basehor Chamber of Commerce	N/A	8-21-98
Leavenworth-Lansing Chamber of Commerce	N/A	7-17-98
Tonganoxie Chamber of Commerce	N/A	7-20-98
American Legion Post #23	N/A	8-24-98
Fraternal Order of Eagles #661	N/A	8-25-98
Heartland Optimist Club	N/A	8-18-98
Leavenworth Board of Realtors	N/A	11-13-98
Leavenworth Kiwanis Club	N/A	8-12-98
Leavenworth Lions Club	N/A	9-15-98

LETTERS OF SUPPORT

The following is a list of letters received in support of the Leavenworth County Regionally Significant Projects and for a new Kansas Comprehensive Transportation Program. Each letter is attached.

Ross Markle, KDOT Highway Commissioner, 1st District	8-4-98
Kansas State Senator Donald Biggs, District 3	8-12-98
Kansas State Senator Mark Gilstrap, District 5	7-24-98
Kansas State Representative Marti Crow, District 41	8-20-98
Kansas State Representative Candy Ruff, District 40	8-11-98
Kansas State Representative Kenny Wilk, District 42	7-27-98
Leavenworth Times (newspaper) Editorial Letter	7- 5-98

RESOLUTION NO. 1998-33

A RESOLUTION OF SUPPORT OF REGIONALLY SIGNIFICANT PROJECTS IN LEAVENWORTH COUNTY FOR INCLUSION IN A NEW COMPREHENSIVE TRANSPORTATION PLAN FOR THE STATE OF KANSAS

WHEREAS, the Leavenworth Area Development Corporation (LAD) was established to promote the development and economic growth of the area within Leavenworth County, Kansas; and

WHEREAS, having a desirable transportation system within the county and connected to regional transportation systems is necessary for the future growth and development of the Leavenworth County area; and

WHEREAS, LAD has established a Transportation Committee to identify and promote needed transportation projects; and

WHEREAS, all of the regionally significant projects that are within the Mid-America Regional Council (MARC) Planning Area are in or submitted to be included in the MARC Long Range Transportation Plan; and

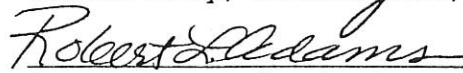
WHEREAS, LAD seeks the cooperation and support of its member cities, Leavenworth County, area Chambers of Commerce and other organizations to promote and work toward the improvement of transportation facilities serving Leavenworth County.

NOW BE IT RESOLVED, BY THE GOVERNING BODY OF LEAVENWORTH COUNTY, KANSAS: That the identified projects, listed below, of the Transportation Committee of the Leavenworth Area Development Corporation are hereby supported by Leavenworth County, Kansas. This approval in no way obligates Leavenworth County, Kansas to funding of any projects related to its support.

- New 4-Lane Bridge over the Missouri River and improved road from the Leavenworth Missouri River Bridge to I-29/I-435.
- New Interchange at I-70 in Leavenworth County at a location to be determined.
- Improved Road from the new I-70 Interchange to the new US 24/40 Highway and to Kansas Highway 10 in Johnson County.
- New 4-Lane highway extension of U.S. 24/40 from Tonganoxie to the existing 4-lane U.S. Highway 24 at Perry, Kansas.
- New 4-Lane extension of West 20th Street from Eisenhower Road to U.S. 73/K-7.
- Widening of Main Street in Lansing (U.S. 73/K7) to include center turn lanes.

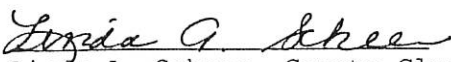
Passed by the Governing Body of the Leavenworth County, Kansas, this 29th day of JUNE, 1998.


Don Navinsky, Commissioner, Chair


Robert Adams, Commissioner


Wayne Eldridge, Commissioner

ATTEST:


Linda A. Scheer, County Clerk

A JOINT RESOLUTION OF THE BOARDS OF COUNTY COMMISSIONERS OF JOHNSON COUNTY, KANSAS AND LEAVENWORTH COUNTY, KANSAS REQUESTING THAT THE SECRETARY OF THE KANSAS DEPARTMENT OF TRANSPORTATION UNDERTAKE A CORRIDOR STUDY WITH RESPECT TO A NORTH-SOUTH ROUTE LYING IN THE WESTERN SECTIONS OF JOHNSON AND LEAVENWORTH COUNTIES AND LINKING K10, THE KANSAS TURNPIKE (US70) and US24-40 HIGHWAYS.

WHEREAS, It is the desire of the Boards of County Commissioners of Johnson and Leavenworth Counties to provide adequate transportation systems to the citizens of those counties; and

WHEREAS, significant population growth is projected for the western sections of Johnson and Leavenworth Counties; and

WHEREAS, there currently does not exist an adequate north-south route in said counties linking highways K10, US70 and US24-40; and

WHEREAS, the Boards of County Commissioners of Johnson and Leavenworth Counties believe that such a north-south route would be of significant benefit.

