

MINUTES OF THE JOINT SENATE & HOUSE TRANSPORTATION COMMITTEE.

The meeting was called to order by Chairperson Senator Ben Vidricksen at 12:05 p.m on February 2, 1999 in Room 313-S of the Capitol.

All members were present except: Senator Huelskamp
Senator Gilstrap
Senator Harrington
Senator Jordan

Committee staff present: Hank Avila, Legislative Research Department
Marian F. Holeman, Committee Secretary

Conferees appearing before the committee: Senator Tim Emert
Florenda Fidler, Class Ltd.
H. D. Cartwright, Cessna
Senator Umbarger
Henry E. Schmidt, Coffeyville
Lois Carlson, Neosho Co. Extension Agent
Brad Eilts, City Manager, Chanute
Senator Barone
Mary Linn Stevenson, Ft. Scott CofC
Bill Pollock, Pres. Key Industries
Don Russell, Ft. Scott
Larry Shoemaker, Bourbon County
Don Cash, Mayor, Pittsburg
Katherine Simmons, Frontenac
Terry Diebolt, Pittsburg
Jim Dahmen, Mid-America, Inc.
Dick Works, Allen Co. Commissioner
Emerson Lynn, Iola Industries Inc.
Doug Colvin, Iola City Administrator

Others attending: See Attached List

Briefing on a Comprehensive Transportation Program for the State of Kansas

Senator Ben Vidricksen, Chairman for today, welcomed guests and asked speakers to limit their presentation to five minutes if at all possible as we have several presenters each day and must have meeting completed by 1:15 each day. He reminded all attendees of the need to contact their legislators if they wish to have a meaningful transportation program this year.

Senator Tim Emert, Senate Majority Leader, commented on the benefits to southeast Kansas as a result of the comprehensive highway program enacted in 1989 and encouraged working toward the fruition of another comprehensive transportation program. He then introduced Florenda Fidler, Class Ltd. to speak on the issue of public transportation ([Attachment 1](#)). He then introduced H. D. Cartwright, Director of Materials, Cessna Independence Facility ([Attachment 2](#)). He also presented written testimony submitted by Mayor W. S. Smith, Mayor of Independence ([Attachment 3](#)). Senator Umbarger, expressed appreciation for the opportunity to address the committee regarding the needs of constituents from his corner of the state, and introduced the Honorable Henry E. Schmidt, Mayor of Coffeyville ([Attachment 4](#)). The Chair introduced Mary Turkington who chaired the Transportation 2000 meetings throughout the state. Senator Umbarger introduced Ann Charles who also was a member of that working group as well as Lois Carlson, Neosho County Extension Agent ([Attachment 5](#)) The last person Senator Umbarger introduced was Brad Eilts, City Manager of Chanute ([Attachment 6](#)).

Senator Jim Barone, Pittsburg urged passage of a meaningful and adequate program ([Attachment 7](#)) and then turned the floor over to other members from southeast Kansas. Mary Lynn Stevenson Executive

CONTINUATION SHEET

MINUTES OF THE JOINT SENATE AND HOUSE TRANSPORTATION COMMITTEE, Room 313-S Statehouse, at 12:05 p.m. on February 2, 1999.

Director, Fort Scott Area Chamber of Commerce (Attachment 8): Bill Pollock, President, Key Industries/Chair of Bourbon County Highway 69 Association (Attachment 9): Don Russell, Director of Economic Development, City of Fort Scott (Attachment 10): Larry Shoemaker, Bourbon County Commissioner (Attachment 11); Pittsburg Mayor, Don Cash (Attachment 12); Katherine Simmons, City Administrator, City of Frontenac (Attachment 13); Terry Diebolt, Member Pittsburgh Chamber of Commerce Board of Directors spoke on behalf of David Mauersberger and the Transportation Task Force of the Pittsburg Area Chamber of Commerce . David is down with the flu bug. (Attachment 14).

Jim Dahmen,. Columbus, KS, spoke as a representative of a twelve county organization known as Mid-America, Inc. and has been instrumental in creating thousand of jobs in southeast Kansas (SEK). Outlined a plan for financing the transportation program and reiterated the position taken by all of the preceding conferees that a meaningful comprehensive transportation program is needed and that they are willing to pay for it. (Attachment 15).

Dick Works, Allen County Commissioner and Chairman, SEK Regional Planning Commission, provided information regarding their needs, especially stressed the needs of their airports (Attachment 16). Emerson Lynn, Jr. Chairman of the Board, Iola Industries, Inc. continued with their support (Attachment 17). Douglas Colvin, City of Iola Administrator added his voice to the preceding conferees urging passage of a strong comprehensive program. (Attachment 18). Included in his testimony a Resolution in support of a comprehensive transportation program.

Chairman Vidricksen urged attendees to contact their local representatives urging passage of the proposed program.

The meeting adjourned at 1:30 p.m.

The next Joint Meeting is scheduled for tomorrow February 3, 1999.

**JOINT MEETING - TRANSPORTATION COMMITTEE
GUEST LIST**

DATE: February 2, 1999

NAME	REPRESENTING
Dick Bauman	KDOT
Ann Charles	Parsons Sun
Eugene C. Buchanan	St. Paul, Ks.
Lois Carlson	Eric, Ks
Sam Budreau	Chanute, Ks
Wang Klassen	CHANUTE KS
Randy Riggs	City of Chanute
Dick Works, Allen Co Commissioner	Chairman SEK Regional Planning Commish
Douglas Colvin City Administrator	City of Topeka
Ted Roberts	Myself
GREG JONES	Southwest Ks. Imped. Living
Jimmy R. Bunker	SE Kansas
Father A. Shee	cardinal Phil Research FD
Joan Heuser	MCOEC - Miami County
Notari Budget	KCCI
Bob Totten	Ks Contractors Association
Blair Roulter	Ks. Good Roads Assn
HENRY E. SCHMIDT	CITY of Coffeyville
Charlotte Scott Schmidt	Montgomery County

**JOINT MEETING - TRANSPORTATION COMMITTEE
GUEST LIST**

DATE: _____

NAME	REPRESENTING
Richard A. Wiley	City of Coffeyville
Lee Mattix	Mc County Commissioners
Wanda Mae	
Floreda Fiedler	Mc County CLASS LTD
Christy Caldwell	Tyrone Chamber of Comm
Jason Zimmerman	ACME Foundry, Inc.
Milton Pursel	City of Fort Scott KS
Sammy Nunnaker	Bourbon County Commissioners
James Harris	Bourbon County
Bill Pollock	Bourbon County Highway 6 Committee
Katherine Simmons	City of Frontenac, KS
JERRY LINDBERG	CITY OF PITTSBURG.
Don Carl Meyer	City of Pittsburg
Terry Diebolt	Pittsburg Area Chamber of Com
Cindy Emper	Mont. Co.
Steve DeFenu	City of Independence
Paul Sasse	City of Independence
H.D. Cartwright	City of Independence
Shirley Hanson	Tyrone Chamber of Comm.

**JOINT MEETING - TRANSPORTATION COMMITTEE
GUEST LIST**

DATE: _____

NAME	REPRESENTING
FRED OSBORN	CITIZENS NATIONAL BANK
Marcie Lee	Sedgwick County
LINDA Mc GILL	MCA
HEN M NEILL	ABATE OF KS INC
Mary Lynn Stinson	
Marcia Bernard	Unified Govt -
Wendy Harms	KAPA
Patrick Wesley	Economic Solutions

not speaking today

Transportation 2000 — CLASS LTD; Southeast Kansas February 2, 1999

CLASS LTD is a community-based service organization, assisting persons with developmental disabilities to live successful, productive lives in their community. Serving a four-county area in Southeast Kansas, CLASS LTD currently provides services to 380 individuals with disabilities. Some of the services offered include helping persons find jobs, access transportation to and from work, to community services, the grocery store, pharmacy, bank, post office, etc. CLASS LTD also provides, on a limited basis, transportation to the general public.

