

MINUTES OF THE JOINT HOUSE AND SENATE COMMITTEES ON TRANSPORTATION.

The meeting was called to order by Chairperson Rep. Gary Hayzlett at 12:20 p.m. on February 24 , 1999 in Room 313-S of the Capitol.

All members were present except:

- Representative Aday, excused
- Representative Ballou, excused
- Representative Flora, excused
- Representative Flower, excused
- Representative Hermes, excused
- Representative Howell, excused
- Representative Huff, excused
- Representative Johnston, excused
- Representative Long, excused
- Representative Loyd, excused
- Representative McClure, excused
- Representative Myers, excused
- Representative Pauls, excused
- Representative Ray, excused

Committee staff present:

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

Conferees appearing before the committee:

- Senator Dwayne Umbarger
- Representative Peggy Long
- Representative Mary Compton
- Keith King, USD 282 Superintendent
- Janet Harrington, Elk County Sheriff
- John Kirkbride, Barber County Commissioner
- Lyle Keller, Barber County Highway Department
- Larry King, Chautauqua County Attorney
- Jana Dobbs, Ark City/Cowley County Economic Development
- Lucian Barber
- Elaine Edwards, Mayor of Longton
- Roger Rankin, Superintendent of Schools
- Robert Sharp, Harper County Commissioner
- Connie Shellhammer, Harper County Department on Aging
- Ann Charles, Mid-America, Inc.
- Susan Wiseman, Southeast Kansas Independent Living Resource Center, Inc.
- Jerry Carson, CPA/Westervelt, Carson and Miller
- Larry Mangen, City of Wellington
- Bob Courtney, Sumner County Commissioner
- Sharon Huffman, Kansas Commission on Disability Concerns
- Jerry Unruh, City of Madison

Others attending:

See attached sheet

Senator Umbarger welcomed the constituents from Labette County who were here today in support of a comprehensive highway plan.

Representative Peggy Long told the committee there is great concern from many of the citizens in the county regarding the condition of Highway 99 in Elk County. She also presented a letter from the John Ireland, Principal of West Elk Jr.-Sr. High School (Attachment 1)

CONTINUATION SHEET

MINUTES OF THE JOINT HOUSE AND SENATE TRANSPORTATION COMMITTEES, Room 313-S Statehouse, at 12:20 p.m. on February 24, 1999.

Keith King, USD 282 Superintendent, presented his concerns regarding Highway 99. He attached a map to his testimony showing the areas that need attention. He told the committee transportation is the key to any growth. He concluded Elk County is barely in the 1950's and urged the committee to help them prepare for the 21st century. (Attachment 2)

Janet Harrington, Elk County Sheriff, told of some of the dangers she encounters on Highway 99. She said the citizens of Elk County would appreciate attention to their problems along this road when they pass a new Comprehensive Transportation Plan. (Attachment 3)

Written testimony was submitted by Ernest Small, President, Howard Chamber of Commerce. (Attachment 4)

John Kirkbride, Chairman, Barber County Commissioners, encouraged the Legislature to remove the caps on the City-County Revenue Sharing and the Special City-County Funds. He said 82% of public roadways in Kansas falls under the jurisdiction of counties and townships and it is essential that the local systems of government receive adequate funding. (Attachment 5)

Lyle Keller, Barber County Highway Department, told of the replacement and repair needs for the bridges in Barber County and the costs involved in making these improvements. (Attachment 6)

Larry King, Chautauqua County, listed four areas of Highway 99 which the citizens of Chautauqua consider important. He concluded that state statistics indicate that Chautauqua County ranks last among the 105 counties in median household income and that the county needs continued highway improvements in order to have a chance at maintaining and improving their economic vitality. (Attachment 7)

Jana Dobbs represented the Cowley County Transportation 2000 Coalition who strongly believe that the passage of a Comprehensive Transportation Program this year is vital to the continued growth of their county as well as the state. (Attachment 8)

Lucian Barber said Cowley County desperately needs a transportation program such as the Lifeline or T2000 recommendations. He stated they were counting on the Transportation Committees to meet these needs.

Elaine Edwards, Mayor of Longton, and Roger Rankin, Superintendent of Schools, gave combined testimony citing the problems with Highway 160 between Elk Falls and Elk City. (Statement 9)

Robert Sharp, Harper County Commissioner, presented the transportation needs for Harper County. He stated Harper County had 1,250 miles of roads and 384 bridges and very limited funds to maintain them. He presented also a map which showed the railroads which have been, or are being, abandoned and the subsequent needed road improvements to handle the increased truck traffic. (Statement 10)

Connie Shellhammer, Harper County Department on Aging, said lack of transportation services in the rural areas of Kansas prohibits residents from seeking proper medical care when needed and finding employment and keeping jobs. Legislative support and action taken this year will provide a significant increase to the commitment by the State of Kansas to provide coordinated, effective general public transportation service for all persons. (Attachment 11)

Ann Charles, Mid-America, Inc., asked the committee, as they debate the transportation plans and methods of payment, they remember it is not just about concrete, gravel and construction jobs but the real economic growth that will remain long after the construction has been finished. (Attachment 12)

Susan Wiseman spoke as an advocate for the disabled people who depend on public transportation as one means of being more independent. She said all people want to be a part of the growth and prosperity in Kansas but there must be safe, accessible and affordable public transportation for this to be a reality. (Attachment 13)

Lynn Stewart, Parsons Chamber of Commerce, presented written testimony including a list of needs for Labette County. (Attachment 14)

CONTINUATION SHEET

MINUTES OF THE JOINT HOUSE AND SENATE TRANSPORTATION COMMITTEES , Room 313-S Statehouse, at 12:20 p.m. on February 24, 1999.

Jerry Carson is a volunteer working for the economic development of Labette County for many years. He told the committee they are asking the Legislature to commit to a program that will continue to bridge the economic barriers many in Southeast Kansas face and this will allow them to continue to foster economic growth. He included letters of support from various businesses in his testimony. (Attachment 15)

Larry Mangel, City of Wellington, presented a list of nine projects that had been prioritized by the Wellington City Council. (Attachment 16)

Bob Courtney, Sumner County, asked the Committee to report out the need for a Transportation Plan that reflects a balanced investment in transportation that maintains the States existing transportation system and enhances, through new projects, increased accessibility, safety, and economic concerns for all areas of the State of Kansas. (Attachment 17)

Sharon Huffman, Kansas Commission on Disability Concerns, told the committee that through a series of Town Hall meetings she heard that people with disabilities want to work and need reliable, affordable, accessible public transportation in order to obtain and maintain employment. She included in her testimony statistics she asked the committee to please read. (Attachment 18)

Jerry Unruh, Madison, listed some of the unsafe factors on Highway 99 in Greenwood County as his main concern, however, he also supported the testimony from the people in Elk and Chautauqua Counties to improve Highway 99 from Emporia to the Oklahoma line. (Attachment 19)

Chairman Vidricksen adjourned the meeting at 1:35 p.m. The next meeting of the Joint House and Senate Transportation committees will be Thursday, February 25, 12:00 noon in Room 313-S of the Capitol.

**JOINT MEETING - TRANSPORTATION COMMITTEE
GUEST LIST**

DATE: February 24, 1999

NAME	REPRESENTING
Bill Wheat	Lafayette Co.
Steve Ray	Lafayette Co.
Roger Area	Lafayette Co.
Ann Charles	MIDAMERICA, Inc
Susan Wiseman	SKIL Resources Center Lafayette Co.
Nicole H. Facer	Johnson County
Connie A. Shellhammer	Harper County & Ks. Public Transit Assoc.
Shannon Jones	SICK
Cathy Jones	Southeast Ks. Tech. High Sch.
Roger Rankin	Longton Ks
Edna Edwards	Longton Ks.
Bob Courtney	Sumner County
Linda Mangum	City of Wellington ^{Sumner} County
Christopher A. Fardale	Dept of Admin / ^{HOA} COA
Marge Turkington	T/2000
Ron Butts	KS PUBLIC TRANSIT ASSOC



TOPEKA

HOUSE OF
REPRESENTATIVES

MEMO

PEGGY LONG
REPRESENTATIVE, 76TH DISTRICT
HC-1, BOX 58
HAMILTON, KANSAS 66853
(316) 673-3826

ROOM 427-S CAPITOL BLDG.
TOPEKA, KANSAS 66612
(785) 296-7671

COMMITTEE ASSIGNMENTS
BUSINESS, COMMERCE & LABOR
HEALTH & HUMAN SERVICES
JUDICIARY

I wanted to bring to the attention of the committee that I have received 10 letters such as this from different members of the West Elk Site Council. There is great concern from many of the citizens in the county regarding the condition of Highway 99 in Elk County. I have received phone calls too numerous to mention. Please take these facts into consideration and recommend that this area of highway get some needed renovation as soon as possible.

Also, please distribute a copy of this memo and the letter to the members of the committee to be admitted as testimony on the 24th of February.

Sincerely,

A handwritten signature in cursive script that reads "Peggy Long".

Peggy Long
Representative 76th District

Joint House & Senate Transportation Committees
February 24, 1999
Attachment 1

WEST ELK JUNIOR-SENIOR HIGH SCHOOL

USD #282 P.O. Box 278 Howard, Kansas 67349
(316) 374-2147

John M. Ireland
Principal

Ramona Sue Perkins
Counselor

February 1, 1999

Mrs. Peggy Long,, Kansas State Representative
Kansas House of Representatives, District 76
HC-1, Box 58
Hamilton, Kansas 66853-9801

Dear Representative Long,

Each school year USD 282 West Elk must confront Highway 99 with its transportation needs. While we have many experienced drivers navigating this road, their chances of having a mishap are evident. Highway 99 from Severy to Howard to Moline is a dreadful pending accident. The non-existing shoulders, deep ditches, and narrow road are difficult to manage. Each day West Elk buses travel this section. Data relating to this issue is as follows:

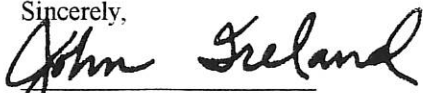
- Number of buses using Highway 99 daily @ 10
- Number of daily trips made by these buses on Highway 99 @ 38
- Grade Levels of student bus riders K - 12 (plus some pre-schoolers)
- Number of bus students transported daily @ 350
- Lane width of Highway 99 @ 12'-13'
- Bus axle-tire width @ 8'
- Margin of error on either side of bus @ 2'
(shoulder or middle stripe)

In addition to bus needs, each year thirty-five (35) to forty-five (45) students participate in our high school driver education classes. These students are making an important decision to develop proper driving habits. However, none of the classes taken, student-operator miles driven, or observation time completed can prevent a terrible accident. Even a veteran driver can not successfully handle the non-existing shoulders and deep ditches without suffering grave personal injury and expensive vehicle damage.

We are striving to assure that our new drivers learn how to operate a safe vehicle. Nevertheless, little seems to be done to enhance the safe driving environment. Already within the last two school years, three accidents have claimed vehicles. Thankfully no one has been seriously injured. That, however, was not the case in 1991 when a West Elk student was killed on Highway 99. We cannot wait to "learn from the past" to correct an obvious problem. To maintain that another serious accident must take place in order to justify road improvement is beyond logic.

Overall, Highway 99 - south from Severy, Kansas and to @ five miles south of Howard, Kansas is unsafe. No driver experiences can duplicate the necessary skills needed to survive an off-road accident related to the non-existing shoulders, narrow road lanes, and deep ditches. Please weigh the outcomes related to the necessary road improvements on this highway section. Too many young people use this road.

Sincerely,


John Ireland, Principal
West Elk Jr-Sr High School


West Elk Site Council Member.



Good Afternoon Ladies & Gentlemen

Thank you for allowing me this opportunity to come before you and speak about transportation and the county I live and work in.

I live in Elk County and before you can understand and appreciate my concerns about highway 99 you must first know something about Elk County.

Elk county is located South of Emporia about 70 miles and just about straight West of Independence about 50 miles.

By the state's own statistics Elk County is not rural – it is classified “frontier”

There are no county codes to speak of

There are no city codes to speak of

There is no 911

There is no doctor

There is no hospital

The volunteer ambulance response time is 30 to 45 minutes depending upon where you live and another 30 minutes to a hospital

There are no life flights

Extraction equipment for accidents is old and non-functional

A great deal of the county does not have water other than what you haul and store

The death rate is a lot higher than the birth rate

There are only two highways – 160 East/West and 99 North/South

A very large proportion of the population is the elderly, and

Elk County is ranked as the poorest county in the state

Highway 99 is our lifeline to the outside, yet it in itself is a trap.

99 Hwy. currently has a speed limit of 55. There are no shoulders, no place to stop in emergencies; dangerous curves and you do not want to meet a gravel truck if at all possible. Two years ago a two inch overlay was applied and this added to the safety problems by raising the surface even more and creating a hazardous drop-off.

We need your help to improve 99 Hwy so that the people and the county can begin to grow.

The section of 99 Hwy that needs to be improved the most is a 20 mile section that would connect Moline to Howard to Severy. Better yet this would connect 160 to the South with the new 400 to the North.

A better plan would be to improve a 40-mile section that would connect 166 at Sedan in the South to the 400 in the North at Severy.

The best plan would be to create a North – South corridor connecting Emporia to Tulsa.

Joint House & Senate Transportation Committees
February 24, 1999
Attachment 2

The state has done a lot of East-West work on highways such as 160, 166, 54, 254 and 400 but nothing North-South.

If you refer to the attached map you can see the area of the state that I am referring to that needs attention.

Red – Improved North/South highways

Yellow – Improved East/West highways

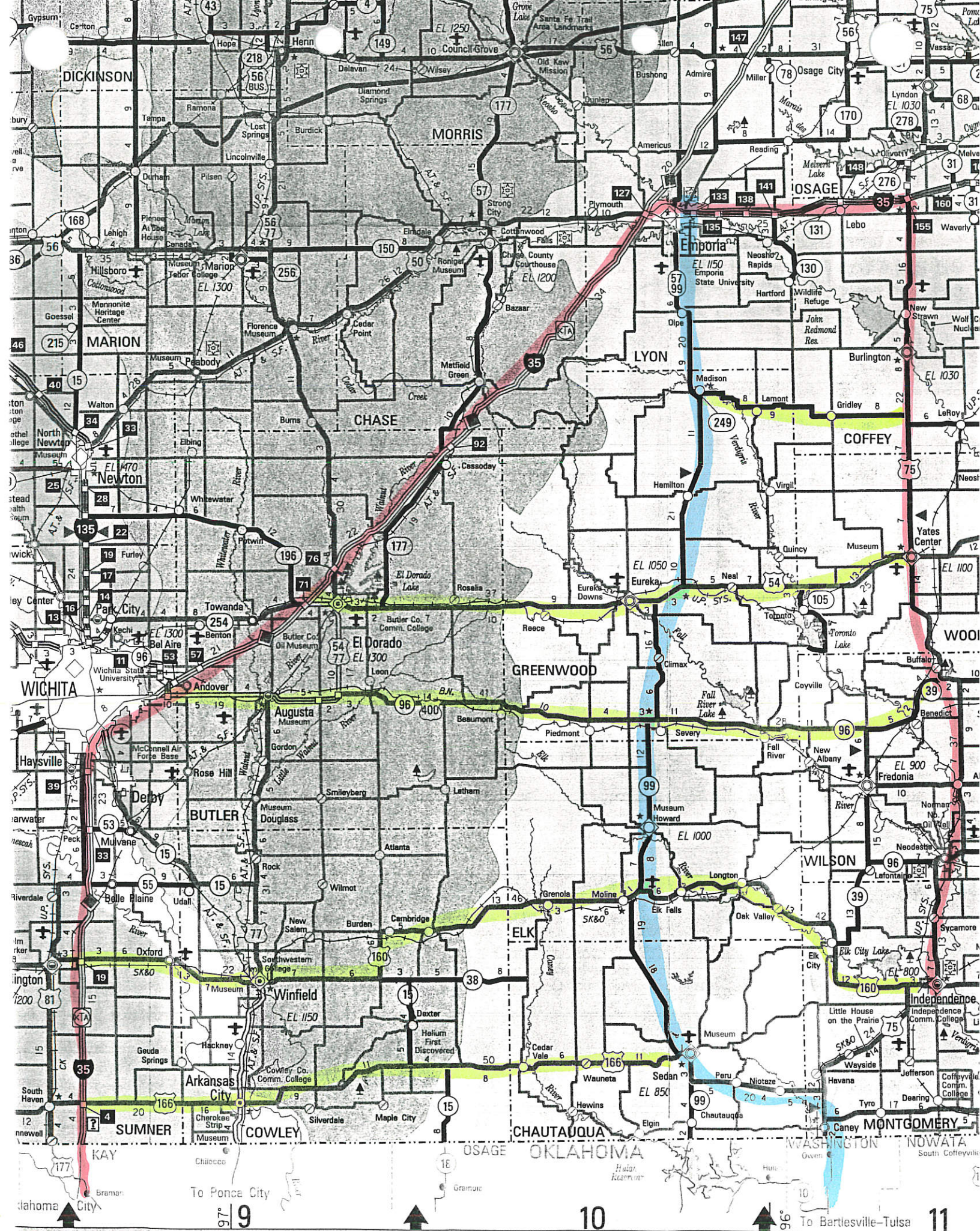
Blue – Proposed North/South connection between Emporia, KS & Tulsa, OK

Improving Hwy. 99 would be beneficial to the state and the area for several reasons.

1. It would provide a direct north – south link from Kansas to Tulsa, OK and visa versa.
2. It would provide a safe route of travel for the trucking industry that uses the Martin Marietta quarries and the cattle, grain, and hay industries.
3. It would allow the people residing in the area access to other populated cities for basic needs.
4. It would provide the county with a safe road which would allow for the opportunity of economic development even though on a small scale.
5. It would end the region's disabling isolation, which has stymied all growth – economic, social, and population.

Transportation is the key to any growth. The county is barely in the 1950s please help us get into the 80s or prepare for the 21 century.

A wise and long-term plan would be to use 99 Hwy. and connect Emporia and I-35 to Tulsa and I-44 and to save this southern section of the state from its slow death.



K-99 & U-160 Highways
Elk County, Kansas
February 24, 1999

My name is Janet Harrington and I am the Elk County Sheriff, serving the citizens of Elk County in that capacity since 1987.

Elk County has 54.2 miles of Kansas highways with 21.7 miles of K-99 and 32.5 miles of U-160. Approximately 2 miles of the 54.2 miles of highway have improved shoulders and 3/4 of a mile of grass shoulders.

Picture a highway that is twenty-four (24) feet wide in most places, except where it has narrowed to twenty - one (21) feet or less.

Picture white lines on a two - laned road. Elk County highways do have the required white lines, except where the pavement has crumbled into the ditch leaving either half of a white line or no line at all.