BE IT NOW THEREFORE JOINTLY RESOLVED:

1. That the Boards of County Commissioners of Johnson and Leavenworth Counties hereby request that the Secretary of Transportation of the Kansas Department of Transportation undertake a corridor study with

respect to a north-south route lying in the western sections of Johnson and Leavenworth Counties. The Boards specifically request that such corridor study identify potential routes linking highways K10, US70 and US24-40.

2. That the Boards believe that such a north-south route would be of significant benefit not only to the citizens of Johnson and Leavenworth Counties but also to the citizens of the State of Kansas as a whole and that such a route would significantly increase the traffic bearing capacity of the state highway system.

RESOLVED this 9th day of July, 1998.



David Wysong
David Wysong, Chairman
Board of Johnson County Commissioners

Approved as to Form:
Robert Ford
Jo. Co. Legal Dept.

Beverly L. Bales
Clerk, Johnson County

By: Marcia Huntley Deputy

Donald Navinsky
Donald Navinsky, Chairman
Board of Leavenworth County Commissioners

ATTEST:

Linda A. Scheer
Clerk, Leavenworth County

4 August 1998

Gary E. Carlson, CED
Leavenworth Area Development
1298 Eisenhower Road
Leavenworth, Kansas 66048

Dear Mr. Carlson:

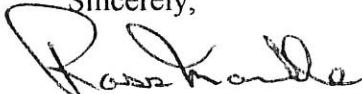
Thank you for providing me the information related to the transportation needs of Leavenworth County as identified by the LAD Transportation committee.

The adoption of resolutions by the cities of Basehor, Lansing, Leavenworth and Tonganoxie and the Leavenworth County commissioners, as well as other groups and individuals, is a positive display of cooperation and consensus building in meeting the transportation needs of Leavenworth County.

I agree with the five regional transportation projects identified as outlined in the information you provided.

As a member of the state Highway Advisory committee, representing the First district, I can only hope that other entities within the district will put as much effort into identifying their transportation needs as the LAD committee has.

Sincerely,



Ross E. Markle
Commissioner
Kansas State Highway Advisory Committee

STATE OF KANSAS

DONALD E. BIGGS
SENATOR, 3RD DISTRICT
LEAVENWORTH & JEFFERSON COUNTIES



TOPEKA

SENATE CHAMBER

COMMITTEE ASSIGNMENTS
RANKING MINORITY MEMBER:
ENERGY AND NATURAL RESOURCES
MEMBER:
AGRICULTURE
ARTS AND CULTURAL RESOURCES
FEDERAL AND STATE AFFAIRS
FINANCIAL INSTITUTIONS AND
INSURANCE

LEGISLATIVE HOTLINE
1-800-432-3924
(DURING SESSION)

August 12, 1998

Mr. Gary E. Carlson
Leavenworth Area Development
P. O. Box 151
Leavenworth, Kansas 66048

Dear Gary:

I have your letters of July 9 and 23, with regard to the five regionally significant area projects to be endorsed for the next Comprehensive Transportation Funding Program. I certainly appreciate the work and study that has gone into this by the LAD Transportation Committee and the county and city officials.

My problem with a total endorsement is the "new 4-lane highway extension of US 24-40 from Tonganoxie to the existing 4-lane US 24 at Perry". I do not support a new cross country 4 lane highway as I think this proposal implies nor do I think it is economically feasible. I certainly support substantial improvement and straightening of the existing highway and even widening it to 4 lanes depending on the findings of the Topeka-Kansas City corridor study now underway.

The locally significant projects are certainly worthy and important ones. I will be supportive of a new Comprehensive Transportation Funding Program as it moves through the legislative process. I have not signed a "no tax increase pledge", and there will probably need to be some increases in user fees to fund a meaningful program. I also feel that public transportation needs to be a part of a new transportation plan.

Please give me a call if you have any questions.

Sincerely,

A handwritten signature in cursive script that reads "Don Biggs".

Don Biggs
State Senator

DATE 7-27-98

Gary E. Carlson, CED
Leavenworth Area Development
1298 Eisenhower Road
Leavenworth, Kansas 66048

Dear Mr. Carlson:

Thank you for providing me the information related to the transportation needs of Leavenworth County as identified by the LAD Transportation Committee.

The adoption of resolutions by the cities of Basehor, Lansing, Leavenworth and Tonganoxie and the Leavenworth County Commissioners, as well as, other groups and individuals is a positive display of cooperation and consensus building in meeting our the transportation needs of Leavenworth County.

I agree with the five regionally significant transportation projects identified by the LAD Transportation Committee and outlined in the information you provided. They are needed and would greatly benefit the growth and development of Leavenworth County and be of great benefit to the citizens of the county.

I also support the concept that the Legislature should consider and adopt a reasonable comprehensive plan to meet the transportation needs of Kansas and give consideration of the Regional Significant Projects identified for Leavenworth County.