The oldest vehicle currently being utilized by CLASS LTD to provide transportation is a 1986 Ford van with over 192,000 miles. This is typical of many of our vehicles.

While we have been fortunate that the Kansas Department of Transportation (KDOT) has been able to allocate some funding for vehicles and operating funds, it is impossible for KDOT to fulfill transportation needs and stay within their budget guidelines.

At the present time, CLASS LTD operates eight (8) KDOT vehicles. For the period July 1, 1997 through June 30, 1998, these vehicles were driven over 109,000 miles and furnished 31,000 passenger trips at a cost of \$61,492. Reimbursements from KDOT (40% federal and 10% State) totaled \$35,822.

While the reimbursements from KDOT did increase over the years, the amounts were still inadequate to meet transportation needs for elderly, handicapped and other citizens of Southeast Kansas. The differences have been subsidized by CLASS LTD's general fund.

Because of the rapid growth of CLASS LTD (32% since July 1997), and in an effort to meet the ever-increasing transportation needs, through the years CLASS has purchased 26 additional vehicles (without KDOT assistance).

From July 1, 1997 through June 30, 1998, they were driven 318,492 miles and furnished 23,365 passenger rides. This was at a cost of \$119,754, with ridership income of \$23,654. The result of this was CLASS LTD subsidizing the difference of \$96,100 last year alone. The money to operate these vehicles has had to come from the general operating fund. In addition, CLASS LTD staff provide hundreds of miles of transportation in their own vehicles to clients. The total cost for CLASS LTD in mileage reimbursements to staff at \$.25 per mile (well below the IRS reimbursement rate) for the period noted above was \$51,600.

Total cost for CLASS LTD's transportation service July 1, 1997 through June 30, 1998 was:

KDOT Vehicle Costs	\$ 61,492
CLASS LTD Vehicle Costs	119,754
Staff Transportation	
Reimbursement Costs	<u>51,600</u>
Total	\$232,846
KDOT Reimbursement	\$ 35,822
Transportation Fees	<u>23,654</u>
Total Reimbursement	\$ 59,476

Total Amount Subsidized by CLASS LTD for Transportation	\$173,370
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NEEDS

In my position at CLASS LTD, it is my responsibility to document the requests we receive for transportation. It is sad that we are not in a position to accommodate all of these requests. Just one of the reasons we cannot provide transportation for these requests is that CLASS LTD staff, who are drivers of the vehicles, are also coaches, working with our clientele. They are not free to meet the general middle-of-the day needs. If we were able to hire "drivers", we could certainly accommodate many of the unmet requests, received on a daily basis. Examples of such requests are:

- 1) Daily rides to hospital for dialysis;
- 2) Rides to take children to day care and then go on to work;
- 3) Rides to school;
- 4) Rides to medical appointments;
- 5) Rides to courthouse (calls from Sheriff) for persons for needing transportation in a vehicle with a wheelchair lift;
- 6) Rides to run errands or go grocery shopping;
- 7) Rides to out-of-town hospitals

While these few examples of transportation needs may seem small, they are not to those who are without access to transportation.

Obviously, the need is for additional funding. CLASS LTD cannot continue replacing its deteriorating fleet with operating funds. But, the need for vehicles, repair and maintenance, as well as drivers is tremendous for all Southeast Kansans. Without additional funds CLASS will not be able to continue its current transportation services to our clients, let alone to others in our communities. **The need for a transportation service in Southeast Kansas is tremendous. With additional funding the transportation system in Southeast Kansas would be able to be of much greater service to everyone needing transportation services.**

WHAT COULD BE DONE WITH NEW MONEY!

1. **A service to the community** — to be able to serve peoples whom we are not now able to help. Many Southeast Kansans are homebound because they cannot access a community transportation service. Imagine not being able to run simple, but necessary, errands, shop for food, access your local library and attend community events or school or church functions.
2. **Get people to work** — a tremendous need for all populations. Many people are unable to maintain employment simply because they have no available transportation. The time is approaching for the Welfare to Work program to be more demanding of persons receiving assistance to go to work. Again, many of these people have no transportation.
3. **Increased services for the handicapped population** — CLASS LTD and other community service providers would be able to continue transportation services to persons with disabilities and accommodate their many needs for affordable transportation.

Again, the opportunity to outline needs for affordable transportation services in Southeast Kansas is very much appreciated. Thank you for your time.

Respectfully submitted,



Floedna Fiedler
Transportation Specialist, CLASS LTD



Independence / Montgomery County / Cessna
Presentation To
Joint Hearing Between The Senate And House Transportation Committees

Chairmen and Members of the committee,

Thank you for allowing us the honor of this presentation to you today.

This delegation is here today representing the City of Independence and Cessna because these two entities have forged a strong alliance in Southeast Kansas to our mutual welfare and more importantly to the benefit the good citizens of Kansas.

Our appearance here today is consistent with the City of Independence and Cessna's ongoing support of transportation throughout Kansas. This support is also evidenced by the participation of one of Cessna's Senior Officers on the task force itself.

Ladies and Gentlemen, it goes without saying, that nothing is more nurturing to the strong growth of the great State of Kansas as a comprehensive, well planned highway system. We commend the Transportation 2000 study and support the recommendations as contained therein. We believe that these recommendations certainly address the total transportation needs of our State and are consistent with the specific needs of the citizens and businesses of the City of Independence.

Please permit me to delineate these specific needs for you. Basically they fall into three distinct categories.

I. The first category includes several Highway System Enhancements. In support of those enhancements we have four recommendations:

A. We respectfully recommend the completion of U. S. 400 to connect to Interstate 44 near Baxter Springs and Joplin. We

JOINT SEN. & HOUSE TRANS. COMM.
February 2, 1999
Attachment #2

believe that this was the original intent of the prior highway plan and would maximize the effectiveness of this vital link for all of Southeast Kansas. Typical of many industries in this part of the state, a significant portion of the components of Cessna aircraft and the numerous other industries flow into the state from I-44. Of course, this is also one of the primary shipping routes. However, at Cessna we ship all of products by air.

- B. Secondly, James Brewer, Engineering Manager for the Kansas Department of Transportation, in a letter dated 4 January 1999, called U.S. 75 a vital transportation facility in Kansas.

We heartily endorse that statement and hasten to point out that the States of Oklahoma and Texas seem to also reflect that belief. We say that based on the fact that this highway is now a four lane through both of those states, literally, right up to the Kansas border.

In fact, on the negative side, I personally had the CEO of a very prominent Cessna supplier, coming from the Tulsa Airport, state, "The road coming up from Tulsa was great until it got to Kansas".

Based on all this, the urgent need of the area, and the preliminary findings of a KDOT engineering study on U.S. 75, we recommend the following:

1. Improvement of U.S. 75 north of Independence to four lanes for approximately six miles to connect to U.S. 400.
2. Improvement of U.S. 75 south of Independence to four lanes to connect to the four lane coming up from Oklahoma. This would provide a four lane corridor to Tulsa, the Port of Catoosa, Interstate 44, the Oklahoma Turnpike System, and access throughout Texas all the way to the Gulf Coast.

C. Thirdly, we recommend the continuation of the second and third phases of the Independence Intra-city traffic way improvement of U.S. 75. Phase one is completed and the second phase being set for bid.

D. Fourth, we recommend realignment and improvement of U.S. 160, coming into Independence from the East, to provide a connecting link of U.S. 169 and U.S. 75.

II. That wraps up the recommendations for the Highway Enhancements. An important part of Transportation 2000 addressed State and Local Partnering. This study noted that much of the State's transportation system is within the city limits and recommended increased funding to the Special City/County Highway Fund, an increase in connecting link payments, and local partnership programs with the State. We support increased funding to promulgate just such an approach.