Picture driving on K-99 or U-160 highway. Picture getting your wheel off the pavement. Guess what happens when your wheel drops off the road on K-99 or U-160 in Elk County. Your wheel does not touch the ground because the ground is about one foot or more lower than the pavement. Your suspension crashes into the pavement and you lose all control of your steering and most of the time you wreck your car.

Pretend that you are a law enforcement officer and you are sent to investigate an accident on an Elk County highway. Working accidents on K-99 has turned into a "crashing" experience for myself and the Kansas Highway Patrol Trooper. We both have had our patrol units destroyed because we did not have anywhere to park our units while investigating the accident, except the driving lane of the highway. Drivers apparently do not see our red and blue patrol lights or that there was a car parked in the lane they were trying to drive. Each time an accident happens on an Elk County highway, we pray that drivers are alert and can see us standing on the highway.

School buses run up and down K-99 & U-160 highways loaded with students and are on this highway 3 or 4 times a day. Imagine, if you will, what kind of horrible tragedy we would have if a loaded school bus dropped a wheel off of this narrow two laned road and crashed.

When the Elk County EMS travel Elk County highways, using red lights and sirens, enroute to an emergency call, other drivers cannot get over because there are not any shoulders. Most drivers usually just stop right smack in front of the EMS unit, causing EMS to brake immediately to avoid an accident.

Elk County citizens would appreciate your attention when you work on the Kansas Comprehensive Transportation Program and consider making Elk County highways safe for our school children, our law enforcement, our EMS, and the rest of our citizens that we are here to serve and protect.

Elk County Sheriff Janet G. Harrington

Joint House & Senate Transportation Committees
February 24, 1999
Attachment 3

Howard Chamber of Commerce
P O Box 545
Howard, KS 67349

Kansas Joint Transportation Committee
Capitol Building
Topeka, Kansas 66612

February 23, 1999

Dear Committee Members,

During a recent Howard Chamber of Commerce meeting an in depth discussion was held on the hazardous status of a 14 mile stretch of Kansas highway #99.

The specific location begins near the Greenwood - Elk County line and extends south to approximately 3 miles south of Howard, Kansas.

The 1997 traffic count indicates the road serves 1600 plus cars and trucks per day. Highway #99 serves as an avenue funneling many Oklahoma travelers to and from the new super-two #400 highway. It also is used heavily by many students and parents in the Consolidated School District #282 which consists of schools in Severy, Kansas, located 12 miles to the north of Howard and schools in Moline, Kansas, located 8 miles to the south of Howard.

The most dangerous feature of Highway #99 is the lack of no shoulders. In numerous locations on the above mentioned 14 mile stretch you will find a 3 to 4 foot direct drop from the highway surface to the road ditch.

Kansas Highway Patrol accident reports and Elk County Sheriff accident reports indicate, large vehicles especially, drop a tire off the shoulder and have no way to regain control only to have the end results of serious injury or death to driver and/or passengers. Numerous school busses complete their routes and travel daily on this high risk highway.

The Kansas State Highway Department do the best they can on the maintenance of this stretch of highway by periodically resurfacing. This, of course, increases the height of the travel surface and adds to the danger when a vehicle drops a tire over the edge.

The 76 members of the Howard Chamber of Commerce are hereby requesting the Kansas Joint Transportation Committee to give this area of Kansas highway due consideration and the recommendation for improvement in the new Kansas Highway plan.

Thank You,

Sincerely,


Ernest D Small, President

Joint House & Senate Transportation Committees
February 24, 1999
Attachment 4

OFFICE OF
BARBER COUNTY COMMISSIONERS
120 E WASHINGTON
MEDICINE LODGE, KS 67104

JOHN H. KIRKBRIDE, CHAIRMAN
PHONE 316-886-3961
FAX 316-886-5425

FIRST DISTRICT - *RALPH R. DICK*, ISABEL
SECOND DISTRICT - *ROBERT K. SHKLAR*, KIOWA
THIRD DISTRICT - *JOHN H. KIRKBRIDE*, MEDICINE LODGE

Honorable Members of the Transportation Committee:

On behalf of Barber County, I would like to thank you for the opportunity to appear before you today to highlight a few of the issues that Barber County would like to see the new Comprehensive Transportation Program address.

First of all, Barber County applauds the Legislature's action last year in removing the cap on LAVTR. We would encourage the Legislature to remove the caps on the City-County Revenue Sharing and the Special City-County Highway Funds this year.

Improvement of our roads and bridges is an essential element in maintaining and furthering our County's economic development. National Gypsum is one of Barber County's major industries. Presently, County roads FAS 32 and FAS 1346 are used as "haul roads" for transporting the gypsum ore from the mine at Sun City to the mill in Medicine Lodge. It will take a minimum of five million dollars to upgrade these roads to accommodate this additional truck traffic. Our County's entire Road and Bridge budget is less than a million dollars per year. We need additional revenue passed down to the local level to allow these needs to be addressed.

We are also concerned about the loss of short line railroads in our County. We are losing one at the present time and may lose a second one if the current trend continues. The loss of each short line railroad ultimately results in that many more trucks on our roads.

Joint House & Senate Transportation Committees
February 24, 1999
Attachment 5

Mutiple groups within Barber County are aggressively working together to put in place programs and activities to promote our County and enhance its economic development. We are nearing completion of the process to have the forty mile stretch of US 160 between Medicine Lodge and Coldwater designated as a Scenic Byway. KDOT widened the existing scenic turnout this past year and laid asphalt on a new, second scenic turnout. We appreciate their assistance with this. However, we need to now establish a cover crop of some type on the bare ground at the original turnout and need to have appropriate signage placed on US 160 to identify the new turnout for the motoring public.

The City of Medicine Lodge will soon upgrade and enhance US 160 from the junction of US 160 and US 281 to the east edge of town by adding a turning lane to allow traffic to flow more easily and safely. We would like to see this same type of improvement of US 160 between Medicine Lodge and Sharon, Kansas. The addition of a turning lane would allow traffic to flow more safely at the junction of US 160 and the Isabel Road and alleviate much of the blockage of US 160 during the Peace Treaty Pageant.

In Closing, I would like to reiterate that eighty-two percent of public roadways in Kansas falls under the jurisdiction of Counties and townships. It is essential that the local systems of government receive adequate funding. Removing the "caps" on City-County Revenue Sharing and Special City-County Highway Funds would allow over fourteen million more dollars to flow back to local systems of government state wide without changing anyone's present tax burden. Let us use these funds as the statute intends!

BARBER COUNTY HIGHWAY DEPARTMENT

1027 N.E. Isabel Rd. • Medicine Lodge, Kansas 67104

Office (316) 886-3213 Shop (316) 886-5734

BARBER COUNTY ROAD & BRIDGE COSTS

Barber County has a total 231 bridges of which 69 are deficient, twelve of those are functionally obsolete, 57 are structurally deficient. The replacement costs for these structures average \$103,362.00 per structure for a total cost of \$7,132,000.00.

Barber County has 317 similar structures that are not recognized as bridges by the state of Kansas, of these structures approximately 35 percent or 111 structures are in need of repair or replacement with the total cost of approximately \$395,466.00.

Barber County has 143 miles of asphalt roads, of those 22 miles need total reconstruction at a cost of \$1,224,982.00 for full depth reclamation of old asphalt and 3" cold mix asphalt overlay or \$55,681.00 per mile. Full depth reclamation with 3" hot mix asphalt would be \$1,826,000.00 or \$83,000.00 per mile. Barber County has 44 miles of asphalt that needs an overlay of 1 1/2" hot mix for a cost of \$1,760,000.00 or \$40,000.00 per mile. An alternative would be a 3" cold mix laydown at a cost of \$949,982.00 or \$43,181.00 per mile.

Barber County has a Road and Bridge Budget of \$989,340.00 and a Special Bridge Budget of \$214,205.00. As you can see Barber County can use all the help that we can possibly get.

Joint House & Senate Transportation Committees
February 24, 1999
Attachment 6

WRITTEN TEXT OF COMMENTS DIRECTED TO THE
JOINT HOUSE AND SENATE TRANSPORTATION COMMITTEES
MADE ON BEHALF OF CHAUTAUQUA COUNTY, KANSAS

February 24, 1999

In September of 1988 an approximate 15 mile stretch of improved U.S. Highway 166 in Chautauqua County, from a point three miles south of Sedan traveling east to the Montgomery County line, was opened to the public. That highway project marked the first time in literally decades that Chautauqua County saw any significant improvement to either U.S. Highway 166 or Kansas Highway 99. In the summer of 1997, improved U.S. Highway 166 was opened to the public from a point three miles south of Sedan traveling west to the Cowley County line.

The citizens of Chautauqua County have been and remain very appreciative of the improved version of U.S. Highway 166. This highway now offers a much safer means of traveling east to west and west to east across the county.

Chautauqua County remains concerned about the condition of Kansas Highway 99. This state highway enters the county at the Elk County line, just south of Moline in Elk County, and travels south through Chautauqua County, including through Sedan, and exits the county at the Oklahoma state line. The vast majority of this highway is completely devoid of shoulders. It is likely a consensus among Chautauqua County citizens that Kansas Highway 99 needs improvement, as follows:

1. The approximate 18 mile stretch of Kansas Highway 99, starting at the west city boundary of Sedan and traveling northerly to the Elk County line, is, as just mentioned, without shoulders. Further, much of this 18 mile stretch of highway, and certainly the first six to eight miles thereof traveling north from Sedan, has extremely deep bar ditches. Vehicles that experience problems such as flat tires and the like simply do not have any room whatsoever to pull off the highway and out of the traffic. We would like to see this 18 mile stretch of Kansas Highway 99 improved. At the very least we would like to see shoulders added to this highway, although the entire roadway needs to be

improved, similar to that which was accomplished with improved U.S. Highway 166.

2. The approximate 9 mile stretch of Kansas Highway 99, starting at the junction of that highway and improved U.S. Highway 166 (that junction being approximately 3 miles south of Sedan) and traveling south to the Oklahoma state line, is in similar condition as the 18 mile stretch of this highway just mentioned. We would like to see this 9 mile stretch of Kansas Highway 99 improved at least through the addition thereto of shoulders. This 9 mile stretch of highway is not quite as dangerous as the previously mentioned 18 mile stretch of Kansas Highway 99, although those who travel this highway on a regular basis would certainly have standing to argue that point. Nevertheless, we feel that this 9 mile stretch of Kansas Highway 99 would appear to be the next most favored highway improvement within Chautauqua County.

3. As was previously mentioned, Kansas Highway 99 traveling from the north enters Sedan at the west city boundary. Less than 200' west of the city limits on this highway is what is locally known as Deer Creek bridge. This concrete bridge needs to be replaced with a wider, safer bridge. The current bridge, while not quite a single lane bridge, is nevertheless quite dangerous, especially at night, for example as when ordinary automobile traffic encounters larger vehicles, such as semi tractor-trailer rigs, on the bridge. Deer Creek bridge is obviously decades old and is not equipped to safely handle modern traffic.

4. There is a 3 mile stretch of Kansas Highway 99, from the south city boundary of Sedan to the junction of improved U.S. Highway 166, that contains many hills and which has little or no shoulders. This 3 mile stretch of highway is the main access road to Sedan, which is the county seat of Chautauqua County. We feel that it is imperative that sooner or later this 3 mile stretch of highway be widened and improved so as to allow a safer approach to Sedan.

When improved U.S. Highway 166 was fully completed throughout the east-west length of Chautauqua County, the highway itself, which once passed through Sedan, bypassed Sedan altogether by approximately 3 miles. This decision to bypass the county seat was popular with some residents and unpopular with others. However, that part of old U.S. Highway 166 that entered Sedan from the West was granted

status as a Business U.S. Highway 166 loop and it remains on the highway system as a business loop. This business loop travels through Sedan and exits the town at the south city limits and shares the 3 mile stretch of Kansas Highway 99 as was mentioned above in Paragraph 4. We understand that a major bridge on this western 4 mile business loop--locally called Middle Caney River bridge--is scheduled for immediate replacement. We support this bridge replacement and we encourage the continuation of this 4 mile stretch of U.S. Highway 166 as a business loop. We would like to eventually see this 4 mile stretch of Business U.S. Highway 166 widened and improved.

It is widely accepted that good highways are a precedent to the economic viability of cities, towns and counties. Recent state statistics indicate that Chautauqua County ranks dead last among the 105 Kansas counties in terms of median household income. Chautauqua County needs continued highway improvements in order to have a chance at maintaining and improving on its economic vitality. We hope that you will give our county the opportunity to improve upon its economic future by giving us the highway and bridge improvements that we need. Thank you.

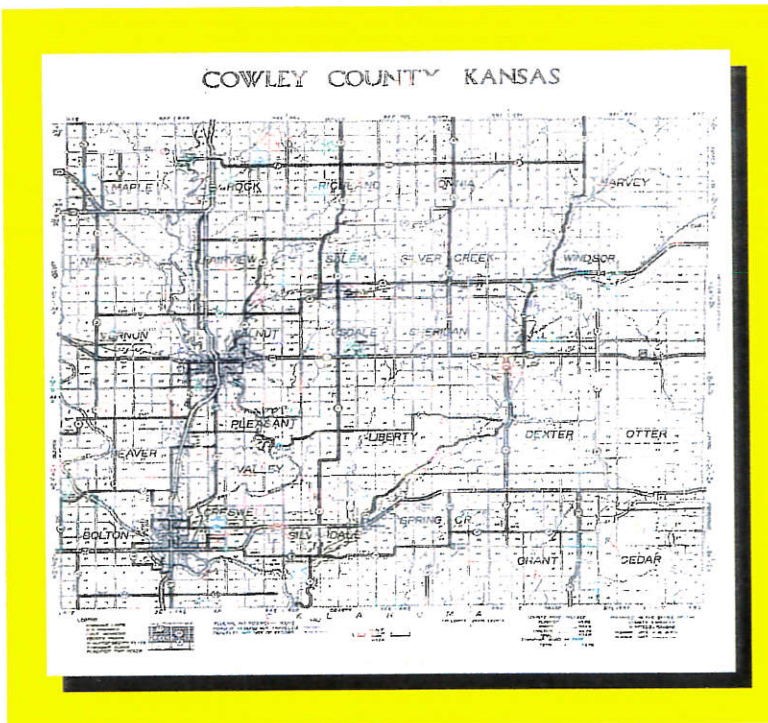
Respectfully submitted,

A handwritten signature in cursive script that reads "Larry K. King". The signature is written in dark ink and is positioned below the typed name.

LARRY K. KING

Transportation 2000

Economic Pathways for Cowley County and the State of Kansas



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- Summary
- K-96 Map
- Winfield Bypass
- Ark City Bypass
- Northwest Passage
- Pictures



Transportation 2000 Cowley County

Cowley County Presentation Summary

February 24, 1999

Local Transportation Needs

Winfield By-Pass

- Southeast section complete July 1996
- Primarily a truck route for industry
 - Rubbermaid
 - 1,000 employees, 1 million square feet of space
 - More than 15,000 trucks annually pick up or deliver goods
 - Calmar
 - GE Engine Services
 - Winfield Industrial Park
- Although current K-360 route important, further enhancements needed
- Ease traffic congestion in downtown
 - 15,000 vehicles per day meet at intersection of 9th (US 160) and Main (US 77)
- Improve safety and efficiency
 - Eight traffic lights and three rail crossings impede traffic flow
 - Three elementary schools and the Winfield Middle School within two blocks of either US 77 or US 160

Arkansas City By-Pass

- Northeast section complete October 1997
 - Current utilization exceeds the projected 20-year levels
- Sections needed for completion
 - US 77 Southeast section
 - US 166 to West Madison section
- Improve traffic safety
 - Conflicts between commercial and non-commercial vehicles, pedestrians
- Improve commercial trade routes
 - ADM
 - Unloads 60 trucks per day; Ships 45 trucks per day
 - Low-height Madison (US 166) underpass impedes truck traffic
 - Skyline
 - 2,100 oversize loads through downtown Ark City
 - Safety hazards at US 77/US 166 intersection

Regional Trade Routes: Connecting Wichita and Cowley County

- 16-mile expressway from K-96 at Kellogg south to K-15

The Big Picture: Interstate Commerce

Northwest Passage

- Connect Denver and New Orleans by way of a diagonal trade route through Kansas

Cowley County Testimony
provided to House & Senate Transportation Committees
February 24, 1999

Good afternoon and thank you, Greta. Cowley County is fortunate to have a legislative delegation committed to listening to the needs of their constituents and we're very grateful for the work they do here in Topeka.

As I was organizing my materials to present to you today, I thought of what an arduous task it must be to listen, day after day, to folks just like me telling you how many highways we want, where we want them and how fast we want them. I vowed then to try to provide you with food for thought that maybe was just a little different than what you've heard before. While I was doing that I thought of a humorist named Sam Levenson who was reflecting on his immigrant parents. He talked about how they fell under the spell of the American legend that the streets were paved with gold until his Papa discovered three things: The streets were not paved with gold; the streets weren't paved at all and he was supposed to do the paving!

That story is a subtle reminder, though, that the task before you is about more than just highways. It's about our ability as Kansans to realize the American dream, our ability to plan for the future now and provide our kids with safe and efficient transportation resources that will afford them better opportunities than the generation before them.

I'm here today on behalf of the Cowley County Transportation 2000 Coalition. This group represents a broad base of businesses and industry, city and county governments, organizations and individuals in Cowley County who strongly believe that the passage of a Comprehensive Transportation Program from this year's legislative session is vital to the continued growth of our county as well as the state. While we're aware and supportive of transportation needs involving public transportation, airports and rail service that also affect our region, today we want to focus on highway enhancements that we feel are crucial to the state's economy.

As you know, the eight-year comprehensive highway program enacted in 1989 concluded on time and within budget delivering improved transportation resources throughout the state. Because of the vision of the '89 legislature, the economic benefits to our state from the '89 program have been enormous. Please remember that a study conducted by Kansas State University determined that the \$2.86 billion spent on the state highway system alone resulted in total economic output of \$7.4 billion, or two and one-half dollars in output for every dollar spent. A separate study completed by the University of Kansas showed that the CHP stabilized the Kansas economy during a period of down-turn of the national economy and protected Kansas from suffering a serious economic hit during the early '90s. Enhanced transportation systems represent so much more than just cars on a highway. They represent our ability to attract and retain industry. They represent our ability to offer a mobile society with easy access to different parts of the state, which helps plug the brain drain and keep our educated students in Kansas.

Even with the great strides taken by our previous program toward these goals, the '89 program addressed only the top 16 percent of the state's highway needs. The Transportation 2000 Task Force appointed by Gov. Graves held 12 town hall meetings attended by more than 2,500 Kansans. The testimony being presented to these committees from many different communities echoes that heard throughout the State by the Governor's task force: we need a continued transportation program. Now is the time to make a substantial commitment to enhance our infrastructure.