Sincerely,

Senator Mark Dilsch

P. S. Doug I am concerned on the indebtedness of \$900,000,000⁰⁰ from the current program and I am also concerned with the "how to" funding coming from the highest taxed county in the state, ~~that~~

STATE OF KANSAS

MARTI CROW
REPRESENTATIVE, 41ST DISTRICT
1200 S. BROADWAY
LEAVENWORTH, KANSAS 66048
(913) 682-1544



TOPEKA

HOUSE OF
REPRESENTATIVES

COMMITTEE ASSIGNMENTS
BUSINESS, COMMERCE & LABOR
FEDERAL & STATE AFFAIRS
ENVIRONMENT
JOINT COMMITTEE ON CLAIMS AGAINST
THE STATE

STATE CAPITOL BUILDING, ROOM 284-W
TOPEKA, KANSAS 66612-1504
(785) 296-7673

August 20, 1998

Gary E. Carlson, Executive Director
Leavenworth Area Development
1298 Eisenhower Street
Leavenworth, KS 66048

Dear Mr. Carlson:

I want to take this opportunity to lend my wholehearted support for the five regionally significant highway projects identified by LAD's Transportation Committee. I believe that the 1989 Comprehensive Highway Plan has been a strong factor contributing to the economic vitality that Kansas is now experiencing and our state and region must continue to provide infrastructure, including highways, to support the growing transportation needs of businesses and citizens in the Leavenworth area.

Leavenworth County and its cities are growing in population and economic significance. Our county has recently seen benefits from the last 10 year state comprehensive highway plan, but the continued vitality of our communities depends upon continued investments in our county roads and streets. Also, as our traffic increases, the safety and welfare of citizens and visitors to Leavenworth County is at stake. It is important that our priority local transportation needs not be ignored or delayed.

Please convey to the Governor's Transportation 2000 Task Force that our community's economic growth and safety as well as the vitality of the state economy will be promoted by meeting the immediate and long-term needs of Leavenworth County.

Sincerely,

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

Marti Crow
State Representative

L. CANDY RUFF
REPRESENTATIVE FORTIETH DISTRICT
LEAVENWORTH COUNTY
321 ARCH
LEAVENWORTH, KANSAS 66048
(913) 682-6390

STATE CAPITOL, ROOM 278-W
TOPEKA, KANSAS 66612-1504
(913) 296-7658



TOPEKA

HOUSE OF
REPRESENTATIVES

COMMITTEE ASSIGNMENTS
FEDERAL AND STATE AFFAIRS
JUDICIARY
TAXATION

8/11/98

321 Arch St.
Leavenworth, KS 66048
July 20, 1998

Gary Carlson
Leavenworth Area Development
1298 Eisenhower Rd.
Leavenworth, KS 66048

Dear Mr. Carlson:

Please add my voice to the chorus of Leavenworth County cities and county government entities supporting the five regionally significant transportation projects identified by the LAD Transportation Committee. Each one holds its own importance and merits full consideration in the future.

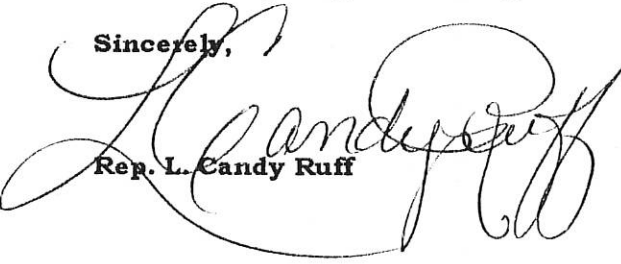
Your committee is to be congratulated for working so closely with community groups and interested individuals. I am sure each of the county's city commissions and councils were impressed by the sincerity and thoroughness of the committee's presentation. Having studied it for myself, I can put my full support behind each project.

The success of these local projects is tied directly to a new statewide comprehensive transportation plan. Slated for serious discussion and hopeful passage in the 1999 Legislative Session, the new program is now mired in election year politics. That is most unfortunate because the transportation plan deserves better.

You may be assured of my complete support for the plan not only for the benefit to Leavenworth County, but for the entire state. The 1989 comprehensive transportation program was a great success and impacted on economic development efforts throughout the state. My hope is the 1999 plan will follow the 1989 model and finance it along similar lines.

No matter how difficult the task ahead, I will work hard to ensure Leavenworth County's transportation needs are met along with other Kansas communities. In fact, I'm looking forward to fighting for such a good cause.

Sincerely,


Rep. L. Candy Ruff

State of Kansas



TOPEKA

House of Representatives

COMMITTEE ASSIGNMENTS
MEMBER: APPROPRIATIONS
SUBCOMMITTEES:
EDUCATION
K-12 SCHOOL FINANCE

KENNY A. WILK
REPRESENTATIVE, 42ND DISTRICT
LEAVENWORTH COUNTY
701 S. DeSOTO RD.
LANSING, KANSAS 66043
(913) 727-2453
ROOM 174-W, CAPITOL BLDG.
TOPEKA, KANSAS 66612-1504
(913) 296-7655

July 24, 1998

Mr. Gary E. Carlson, CED
Leavenworth Area Development
1298 Eisenhower Road
Leavenworth, KS 66048

Dear Mr. Carlson:

Thank you for providing me the information related to the transportation needs of Leavenworth County as identified by the LAD Transportation Committee.