III. Another portion of Transportation 2000 is near and dear to my heart. That, of course, is the Recommended Aviation Component. On a sunny day, I would be willing to bet that the Independence Airport is now one of the busiest in Kansas. This is not only because of Cessna's flight test activities, but also, numerous business and private pilots now coming into the area. The annual flight operations are currently between 16,000 and 20,000. In the next 5 years, this number will easily double and perhaps nearly triple. There is a need to address safety and operating issues affecting both General Aviation users as well as Cessna. Based on that need we have four recommendations:

1. First, the crosswind runway, 13/31, needs to be reopened to provide for a safe landing alternative with the unpredictable Kansas winds. This runway would need the replacement of some deteriorated concrete, crack sealing and overlay.
2. Next, we would recommend that the primary north/south runway, 17/35, be improved by resealing, drainage upgrades, and runway light replacement.
3. Our last recommendation is the installation of a second ILS approach that Cessna and the numerous others using the airport can utilize.

In closing, our recommendations not only apply to the goods, services and components that are received and shipped by the many fine industries in Southeast Kansas. We also make these recommendations to support the safe and rapid movement of our employees, the good citizens of Kansas, who come from ten of counties surrounding Montgomery County not only to and from work, but in their daily lives away from the job.

Thank you sincerely for your time. We would be happy to answer any questions.

Office of the Mayor

City Hall - 120 North Sixth Street
Independence, Kansas 67301

February 2, 1999

Honorable Senator Ben E. Vidricksen
Chair of Senate Transportation and Tourism Committee
State Capitol
143-N
Topeka, KS 66612

Honorable Representative Gary Hayzlett
Chair of House Transportation Committee
State Capitol
115-S
Topeka, KS 66612

RE: Joint Hearing between the Senate and House Transportation Committees

Dear Chairman Hayzlett and Chairman Vidricksen:

The City of Independence has been and continues to be an advocate for comprehensive transportation improvements that affect not only Independence and southeast Kansas, but all of Kansas. The last phases of the 1989 Comprehensive Highway Plan are now being completed in our region. The current comprehensive highway program has been successful in improving the quality of maintenance of our highways, improving safety and enhancing our economic well being. For Independence there is no greater example of the impact that improved highways have had since we believe that this was one factor that influenced Cessna's decision to come to Montgomery County.

It is now time to consider a new comprehensive transportation plan for Kansas. We commend the Transportation 2000 Task Force in addressing our transportation needs through the millennium.

We support the recommendations as included in the Transportation 2000 report because we believe it best addresses the total transportation needs of our State.

JOINT SEN. & HOUSE TRANS. COMM.
February 2, 1999
Attachment #3

3-1

Specific transportation needs of the City fall into three categories:

I. Highway(s) System Enhancements

- A. Completion of the work enumerated in the last comprehensive highway plan but due to lack of funding was not completed. This would include the extension of U.S. 400 to connect to I-44 near Joplin, including the construction of needed urban bypasses as requested by cities along the corridor.
- B. Improvements to the U.S. 75 corridor, the importance of which was indicated in a letter dated January 4, 1999 from James Brewer, Engineering Manager for KDOT which states:

"As you know, US-75 is an important transportation facility in Kansas and it is vital that this facility remains functional and meet the anticipated future highway needs. With this goal in mind, the Kansas Department of Transportation (KDOT) is currently beginning an advanced preliminary engineering project for the US-75 corridor in this area".

The following projects are requested which will implement the engineering study currently being conducted by KDOT on U.S. 75:

- 1. Improve U.S. 75 Highway north of Independence to four lanes for approximately six miles to connect to U.S. 400.
 - 2. Improve U.S. 75 Highway south of Independence to four lanes to connect to the recently completed four lane improvement to U.S. 75 in Oklahoma. This provides a four lane corridor to Tulsa, the Port of Catoosa, I-44 and the entire distance to the Texas gulf coast.
- C. Continue to partner for the completion of the intra-city trafficway improvement on U.S. Highway 75. The proposed location and design was based on a transportation study completed by the City in 1993. Recommended improvements were established in three phases, with one phase being completed and a second phase being set for bid.
 - D. The realignment and improvement of U.S. 160 to provide a connecting link of U.S. 169 and U.S. 75.

II. State and Local Partnering

A significant portion of the state's transportation system is the responsibility of cities and counties. In order to provide adequate funding for these maintenance and upgrade responsibilities, we support increased funding to the special city/county highway fund, an increase in connecting link payments (highway maintenance within City limits) and local partnership programs (KLINK resurfacing, geometric improvement and funding for economic development activities).


III. Airport Improvements

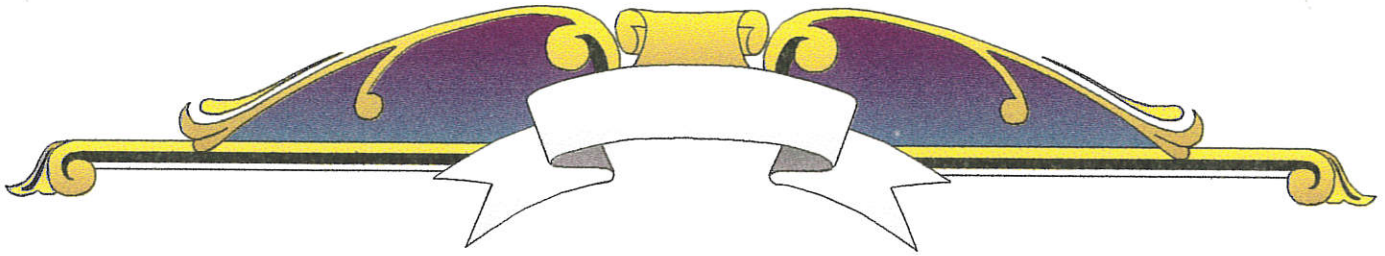
With the location of Cessna's single engine facility at the Independence Municipal Airport, annual flight operations are currently between 16,000 and 20,000 per year. In the next five years it is estimated that this will increase to over 60,000 operations per year. Based on this increase in activity, there is the need to address safety and operating issues affecting both general aviation users and Cessna. Improvements that are needed include:

1. Reopening of the crosswind runway 13/31 to provide for a safe landing alternative during inclement weather. Improvements needed on 13/31 include replacement of deteriorated concrete, crack sealing and overlay;
2. Improvements to runway 17/35. This is the primary north/south runway. Improvements would include resealing of the runway, drainage upgrades and replacing runway lights.
3. Installation of a GPS (Global Positioning System);
4. Installation of a second ILS which provides a second approach for Cessna needed as part of their operations as well as other general aviation users.

At this time, we wish to thank the committee members for giving us the opportunity to appear before you to discuss our concerns for a comprehensive transportation program. We would request your support for a comprehensive transportation program to meet the current and future needs of Kansas.

Sincerely,


W.S. Smith
Mayor



CITY OF COFFEYVILLE, KANSAS

TRANSPORTATION IMPROVEMENT PRIORITIES

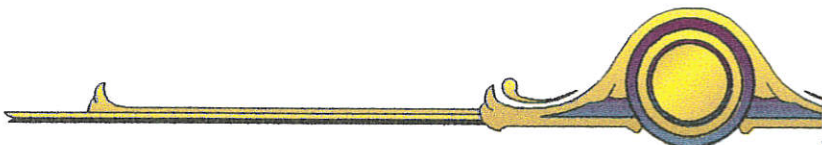
STATEWIDE COMPREHENSIVE TRANSPORTATION PROGRAM

The City of Coffeyville endorses and supports the enactment of a new Comprehensive Transportation Program by the Kansas Legislature of sufficient size and magnitude to address the transportation infrastructure improvement needs vital to the long term development and economic well being of the State of Kansas, inclusive of the specific improvements identified by the City of Coffeyville (see attached Resolution R-98-97).

STATE HIGHWAY SYSTEM IMPROVEMENTS

Coffeyville highway improvement priorities to link with the Kansas and Oklahoma state transportation systems.