Nowhere in the state can the economic importance of transportation systems be seen more clearly than in Cowley County.

In the past few years, Cowley County has seen the closing of Total Petroleum, the Winfield State Hospital and Training Center, Binney & Smith and Casco South. These closings resulted in more than 1,600 lost jobs. Our County, though, continues to be proactive in identifying the resources that are key to our economic survival. Throughout Cowley County, we agree that continuing to improve our transportation resources, both locally and regionally, will be vital to sustain our communities.

From a local standpoint, our request is, quite simply, for the State to finish what it has started. In 1989, commitments were made to build by-passes in Arkansas City and Winfield. Here we are in 1999 with each community having only a portion of a by-pass complete. You might note that in that first program, Cowley County did not depend entirely on the state to complete our needed projects, but rather the county was willing to take on additional maintenance responsibilities of other roads to form a partnership with the state that was beneficial to both parties. However, here again we are in 1999, with additional maintenance responsibilities and only portions of our by-passes completed.

In Winfield, only the southeastern quadrant of the by-pass is done. Although this K-360 route does serve some of the needs of our industrial partners, the work is not complete. As shown in the maps and photos in your handouts, traffic counts provided by KDOT indicate that more than 15,000 vehicles per day meet at the intersection of US 77 and US 160 in the heart of our downtown district. Large numbers of these vehicles are trucks serving the needs of the region, not bound for local delivery. The traffic flow through Winfield at this intersection is neither smooth nor consistent and, in fact, is a safety hazard as there are three elementary and one middle school within two blocks of this traffic. While efforts have been made to make routes as safe as possible for pedestrians, the amount of regional traffic mixed with students at school crossings is a potentially lethal mixture. This need grows more urgent each day as our community rebounds from difficult economic times: Four of our eight local manufacturers in the Winfield Industrial Park, located along the current 360 route, have either built or expanded their facilities within the past three years.

Rubbermaid Incorporated manufactures and distributes ice chests, water coolers, gasoline containers and other plastic products from their facility in Winfield to customers all over the world. With about 1,000 employees, Rubbermaid is one of the largest employers in Cowley County. Many of Rubbermaid's inbound materials and all of their outbound shipments move over-the-road. Throughout the course of a year, more than 15,000 trucks deliver or pick up goods at the Rubbermaid facility. While the K360 by-pass and US 166 upgrade completed through the '89 program has made it easier for trucks to get to the plant, Rubbermaid has expressed their broad interest in the completion of the Winfield by-pass project to further enhance their distribution system.

In Arkansas City, the completion of the northwest quadrant of the US 77 by-pass has provided a good first step in re-routing truck traffic around our retail district. However, two barriers will continue to hinder commerce without the completion of the southern portion of our by-pass.

The first barrier to trade and commerce through this area is an underpass located on Madison Avenue. Trucks who use the 77 by-pass still have to maneuver their rigs beneath an underpass less than 14 feet high, as shown in the photos we've provided for you. Many trucks are forced to back up, turn around, re-trace their route and still end up driving through our downtown. If you look closely at the photos, you can see the damage to the concrete underpass where drivers misjudged their ability to fit beneath the structure. Worse yet, when our city was devastated by floods this past fall, the underpass filled with water, effectively blocking all traffic to the area. Again, the completion of our by-pass would alleviate this obstacle.

This underpass is located very near to ADM Milling Company, which operates two wheat flour mills in Arkansas City. Combined, these two mills produce more than 2.1 million pounds of flour per day. On average, ADM fills 45 trucks per day with their products to be

delivered to customers. ADM's raw material needs require them to unload 60 trucks of wheat everyday as they mill more than 50,000 bushels in a 24-hour period. Nearly all of the wheat processed at the ADM mills arrives by truck, most of it originating in Kansas. The photo in your materials that shows trucks lined up at ADM represent an everyday occurrence at these mills. Not only is ADM dependent on an adequate highway system, but also dependent are the wheat farmers of our state who rely on ADM mills to provide them with an everyday market for their grain. Continued improvements to the highway system – and specifically a completion of the US 77 by-pass – will help ensure competitive markets for Kansas agricultural products.

The second barrier that could be alleviated through the completion of our by-pass is the intersection of US 77 and 166. Skyline Corporation builds manufactured homes in a facility at the north edge of Arkansas City. Skyline employs 145 people who manufacture about 1,400 units of housing each year. Each of these units is transported by truck to customers in Kansas, Oklahoma, Arkansas, Missouri, Utah, Colorado, Idaho, Nebraska and New Mexico. Each unit is an oversize load ranging in size from 14 feet wide and 40 feet long to 16 feet wide and 80 feet long. About 700 of these units are transported directly through the City of Arkansas City. All 1,400 chassis for the manufactured homes are assembled at Lippert Components on the south side of Arkansas City and transported to the Skyline plant on the north. Transporting 2,100 oversize loads through downtown Ark City is dangerous and slow. Drivers report that they must watch for cars backing out of parking spaces and pedestrians in the downtown area. Many of the units and all of the chassis turn at Madison and Summit – which is US 77 and 166 – which, as you can see in the photos we've provided – blocks traffic in all directions.

The completion of the southern portion of the 77 bypass would alleviate both of these barriers. When coupled with the completion of the Winfield by-pass, these enhancements could lead to increased commercial trade routes through our state, which leads us to a more regional discussion of transportation needs.

The development of a new 16-mile expressway from K-96 at Kellogg south to K-15 represents the top priority for our region's continued economic viability and growth because it extends the K-96 from Hutchinson and would benefit a large segment of the state. The Wichita Chamber of Commerce has verified that of all areas surrounding Wichita, the highest traffic demands are in the southeast sector, which is precisely the area we are proposing to improve. As the southeast suburbs, such as Derby, Andover, Rose Hill and Mulvane, have continued to expand, transportation congestion has expanded as well, accentuating the need for improved transportation systems. Did you know that Boeing in Wichita is now Cowley County's third-largest employer? That means that more than 1,000 people are driving these congested routes daily. Our proposed solution -- the 16-mile extension of K-96 to K-15 -- also represents a cost-effective plan because most of the land in the proposed corridor alignment remains undeveloped. Now is the time to be proactive in securing this right-of-way for the future growth of Wichita, Cowley County and all of southcentral Kansas.

What would the addition of this 16-mile expressway mean for our future? Think of the possibilities. Expanding a small section of K-15 and US 77 to four lanes between Mulvane and Winfield would effectively provide four-lane access to Wichita for major industries in southcentral Kansas, as well as establishing an outstanding first-step in a northwest passage route from Tulsa to Wichita. If you're not familiar with this concept consider this: most U.S. trade routes run horizontal across the United States. What if we took a look at our possible system enhancements through this program not as individual projects but rather as part of a larger puzzle that would create a major diagonal trade route across all of Kansas connecting Denver to the Gulf of Mexico?

Here are some statistics I bet you haven't heard the past few weeks: Tulsa's Port of Catoosa is a 2,000-acre inland river port at the head of navigation of the McClellan-Kerr Arkansas River Navigation System. This system stretches 445 miles and links plains state shippers with ports

on the U.S. waterway system and foreign and domestic ports beyond by way of New Orleans and the Gulf of Mexico.

The Port currently handles in excess of 2 million tons annually by river barges. Many of these shipments originate or terminate in Kansas and neighboring states. Kansas is estimated to account for more than 5,000 truckloads of fertilizer and 4,000 truckloads of grain per year at the Port. Last year, the Port received 1,320 railcars of grain that originated in Kansas and shipped 600 railcars of limestone cement clinkers to Kansas. In addition to these items, shipments to and from Kansas include steel, petroleum, chemicals and large fabricated items. Shipping by barge is low-cost, efficient and economical and the close proximity of the Port allows businesses in Kansas to compete in today's global markets. To do so, though, requires an effective network of highways and railroads for access to the inland river navigation system. When thinking about the costs of a transportation system and developing transportation resources, try also to think of the economic impact such diverse trade routes could have on our state's future.

So, you see, our discussion of transportation today is about more than just asphalt and concrete. This is your opportunity as legislators to develop a vision for our state's economic horizon built on the economic lifelines we call highways.

Today we've presented a unified message from the city governments and Chambers in Arkansas City and Winfield, as well as from the industries whose transportation needs are paramount to the economic prosperity of our state. Our primary message is, of course, that the State of Kansas does indeed need to continue its Comprehensive Transportation Program and build upon the success of the '89 program. Beneath that umbrella, we've profiled several interconnected concerns.

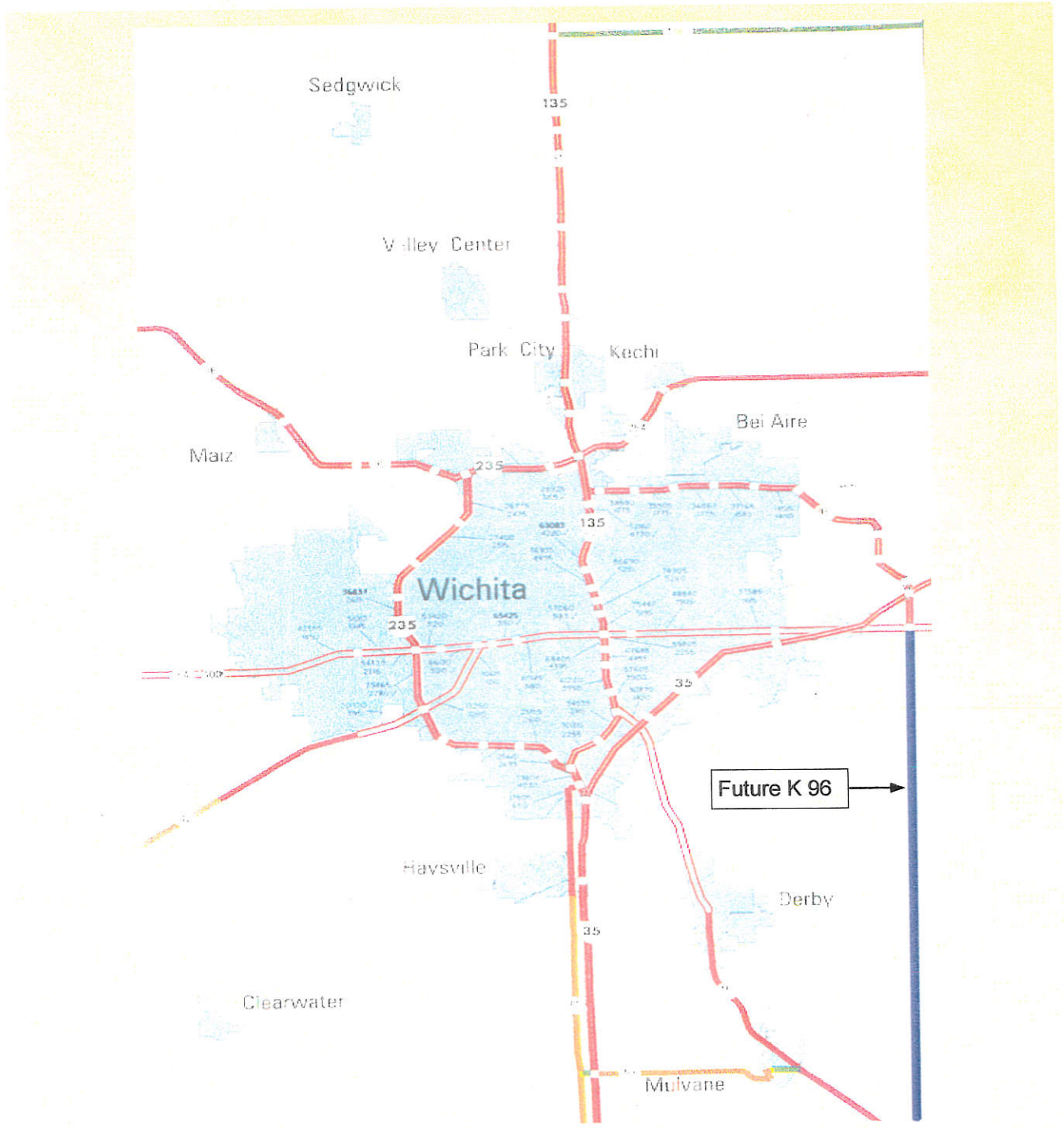
The local priorities we've outlined -- the completion of the by-pass projects in Winfield and Arkansas City -- are essential to local industries for efficient, cost-effective transportation resources. Please remember that when it comes to these by-pass projects, all we're asking is that you finish what was started. Finish what was started by voting to enact a new comprehensive highway program that funds the completion of our by-passes to ensure the continued growth of our existing industries. Our top regional priority, the addition of a 16-mile extension from K-96 to K-15, will further develop regional trade routes benefiting a large segment of state, and would provide excellent momentum toward the completion of the Northwest Passage through Kansas.

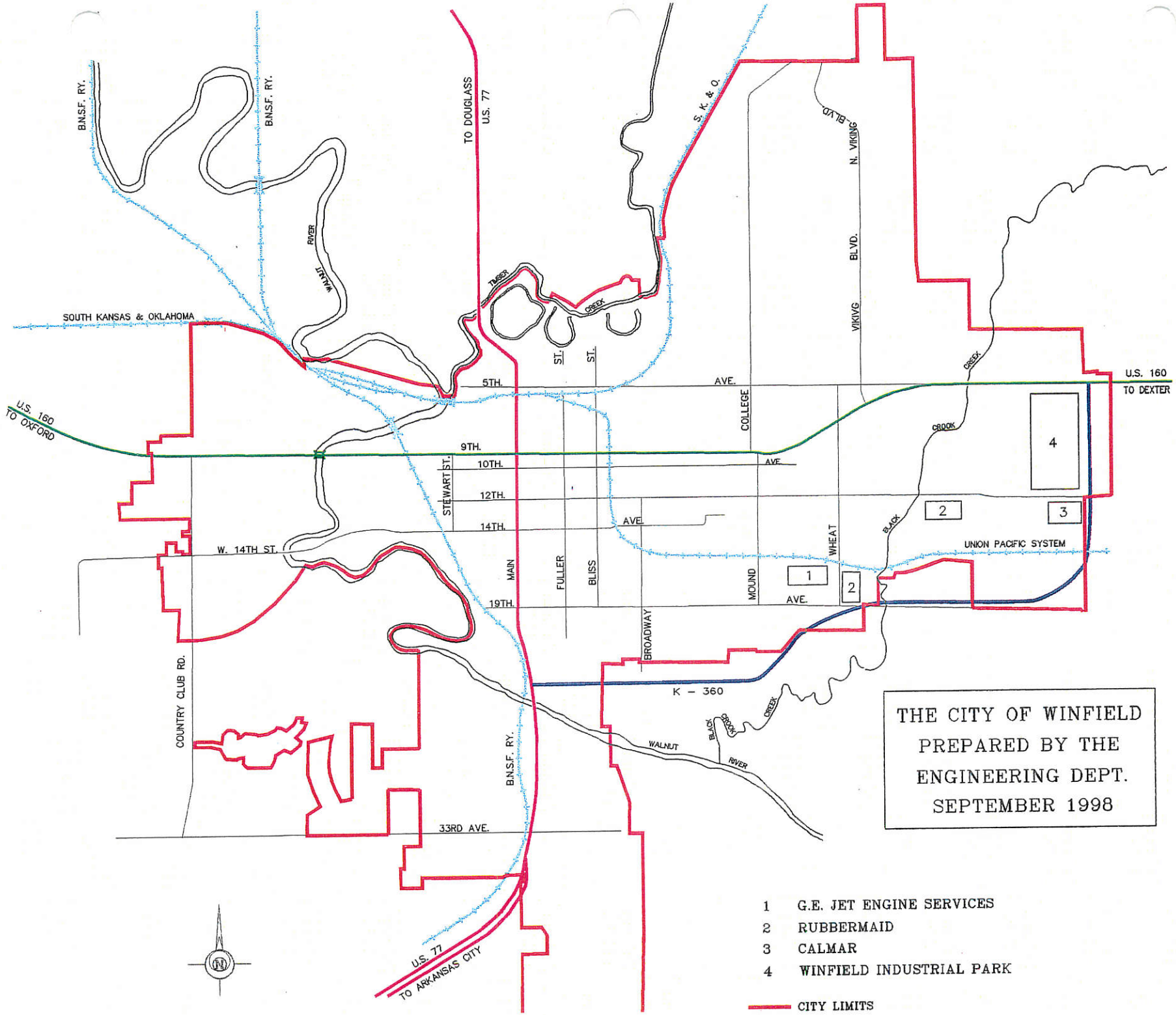
Again, this testimony represents the interests of many parties in Cowley County who provided their support for this presentation: the Chambers of Commerce and convention and tourism organizations in both Arkansas City and Winfield, Winfield and Ark City city governments, the Cowley County Commission, and Strother Field Industrial Park and Airport. The requests we've made today provide long-term economic benefits not only to Cowley County, but also for the entire state.

In the broad sense, the transportation program you are considering does not cost the state money -- it generates money for the state. The good economy we now enjoy is possible because ten years ago, our legislators did not shrink away from investing in our state through a transportation program. The economic growth created in the industrial and commercial sector means more jobs and more dollars earned, which in turn means more money back into the state to fund education and social programs. With a declining economy, we can fund neither.

Now is the time to be proactive for the future growth of Kansas and continue our Comprehensive Transportation Program. Now is the time to develop intrastate AND interstate trade routes that improve commerce. Now is the time to make an investment that will benefit our state for many generations to come. As our legislative representatives, you must not look at this program simply as another budget expense but rather as an investment in our state's future prosperity. Thank you for your time and consideration.