The adoption of resolutions by the cities of Basehor, Lansing, Leavenworth, and Tonganoxie and the Leavenworth County Commissioners, as well as, other groups and individuals is a positive display of cooperation and consensus building in meeting the transportation needs of Leavenworth County.

I agree with the five regionally significant transportation projects identified by the LAD Transportation Committee and outlined in the information you provided. They are needed and would greatly benefit the growth and development of Leavenworth County and be of great benefit to the citizens of the county.

I also support the concept that the Legislature should consider and pass a reasonable comprehensive plan to meet the transportation needs of Kansas and, the plan should give consideration of the Regional Significant Projects identified for Leavenworth County.

Sincerely,

A handwritten signature in cursive script that reads "Kenny A. Wilk".

Kenny A. Wilk
State Representative, 42nd District

c.c. Mayor Ken Bernard
Commissioner Don Navinsky
Mayor John Pfannenstiel
Mayor Herb Robbins
Mayor H.B. Weeks

7/5/98

TIMES

The Oldest Daily Newspaper in Kansas
Established March 7, 1857

Tom Throne, publisher

Ron Piche, executive editor

Catherine Trowbridge, managing editor

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A Liberty Group Publishing newspaper

Road to the future

As some politicians argue over a paper pledge not to increase taxes, there are serious issues that need to be addressed that involve tax dollars.

One of those issues, which should be discussed by the 1999 Legislature, is a new comprehensive highway plan. The present plan, more than 10 years old, is out of funding and most of the projects are completed or in various stages of completion.

However, there are still highway projects, not only in the Leavenworth County area, but across the state, that need to be addressed. One of those projects is the completion of U.S. 81 from Concordia to the Kansas-Nebraska border.

Here is just a sample of possible projects that the state should address in our area. The listed projects along with several others have been endorsed by area city governments as well as the county commission.

- A new bridge over the Missouri River and an improved road from Leavenworth to I-29.

- A new interchange on I-70 in Leavenworth County and an improved road from the interchange to U.S. 24-40. Last week the Leavenworth and Johnson county commissioners endorsed a plan calling for a new road which would link K-10 to the south and U.S. 24-40 to

the north from the new interchange.

- The four-lane extension of U.S. 24-40 from Tonganoxie to the existing four-lane U.S. 24 at Perry.

- A four-lane extension of West 20th from Eisenhower Road to U.S. 73.

- The widening of Main Street in Lansing to include a center-turn lane.

- The widening to four lanes of Eisenhower Road from Shrine Park to County Road 5.

- Improving County Road 5 from Tonganoxie to Leavenworth, which would improve Leavenworth's access to the proposed interchange on I-70.

While not all of these projects will gain approval, they are all worthy of consideration.

Kansas has to maintain its road system and build for the future as it heads into the 21st century. Kansas taxpayers have seen the benefits of new and improved roads over the past years. The state also has benefited from a strong economy which has enabled the state government to decrease taxes.

However, there is still a need for a strong highway system that a pledge for no new taxes should not stop. We have to begin planning now so that a plan can be implemented by the turn of the century.



**UNIFIED GOVERNMENT OF WYANDOTTE COUNTY/
KANSAS CITY, KANSAS
TRANSPORTATION SERVICES**

TRANSIT DIVISION
ONE McDOWELL PLAZA 701 NORTH 7TH STREET, 66101

(913) 573-5310
573-0480
FAX (913) 573-5004

February 16, 1999

Joint House and Senate Transportation Committees
Kansas State Legislature

Dear Committee Members:

In June of 1998, I accepted an appointment to serve on Governor Graves Transportation 2000 Task Force. As a group we were asked to study the state's transportation needs and we were charged with seeking the input, advice and comments of Kansas citizens. Governor Graves asked that we look beyond the traditional emphasis on highways and to consider airport improvements, railroad safety, public transit and a stronger state partnership with city and county governments.

As you know, to gather information from Kansans, the T2000 group held a series of 12 Town Hall meetings in all geographic areas of the state. Over 2,500 persons attended the meetings with more than 500 persons testifying. Groups and individuals commented on both rural and urban needs. We heard strong testimony regarding the need for a new Comprehensive Transportation program, one that would include all modes, aviation, rail, highways, public transit and local jurisdictions.

Because of my long career in transit with the Unified Government, it was of special interest for me to hear comments about public transit. For the Unified Government Town Meeting alone, we received requests from forty-four individuals or groups to speak. At all meeting sites, we heard testimony regarding transit.

Joint House & Senate Transportation Committees
February 16, 1999
Attachment 4

Transit providers throughout our state are grateful for the current state funding of \$1 million per year. I truly believe however, that urban and rural providers will need at a minimum, an increase in state funding to \$8.8 million per year if they are to enhance and restore service, extend hours of daily and weekend operations, expand paratransit services for the disabled, increase service for the elderly and address other unmet needs including welfare to work trips.

I will forever remember my participation on the Transportation 2000 Task Force. I am hopeful that your recommendation will reflect the desires of those who attended our meetings and participated in this process and that the Kansas State Legislature enacts a significant new Comprehensive Transportation Program. Thank you.