- PRIORITY # 1** Develop the US Highway 169 corridor as a four-lane highway from Kansas City to the Oklahoma state line (see attached Exhibit). Based on the traffic volume, population base, business and industry served by US 169, it is clearly the most dominant economic development corridor in the southeast Kansas region.
- PRIORITY # 2** Develop US Highway 166 as a four-lane highway from US Highway 169 (Coffeyville) west to US Highway 75 (see attached Exhibit). Recent construction activity in Oklahoma to bring US Highway 75 to the Kansas Border and their continued improvements to upgrade US 169 to four lanes, makes it very advantageous to have US 166 as a connecting link between the two.
- PRIORITY # 3** Completion of the US Highway 400/96 corridor from Wichita to Interstate 44 (see attached Exhibit). This east/west corridor through Southeast Kansas from Wichita to Interstate 44 provides a vital transportation link for our region of the state.



**CITY OF COFFEYVILLE, KANSAS
TRANSPORTATION IMPROVEMENT PRIORITIES**

Page 2

LOCAL TRANSPORTATION NETWORK

Enhance financial assistance to cities and counties to maintain the local transportation networks that serve as connecting links to the state highway system. Ninety percent of the roads and 80 percent of the bridges in our state are the direct responsibility of cities and counties.

AVIATION - KANSAS AIRPORT IMPROVEMENT PROGRAM

The State's Comprehensive Transportation Program needs to fund a Kansas Airport Improvement Program for public-use airports to provide funding for runways, taxiways and ramps, lighting improvements, and for the addition of navigation and weather equipment. Enclosed are Exhibits documenting the airport improvement projects required at Coffeyville Municipal Airport.

STATE FUNDED RAIL PROGRAM

A state-funded rail program is needed to assist with funding track rehabilitation, road crossings, and signaling.

MONTGOMERY COUNTY ROAD IMPROVEMENTS

In addition to the State Highway System improvements being requested for consideration, the City of Coffeyville is working with the other entities in our county to move forward on several local projects (see attached Exhibit).

RESOLUTION NO. R-98-97

A RESOLUTION ENDORSING THE ENACTMENT OF A NEW STATE-WIDE COMPREHENSIVE TRANSPORTATION PROGRAM AND IDENTIFYING SPECIFIC TRANSPORTATION INFRASTRUCTURE IMPROVEMENTS VITAL TO THE FUTURE ECONOMIC GROWTH AND DEVELOPMENT OF THE CITY OF COFFEYVILLE, KANSAS.

WHEREAS, the City of Coffeyville has identified specific transportation infrastructure improvements vital to the economic well-being of our trade area and its long-term growth and development; and

WHEREAS, the City lacks sufficient financial resources to fund these essential transportation infrastructure improvements without substantial assistance from the State of Kansas and the Kansas Department of Transportation (KDOT); and

WHEREAS, the enactment of a new state-wide comprehensive transportation program is imperative to providing the necessary financial resources to address the transportation needs of the cities and counties across the State of Kansas.

NOW, THEREFORE, BE IT RESOLVED by the Board of Commissioners of the City of Coffeyville, Kansas, as follows.

SECTION 1. New State-Wide Comprehensive Transportation Program. The City of Coffeyville does hereby endorse and support the enactment of a new Comprehensive Transportation Program by the Kansas Legislature of sufficient size and magnitude to address the transportation infrastructure improvement needs vital to the long-term development and economic well-being of the State of Kansas, inclusive of the specific improvements identified by the City of Coffeyville in this Resolution

SECTION 2. City of Coffeyville Priority Transportation Projects. The following transportation infrastructure improvements are hereby declared to be vital to the future economic growth and development of the City and the safety of its citizens.

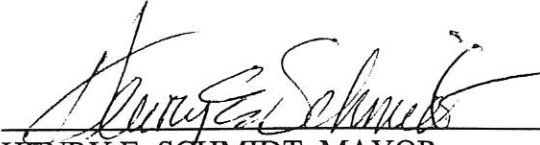
1. The development of Highway 169 as a major north/south corridor, inclusive of widening Highway 169 to four lanes from the Oklahoma border to US 400, and construction of a railroad overpass on South Walnut in Coffeyville, Kansas.
2. Extend the four lanes of Highway 166 from Coffeyville west to the intersection with Highway 75.
3. Additional funding for municipal airport infrastructure improvements.
4. Funding for improvements to railroad crossings and upgrading or installation of new signal devices.
5. In addition to the priority local projects identified by the City of Coffeyville, the City is generally in support of any transportation infrastructure improvements that will enhance the transportation network system in southeast Kansas.

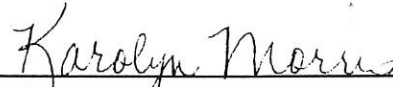
SECTION 3. Distribution. The City Clerk shall send copies of this Resolution and any supporting documentation to: Governor Bill Graves; State Senator Dwayne Umbarger; State Representative Jim Garner; the Transportation 2000 Committee; all local news media; the State Chamber of Commerce and Industry and the League of Kansas Municipalities.

ADOPTED by the Governing Body of the City of Coffeyville, Kansas, this 28th day of July, 1998.




ATTES


HENRY E. SCHMIDT, MAYOR


KAROLYN MORRIS, DEPUTY CITY CLERK

APPROVED AS TO FORM AND LEGALITY:


PAUL KRITZ, CITY ATTORNEY

SOUTHEAST KANSAS HIGHWAY IMPROVEMENTS

COFFEYVILLE # 1 PRIORITY- US HIGHWAY 169

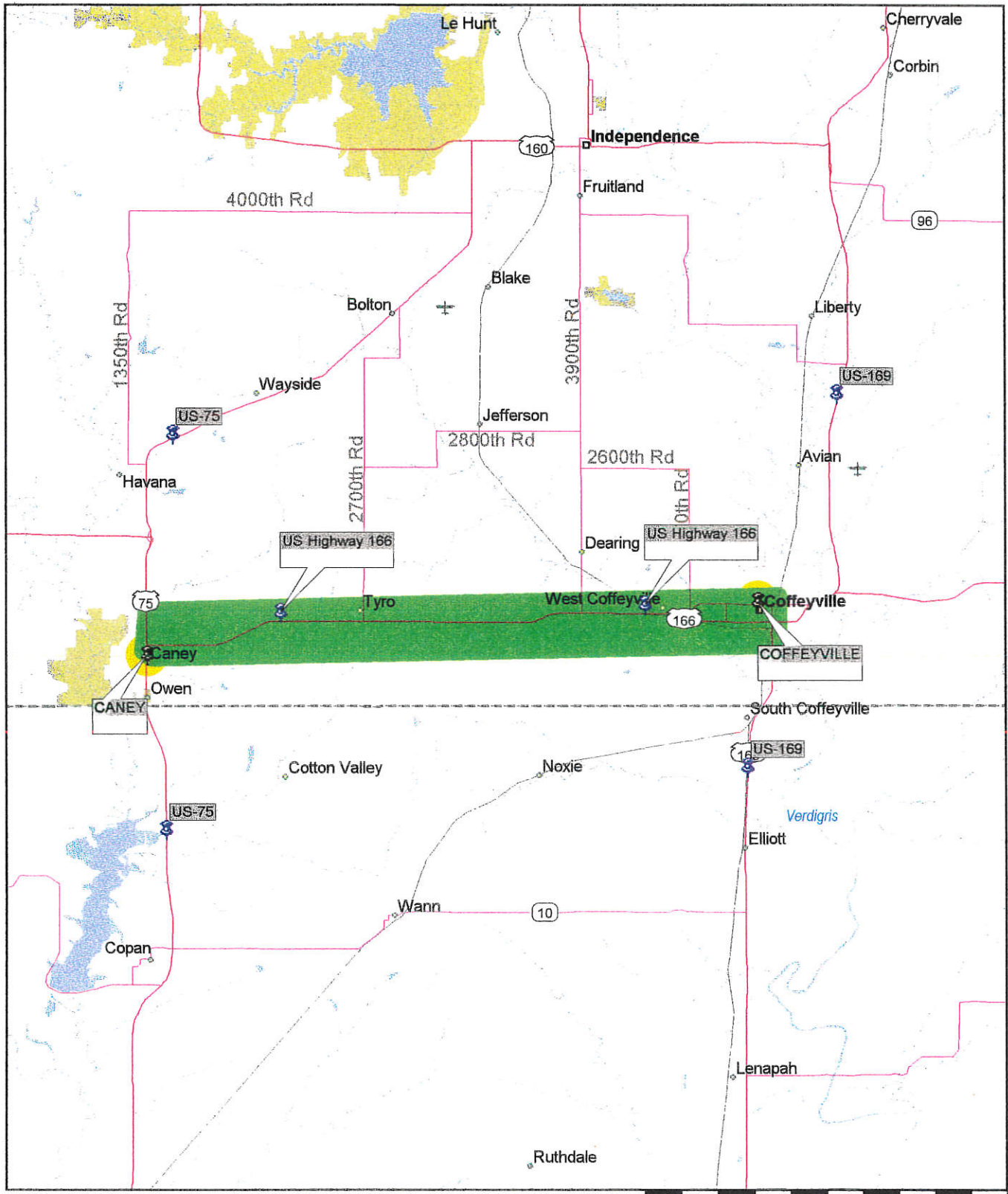


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4-5

SOUTHEAST KANSAS HIGHWAY IMPROVEMENTS

COFFEYVILLE # 2 PRIORITY- US HIGHWAY 166



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SOUTHEAST KANSAS HIGHWAY IMPROVEMENTS

COFFEYVILLE # 3 PRIORITY- US HIGHWAY 400



Microsoft/Expedia
Streets98

4-7

Dear Transportation 2000 Committee Member,

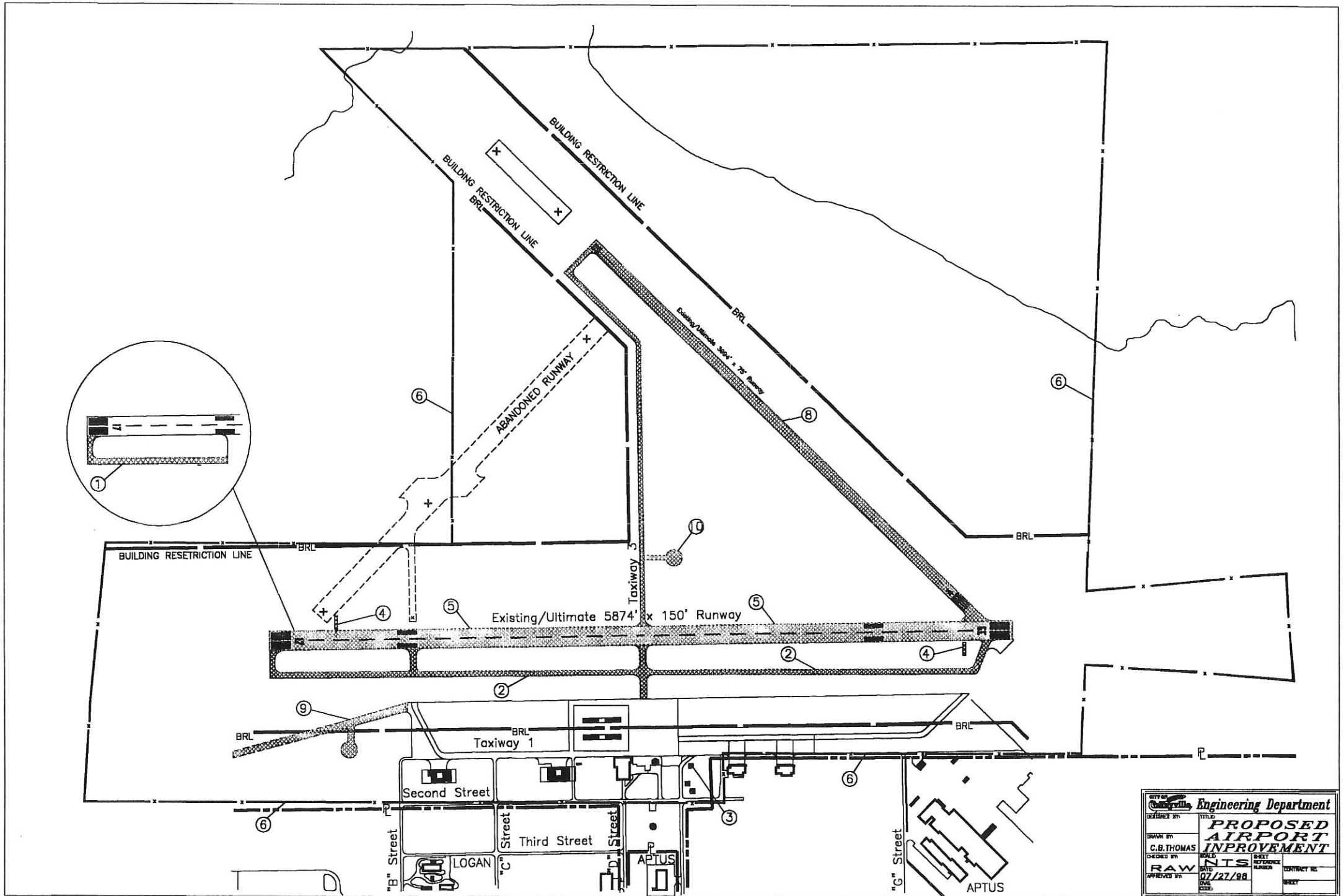
The City of Coffeyville has put together a list of projects that could be funded by the next transportation program. A few of these projects were mandated by the Federal Aviation Association. All of these projects would improve the airport's use and operation.

The City of Coffeyville would like to work with the Kansas Department of Transportation in choosing the best project(s) to get the most out of the funding dollar. Please feel free to contact the City of Coffeyville, Engineering Department, at (316) 252-6134 if you have any questions or need additional information.

AIRPORT IMPROVEMENTS LIST

1. **Parallel Taxiway Extension** - The extension of the parallel taxiway to the end of Runway 17 is needed to prevent back taxiing on the runway. It also coincides with the Airport Layout Plan for the future development of the North area.
2. **Install Lights on Parallel Taxiway** - The parallel taxiway system needs taxiway lights to improve safe operations during night operations and times of low visibility.
3. **Rotating Beacon** - A new rotating beacon is needed because the existing beacon is old and dilapidated.
4. **Install PAPI's on Runway 17/35** - The installation of PAPI's on Runway 17/35 is needed to provide safe and reliable visual guidance during the approach for landing.
5. **Slurry Seal and Mark Runway 17/35** - The runway was overlaid in 1993. The normal recommended age of asphalt before requiring a seal to protect from pavement oxidation is 8 years, therefore we are requesting a slurry seal in 2001.
6. **Perimeter Fencing** - The airport is having problems with wildlife on the property. A perimeter fence would reduce the chances of runway incursions and improve the overall safety of airport operations.
7. **Snow Removal Equipment** - The airport currently does not have any snow removal equipment. The airport depends on other city resources to remove snow. Delays in getting the airport operational would be minimized with equipment designated for snow removal at the airport.