K96 Extension From US 54 to K15

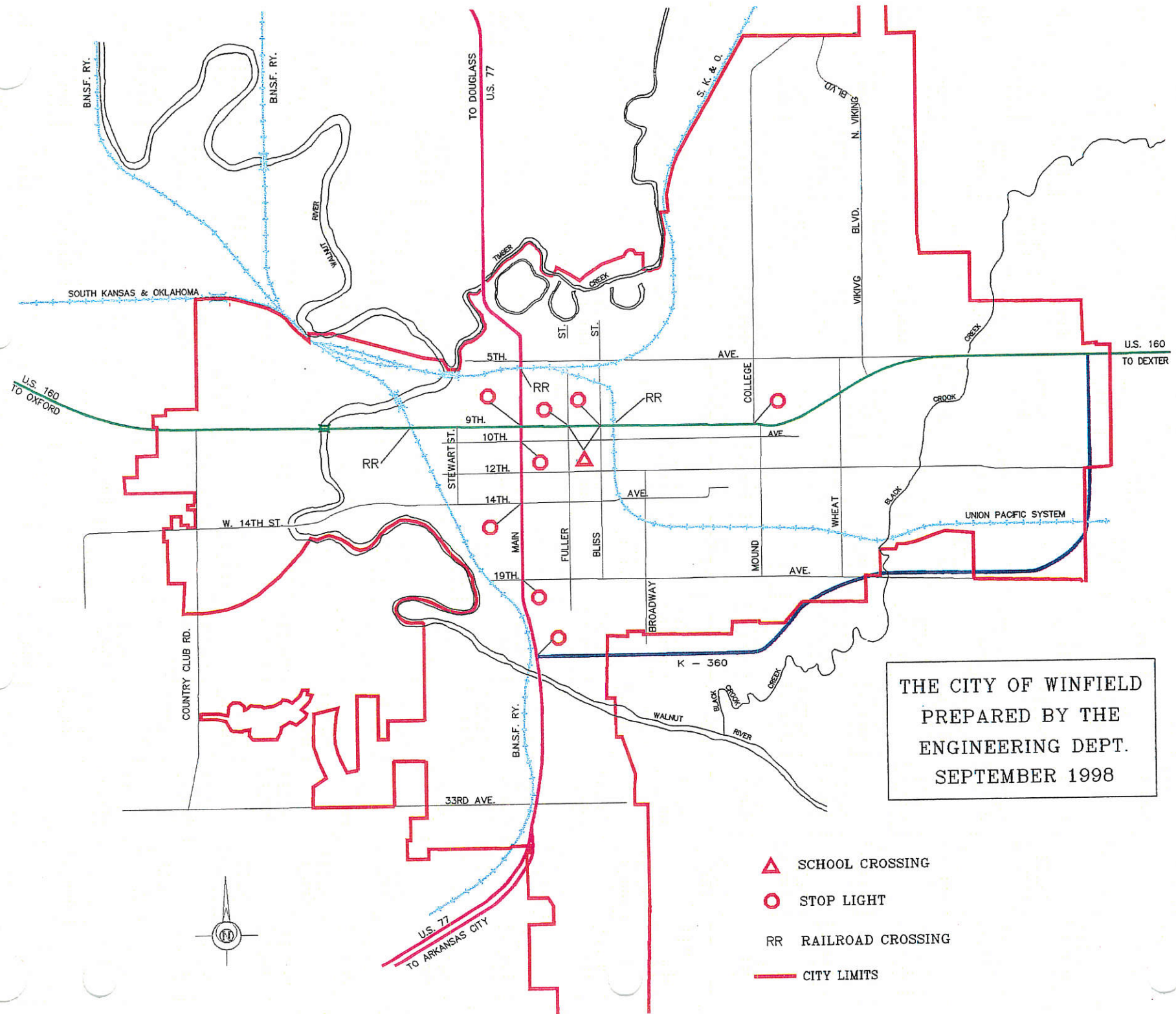




THE CITY OF WINFIELD
 PREPARED BY THE
 ENGINEERING DEPT.
 SEPTEMBER 1998

- 1 G.E. JET ENGINE SERVICES
 - 2 RUBBERMAID
 - 3 CALMAR
 - 4 WINFIELD INDUSTRIAL PARK
- CITY LIMITS

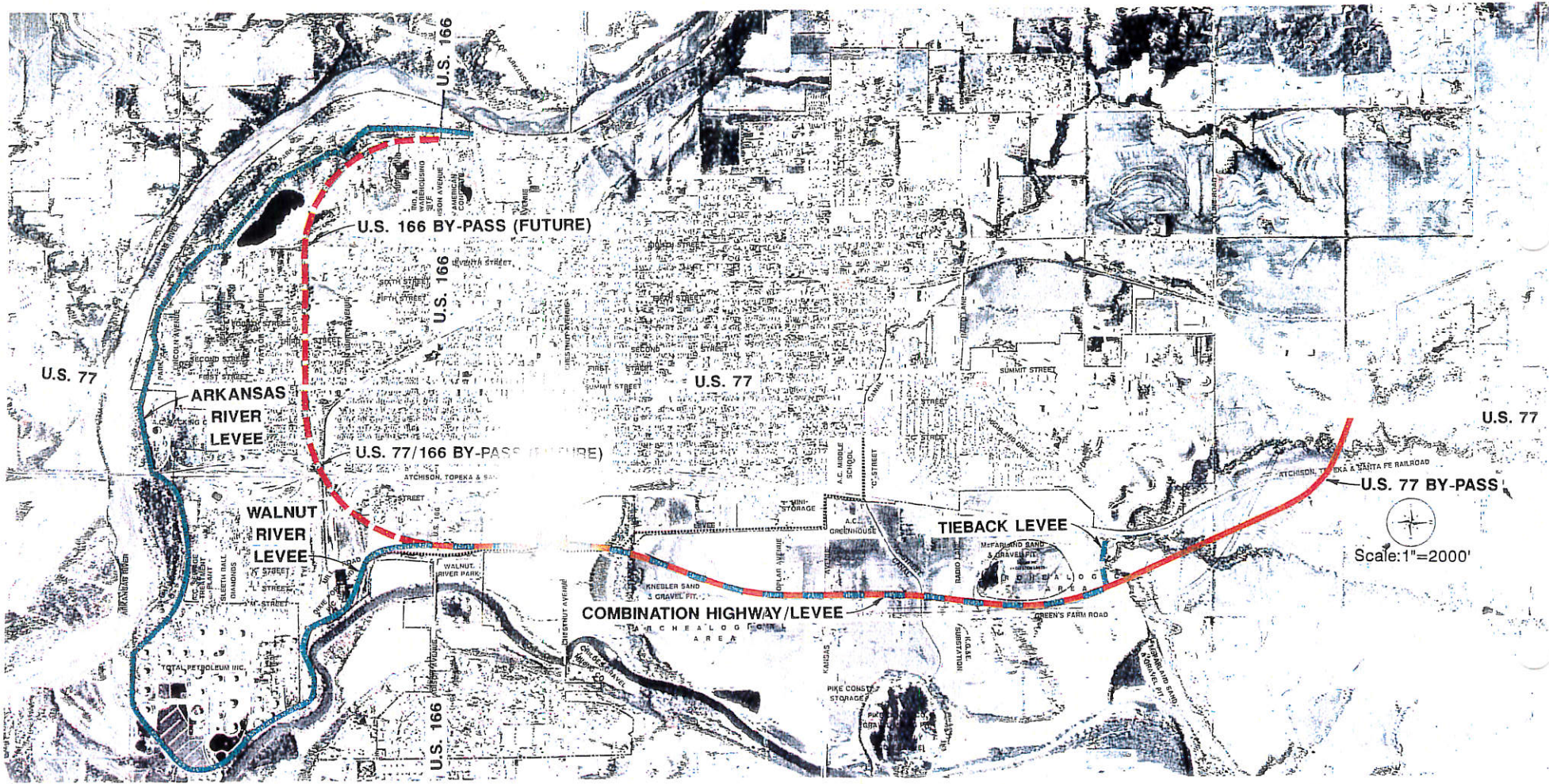
MAP INFORMATION SHOWN IS CREATED FROM BEST AVAILABLE DATA. THE CITY OF WINFIELD IS NOT RESPONSIBLE FOR ANY INACCURACIES, ERRORS, OR OMISSIONS.



THE CITY OF WINFIELD
 PREPARED BY THE
 ENGINEERING DEPT.
 SEPTEMBER 1998

- △ SCHOOL CROSSING
- STOP LIGHT
- RR RAILROAD CROSSING
- CITY LIMITS

MAP INFORMATION SHOWN IS CREATED FROM BEST AVAILABLE DATA. THE CITY OF WINFIELD IS NOT RESPONSIBLE FOR ANY INACCURACIES, ERRORS, OR OMISSIONS.



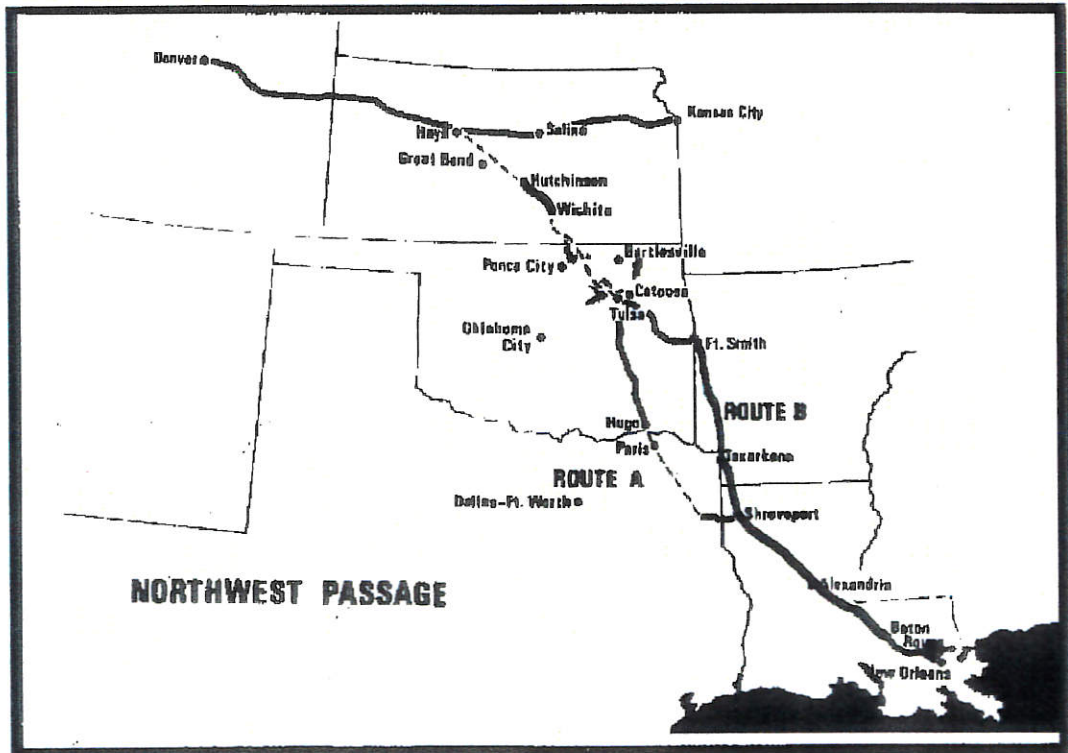
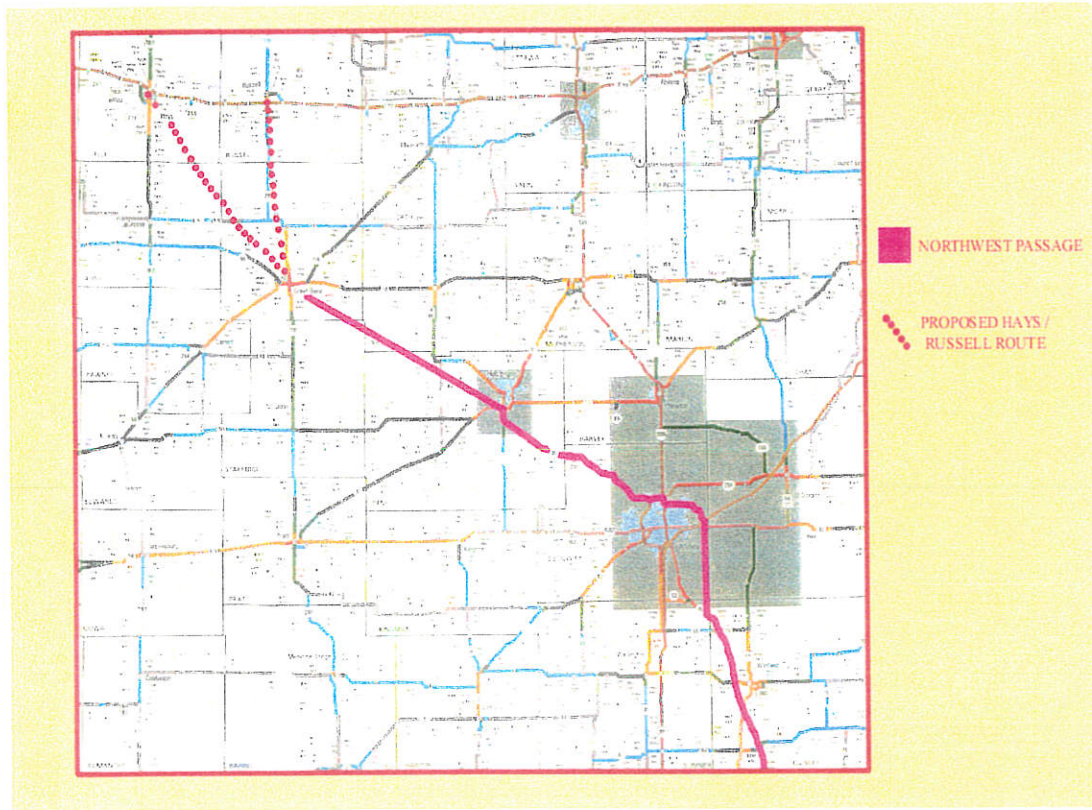
LEGEND

- U.S. 77 BY-PASS
- - - - U.S. 77/166 BY-PASS (FUTURE)
- ARKANSAS/WALNUT RIVER LEVEE
- COMBINATION HIGHWAY/LEVEE
- TIEBACK LEVEE

**PROPOSED LEVEE AND HIGHWAY CONSTRUCTION
ARKANSAS CITY, KANSAS**

March, 1994

Possible Northwest Passage Kansas Routes





Winfield
 Traffic on US 160 near Winfield Middle
 School

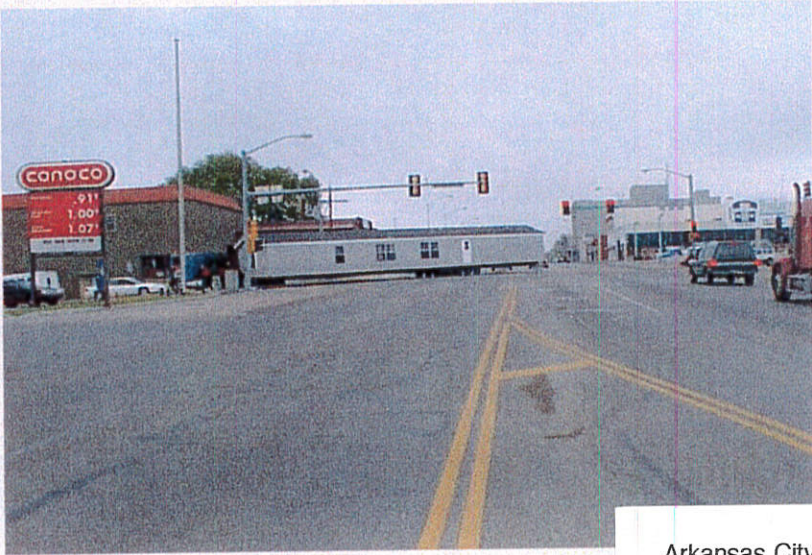




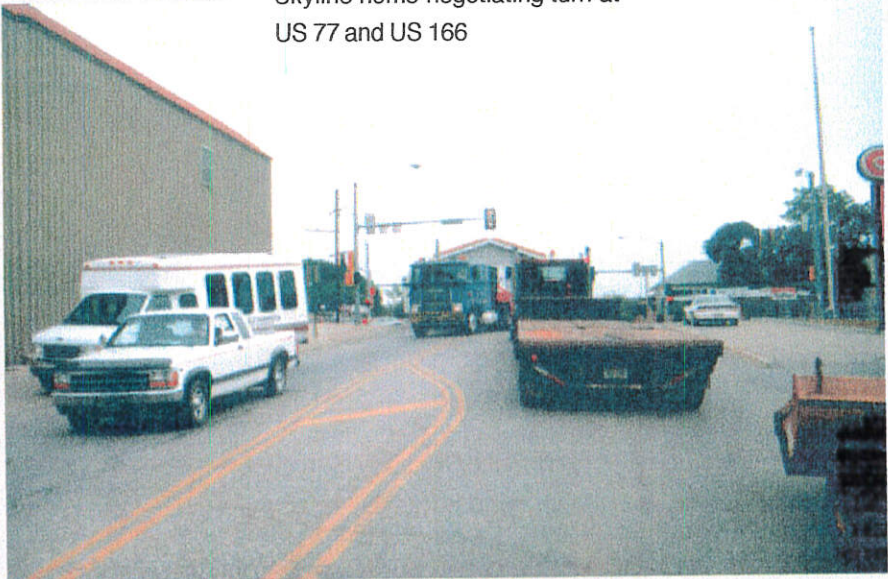
Winfield
Cars waiting for rail traffic

Winfield
Trucks waiting at intersection of
US 77 and US 160





Arkansas City
 Skyline home negotiating turn at
 US 77 and US 166

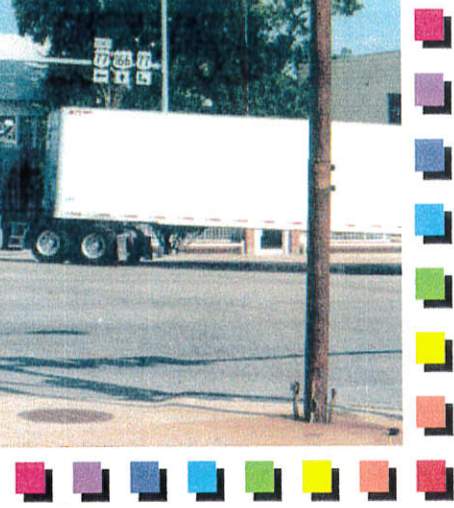
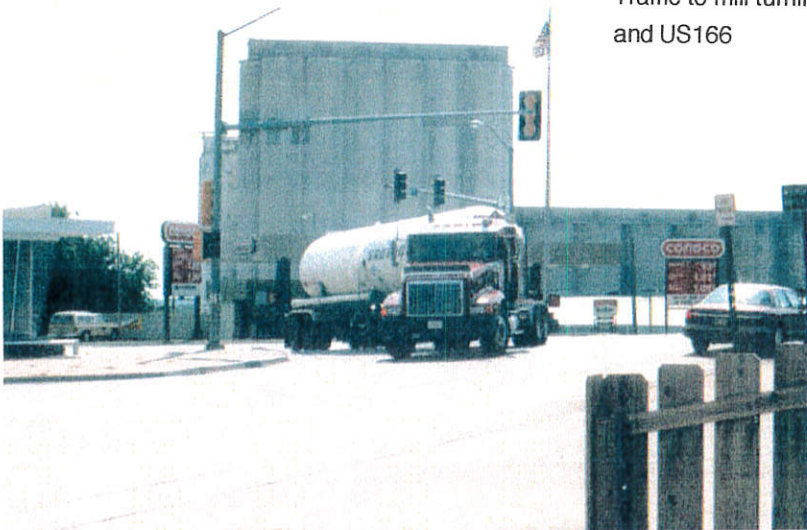


Transportation 2000 Cowley County



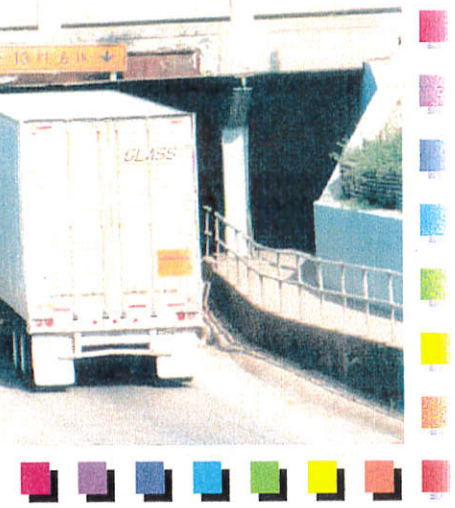


Arkansas City
Trucks lined up at ADM
Traffic to mill turning at US 77
and US166





Arkansas City
Trucks barely clear the 13 ft. 6 in.
Underpass on US 166 leading to
Current US 77 bypass



REPORT TO TRANSPORTATION COMMITTEE

12 Noon February 24, 1999

Speakers - Mayor of Longton, Kansas - Elaine Edwards
Supt. of Schools - Roger Rankin

Subject: **HIGHWAY 160 BETWEEN ELK FALLS AND ELK CITY, KANSAS**

- A. Dangerous hill and curve between Longton and Oak Valley - Zollars Hill
- B. Flooding in three low spots causing schools to be closed
- C. Old highway - no shoulders to get off highway during crisis

A. Zollars hill and curve history: (2 1/2 miles east of Longton)

- 1. The legislature has been approached for years by ex Representative Crowell and others for some type of action.
- 2. Mr. Kimble, District Supervisor from Chanute, has actually walked the dangerous curve when large trucks crossed the solid stripe median. (The curve is narrow-45mph).
- 3. Many accidents, deaths, burned cars/vans and most recently a Kansas state truck overturned on this curve. (Please consider the state records.)
- 4. The new 400 highway at Severy caused US 99 and US 160 to experience much more traffic, especially truck traffic.
- 5. This curve (and low spot causing flooding) could be straightened without much money or time. (Any fill for low spots could come from the hill.)