Respectfully submitted,

A handwritten signature in cursive script that reads "Marcia R. Bernard".

Marcia R. Bernard
Member of T2000 Task Force



**UNIFIED GOVERNMENT OF WYANDOTTE COUNTY
& KANSAS CITY, KANSAS
TRANSPORTATION SERVICES DEPARTMENT**

ADMINISTRATION DIVISION

ONE McDOWELL PLAZA

701 NORTH 7TH STREET, 66101

(913) 573-5500

FAX (913) 573-5510

February 16, 1999

Joint House and Senate Transportation Committees
Kansas State Legislature

Dear Committee Members:

Public transportation has been an important part of Wyandotte County for many years. Some residents can recall the old inter-urban line and streetcars. They operated until the early 1950's when a number of small bus companies took over and provided private transit service in Kansas City, Kansas. These companies were eventually replaced by the Kansas City Area Transportation Authority in 1965 when a bi-state compact was adopted. Service was provided by the KCATA to and in Kansas City, Kansas until February 21, 1978. At that time the city started a supplemental fixed route transit system called The Bus and paratransit service called Dial-A-Ride. The additional service extended transit into areas of the community not previously served by the KCATA.

Now twenty years later over a million passengers use the combined transit service yearly (850,000 KCATA and 250,000 for the Unified Government). The Bus operates on nine fixed routes and contracted service is provided by the KCATA on six additional fixed routes. The three transit providers in the metropolitan area including the KCATA, Unified Government Transit and Johnson County Transit work together to coordinate and maximize services. Substantially increased coordination by the three providers exists in marketing, scheduling, a joint information center, procurement, planning studies, transfer agreements and reverse commute projects.

Funding is always an issue for public transit providers. All public transit services in the metropolitan area are subsidized. The Kansas State Comprehensive Highway Bill of 1989 made available \$390,000 in funding for the transit providers of Kansas. Additional legislation in 1994 increased the amount to \$1 million annually. The Unified Government, Topeka, Wichita and Johnson County Transit are eligible for \$50,000 each. The four urban providers must use their allotments for capital expenditures, not for operating expenses. The remaining \$800,000 is used for drug and alcohol testing for rural providers and for vehicles in rural areas.

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Attachment 5

Joint House & Senate Transportation Committees
February 16, 1999

In addition to the \$50,000 in capital assistance received, remaining transit services provided by the Unified Government are funded through local general government funds. Federal operating assistance previously received through the Kansas City Area Transportation Authority to offset the cost of their service within our community has decreased for the past decade and has been eliminated this year.

Critical issues are facing the Unified Government transportation programs. The consolidation of Wyandotte County and Kansas City, Kansas during 1997 into the new Unified Government of Wyandotte County/Kansas City, Kansas has increased the demand and service area for transit. Economic development in western Wyandotte County associated with the proposed speedway project will probably require additional bus service.

The Unified Government currently provides demand responsive service for persons with disabilities through a paratransit program called Dial-A-Ride. Annual ridership in excess of 10,000 trips continues to increase with overall ridership in the past several years tripling. With the addition of former county residents, this program must be expanded to meet the needs of persons with disabilities throughout the entire county.

A unique and vital senior service is also provided. Senior group transportation is available on a first come, first served basis to senior groups in Wyandotte County once each month. Senior groups use this program to access a variety of locations including restaurants, shopping areas, museums, pharmacies, hearing aid and eye glass centers.

Unemployed residents of Wyandotte County have a new innovative means to access jobs within the county and on over 25,000 interjurisdictional trips to Johnson County employers. A highly successful JOBLINKS project transports previously unemployed Wyandotte residents to jobs. Initially funded through a welfare to work federal demonstration grant of \$90,000 awarded May 15, 1997, this program now is funded in part by the Unified Government, Johnson County Transit and the participating employers. As this program increases, additional funds will be needed.

In conjunction with addressing the need to access jobs, the restoration of evening and weekend service must be considered. The loss of federal funding, specifically operating assistance, has resulted in cutbacks in service. The frequency of service has also been altered. Many routes now have service reduced to only once per hour. Additional funding could restore the service and improve the frequencies.

Joint House & Senate Transportation Committees
February 16, 1999

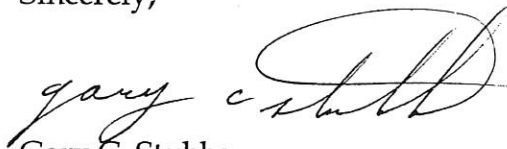
Capital needs are always an issue. Although vehicles are replaced systematically, the cost to replace a bus or a fleet of buses is overwhelming to a capital program. Future fleets must have a diversity of vehicles from vans to buses to meet the growing needs of the community.

As we have emphasized above, the Unified Government is providing a substantial and varied public transit service to our residents; however, substantial unmet needs remain.

We applaud Governor Graves for renaming the previous highway plan the Comprehensive Transportation Plan and for including rail, aviation and public transportation along with highways and bridges.