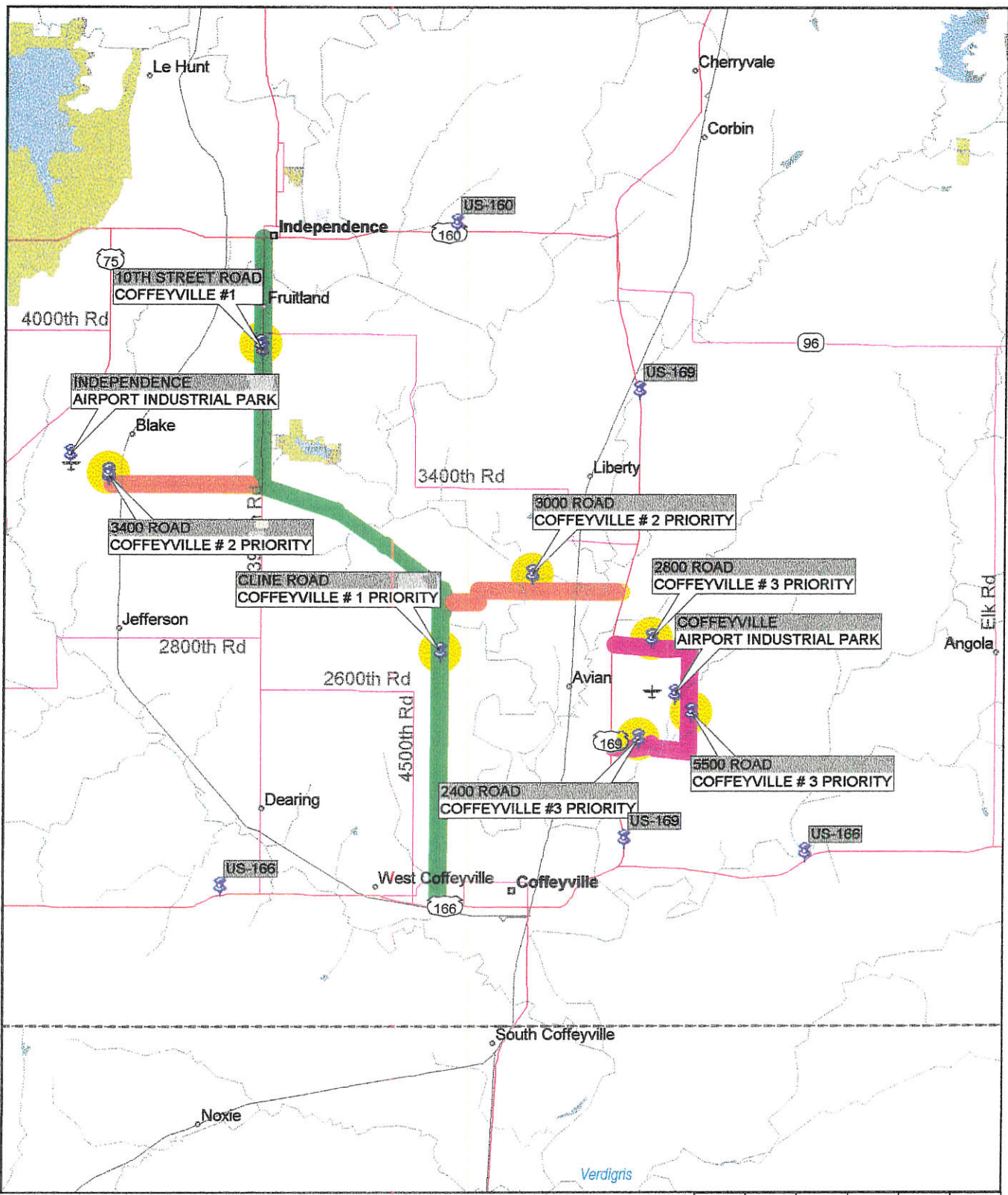
8. **Lights on Runway 4/22 and reflectors on Midfield Taxiway and Apron Lighting** - The installation of M.I.R.L.'s on Runway 4/22 and retroreflectors on the midfield taxiway is necessary to maximize wind coverage during night time and low visibility conditions.
9. **Construct T-Hangar Taxi Lanes** - The existing hangars are currently located on the apron and are in poor condition. Their location also obstructs the view from the terminal area to the runways. The new location is shown on the airport layout plan.
10. **Construct Compass Calibration Pad** - The construction of a calibration pad is needed to facilitate the routine check of the aircraft's magnetic compass.



4-10

4-10

MONTGOMERY COUNTY ROAD IMPROVEMENTS COFFEYVILLE PRIORITIES



Microsoft/Expedia
Streets98

4-11

Neosho County Transportation Issues

TO: Senate-House Transportation Committee Hearings

February 2, 1999

FROM: Lois Carlson

Chairman, Neosho County Strategic Long Range Planning, Infrastructure
Neosho Co. Family & Consumer Science Extension Agent
100 S. Main
Erie, KS 66733
E-mail - Carlsonj@erieks.com

SUBJECT: TRANSPORTATION: NEOSHO COUNTY NEEDS AND THE PROPOSED KANSAS
TRANSPORTATION PACKAGE

Good afternoon! I am Lois Carlson, Chairman of the Long Range Strategic Planning Committee on Infrastructure. On behalf of Neosho County residents and those who were able to arrange their schedules, on such short notice, in order to attend these hearings, and for those who were unable to attend today, we thank you for the opportunity to share our concerns and needs with you.

As a Neosho County resident for the past 35 years and having traveled the highways in our county and our state on a daily basis, all of those years, I know that the following, dangerous, conditions do in fact exist. Neosho County has some very real transportation needs for your committee to consider and hopefully act on.

For the past four years, as a result of an extensive study, with citizen input from a broad spectrum of Neosho County residents, our county has been actively pursuing a request for the Kansas Highway Program, KDOT and the Kansas legislature to take a serious look at our needs and requests.

Upon completion of our county study, a joint meeting was then held with representatives of Wilson County to compare our concerns in each county and to see what overlap there might be in what we had found out from our studies. When we met we discovered that improvements to highway K-47 between highway K-59 junction, south of Erie and US-75 at Altoona was a top priority. The section between US- 169 and US-75 was of the most critical concern. However, both sections were seen as dangerous for travelers.

The road is narrow with absolutely no shoulders. Asphalt has been overlaid so many times that the surface of the road is now 8-12 inches above the original road bed, depending on where you measure. At the edge of the asphalt the steep incline into the ditch offers the motorist or truck driver no place to go for emergencies. If a wheel drops off the pavement and they over correct, chances are very good for a multiple vehicle accident.

The US- 400 is a great road and much appreciated by the residents of Neosho County and the

surrounding area as well as those traveling through our corner of the state, between Joplin and Wichita. However, a look at the map will soon tell you that highway K-57, through Girard and St. Paul is a very good highway, until it reaches the K-57K-59K-47 junction. Truckers coming from Nevada, Fort Scott, North Pittsburg, Girard and St. Paul, will not drive south of Pittsburg or to Parsons to travel US- 400. Talk to some of them and they will tell you that they cut off through Girard and St. Paul and then over on K-47 to Fredonia to catch US- 400. It is a matter of miles and time. That means that K-47 is still going to be highly used, even though it is narrow and dangerous. Passenger cars and van drivers are at great risk when meeting large trucks on a highway, barely wide enough for cars. Several residents of the area travel improved county roads to avoid driving what they consider to be a dangerous stretch of state highway, road, K- 47. People who have to drive that road do so with much apprehension and concern for their safety and that of their passengers.

The local school district tries to avoid picking up bus riders on K-47 due to the dangerous situation. They try to turn into a homestead where they can drive in, turn around and then re-enter the highway. Do you have any idea how long a step it is from a school bus into a ditch that has an 8-12 inch pavement buildup, as well? District 101 runs five school bus routes daily on some portion of K-47. A major accident would probably effect as many as three of these routes at any one time, causing buses to be sent on side roads. According to transportation figures, District 101 travels an estimated 12,440 miles per year on K-47 highway.

KDOT 1998 traffic flow maps verify that some 400 trucks per day travel the most dangerous portion of this 20 mile stretch between US- 75 and US-169. That means 22.4% of the 1,785 vehicles that travel the road daily are semi-tractor trailer trucks. Daily truck count between US- 169 and K- 59 equals 21.4% of the daily vehicle flow. Anytime you have over 400 and in some cases 465 trucks a day traveling a very narrow, shoulderless roadway the wheels are in motion for deadly consequences.

This shoulderless, 20 mile stretch of Kansas Highway, is a Death Trap waiting to be sprung. The medical costs due to injuries, the dollar loss due to damaged and the cost of human lives lost on this stretch of UNSAFE highway cannot be fully measured. We beg you to please include improvements in the form of shoulders and hopefully wider driving lanes on this 20 mile stretch of highway. The ten miles between US- 75 and UU- 169 are the most dangerous in regard to absolutely no shoulders at all. The ten miles between US- 169 and K-59 have no shoulders either but the right of way is wider and the ditches don't drop off quite as sharply from the pavement. On either stretch, once a semi's wheel drops off the edge, the semi is destined to overturn and wreck.