B. History of flood spots:

- 1. Even though flood control dams have been built over the past 15 years (2 more last year), Elk River still floods low lying acres.
- 2. Highway 160 has three spots (1/2 mile east of Longton, Zollars Hill and curve 2 1/2 miles east, and 1/2 mile east of Oak Valley) which flood 1-2 feet over highway 160. The State Dept. closes these roads to traffic, and it is very difficult to reroute traffic over these country roads.
- 3. Each of these areas could be improved with 2'-3' of fill over a short distance.
- 4. Elk Valley Schools has lost 3-4 days of school each year over the last 5 years (even when the sun was shining) because only these three spots were flooded.
- 5. Many of our residents work in Independence (25 miles) and Coffeyville (35 miles). They must go north to Fredonia/Neodesha to get to work.
- 6. One evening the state was late closing the road at Oak Valley, I came upon one foot of water covering the road but I expected it. People traveling US 160 out-of-county do not know it floods and can have a serious wreck. - Is the state liable if it doesn't close the road in time?

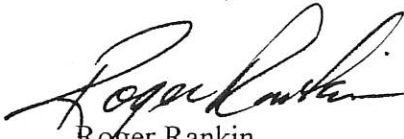
C. History of "shoulder-less" roads:

1. Highway 160 is an OLD state road.
2. In past years, the highway was improved west from Independence to the Montgomery/Elk County line. From that point west, the road is 3-4 feet narrower, poorly worked and maintained, and has no shoulders.
3. This neglect has caused loss of life and property, wrecks on Zollars Hill/curve which have disabled people for life (Melba Tindle).
4. There have been many wrecks because people couldn't get off the road to change a tire. Opening your car door is dangerous.

Action Requested:

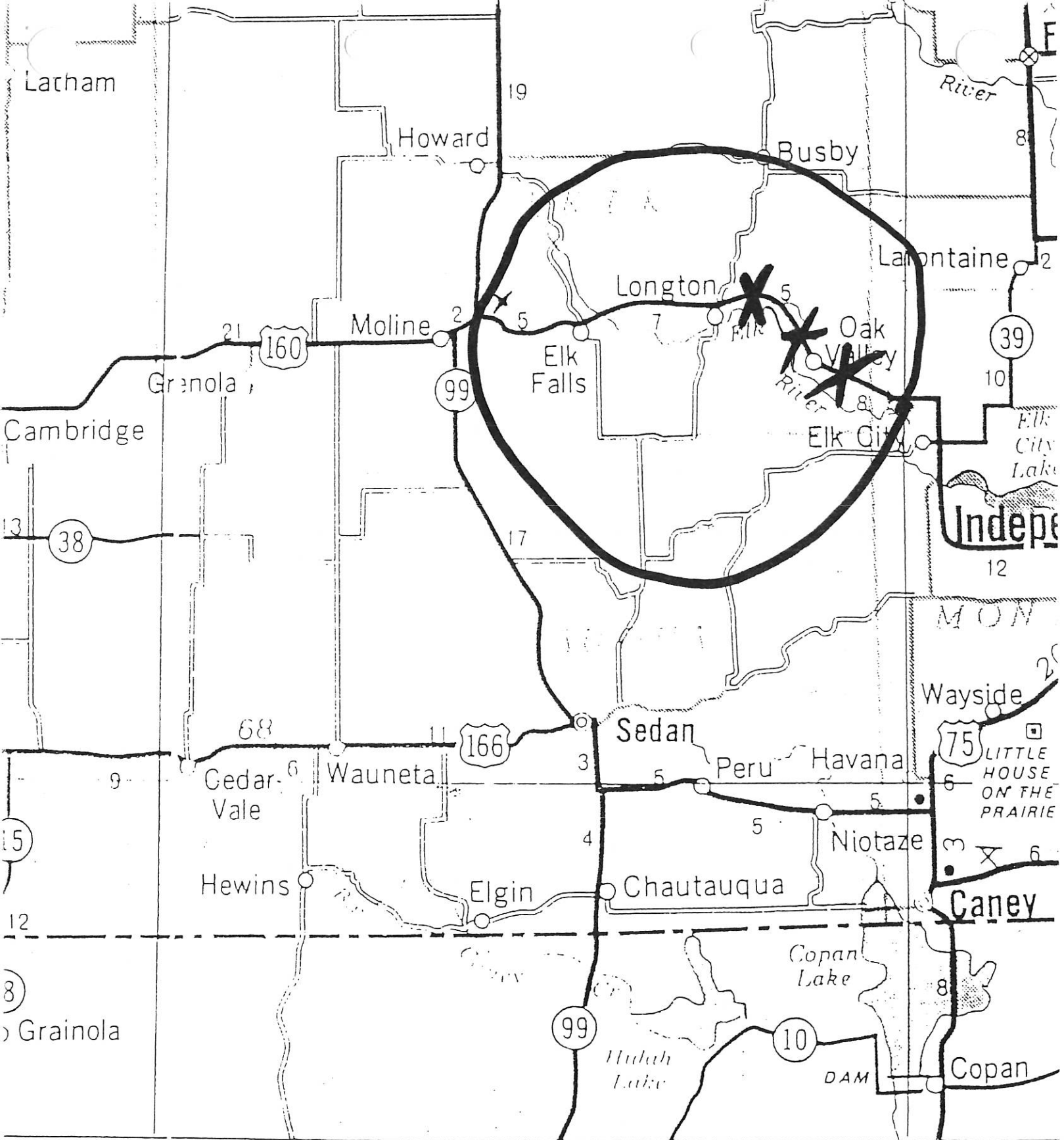
1. Reexamine your priorities and fix the low flood spots.
2. Remove the curve on Zollars Hill and straighten the road.
3. Prioritize improving the safety factors of shoulders on the roads in Elk County from the Montgomery County line westward to Highway 99 at Moline (19 miles Total).

Thank You,



Roger Rankin
Supt. of Schools
Longton, KS
316-642-2215

Elaine Edwards
Mayor
Longton, KS
316-642-2225



To Tulsa

Jell	A-3	Midway	E-8	Neodesha 3,414	F-12	Otis 410
Ray 295	C-7	Milan 135	F-9	Neola	E-7	Ottawa • 11,016
London • 1,132	D-12	Milberger	C-6	Neosho Falls 157	E-12	Ottumwa
ons • 4,152	D-8	Mildred 64	E-13	Neosho Rapids		Overbrook 930
cksville 546	E-6	Milford 465	C-10	289	D-11	Overland Park
dison 1,099	D-11	Miller	D-11	Ness City • 1,769	D-5	81,784
naska 119	A-9	Milton	F-8	Netawaka 218	B-12	Oxford 1,125
ize 1,204	E-9	Milwaukee 588	D-9	New Albany 78	F-11	Grandis 178

HARPER COUNTY TRANSPORTATION NEEDS FOR THE NEXT 25 TO 50 YEARS

Just as the state has a large transportation infrastructure so too does Harper County comparatively. With 1,250 miles of road, 384 bridges and very limited funds there is a major concern that Harper County will be unable to provide for the moving of agricultural products safely to the State Highway System in the next 25 to 50 years.

Harper County has the following "needs" and concerns:

- Increased funding for local government jurisdictions.
- Increased truck traffic on County roads (because of abandoned rail lines).
- State Highway improvements in Harper County
- Bridge replacements on Local roads
- Shortlines? We do not believe this is the answer for Harper County.

I would like to expand on these and some possible solutions.

INCREASED FUNDING FOR LOCAL GOVERNMENT

The T2000 Study Group recommends increasing state funding to the Special City and County Highway Fund (SCCHF) for local roads, streets, and bridges. To help fund that increase, it is recommended that the existing "cap" on Motor Carrier Property Tax transfer to the SCCHF be eliminated, providing 18 million or 6.819 million more than under the Governor's proposal. Uncapping the City-County Revenue Sharing Fund transfer in FY 2000 would provide 44,573,000 dollars for counties and cities or 7.384 million more than under the Governor's budget proposal. Harper County strongly supports these recommendations of allowing the transfers to occur as indicated in statute (without capping) thus giving the local governments these funds as the statute intends.

WHY SHORTLINES ARE NOT THE ANSWER FOR HARPER COUNTY

Simply put it is a matter of "too little to late". Harper County has already lost much of its rail service to local elevators and many more miles are in the process of being abandoned. Bluff City's rail service has been abandoned and the tracks have been removed. This left the elevator with the dilemma of moving out the 1998 wheat harvest, which amounted to 900,000 bushels, by trucks, 900 of them! In all, the elevators in Harper County have the capacity to store nearly 5 million bushels, these same elevators received over 8 million bushels in 1998. Most of this harvest has been or will be trucked to the North to terminals around Wichita or south to terminals in Enid Oklahoma. Harper County needs to reconstruct 61 miles of road to adequately handle

the transportation of the agricultural products in the County. Enclosed maps show the railroads, which have been or are being abandoned and the subsequent needed road improvements to handle the increased truck traffic.

BRIDGE NEEDS

Of the 384 bridges under Harper County's jurisdiction 160 of them are timber bridges (totaling nearly 9,000 feet of bridge deck) which makes up 50 percent of the total bridges on the off-system. Of the 160 timber bridges, 141 are structurally deficient or functionally obsolete which is 88 percent of all timber bridges and 43 percent of all bridges. The 1993 estimated replacement cost for the 141 timber bridges was in excess of 20 million dollars. An additional 84 off-system and 47 on-system bridges are also classified structurally deficient or functionally obsolete. 70 percent of all bridges in Harper County are classified with a sufficiency rating less than 50 percent.

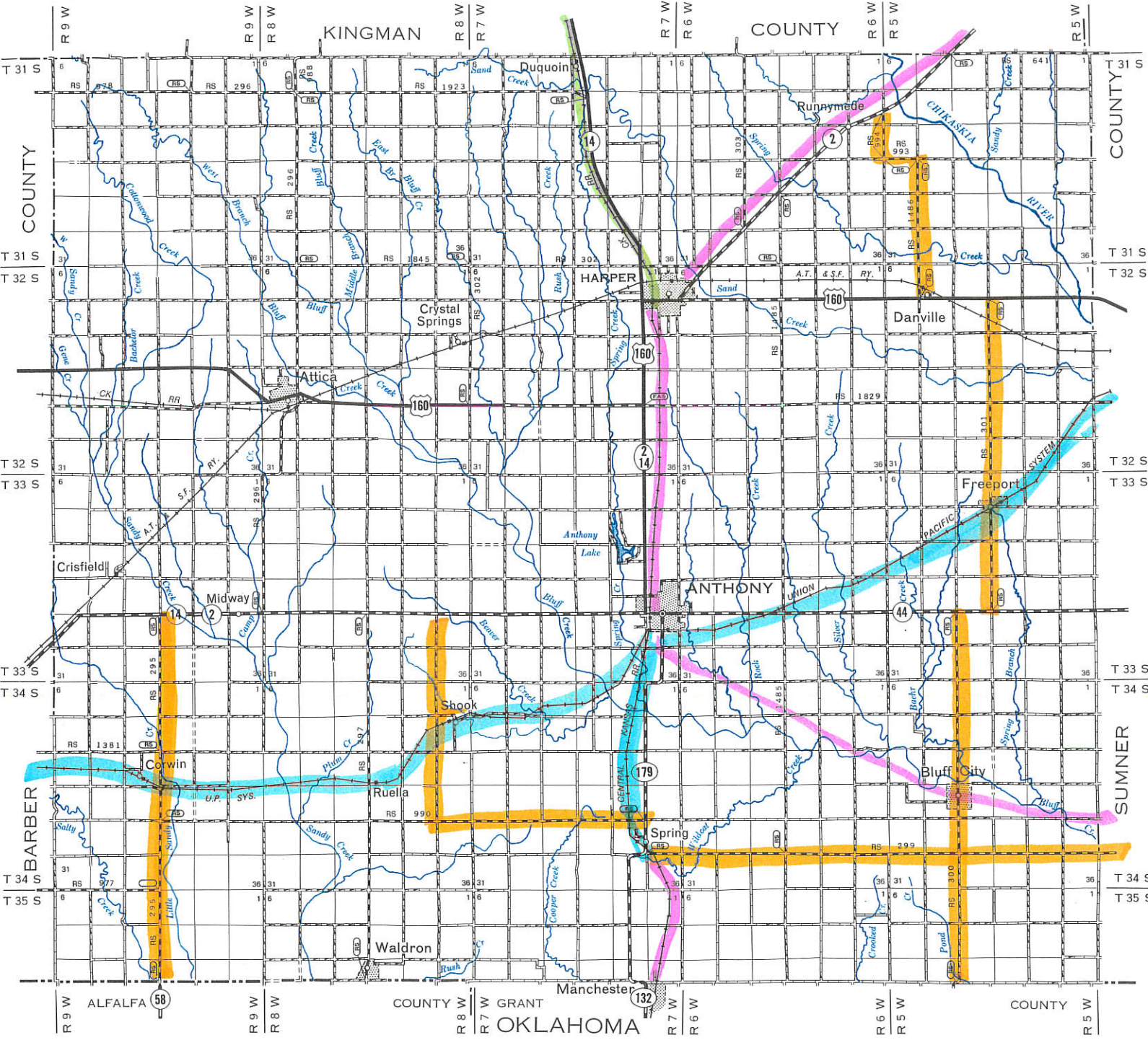
Harper County special bridge fund receives 131,000 dollars per year. The bridges of Harper County are literally falling down faster than we are able to repair or replace them. In Harper County, we are forced to replace our own bridges (using) used steel from KDOT bridges being replaced with new steel. The Study Group recognized this when it stated that the local needs have far outstripped the resources available.

STATE HIGHWAY IMPROVEMENTS

The Study Group recommends a Substantial Maintenance Program with a modernization component of a transportation program based on establishing a consistent work cycle for the State Highway System. The concept of systematic modernization is based on the principle that, in general, roadways will require major reconstruction work on some periodic cycle even if they have adequate maintenance throughout the intervening years. Harper County knows what happens when maintenance falls short (because of lack of funds) and you must totally reconstruct the road. Harper County supports an aggressive maintenance program for the State Highway System.

Harper county would like for KDOT to consider the possibility of using the monies going for the construction of shoo-fly's on the K-44 bridge projects to the County for the construction of an overlay on a county road detour. Harper County also has requested KDOT do an engineering study on a location south of the City of Anthony on K-179 Highway where an addition of a Cotton gin will add 2,500 more semi-trucks pulling on and off an already hazardous curve.

Tracks removed
 of abandonment
 Railroad inaccessible
 County roads connecting to state highways



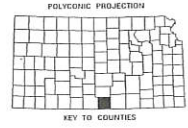
LEGEND

ROADS AND ROADWAY FEATURES

- Primitive Road (Type A)
- Unimproved Road (Type B)
- Graded and Drained Road (Type C)
- Soil Surfaced Road (Type D)
- Gravel or Stone Road — Not Graded or Drained (Type E-1)
- Gravel or Stone Road — Graded and Drained (Type E-2)
- Gravel or Stone Road With Stabilized Surface (Type E-3)
- Bituminous Road — Low Type (Type F, G-1, H-1)
- Paved Road (Type G-2, H-2, I, J, K, U)
- Divided Highway
- Highway With Full Control of Access and Interchange

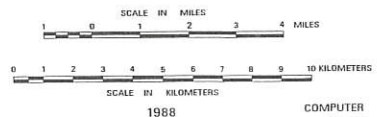
ROAD SYSTEM DESIGNATION

- Rural Secondary System
- Interstate Numbered Highway
- U S Numbered Highway
- State Highway System or State Numbered Highway
- End of Designated System or Marked Route
- Kansas Turnpike Authority



**GENERAL HIGHWAY MAP
 HARPER COUNTY
 KANSAS**

PREPARED BY THE
 KANSAS DEPARTMENT OF TRANSPORTATION
 BUREAU OF TRANSPORTATION PLANNING
 IN COOPERATION WITH THE
 U. S. DEPARTMENT OF TRANSPORTATION
 FEDERAL HIGHWAY ADMINISTRATION



RS SYSTEM REVISED TO MAY 7, 1993

COMPUTER GENERATED

10-3

February 24, 1999

To: House/Senate Transportation Committee

From: Connie A. Shellhammer, Harper County Dept. on Aging
Director/Certified Community Transit Manager
Anthony, Kansas

Thank-you Committee members for allowing me to give testimony today as a member of Kansas Public Transit Association on behalf of PUBLIC TRANSPORTATION Services in Harper County & the Mid Kansas Transit District (Coordinated Transit District #13.)

I am hear to request your support of a Comprehensive Transportation Program to provide an increase in Kansas State Funds for PUBLIC TRANSPORTATION SERVICES to provide for adequate funding levels.