We are grateful for the annual amount of \$1 million currently provided statewide but need additional funds for both urban and rural transportation. Please consider a new Comprehensive Transportation Program for Kansas with an emphasis on additional funding for transit. Thank you for your consideration.

Sincerely,

A handwritten signature in cursive script that reads "Gary C. Stubbs". The signature is written in dark ink and is positioned above the printed name.

Gary C. Stubbs
Director of Transportation Services



**UNIFIED GOVERNMENT OF WYANDOTTE COUNTY
& KANSAS CITY, KANSAS
PUBLIC WORKS DEPARTMENT**

ENGINEERING DIVISION

ONE McDOWELL PLAZA

701 NORTH 7TH STREET, 66101

(913) 573-5700
FAX (913) 573-5727

February 10, 1999

Joint House and Senate Transportation Committees
Kansas State Legislature

Dear Committee Members:

On behalf of the Public Works Department of the Unified Government of Wyandotte County Kansas City, Kansas I would like to express our appreciation for your work in attempting to provide Kansas with a new Transportation Program. The time and effort required by this Committee is extensive, and you are to be commended.

Our thanks, too, goes to KDOT Secretary Dean Carlson and his staff for their continued commitment to Wyandotte County. Their assistance has been excellent in previously completed projects like the 110th and I-70 Interchange, and College Parkway near the Community College. Their efforts toward on-going projects like the four major road and highway improvements adjacent to the Kansas International Speedway has been extraordinary.

Like other Kansas communities, we have additional transportation needs that we feel are priorities in the continued efficient movement of vehicles and goods, as well as the economic resurgence of Wyandotte County.

Major interchange reconstruction and reconfiguration is needed along I-70 at Turner Diagonal and at K-7. Former and existing toll booths for the Turnpike have left a maze of ramps at both locations that do not address today's traffic demands properly.

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A third interchange reconstruction is needed at US 24/40 and K-7, where the existing facilities are functionally obsolete and unable to provide safe traffic operation. The entire K-7 corridor between the Johnson County line and the Leavenworth County line is one that should be considered for improvement. This is an area experiencing considerable traffic growth, as attested by three recently completed traffic signal safety projects along this corridor.

We believe that there are several other transportation improvement projects that will become necessary as the Kansas International Speedway becomes increasingly successful and the adjacent area develops as anticipated. State Avenue from 118th Street to K-7, as well as 110th Street from Parallel Parkway to Leavenworth Road will need to be substantially improved or reconstructed in order to serve these traffic generators. I-70 between 118th Street and K-7, although slightly farther removed from these developments, will still be impacted by the Speedway as well as by the ever increasing Topeka to Kansas City traffic. It too should be considered for capacity improvement during the life of a new Comprehensive Transportation Program.

One final project that must be mentioned is the reconstruction and moderation of the segment of I-35 between Southwest Boulevard and the Missouri State Line. Because of the very high traffic volumes that daily utilize the I-35 corridor, this project is of significant importance to the entire Kansas City metropolitan area.

In summary, a new Comprehensive Transportation Program is essential to the successful completion of major improvements for structural, capacity, or economic development purposes. But continued programs such as the Connecting Links

Reimbursements to municipalities for their routine maintenance of State and U. S. Highways within their corporate limits is also essential. Similarly, funding for the continued implementation of Intelligent Transportation System technology on the urban highway network is important. For instance, we believe that this technology may be very effective in assisting in safe and efficient movement of vehicles preceding and following a racing event at the Kansas International Speedway.

Thank you again for hearing the transportation concerns of the Unified Government.

We want to see a comprehensive highway program developed that is flexible enough to allow the Department of Transportation, and their municipal partners to respond to priorities as they develop and occur over the life of this program.

Yours Truly,



Frederick A. Backus, P.E.
City Engineer



UNIFIED GOVERNMENT OF WYANDOTTE COUNTY /
KANSAS CITY, KANSAS
TRANSPORTATIONS SERVICES

AGING TRANSPORTATION DIVISION

9400 STATE AVENUE, ROOM 209 KANSAS CITY, KANSAS 66112 (913) 788-3727
FAX (913) 328-4531

February 16, 1999

Joint House & Senate
Transportation Committee
Kansas State Legislature

Dear Committee Members:

The Aging Transportation Department of the Unified Government of Wyandotte County/Kansas City, Kansas, has worked diligently for twenty-seven years to meet the needs of seniors in Wyandotte County. The purpose has been to provide transportation for individuals 60 or older, who reside in Wyandotte County that have no other transportation available for their special needs. Our system provides a direct service, allowing us to provide a more personal, conscientious and efficient service to the clients.

The Aging Transportation Department's primary responsibility has been providing more than 130,000 trips annually for the Nutrition Program for the Wyandotte County Area Agency on Aging. Our system also provides more than 25,000 trips annually for medical appointments, Grocery Shopping, and Foster Grandparent Program. In addition to meeting the seniors' priority needs of nutrition and medical, the Aging Transportation Program enables seniors to be mobile and independent by providing Grocery Shopping and transportation to work sites for the Foster Grandparent Program.