In the fall of 1998, within 10 days, two semis wrecked. One was carrying a load of fruit and that

accident blocked the highway for hours. The second was an automobile transport trailer carrying eight brand new vehicles, all of which were totaled, as was the semi, when one of its back wheels dropped off the edge of the pavement. It took five hours to clear the highway. At night, it is impossible to see what is **not at the edge** of that stretch of highway. (That there is no shoulder.) The number of accidents between US-75 and US-169 for the years 1993 through 1997 totaled 110 and from US-169 to K-59 to count for that time period was 61. That is an average of 5+ accidents per month for that 10 miles, alone. Almost 10% of the accidents for Neosho County in that time period occurred on this dangerous strip of K-47 highway. This is a very real safety issue that, morally, cannot be overlooked. Highway K-47 is our primary safety related issue in Neosho County.

We also ask that the proposed improvements to US-169 highway be completed as that highway runs through the entire 24 mile length through Neosho County and is a main access route from Kansas City to Tulsa, OK. US-169 is a vital link to the economy of Neosho County and Southeast Kansas. Good, safe, highways are a must if we are to support existing businesses, in Neosho County and expanding business, such as Ash Grove Cement, in Chanute.

We are fortunate to have the South Kansas and Oklahoma Railroad running through Neosho County. Train safety is a very real issue, for the railway line and the traveling public. Business that depend on railroad transportation need the assurance that their products will be carried safely and our county residents need the assurance that proper safety measures are in place for their traveling safety. We urge your support of the Comprehensive Transportation Program to include the proposed loans for funding projects directly on short line railroads such as railway track maintenance, upgrades to rail properties, road crossing projects, safety warning devices, purchase of railcars and other improvements. For every two rail cars used to carry goods, four semi trucks can be taken off of the highway, relieving the strain on these roads. The projects afore mentioned are an important component of the railway safety program that will not only help businesses and our economy but will also save lives at railroad crossings and as trains travel over the miles of track in ours and other southeast Kansas counties. Short line railroads are our only access to rail transport in Neosho County and their viability is an economic necessity to our county.

Not only are good, safe highways and safe railway transportation important to a county and area but good, safe air transportation is also a vital link in the total transportation picture if a community or county is to remain viable and competitive. Traditionally, the state of Kansas has not helped airports with actual dollars for improvements that would make them more efficient, more competitive and certainly safer. It is ironic that Kansas is considered the air capital of the World since so many

of the planes, made in this country, are made right here in Kansas. Yet our state, unlike many others, has not included airports in its transportation funding programs. We hope you will see fit to move Kansas into a progressive airport enhancement program.

There is also concern for a very rough section of highway north of Erie from the junction of 59 and 108, to junction of K-57/K-39/US-59 that needs maintenance. Last October I drove from Erie to Rapid City South Dakota, via Salina and western Nebraska. From Rapid City I drove eastward to Sioux Falls South Dakota and then on to Kansas City, Ottawa, Garnett, Moran and back to Erie. I traveled on Super II or interstate highway, all of that distance, after leaving Chanute, only to find the absolute roughest and worst stretch of highway in all of that 1,800 mile trip was right at my own front door between the junctions mentioned above, north of Erie.

Yours is a difficult but necessary task. Kansans deserve to have safe modes of transportation in this ever changing, increasingly competitive, world. Highway usage will not decrease but increase in the years to come as our population increases. Our expanding cities issue one cry for highway dollars but the miles of highway that are necessary to carry goods and services throughout Kansas, both rural and city, issue another plea for your serious and careful consideration. Investment in a strong transportation is money well spent for the economic growth and in turn the betterment of the lives of Kansans. We strongly urge and encourage you, and we pledge your our support, in preparing and passing a COMPREHENSIVE TRANSPORTATION 2000 plan that will insure that Kansas, including southeast Kansas, will be well positioned for competitiveness and growth in the next century. The time to take that step is now. May you be given the political courage and foresight to do it. You have the opportunity to help such a plan for the future become a reality.

Thank you for your time.

Lois Carlson
Erie, KS 66733

NEOSHO COUNTY

Transportation Testimony

By

Bradley A. Eilts
Director of Economic Development
City of Chanute, Kansas

February 2, 1999

To the

Joint Senate-House Transportation Committee

Good afternoon, I am Brad Eilts, Director of Economic Development for the City of Chanute, Kansas. Thank you for allowing me to speak to you today regarding the transportation concerns of Chanute and Neosho County, particularly in relation to the economic growth we are experiencing in Chanute, and to voice our support of the development of a comprehensive transportation plan.

Ash Grove Cement Company Expansion

This summer the citizens of Chanute and Neosho County worked in a collaborative effort to successfully convince Ash Grove Cement Company to build a new \$158 million plant in Chanute. The new plant will produce 1.5 million tons of cement per year, three times their current production capacity. The Chanute Plant when completed will be one of the largest cement production facilities in the United States.

Ash Grove has cement plants throughout the United States with corporate headquarters in Overland Park, Kansas. They are the fourth largest cement company in the United States with a current total production capacity of 4.6 million tons of cement per year.

Economic Impact

Richard Caplan Associates has estimated the economic impact of the project's construction phase alone to be in excess of \$99 million on the Kansas Economy. The impact in Chanute and Neosho County is estimated to be in excess of \$38 Million.

The construction phase of the project will require between 200 and 300 construction workers for a two to three year period. Construction is slated to begin early this fall.

Although there will be no long-term job creation directly by Ash Grove, the expansion will generate jobs in many other sectors of our economy, including: restaurants, motels, retail businesses, housing, construction support, and many other areas. However, the greatest impact may be felt in the transportation industry.

Transportation Impact

The arrival and departure of these workers, movement of the equipment and machinery utilized in the construction, and truck and rail shipments of materials to be utilized in the construction will put the transportation avenues in and around Neosho County to the test in the short-run.

In the long-term, the effects will be felt the most in the transportation of cement by both rail and truck. Much of the cement produced in Chanute will travel on routes going to several major markets throughout the Mid-west, including Kansas City, Oklahoma City, Springfield, Joplin, Wichita and for projects in all major cities in Kansas.

Railroad Industry Impact

The South Kansas Oklahoma Railroad has estimated that the Ash Grove expansion could result in an increase in traffic of up to 10,000 rail cars per year. They have also estimated their expenditures for normal maintenance, special projects and improvements to be \$4,000 per mile per year for the fifteen counties they serve in Kansas. As you can see, this has and will result in a significant capital investment by the SKO. Supporting the funding assistance initiatives will make it feasible for the SKO to provide safe, quality rail service for Ash Grove products and the other industries in Neosho County reliant on the SKO.

Trucking Industry Impact

The majority of the cement produced by Ash Grove will be transported by truck. Currently, annual truckloads total between 17,000 to 18,000 with each load ranging between 27 and 30 tons. The amount of truckloads is expected to at least double with the new plant. Investment in additional terminal facilities is starting already in Chanute and the surrounding area.

Transportation Issues for Neosho County

Addressing the safety issues of 47 Highway and the completion of proposed improvements of 169 highway connecting Kansas City and Tulsa to help our businesses to remain economically competitive are two of the main areas of concern for Neosho County. We ask that you fully consider the expected changes in traffic amounts and patterns throughout Eastern and particularly Southeastern Kansas, as the Ash Grove plant becomes fully operational.

In addition, we are anticipating increased traffic at the Chanute Municipal airport, with engineering firms and consultants throughout the Country coming to our Community to oversee various stages of the project. Chanute has one of the nicest airport facilities in the State of Kansas, but the length of our runway (4275') limits the type of aircraft capable of utilizing it. Additional runway length and maintenance and preservation of existing runway surface is necessary for Chanute to be economically viable, but we need your assistance and support to get this done. Planning support for small rural airports such as ours is also vital. Aviation has played such a large part of our history, for it to continue to do also, we need it to be addressed in the comprehensive transportation plan.