Harper County, Kansas has one GENERAL PUBLIC Transportation Services provider. Harper County Dept. on Aging office offers this program as a part of county services offered through the office.

Currently there are 2 vehicles that are in operation. Service is provided to the elderly, disabled & general public of Harper County. This is the only agency in Harper County that has ADA accessible vehicles.

Number of passengers & riderships for Fiscal Year 1998:

	# of passengers	# of trips provided
Elderly	282	3819
Disabled	61	651
General Public	37	773
Total passengers:	380	Total trips provided: 5243

Total miles driven: 34,387.4

Total Non-Ambulatory Trips: 473

Coordination is a vital part of the services provided. Coordination locally is with the Anthony City TAXI, & Unified School District #361. Service is also coordinated with other service providers in neighboring counties.

Transportation of persons for medical appointments is a high priority service for the program. Clients are transported twice weekly out of county to Wichita, Ks. for Dialysis, as well as for other specialized health care. Other available seats on these regularly scheduled days are filled by passengers requiring transportation into the urban area for other types of appointments or business.

Rides are provided locally (In-City/In-County) for business, shopping, errands, all types of appointments, or to attend area nutrition programs. Service is also provided for residents of area nursing homes. Door to door service with high levels of customer service have made this program especially successful in Harper County.

The GENERAL PUBLIC Transportation Services program in Harper County is funded under U.S.C. 49-5311 (formerly Section 18) of the Federal Transit Act and riders fees. The local match is provided by Mill Levy funds received by the Aging Dept.

The budget for the GENERAL PUBLIC Transportation Services program had been frozen for a number of years. This has required Harper County to not only provide the local match grant requirement but also to provide for any additional costs incurred by the program.

Lack of transportation services in the rural areas of Kansas prohibits residents from seeking proper medical care when needed & finding employment & keeping jobs. Shrinking local tax dollars & the aggregate tax lid does not allow for any expansion of transportation services. Evening, weekend or holiday service is not currently available. Programs that are currently in service do not have enough funding to address the current welfare to work issues.

Agencies who have spent all of their U.S.C. 49-5311 (formerly Section 18) funding have had to cut services before the year ends to simply make ends meet. Gaps in service provided are due to a lack of funding locally & through KDOT.

Additional funding is needed in Harper County (& CTD #13) for additional operating & administrative costs. Staff training & driver certification is an area of the service that must be updated frequently with no additional monies provided to cover costs. The replacement of worn out or damaged vehicles is also an area that is currently not met due to the lack of additional funds. Many counties have had to wait as long as 10 years to request replacement vehicles because capitol equipment costs could not be funded in the program budget.

Legislative support & action taken this year will provide a significant increase to the commitment by the State of Kansas to provided coordinated, effective GENERAL PUBLIC Transportation Services for all persons.

Thank-you.

Mid-America, Inc.

A multi-county economic development organization

Joint Committee on Transportation
February 24, 1999

Mr. Chairman and members of the committee, thank you for the opportunity to revisit the transportation needs of Southeast Kansas. I am Ann Charles, a former member of the Transportation 2000 committee, and current co-chair of Mid-America's twelve-county transportation committee. Since 1957 Mid-America has been in the business of fostering an environment to attract jobs to Southeast Kansas, with many of the current strong, locally-owned companies on the lists of successful efforts. I am here today to continue the efforts of creating a work environment that, both, attracts new industry and fosters the retention and growth of existing ones.

Many times in studies for the 1989 highway program, KU Professor Tony Redwood referred to Southeast Kansas' "continually deteriorating economic situation." He accounted for many features that make economic development possible in our corner of the state, but cited the "missing ingredient as our highway transportation system." Redwood went on to make projections of benefit to the entire state if a Southeast Kansas Corridor was constructed - increased tax revenue, decrease tax money dependency, and enhanced benefits to connecting communities like Wichita.

The super-two on four resulting from that aggressive program, now known as U.S. Hwy. 400 is nearly completed. Since its construction began, Southeast Kansas has indeed prospered. Most notable was the arrival of Cessna, and although it flies its finished products out, all materials arrive by truck. To the north, Iola has attracted the lucrative Russell Stover plant. Pittsburg brought in Superior; and in my own home of Parsons, we have netted more than 700 new job just in the last 5 years. Would these new companies have come to the Southeast corner anyway? Most of the manufacturers say it is doubtful.

As you debate transportation plans and methods of payment during this session, I urge you to remember you're not just talking about concrete, gravel and construction jobs. You're also talking about the jobs that are created at the end of those miles of concrete - and the new taxes they will return to the state. I urge you to not just consider the cost of this project. I urge you to recognize the very real economic growth that will remain long after the bulldozers have gone home.

Joint House & Senate Transportation Committees
February 24, 1999
Attachment 12

Southeast Kansas Independent Living Resource Center, Inc.

S.K.I.L. Resource Center, Inc.

P.O. Box 1035 1801 Parsons Plaza Parsons, KS 67357-1035

Phone: (316) 421-5502 Fax: (316) 421-3705 TDD: (316) 421-0983 Toll Free: 1-800-688-5616

Columbus Office

5174 S.W. Hwy. 69
Columbus, KS 66725
(316) 674-3138

Mr. Chairman and Committee Members, I'd like to thank you for this opportunity and commend you for your efforts as you address this formidable task.

I'm Susan Wiseman. I live in Parsons, KS. I'm a Personnel Coordinator at Southeast Kansas Independent Living Resource Center. There are currently 684 people on our payroll. SKIL provides services to over 1600 people in Southeast Kansas. I've held my position at SKIL for 3 1/2 years and prior to that I was employed at Labette County Medical Center for five years.

Coffeyville Office

714 Union
P.O. Box 497
Coffeyville, KS 67337
(316) 251-5400

Mr. Chairman and Committee Members, how did you get to work today? I had to "bum" a ride. I "bummed" a ride today exactly the way I have for the last 8 1/2 years. I have a disability that prevents me from driving.

If you've ever been stranded along the road, had your car at the mechanic or have been without transportation for any reason, you only have a small glimpse of my world.

Pittsburg Office

104 W. 6th
P.O. Box 217
Pittsburg, KS 66762
(316) 231-6780

I'm 31 years old, hold a full time job, but still depend on "Mommy and Daddy" to take me to and from. "Grandma and Grandpa" used to help with this chore but now they are in the same situation as I. They, too, are unable to drive.

Parsons currently has public transportation from 8:30 - 4:30, Monday - Friday. This is more than is available in other cities in our area. This system currently in place works for some people. However, I work from 8:00 - 5:00, Monday - Friday, and it does me little good.

Chanute Office

1028 S. Santa Fe
Chanute, KS 66720
(316) 431-0757

In the evening and on the weekends, I have only my friends and family to take me everywhere I go. As a result, many times I cannot go at all.

I have a bike and this works sometimes. But have you ever sat next to anyone in church that has just bicycled 2 1/2 miles? Have you ever ridden a bike in a dress or a business suit?

Fredonia Office

419 N. 6th
Fredonia, KS 66736
(316) 378-4881

I must depend on my friends and family to help me with all my transportation needs. They take me to the grocery store, to church, to work and to all social events I go to. This is a huge barrier to my independence and it is a huge frustration.

Joint House & Senate Transportation Committees
February 24, 1999
Attachments 13



Assistive Technology
for Kansans
1-800-526-3648



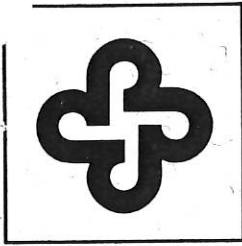
I am fortunate since most people with disabilities are denied the opportunity to work. The people with disabilities I've talked to are just like me, they do not want to become dependent on the system. They want to work. They want to live in their own homes and they want to have access to the same dreams and desires as every other Kansan. They want to be tax givers - not tax takers. This is often impossible due to the lack of available, accessible and affordable public transportation. This is especially true in rural areas when employment opportunities are often a "town away". Also, keep in mind, that appropriate medical services are many times "a town away" as well.

Over the last decade, the advanced technology in the medical field has allowed many disabled and elderly people to live more productive and longer lives. The lifestyle of the disabled and the elderly in Kansas has improved greatly through Independent Living. Any Transportation Bill completed today that does not include safe, accessible and affordable public transportation will only stall the great strides the disabled and the elderly have taken to live independent and productive lifestyles in our fast and mobile society.

Mr. Chairman and Committee Members, you will experience a disability within your lifetime either directly or through a family member. We are all only a split second away from a disability. We will all grow old.

I realize that a Transportation Bill is important and imperative not only in Southeast Kansas but in the entire state. Highways, airports and railways are all essential for future growth and prosperity. Keep in mind that all people want to be a part of this growth and prosper. As you develop the transportation bill, please remember there are people with disabilities, the elderly, Welfare "return to work" parents and just people that cannot drive or cannot afford vehicles. These people are homebound or "stalled along the road" in their own homes.

Mr. Chairman and Committee Members, I ask, no I beg, that you keep safe, accessible and affordable public transportation for Kansas a priority. I request that you fully fund public transportation as recommended by the Governor's Task Force 2000.



Parsons
Chamber
of
Commerce

P.O. BOX 737
PARSONS, KANSAS 67357
316-421-6500
FAX 316-421-6501

February 24, 1999

Joint Committees on Transportation
Statehouse
300 SW 10th Avenue
Topeka KS 66612-1504

Joint Committee:

On behalf of the Parsons Chamber of Commerce, thank you for providing an opportunity for citizens of Southeast Kansas communities to address their needs for an enhanced transportation system.

Enclosed in this packet you will find copies of letters as well as a needs list for Labette County. We are confident that these letters will provide you with the necessary information needed to address the transportation needs of our county.

Again, thank you for allowing us the opportunity to be a part of this new transportation program.

Sincerely,

Lynn Stewart
Executive Vice President

Joint House & Senate Transportation Committees
February 24, 1999
Attachment 14

Labette County Needs

- Completion of US 400 along the already identified corridor including the by-pass around Parsons.
- Completion of upgrade to Super Two Status of US 169 between Oklahoma and Kansas City, KS.
- Increased funding for grants for improvements and repairs at Labette County Airports.
- Continuation of repairs to highway bridges in Labette County.
- Continuation of preliminary design already in place for an access route over Neosho River at Chetopa.
- Construction of paved shoulders on Highway 59 north of Big Labette Creek to new by-pass.
- US 69 s/o US 400 improved to super two on 4 Row.
- Increased funding for city/county highway funds.
- Revolving loan fund for short line railroad.
- Increased funding for regional/rural public transit.
- Support from Labette County includes willingness to pay more through increased user fees and the support of responsible bonding.



Westervelt, Carson & Miller, CPA's, LLC
Certified Public Accountants and Management Consultants

1720 Broadway / P.O. Box 893 / Parsons, KS 67357
Phone (316) 421-1100 / FAX (316) 421-6570

118 W. Locust / P.O. Box 783 / Independence, KS 67301
Phone (316) 331-2170 / FAX (316) 331-2176

Testimony before

JOINT TRANSPORTATION COMMITTEE

February 24, 1999

LABETTE COUNTY AND THE CITY OF PARSONS

Mr. Chairman and members of the committee:

I am Jerry Carson, a CPA and partner in Westervelt, Carson and Miller, CPA's with offices in Parsons and Independence, Kansas.

I have been a volunteer working for the economic development of Labette County for many years.

Good highways do make a difference. The people of Labette County stand behind the proposal to continue the significant Kansas highway improvements that began with the 1989 comprehensive highway program.

Joint House & Senate Transportation Committees
February 24, 1999
Attachment 15

As a CPA, I understand very well the dilemma you face. Do the benefits of an aggressive transportation program outweigh the costs, and can it be financed in a manner that is acceptable to the people of Kansas, and responsible to future generations.

My answer to you is "YES" the benefits do outweigh the costs and it can be financed in a responsible manner.

The Southeast Kansas Corridor, U.S. Highway 400, has been described, by some, as a "highway to nowhere." We respectfully disagree. During preliminary studies, it was argued that without decent highways, Southeast Kansas would never prosper; and that even with good highways, it would never prosper if the local people did not get seriously involved in economic development.

Parsons and Southeast Kansas are and have been seriously involved in economic development for many years. In spite of a decreasing population, the manufacturing companies in the city of Parsons have a net increase of more than 700 jobs during the past five years. That's a 22 percent increase.

Was the recently completed highway responsible for those jobs? As you've heard from others, yes, in some cases, no, in other cases. But the commitment of these companies to remain in the area and make substantial investments would not have existed if it wasn't for the fact that an enhanced transportation route was being developed.

As you have heard so many other regions tell you this month, we too fully support an enhanced transportation program that aggressively tackles the problems of decaying bridges, surface maintenance and enhancement projects.

We strongly support increasing the funding to local units of government to help compensate for traffic on unofficial bypasses. This would help them keep pace with the cost of normal maintenance.

In your efforts to find a transportation program that resolves many of these issues and that can be funded in a responsible manner, we urge you to maintain the commitment to other modes of travel that were expressed by the T-2000 committee.

It is embarrassing for Kansas - the airplane manufacturing capital of the United States - to be the only state in the nation

that provides no funding for general aviation, a form of travel that provides life-saving capabilities to rural communities and permits large employers to efficiently locate in more rural areas.

The establishment of a revolving loan fund to assist struggling short-line rail owners would be good business. It would help keep them viable and the small elevators they serve operating. It would also be beneficial by reducing the farm products that are moved via our highways which were not built for the volume or weight of moving such loads by truck.

In Southeast Kansas, with our high numbers of senior citizens and growing population base of disabled persons, a substantial increase in commitment to public transit is imperative.

Mr. Chairman, we in Labette County recognize that these requests are not without a price tag, but I bring with me today a strong contingent of concerned citizens who stand here to tell you that we are willing to pay the price.

With gas prices at a historic low, when adjusted for inflation, one option might be to increase the gas tax. Others might include new user fees, increasing our nominal vehicle registration fee and responsibly using the state's ability to bond. We feel that all of these are acceptable methods of developing a financing package. We ask that you develop legislation to make these much needed improvements and changes.

We will support your decision regarding the financing of these much needed improvements.

The specific needs of Labette County are addressed in the packet that you have received, as are key letters of support.

Legislation that meets these needs, will allow Parsons and Labette County to continue to develop new jobs and expand the economy of the great State of Kansas.

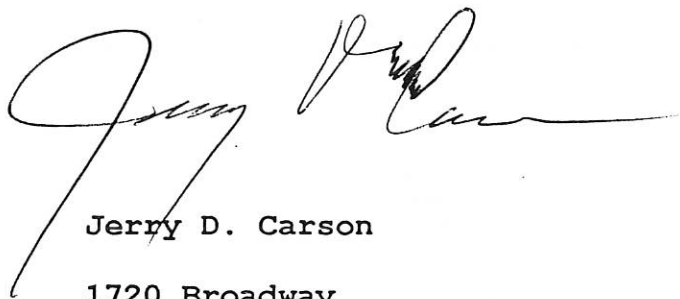
These new jobs will help reduce our unemployment and welfare rolls and add to the tax base of our state.

I remind you, we are not asking for a highway that goes nowhere or for support for airport improvements or short-line railroads that will not improve the economy of Kansas.

We are asking that you commit to a program that will continue to bridge the economic barriers many in Southeast Kansas face. This will allow us to continue to foster economic growth.

We ask that you support a program that can help us add another 700 jobs to our community during the next five years.

Thank you very much for your time and attention.

A handwritten signature in black ink, appearing to read "Jerry D. Carson". The signature is fluid and cursive, with a large initial "J" and "C".

Jerry D. Carson

1720 Broadway

Parsons, Kansas 67357

316-421-1100

316-421-6570 (Fax)

jcarson@terraworld.net (e-mail)



Oswego Area Chamber Of Commerce

P. O. BOX 8

OSWEGO, KANSAS 67356

February 19, 1999

Kansas State Legislature
Topeka, Kansas

Dear Ladies and Gentlemen:

Please consider this as our firm support of any program for improvement of highways and other transportation services to the entire southeast Kansas area.

We look forward to the completion of the new Highway 400 route and the subsequent increase in traffic; however, it appears that our area has long been overlooked in highway improvements. Some roads have little or no shoulder, which presents a definite safety hazard. Other roads have been maintained with no improvements made for many, many years. As our area struggles for its economic well-being, we feel it is imperative that highway transportation should be of a quality which can be used to attempt to, at the least, preserve our current economic status. Our current highway systems make it increasingly more difficult to attract business prospects; and improvements to the present systems are essential if we are to expect clients to consider our area for business location or expansion.

Other transportation systems, such as our local airport, have suffered greatly as a result of our area's economic problems.

We strongly feel that if we are to expect to grow and develop a more stable economic base, it is vital that vast improvements be made to our current transportation services.

Your support for these improvements is necessary in order for us to expect to grow and prosper in the future. Please support any efforts which may assist in our attempt to progress into the coming years as a viable location for personal and economic development.

Sincerely,

Peggy Strickland
President



THE CITY OF OSWEGO

703 5TH STREET - P.O. BOX 210

OSWEGO, KANSAS 67356

PHONE 316-795-4433

12 February 1999

Kansas State Legislature
State Capitol
Topeka KS 66612

Dear Sir/Madame:

As the Legislature gathers information on the Comprehensive Transportation bill, I ask you thoroughly study that information. Believing the Legislature will attempt to enact what is best for the entire State of Kansas, I will address a couple issues that may have the greatest impact on Oswego and other Kansas cities in a similar situation.

As the State continues to improve some of the more heavily traveled highways, some places may be bypassed. With that in mind, I ask that you and your colleagues realize the need for greater support to the Special City/County Highway fund. The driver (with a truck, with a motor home, etc.) determined to cut travel time will continue to use roads not built to handle the traffic, i.e., Wallace Road from US 400 (formerly US 160) to US 59/US 160 (formerly K96). The road will not handle the increased traffic loads causing an inconvenience and possibly discouraging individuals from coming Oswego's way. Please increase funding for the Special City/County Highway fund.

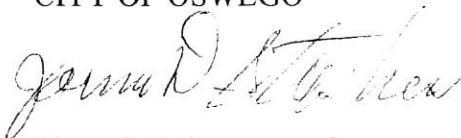
The fourth item on the City's Resolution refers to extending and rehabilitating the City's general services airport. The State has established the mechanism to fund these improvements, but has not actually put money toward this effort. I am dismayed the State ignores the infrastructure supporting a vital portion of its economy - the aircraft industry.

We should all be concerned about the Safety of our citizens and the individuals that visit our fine State. Paved shoulders along US Highway 59 and other highways that cross the State will increase their Safety while in vehicles, while on bicycles, and while walking. The current roads do not provide a safe environment for a vehicle to pull to the side of the road during an emergency, for bicyclists, or walkers.