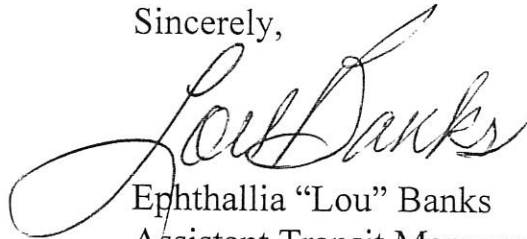
The capital need of providing and maintaining accessible transit service continues to increase, making it very difficult if not impossible without state or federal assistance. Aging Transportation has never and most likely never will fully meet the transportation demands for the elderly and disabled, however, with access to

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February 16, 1999
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additional state funding, we will be able to make a greater impact on the priority needs of nutrition and medical appointments.

We applaud Governor Graves for his decision of making this a Comprehensive Transportation Plan and for including rail, aviation and public transportation along with highways and bridges. We entreat the Joint House & Senate Transportation Committee to consider additional funding for public transportation in Kansas. We thank the Kansas State Legislature for allowing me to address you today about the Aging Transportation needs in Wyandotte County.

Sincerely,



Ephthallia "Lou" Banks
Assistant Transit Manager

**Joint House & Senate Committee on Transportation
Kansas State Legislature
February 16, 1999**

Testimony offered to the Joint Committee on Transportation by John J. Dobies, TranSystems Corporation. Similar testimony was offered to **Transportation 2000** at a hearing in Kansas City, Kansas on August 26, 1999. Mr. Dobies is currently working with the Counties of Wyandotte and Johnson in the Kansas City metropolitan area to improve public transportation services.

TranSystems Corporation recently completed a study sponsored by the Mid America Regional Council and the Greater Kansas City Chamber of Commerce to determine the demand for a regional transit system. The Demand Assessment involved the development of a region wide transit service concept for the Kansas City Metropolitan area. Extensive market research was conducted to test market various service configurations to ensure that resident preferences and opinions were taken into account. The study has helped better define the vision for public transit in Kansas City and has led to longer term public policy and planning discussions. TranSystems also conducted a study of the public transportation needs in Johnson, Leavenworth and Wyandotte Counties several years ago, and is currently assisting Wyandotte and Johnson Counties in developing transit service improvement plans.

The Demand Assessment's objectives were straightforward:

1. Define the preferred transit service concept for the metropolitan area
2. Determine the potential demand or usage for transit service with the preferred service concept
3. Identify potentially successful transit services.

Public transportation is part of the state of Kansas' overall transportation system, and although transit has received more attention in recent years, the unmet needs remain high.

The Counties of Johnson and Wyandotte in the metro area are unique with respect to public transportation. The Kansas City metropolitan area is a large urban area, and transportation needs are different, perhaps greater, than in other parts of the state. Another difference is that the metro area is bi-state, requiring a more complex form of intergovernmental coordination.

The demand Assessment study was directed by a committee with representatives from both Kansas and Missouri. Two members of TRANSPORTATION 2000 are part of the Demand Assessment Sub-Committee, Nelson Mann and Marcia Bernard.

The study covered a wide range of topics; I'll summarize a few of the more significant findings:

- The current transit system is regarded as inadequate both by the business sector and the general public. For example, in Wyandotte County less than one-fourth of the residents deemed the existing transit system adequate, and less than one-third of businesses believe the existing transit system meets their needs. In Johnson County the perceptions are even more dramatic, with only seventeen percent of residents and seven percent of businesses believing the transit system is adequate. In this case the concern is for the limited amount of transit service, and the lack of good regional connectors.

Although the Kansas Counties represent nearly 40 percent of the metro area's population, Johnson and Wyandotte counties have less than 15 percent of the transit service. The inadequacy of the transit system is greater on the Kansas side.

- Interest in improved transit is high. Reasons range from difficulty in attracting and retaining employees, to concern for the metropolitan area's ability to compete in the 21st century. And residents state they will use the service, but only if it meets their needs. In Wyandotte County nearly forty percent of residents indicated a interest in using improved transit service.

Projects such as the I-35 commuter rail proposal and improved bus service in Wyandotte County have a high level of positive interest among the public. Transit connections between the two Kansas counties are advocated virtually every time transit is discussed in the metropolitan area. These important connections do not exist today in a meaningful way.

- The market research has found that people understand the need for governmental support for transit services, and people are willing to support additional funding for good transit service. Transit was rated second only to maintaining the metropolitan area's existing highway system as a priority. Across the metropolitan area 87 percent of employers surveyed thought the level of funding for transit should be increased.

The big issue is funding and determining the appropriate level of public investment. A very preliminary estimate of the cost of these new transit services concluded that a near-doubling of the level of investment is required. The increase is greater on the Kansas side because of the lower level of today's services.

The primary intent of the Demand Assessment study was to help leaders in the metropolitan area determine the appropriate level of funding.