In all, the State's transportation infrastructure should support its economic base. Companies wishing to relocate here invariably inquire of the nearest four-lane road. We have to respond with "38 miles." I do not expect the State to physically move the City of Oswego, but the various improvements will assist us in overcoming any disadvantages. The promised diagonal from Parsons to Riverton will definitely change this picture. Oswego and other small cities will become more attractive sites.

Sincerely,

CITY OF OSWEGO



JAMES D. STEPHENS
Mayor

February 24, 1999

Joint Committee on Transportation
Statehouse
300 SW 10th Avenue
Topeka, KS 66612-1504

Joint Committee:

I'm Chuck Brown, longtime citizen of Parsons, and presently working the Economic Development Department for the City of Parsons. I would like to speak to the committee about transportation and economic development. Southeast Kansas has had high unemployment and stagnant growth for several years. Local units of government, chambers of commerce, and private economic development groups have worked hard to turn these statistics around, and build toward the future.

WE have watched over the past several years what good highways do for communities and economic growth. My dad and his generation fought hard for years for a Southeast Kansas corridor from Wichita to I44. The 1989 comprehensive highway plan addressed that issue. The Southeast corridor dream is not complete without the by-pass around Parsons and the diagonal to I44. When our office receives inquiries from prospective businesses, transportation is always high on the priority list. It would be extremely helpful for our community to be less than an hours drive from I44. The diagonal would do that for us, and make us a lot more competitive.

Parsons, Labette County, and Southeast Kansas are working together to build better communities, and the future looks bright. Completion on 400/160 corridor would sure give us a boost and keep the ball rolling. We would like to see our needs included in the 1999 transportation plan.

We appreciate your efforts.

Chuck Brown
Economic Development
Parsons, Labette County



WICHITA SOUTHEAST KANSAS TRANSIT, INC.

Tomorrow . . . depend on it!

February 19, 1999

Joint Committees on Transportation
%State House
300 S W 10th Ave.
Topeka, KS 66612-1504

Dear Committee Members,

My name is Kelly Rector. I am president and CEO for Wichita Southeast Kansas Transit, Inc., (WSKT). We are a regular route less-than-truckload common carrier based in Parsons, KS. I would like to express my opinion concerning the necessity of upgrading and major modification of Highway 169.

WSKT employs approximately 165 people in the Parsons area. We have recently moved into a new three building complex that will accommodate our general maintenance shop, breakbulk facility, and corporate offices. At present, we provide daily regular route service to more than 6,500 cities in thirteen midwestern states. We have 29 additional locations, with a total employment of 490, all networked to our Parsons headquarters. In addition to WSKT, private industry in the Parsons area has a strong and viable need for Highway 169 to be upgraded. A tremendous amount of business flows between our area and Tulsa, OK and southward. It is the number one commercial route used in this area. WSKT, by itself, averages more than 60 schedules a day moving in and out of Parsons. We have estimated that 35 schedules a day travel the North/South routes of Highway 169. I might add that Highway 169 is also the best route to the Tulsa Airport from Parsons. The Tulsa Airport is heavily used by both business and personal travel in this area.

I have always felt that new highways were built for two major reasons: safety and transit time. However, I realize that economic growth is of great importance when you realize that 77% of all communities in Kansas are served exclusively by trucking and no other freight mode. It is very important to economic growth that we continue to invest in a safe and efficient highway system. One of the major changes in today's business world is the concept of "J I T," just-in-time, deliveries. Once just a "buzz" word used by marketing reps, now it is a reality. Businesses including manufacturing, wholesale, and retail operate without inventories. It is imperative that deliveries be on time and with 88% of all manufactured goods in Kansas transported by truck, highways such as Highway 169 are an absolute necessity to the economic vitality of communities like Parsons. An inadequate infrastructure increases cost to the manufacturer and ultimately to the consumer.


Because of my interest in Highway 169, I checked with the state of Oklahoma about their views. It was interesting to me that they have just completed a scoping survey regarding these issues. Information received from the office of Kyle McKinley, Chief Engineer for the State of Oklahoma, has classified U.S. Highway 169 as both a national highway and a major transportation corridor. It is the only highway in the state with a dual classification. Their long-range plan, completed in 1995, is to make Highway 169 a (4) lane limited access highway all the way to the Kansas line.

On a national level, Kansas is in an ideal geographic location to benefit from increased trade due to NAFTA. All commercial carriers will attest to the tremendous increase in commerce from the U.S. and Canada to Mexico. Kansas might as well reap the economic benefits of this flow through traffic. Presently, the traffic flows from the northern cities of Toronto, CN., Detroit, Chicago, Minneapolis-St. Paul into Kansas City. It then moves from Kansas City to Tulsa, Oklahoma City, Dallas, Houston, and the Mexican border cities. No single route, such as I-35 will be able to handle all this traffic safely. This is a primary reason I feel a modernized Highway 169 is necessity. Total highway mileage has increased by only 3% while total highway travel has grown nearly 80%. Surveys indicate that congestion now ties up traffic in 30% of the national interstate highways, costing our nation billions. The National Highway System today consists of only 4% of total U.S. road mileage but carries 40% of all traffic, 75% of commercial truck traffic, and 80% of tourist traffic. This is why I feel additional North/South routes such as Highway 169 should be upgraded to at least a "super two" or a "four lane" right of way.

In addition to the flow of commerce on our North/South highways, it should be pointed out that there has been a substantial shift in population from the industrialized East and Northeast to the South and West. It should also be pointed out that while trade with Canada and Mexico has increased dramatically, the interstates were primarily designed for East-West trade routes. Once again, a strong argument can be made to upgrade and modernize Highway 169 to assist in handling the flow of North/South trade. Upgrading alternate routes, such as U.S. Highway 169, will improve regional and national connectivity, while providing relief to most congested interstate routes.

In closing, I would like to remind you of safety. Proper investment in a major modification of Highway 169 will save lives. Studies have shown that 30% of all U. S. fatalities are caused, at least in part, by poor roadway design or condition. Interstates, even with the heavy traffic load, have the lowest fatality rate of any public roads. This is due to interstates being constructed with safety in mind. These same statistics reveal that most non-interstate National Highway Systems roads are bearing interstate traffic loads without the benefit of the interstate safety designs. What a difference these features will make to Highway 169.

Sincerely,



Kelly B. Rector
President



PARSONS DISTRICT SCHOOLS USD 503

2900 Southern Blvd. Parsons, Kansas 67357

Tel 316.421.5950 • Fax 316.421.5954

Office of the
Superintendent of Schools

February 16, 1999

Ladies and Gentlemen:

Thank you for the opportunity of addressing you on behalf of parents, staff and students in the Parsons District Schools.

The Board of Education has been very supportive of efforts taken by officials in Parsons and Labette County to bring highway and transportation improvements to our area of the state. We believe that improvements to the transportation infrastructure are necessary to enrich the vitality and economy of Parsons and all of Southeast Kansas. In June of last year, the Parsons Board of Education unanimously passed a resolution supporting, among other transportation improvements, completion of the US400/160 corridor and a By-Pass at Parsons. On behalf of the Parsons District Schools, I would like to speak strongly in favor of the proposed By-Pass that would lead traffic around, rather than through our town.

Currently, US 400/160 passes directly in front of Parsons Middle School, where nearly 500 children in grades six through eight are in attendance. Morning and afternoon, twice a day, every day of the school year, traffic congestion is a serious safety problem. Parents dropping off and picking up children and children walking to and from school compete with traffic heading in and out of town. Cars get backed up several blocks to the east and west of the school as the crosswalks fill with children - who don't always pay the best attention to cars and trucks - twice a day. There is a twenty-mile an hour speed limit around the school that helps the safety factor, but this speed limit further hampers the flow of traffic along the highway running through town.

We have a great concern that as US 400/160 becomes even more heavily used - and we know this will happen - congestion in front of the middle school will increase. Already, and despite great efforts at supervision during the two busy times of the school day, several children have been struck by vehicles during the last few years. Fortunately, no one has been seriously hurt in any of these incidents.

The traffic danger to children is real and will only increase as the number of vehicles using the highway increases. Ever expanding truck traffic is particularly worrisome to our parents. The sooner a By-Pass is approved and constructed and the significant flow of traffic is moved around the city and away from the front of the middle school the better.

Thank you.

John Benson
Superintendent of Schools

"Preparing Youth for the 21st Century..."

Power Flame Incorporated

2001 South 21st Street, Parsons, Kansas 67357
316-421-0480. FAX 316-421-0948



February 17, 1999

Transportation 2000

To Whom It May Concern:


Power Flame Incorporated moved from Kansas City, MO in June 1972. One of the essential ingredients in making our decision to move to Parsons was the availability of Parsons Tri-City Airport.

Our air travel requirements are national in scope and the need for adequate facilities capable of responding to those requirements was and still is a very significant part of our successful operation here in Parsons. The distances and time involved in driving to our closest adequate "feeder" airports (KCI and Tulsa) are totally unacceptable for the efficient operation of our Company. As a result, over the years, we have made very significant investments in air travel from and to Parsons using Company owned aircraft and Company employed operating personnel. Our current aircraft, a King Air 200, flies more than 500 hours per year bringing Power Flame staff to and from various destinations throughout the country.

Over the years, we have seen the airport's physical facilities deteriorate significantly, with several runways now closed from operation while the still operating runways are in great need of repair. These unsafe conditions will continue to worsen unless the Tri-City Airport is heavily considered to receive adequate transportation funds necessary to bring it back to its' former condition.

Such action is extremely important to us and, in my opinion, the local community to which we contribute more than \$7,000,000 per year in annual payroll and benefits.

Sincerely,
POWER FLAME INCORPORATED


WILLIAM A. WIENER
President

pc: Randy Trout - Tri-City Airport
Lynn Stewart - Chamber of Commerce

Parsons Aviation, Inc.

163 24000 Rd. ~ Cherryvale, KS 67335-8503
Phone 1-316-336-3440 ~ Email rbtrout@horizon.hit.net

12 February 1999

To: The House and Senate Joint Transportation Committee

Kansas is known as the Air Capital of the World but is the only state that does not have funding for the upkeep and maintenance of its airports.

Parsons Tri-City Airport, owned and operated by the City of Parsons, serves not only Parsons but also the surrounding areas. We have aircraft based at the airport from Cherryvale, Neodesha, Independence, and Parsons. Aircraft flying in to Parsons serve these cities, in addition to St. Paul, Erie, Altamont, Edna, Oswego, Mound Valley, and Thayer.

Parsons Tri-City Airport is in serious need of runway repairs and runway overlays. We have closed one runway and one taxiway because of lack of funds to keep them in good repair. We are quickly approaching the time when a decision will have to be made about our other two runways.

All citizens in our area are, in one way or another, impacted by the services that our airport provides. In a recent study we conducted at the airport, we found that 51% of all flights were for corporate operations that effect the employment of a major portion of the people in southeast Kansas; 8% of the flights were for medical services provided to citizens of our area; 11% were bringing small package freight into our airport; 9% were for student training; and the remaining 21% were private flights.

Kansas already has an excellent program in place for fixing the physical facilities of Kansas airports that was developed by Kansas Aviation Director Mike Armour, but it is not yet funded. I have seen an outline of the program; it is one of the most cost effective and efficient use of funds I have ever seen for Kansas airports.

Parsons Tri-City and other Kansas airports are a vital link in our transportation system and provide necessary services for all the people; they should be appropriately funded and kept in good repair. I would urge you to give serious consideration to funding the aviation program outlined above.

Randy Trout
Parsons Tri-City Airport Manager

OSWEGO - COLUMBUS
AIRPORT ADVISORY BOARD
P. O. BOX 210
OSWEGO, KS., 67356

12 February, 1999

Members of The
Kansas State Legislature
State Capitol
Topeka, Kansas, 66612

Following the regular February meeting of this board, last evening, I have been asked to express the board's positive feeling about the new transportation 2000 bill now being discussed in your sessions.

Our board was unanimous in support of continued efforts by the State of Kansas to improve and maintain our several avenues of transportation throughout our state. It has been our collective observation that the people of Kansas have been and are pleased with the success of the last major highway program and will be willing to fund a new comprehensive program as it may be determined.

As you might guess, in addition to supporting all phases of the proposed transportation efforts, our major concern is for financing the upkeep of the state's general aviation airports. Many or most of the airports near small Kansas cities are in need of modernization, with longer, wider and well maintained runways to accommodate the many modern aircraft now attempting to use them. The fact that Kansas is the ONLY state in the 50 that presently does not help fund aviation improvements, even though money has for years flowed into the Kansas treasury from aviation fuel and ticket taxes, seems unreal.

The Oswego - Columbus Area Airport has been accumulating funds to reseal its runway and begin acquiring additional land to complete a F.A.A. approved Master Plan. However, our resources are meager and a matching grant from Kansas will be essential before work can begin.

We plan to do all we can to push for legislative action to approve a new transportation plan for the year 2000. Thank you for reading this far.

Sincerely,



ROBERT A. CARPENTER, Sec'y
Oswego - Columbus Area Airport
Advisory Board



January 29, 1999

Joint House and Senate Transportation Committee
Topeka, KS

Dear Committee Members:

I would like to express my opinion and support concerning the Transportation 2000 Comprehensive Transportation Program. I will not be able to give personal testimony on Tuesday, February 4th due to a scheduling conflict and wanted you to be aware of the South Kansas and Oklahoma Railroad Company's needs and views.

I am President of the South Kansas and Oklahoma Railroad Company and strongly urge your full support of the Comprehensive Transportation Program. The South Kansas and Oklahoma Railroad commits to utilize the proposed loans for funding projects directly on our railroad such as **railway track maintenance, upgrades to rail properties, purchase of railcars, road crossing projects, safety warning devices, and other improvements.**

Each railcar shipped equates to four truckloads that would otherwise move over the highway. This savings of tax dollars for highway maintenance and public safety would clearly be very important. The South Kansas and Oklahoma Railroad currently spends approximately \$4,000.00 per mile per year for normal maintenance and special projects and improvements are in addition to that amount, all of which is privately funded by our company.

One of the most recent industrial expansions announced was from Ash Grove Cement in Chanute, KS. With the commitment of Ash Grove our rail traffic will have the potential of growing by approximately 10,000 railcars per year. Our company has committed to Ash Grove to provide safe, quality rail transportation for their products and the comprehensive transportation program would assist our company with this goal.

The South Kansas and Oklahoma Railroad Company provides rail transportation service to fifteen counties in Kansas. We have the opportunity to provide rail transportation service to a wide variety of industries ranging from agriculture, cement production, plastic manufacturing, steam condenser manufacturing, and petroleum refining just to mention a few. These businesses rely heavily on safe and efficient rail transportation, and with the Transportation 2000 Comprehensive Transportation Program, the South Kansas and Oklahoma Railroad Company will be in a better position to continue to improve the level of service to the customers in Kansas. I appreciate your consideration concerning this issue.

Sincerely,

Rick Webb
President

LABETTE COUNTY BRIDGE REPORT

<u>Bridge Location</u>	<u>Co. Road/Highway</u>	<u>Cost</u>	<u>Existing Bridge is Functionally Obsolete/Structurally Deficient/ Other (briefly indicate problem)</u>
Hackberry Creek	25,000 & York	\$120,000.00	East span silted in, SW wing failing Replace Structure
Big Hill Creek	Finney & 24,000	\$200,000.00	Replace Structure
Bachelor Creek	Irving & 21,000	\$120,000.00	Deterioration at flowline, silting in Replace Structure
Litup Creek	22,000 & York	\$150,000.00	Bridge closed and barricaded Replace Structure
Deer Creek	14,000 & Meade	\$120,000.00	Replace Structure
Pumpkin Creek	11,000 & Douglas	\$260,000.00	Replace Structure
Richland Creek	11,000 & Ford	\$200,000.00	Beam seat failing, heavy rust Replace Structure
Richland Creek	Harper & 11,000	\$150,000.00	Replace Structure
Hackberry Creek	Lyon & 9,000	\$120,000.00	Moderate to heavy stone loss at Flowline, Replace structure
Labette Creek	8,000 & Udall	\$310,000.00	Replace Structure
Deer Creek	Anderson & 6,000	\$330,000.00	Moderate rust, heavy deterioration Of concrete, Replace structure
Rock Creek	Irving & 6,000	\$120,000.00	Replace Structure
Rock Creek	6,000 & Elk	\$170,000.00	Spalling - exposed rebar, Replace
Lake Creek	101 & 2,000	\$150,000.00	Heavy deterioration of deck and Superstructure, Replace Structure
Trib. Neosho River	Wallace & 20,000	\$220,000.00	Heavy concrete deterioration at jct. Of bottom fillet & wall, Replace
Rock Creek	27,000 & Chase	\$140,000.00	Heavy deterioration of floor and Walls, Replace Structure
Trib. Neosho River	26,000 & Udall	\$140,000.00	Heavy deterioration at water line Replace Structure

Labette County Road & Bridge Report

There is approximately

111.00 miles	State and Federal Roads
152.75 miles	County Blacktop Roads
893.00 miles	County Gravel Roads
<u>22.00 miles</u>	County Dirt Roads
1,178.00 miles	Total

There are a total of 84 FAS bridges, which are those bridges on the Federal Aid Secondary System Routes. These routes have been designated by the County and approved by the Kansas Department of Transportation and the Federal Highway Administration.

There are 219 Off-System Bridges, which represent all other bridges on the County road system.

There is approximately 5,228 cross road pipes in the County or on average 5 per mile

There is approximately 9,411 entrance pipes in the County or on average 9 per mile

There is approximately 1,045 box culverts in the County or on average 1 per mile

There is approximately 75 to 80 low water crossing throughout the County

A.O. SMITH
**ENGINEERED STORAGE
PRODUCTS COMPANY**

2101 S. 21st Street, P.O. Box 996
Parsons, KS 67357-0996 U.S.A.
316-421-0200 Phone, 316-421-9122 Fax



February 23, 1999

Joint Committee on Transportation
c/o State House
300 S W 10th Avenue
Topeka, KS 66612-1504

Dear Committee Members:

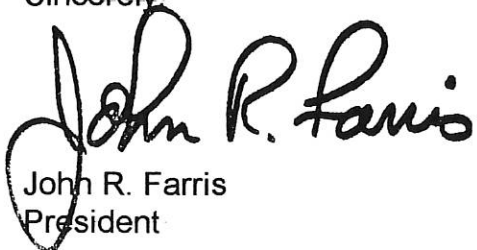
A.O. Smith Engineered Storage Products Company is a manufacturer of bolted and welded storage tanks fabricated from carbon steel, aluminum or stainless steel, with 240 employees. Our bolted tanks are shipped to field locations throughout the United States and over 100 countries worldwide.