The Demand Assessment concluded last September with a regional meeting to consider the results of the Demand Assessment and to determine the metropolitan area's approach to transit in the future. The involvement of Mr. Mann and Ms. Bernard ensured effective representation for Kansas-side priorities. A commitment was made for all parts of the metropolitan area to work together to develop an effective regional transit system

The Unified Government of Wyandotte County/Kansas City, Kansas is poised to introduce the metropolitan area's first installment of the improved transit system. The Public Transit System Improvement Plan proposes the doubling of service levels, and the addition of routes to better serve work trips in the County. Links to the regional transit system would also be improved. It is anticipated that this much needed improvement plan can be implemented in July of 1999.

The Plan only addresses some of the most pressing needs, and stretches limited local and federal funding. Other transit needs, such as serving the western portion of Wyandotte County and establishing connections to Johnson County, require additional funding.

Thank you.

**State of Kansas
Department of Social
& Rehabilitation Services**

Rochelle Chronister, Secretary
Janet Schalansky, Deputy
Secretary



For additional information, contact:

SRS Office of the Secretary
Laura Howard, Special Assistant
915 SW Harrison Street, Sixth Floor
Topeka, Kansas 66612-1570
☎785.296.6218 / Fax 785.296.4685

For fiscal information, contact:

SRS Finance Office
Diane Duffy, CFO
915 SW Harrison Street, Tenth Floor
Topeka, Kansas 66612-1570
☎785.296.6216 / Fax 785.296.4676

**House Committee on Transportation and
Senate Committee on Transportation and Tourism
February 16, 1999**

Testimony: Transportation to Support Employed Families and Welfare Reform

**Kansas City Area Office
Peggy Kelly, Employment Preparation Services Chief
913.279.7507**

Kansas Department of Social and Rehabilitation Service
Rochelle Chronister, Secretary

Transportation to Support Employed Families and Welfare Reform

I am Peggy Kelly, Employment Preparation Services (EPS) Chief for the Kansas City Area Office of the Department of Social and Rehabilitation Services (SRS). I appreciate the opportunity to testify on Transportation to Support Employed Families and Welfare Reform.

The Kansas City metropolitan area covers a large geographic area - larger than many American cities of similar population. As with most cities, the commercial and industrial base has migrated from a central downtown to the outlying, suburban areas. As the Kansas City metropolitan area has seen significant growth in the past 15 years, the outer ring of land has progressively moved farther and farther from the central parts of the city.

The term "geographic mis-match" was used in the Bridges to Work demonstration project to describe the location of jobs and the location of lower income persons seeking entry level employment. This term would apply to a significant portion of the job market in the Kansas City metropolitan area. Wyandotte County, particularly the eastern half, represents a large portion of the unemployed persons available for work. A 20 mile radius could easily have been drawn to show where "good jobs" are located.

The mis-match addresses not only geographic location, but mobility options for persons seeking employment. While Kansas City is fortunate to have some level of mass transit, the existing system was established to serve a downtown oriented job market which no longer exists. Employment based transportation - often referred to as Reverse Commute - has been gaining recognition as a valid transit need for the past 10 years.

Typically 6 out of every 10 persons on cash assistance in Wyandotte County report that they do not have a reliable vehicle. The current cash assistance case load is 1477 adults, 60% equals 886 persons needing a reliable mode of transportation to be able to access jobs. Lack of transportation is also one most frequently cited reasons employers receive when people leave their jobs.

The economy in the Kansas City area is in a significant boom time. Transportation limitation is often the primary barrier between an individual and a job. The job market is currently open to many people who previously would not have been considered by employers. Welfare reform has created an environment where it is important and valid for people to access employment and build their work history. Expanded bus service between Wyandotte and Johnson Counties and within Wyandotte County to industrial areas is a critical key to sustaining this positive economy for the State of Kansas and for families seeking to leave the welfare system permanently.

Dear Committee Members:

Our agency's involvement in transportation includes being a member of the JobLinks steering committee and serving as the coordinator of JobLinks job fairs that have been held in Wyandotte County over the last 18 months. These have been held at various locations throughout the community from state agencies to church affiliated groups to neighborhood based organizations in an attempt to promote the countywide nature of this program.

I have outlined several observations/suggestions regarding transportation resources in Wyandotte County.

- There is a definite need for a new and comprehensive transportation system in our County. While increase fixed route service should be considered as its foundation, a complementary system of small vans would provide a less costly, more flexible method of providing service to specific employers located in less traveled areas. This system could also be used to provide "on call" service to interviews, medical appointments and other destinations for senior citizens or those persons without reliable transportation.
- Continued support for programs such as JobLinks is also needed as part of this approach. During the past two years this program has not only provided rides for Wyandotte County residents to Johnson County employment opportunities but has also strengthened the dialogue between these two communities.
- I feel that residents of Kansas are willing to pay for this increase in service most likely in the form of a gasoline tax (1 cent?) which appears to be the least offensive method of raising such capital.
- The United Way will continue to part of this process whenever possible as it is consistent with our mission statement of increasing the community's understanding of human needs and mobilizing resources to meet those needs.

I would be happy to discuss these issues with you at any time. My office telephone number is (913) 371-3674.

Arthur R. Diaz



Street to Work
Program Director
United Way of Wyandotte County

Joint House & Senate Transportation Committees
February 16, 1999
Attachment 10