Since trucking is the only freight mode available, adequate and safe transportation is essential to our continuing business growth and development, particularly the North/South routes of Highway 169. Over 60 trucks a week are scheduled in or out of our facility; and Highway 169 is the best route from the Tulsa, Oklahoma or Kansas City areas.

Kansas City International or Tulsa International airports are also used frequently for business travel. An upgraded highway system would promote safety as well as improve transit time for our travelers, especially since connecting service from our local airport is no longer available.

I support the efforts of the Transportation Committee and encourage you to continue working toward developing a transportation system which enhances safety, efficiency and economic growth in Southeast Kansas. Your success will enable existing businesses to succeed and expand *and* attract new businesses.

Sincerely,

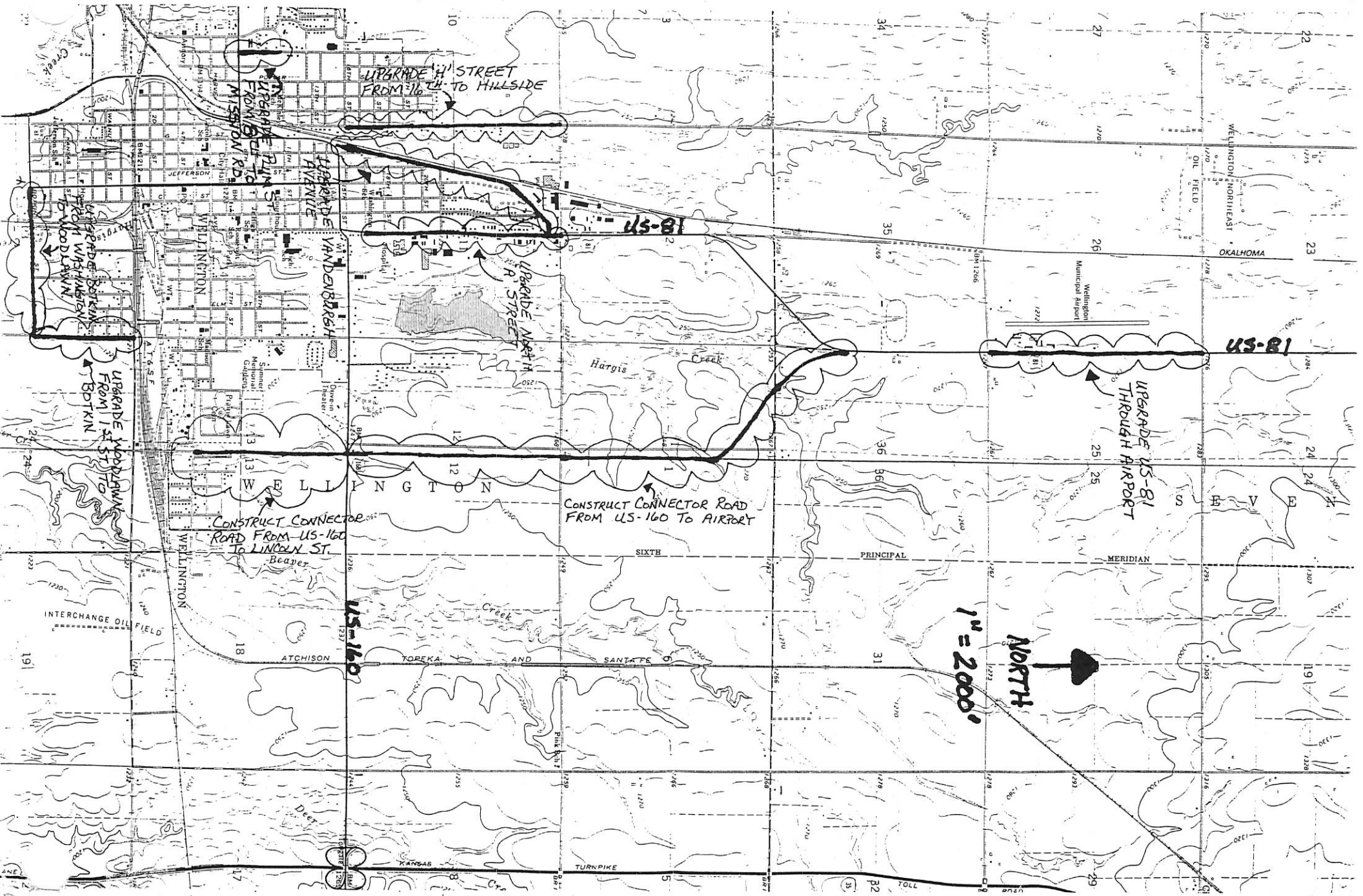

John R. Farris
President

CITY OF WELLINGTON TRANSPORTATION PROJECTS

August, 1998

The nine Projects pictured on the attached map are Projects that have been discussed by the Wellington City Council and prioritized as follows:

1. Improvement of North US-81 to 3 lanes from 17th Street to Hillside
2. Reconstruction of Vandenberg to accommodate Truck Bypass
3. Local Collector Street Project - Plum, 8th to Mission
4. Local Collector Street Project - "H", 16th to Hillside
5. Local Collector Street Project - South Woodlawn, 1st to Botkin
6. Local Collector Street Project - Botkin, Washington to Woodlawn
7. US-81 - 3 lanes through Airport Property with frontage roads
8. New road from Airport to US-160 around east side of City
9. New road from US-160 south to Lincoln



Testimony of Bob Courtney - Representing Sumner County

Included with a copy of my testimony is a list of projects needed in Sumner County.

I testify today from the stand point of several leadership roles in Sumner County. My wife, Carol, and I own a business on the Wellington Municipal Airport, I manage the Wellington airport under contract with the Wellington Airport Authority, and I serve Sumner County as one of three County Commissioners.

This Committee will make a recommendation that will go to the House and Senate addressing the needs of a Transportation Plan. It is important this committee know Sumner County supports the list of needs, especially for our neighboring counties of Cowley, Butler, Sedgwick, Harper, and Kingman. As a side note, the increased understanding of the dependency cities and counties of Kansas have on one another is an unmentioned, long term, benefit of the tireless work the Transportation 2000 Committee finished late last year. "How will necessary projects be financed"? Sumner County hopes the new Plan has no increases in taxation. If there has to be debt, our hope is the debt is secured at the lowest possible rate and spread over the shortest amount of time.

The first Transportation Plan is not paid for, yet, Kansans are saying we need to continue with additional improvements. We are part of those saying lets proceed, but ask there be a strong look at the debt structure. To continue to accrue debt during good times makes the bad times even tougher because the debt payments have to be met or refinanced. When the State faces a financial problem, County and City governments feel the squeeze through "caps" on demand transfers. Kansas has the benefits of projects funded from the first Transportation Plan.

Another positive of an on going Transportation Plan is employment. It has been said that the Transportation Plan helped keep Kansans working, while other States were experiencing high unemployment. A new Plan will continue to help stabilize employment in Kansas.

For over two years I have listened as a Commissioner to proposals for programs that have merit. As a Commission, we ask what resources have been identified that can fund, or help fund a request that has merit. Like you, we have to budget for the "big picture" using our futuristic vision weighing costs to benefits. Before you are numerous projects that have merit. Before you are several options to realistically fund some of

those projects. Before you are several modes of transportation with various revenue generating capabilities. Whatever the end result of funding a Transportation Plan, your final work will also effect employment in Kansas.

A lot of information has been made available through the many hours you have given for testimony. For several of you the testimony has been heard twice. In the debate on this Transportation Plan it could become easy to get frustrated and not pass a Plan. This option poses several concerns. How many more dollars will be required, in a future budget, just to **maintain** our current transportation system. How will employment be effected without a new Plan? What is the message to the Transportation 2000 Committee and the Kansans that provided project needs? The legislature, at large, needs to know people coming to testify before Committees are taking time away from their work carrying a message from Kansans across this State saying, lets move ahead with investing in transportation. We ask this Committee report out the need for a Transportation Plan that reflects a balanced investment in transportation that maintains the States existing transportation system and enhances, through new projects, increased accessibility, safety, and economic concerns for all areas of the State of Kansas.

Sumner County Project Needs

1. Shoulders on State Highways 44 to Anthony, 49, 53, and 55
2. Four lanes or a turning lane on Highway 81 going north from Wellington and proceeding past the Wellington Municipal Airport.
3. Changing Highway 81 south route to incorporate Vandenberg Street on the west side of Wellington.
4. Paving the runways at Caldwell and Argonia Municipal Airports.
5. Ramp and taxiway seal coat for the Wellington Municipal Airport
6. Short line rail rehab for Sumner County grain elevators

KANSAS DEPARTMENT OF HUMAN RESOURCES
Kansas Commission on Disability Concerns
Martha K. Gabehart, Executive Director
Sharon Joseph, Chairperson

Position Statement

Presented to the Senate Transportation and Tourism Committee
And House Transportation Committee

KDHR MISSION STATEMENT

"KDHR will provide QUALITY employment services in an efficient manner which exceeds customer expectations."

KCDC MISSION STATEMENT

"KCDC believes that all people with disabilities are entitled to be equal citizens and equal partners in Kansas society. The purpose of KCDC is to involve all segments of the Kansas Community through legislative advocacy, education and resource networking to ensure full and equal citizenship for all Kansans with disabilities."

"All men are possessed of equal and inalienable natural rights, among which are life, liberty, and the pursuit of happiness." Constitution of the State of Kansas, BILL OF RIGHTS § 1.

All Kansas citizens are equal partners in the Kansas community.

All Kansas citizens are entitled to full participation and involvement in all aspects of their own lives, including employment, family, education, medical care and voting.

All Kansas citizens are entitled to these rights and the pursuit of happiness without regard to nationality, ethnicity, age, gender, disabling condition, or ownership/availability of a car.

February 24, 1999

TO: Joint Senate and House Transportation Committee

FROM: Kansas Commission on Disability Concerns
Sharon Huffman, Legislative Liaison

Thank you for providing this opportunity to speak before you today about transportation needs in our state. The Kansas Commission on Disability Concerns (KCDC) applauds you for all the hard work you have put into this effort.

The combined mission statements of the Kansas Department of Human Resources (KDHR) and the Kansas Commission on Disability Concerns (KCDC) as found on the cover sheet send a message to the community that KCDC, as part of KDHR, will make every effort possible to ensure full employment for people with disabilities living in our state.

We have heard from our constituency through a series of Town Hall Meetings that people with disabilities want to work and need reliable, affordable, accessible public transportation in order to obtain and maintain employment. I'd like to read some of the comments KCDC received during some of these meetings. You will find these comments in Attachment A.

Included with this presentation as Attachment B are some figures from a recent 1998 Louis Harris Poll comparing people with a disability to those without a disability. Such things as satisfaction with life, completion of high school, annual household income and employment statistics reveal that, as a whole, people with disabilities are not experiencing equality as partners in Kansas society.

Lack of transportation has been cited as one of the biggest barriers to employment. In a 1997 report on a demonstration project, JOBLINKS, the Community Transportation Association of America (CTAA) reported, "Transportation is a necessary component in the package of services needed to implement welfare-to-work programs. The thrust of current welfare-to-work policy emphasizes getting people into work environments. There are serious implications of this policy for both welfare agencies and transportation providers. Specifically, future efforts to meet the transportation needs of the neediest un-and under-employed people who are struggling to become independent of welfare should focus on innovative ways to get people to *workplaces*." Likewise, during a presentation to a Kansas Legislative Committee discussing welfare-to-work last year, Rochelle Chronister, Secretary of the State Rehabilitation Services (SRS) stated that "transportation is THE biggest barrier to employment" in Kansas.

Barriers to transportation and employment exist statewide for many individuals with disabilities. Because of these barriers, it is imperative that people with disabilities be included in the planning process for determining needs and formulating ideas for improvement to transportation alternatives here in Kansas. KCDC adopted a Position Statement on Transportation Issues for People with Disabilities that makes recommendations for consideration by your committees. Please turn with me to Attachment C as I read these recommendations.

Thank you very much for this opportunity to present our issues to you today.

Kansas Department of Human Resources
Kansas Commission on Disability Concerns
1430 SW Topeka Blvd
Topeka KS 66612-1877

Kansas Commission on Disability Concerns main phone numbers:

785-296-1722 (within Topeka), or 1-800-295-5232 (outside Topeka)
785-296-5044 (TTY), or 1-877-340-5874 (TTY outside Topeka)
785-296-0466 (FAX)

Kansas Commission on Disability Concerns staff email addresses:

Martha K. Gabehart, Executive Director: mkgabeha@hr.state.ks.us
Randy Fisher, ADA Information Specialist: refisher@hr.state.ks.us
Sharon Huffman, Legislative Liaison: sdhuffma@hr.state.ks.us
Carolyn Rhoades, Secretary: cjrhoade@hr.state.ks.us
J. J. Dejong, Webmaster: jjdejong@hr.state.ks.us

ADA Information Center On-Line website: <http://www.hr.state.ks.us/dc/>

Attachment A

WHAT KANSANS ARE SAYING AT KCDC TOWN MEETINGS (winter 1997)

"The disabled do want to work." *Wichita*

"It costs more to take care of us than to help us become employed and independent." *Wichita*

"Show employers people with disabilities have good qualities to offer." *Manhattan*

"Transportation is essential to employment of people with disabilities." *Wichita*

"Need more jobs and more transportation." *Kansas City*

"We lost transportation services, so it's difficult to get to work." *Garden City*

"Increase funding for transportation." *Kansas City*

"Fund transportation services." *Wichita*

"Ensure transportation in under served areas." *Topeka*

"Transportation support is needed - help us be creative." *Manhattan*

"We need affordable and accessible transportation." *Garden City*

"There is no public transportation for people with disabilities in Pittsburg." *Pittsburg*

"Need more public transportation for disabled of any age (no age limit)." *Pittsburg*

"Need partners to help pay for actual costs of public transportation." *Hays*

- People without cars want to work.
- People with disabilities want to work.
- People need transportation in order to stay employed.
- Not all people drive.
- Not everyone can afford his or her own vehicle.
- People cannot get or retain a job without adequate, affordable and accessible transportation alternatives.
- Public transportation is not always available, affordable and/or accessible.
- Without these alternatives, people without cars cannot work.

People without cars and/or with a disability want to work!

Attachment B

- 61% of adults without a disability are satisfied with life.
- 33% of adults with a disability are satisfied with life.

- 9% of adults without a disability never completed high school.
- 20% of adults with a disability never completed high school.

The ability to fully participate is directly tied to one's ability to "get there".
The majority of citizens with disabilities do not drive because of economic or disability factors.

- 12% of households without disability have an annual income of <\$15,000.
- 34% of households with a disability have an annual income of <\$15,000.

People with disabilities are the very poorest segment of American and Kansas society.

The United States and the State of Kansas have historically low unemployment rates and there is a drastic need for workers.

- 79% of citizens without disabilities are employed.
- 29% of citizens with disabilities are employed.

- 72% of unemployed citizens with disabilities want to work.

(Figures from Louis Harris poll, 1998)

Attachment C

KANSAS COMMISSION ON DISABILITY CONCERNS
Position Statement
Transportation Issues for People with Disabilities

Kansas Commission on Disability Concerns has the following recommendations for consideration by the Kansas Senate and House of Representatives:

- All current public transportation services need to comply with the Americans with Disabilities Act by providing lift-equipped buses and accessible bus stops. Proposed services need to include lift-equipped buses, accessible bus-stops, announced stops if the service is on a route, and a method of including people in the planning and implementation projects.
- Conduct a viable survey to determine how people are getting around now. This survey should examine current routes and zones. Included should also be a rider and general public satisfaction survey of existing service areas including routes, hours frequency, usage, etc.
- Develop an intrastate system of public transportation, especially in rural areas. We can no longer ignore older or depressed parts of cities or rural Kansas. One possible solution would be to designate a single entity to receive and distribute all transportation moneys and coordinate transportation programs.
- Enhance current services by augmenting mainline public transit with a "feeder link" service of small shuttles and offering extended or special arrangement or alternate hours of service.
- Develop private and business incentives for carpooling such as reserved prime parking spots, reduced rate or free parking, and carpool lanes on highways.
- Develop a statewide public transportation policy that is truly reflective of the needs of ALL citizens! It is not enough to have transportation services available in a community. To be effective, the services must be tailored to meet the individual needs of the citizens. We can implement dozens of much needed and well-intended social programs in our communities, yet without transportation, many become meaningless expenditures. Transportation services cannot be bypassed and must be effectively woven into programs, new and old.

TESTIMONY IN SUPPORT FOR A STATEWIDE COMPREHENSIVE
TRANSPORTATION PROGRAM

To: Joint House and Senate Transportation Committee

From: Jerry Unruh

Date: February 24, 1999

Thank you Chairman and Members of the House and Senate Transportation Committee. My name is Jerry Unruh and I live in Madison. I am sure all of you know that Madison is located in the beautiful Flint Hills of Kansas. Madison has a population of 900 persons and is the home of the Madison-Virgil USD 386 school district. Our high school has a 1A classification.

I am administrator of Madison Manor, a 52 bed nursing facility located in Madison. Our Manor is located on a hill and we have a beautiful view of the Flint Hills in all directions. One of our slogans at the Manor is "A quiet atmosphere in the Flint Hills." In addition we have 16 HUD and Rural Development apartments next to our Manor.

My Madison and Greenwood County volunteer activities include President and CEO of the Madison Community Economic Development Company, LLC and I am a member of the Greenwood County Economic Development Committee. Both of these organizations were developed to promote economic development in our area.

Madison is located on the north side of Greenwood County, three miles from the Lyon County line. Highway 99 is our north-south highway, linking us to Lyon County and Emporia to the North and to Highway 54 and Eureka, our county seat to the South. Highway 54 is our most direct route to Wichita.

In addition Highway 99 doubles as Highway 57 from Emporia to Madison. Highway 57 is our highway to the east side of Greenwood County.

Highway 99, south of Highway 54 is a vital link to southern Greenwood County and to Elk and Chautauqua Counties and continuing into Oklahoma.

The unsafe factors with Highway 99 in Greenwood County are:

1. The highway does not have shoulders so that a vehicle can get off the highway in case of a flat tire or mechanical problem with a vehicle.
2. The highway has narrow bridges that create an unsafe situation.
3. The area is hilly and the highway follows the contour of the land in most cases.

These factors create a highway that is not as safe as one would desire.

This fall I had the opportunity to travel south on Highway 99 to Sedan. I was surprised to find that the highway contained many curves, narrow bridges and intersections that placed safety in question.

My main focus and concern is in regard to Highway 99 in Greenwood County; however, I am also here to support the testimony of the folks from Elk and Chautauqua Counties to improve Highway 99 from Emporia to the Oklahoma line.

Improving Highway 99 through Greenwood, Elk, and Chautauqua Counties is vital for commerce in our area of this great state.

Thank you for the opportunity to present testimony to your committee.