Finally, we ask that you support Public Transportation as a necessary part of a comprehensive transportation plan to assist the elderly and those unable to drive. Smaller communities like Chanute do not have a taxi service or inter-city bus transportation and so support of this form of transportation is important to the quality of life of our citizens, particularly with our increasing average age in Neosho County.

We are prepared to work in cooperation with our neighboring Counties and the rest of Southeast Kansas to see a successful comprehensive transportation plan developed.

RESOLUTION NO. 98-07

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

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

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

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

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

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

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

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

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

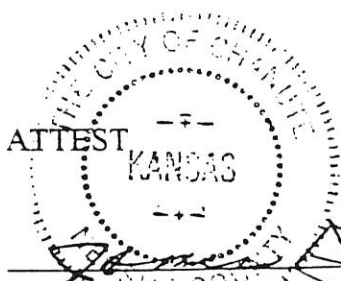
Section 1. Priority Transportation Projects. After careful investigation of the transportation needs in the City, the following transportation capital improvements are hereby declared to be vital to the future economic growth and development of the City and the safety of its citizens:

- (1) Completion of U.S. 400/160 southeasterly along the corridor identified by the original Highway Study between Parsons and Riverton and a bypass north of Parsons
- (2) Widen and resurface 39 highway from Chanute east 4 miles including improved shoulders
- (3) Construct off and on exit ramps at Seventh Street and U.S. 169
- (4) K-39 Malcolm Street east to city limits remove grade separation (bridge) and construct four lane pavement with curb and gutter


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

Section 3. The City Clerk shall send copies of this resolution and any supporting documentation to Governor Bill Graves; State Senator Wayne Umbarger; State Representative Richard Reinhardt; local news media; and the League of Kansas Municipalities.

Adopted by the Governing Body of the City of Chanute, Kansas this 8th day of June 1998.



James D. Youngberg, City Clerk



Doug Klaassen, Mayor



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.**

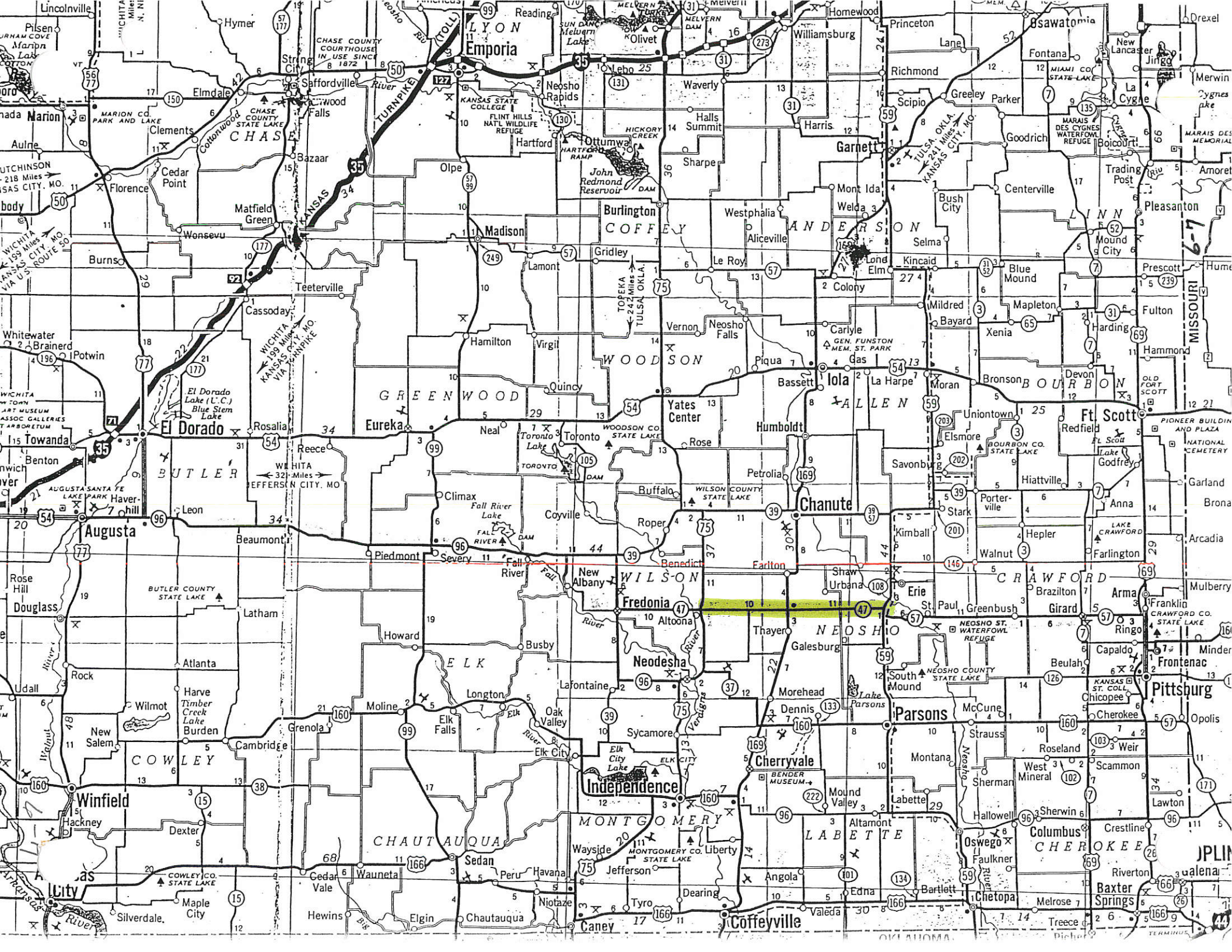
Each railcar shipped equates to four truckloads that would otherwise move over the highway. This savings of tax dollars for highway maintenance and public safety would clearly be very important. The South Kansas and Oklahoma Railroad currently spends approximately \$4,000.00 per mile per year for normal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

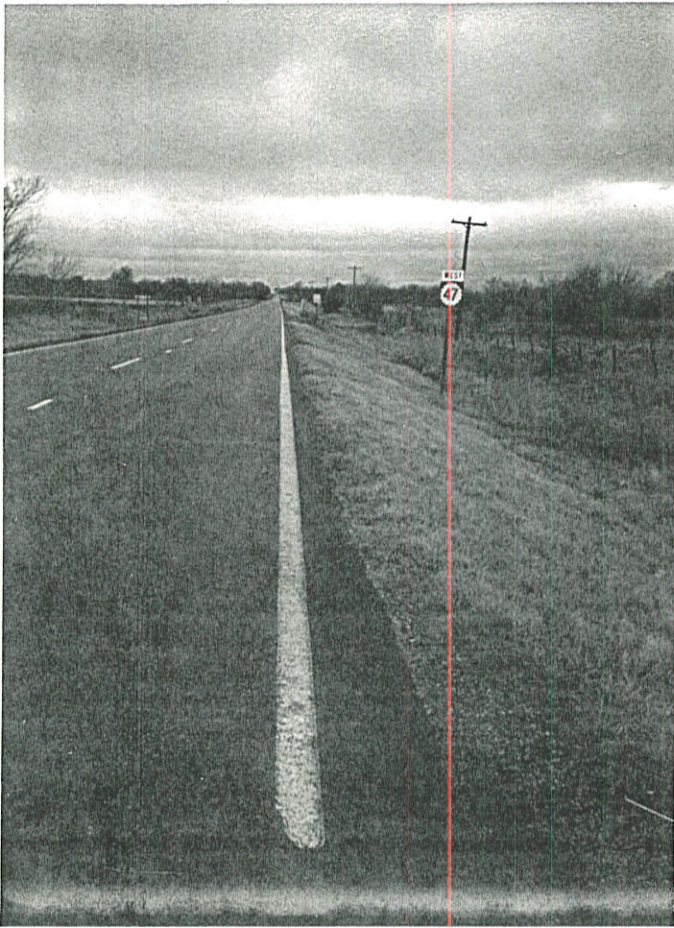
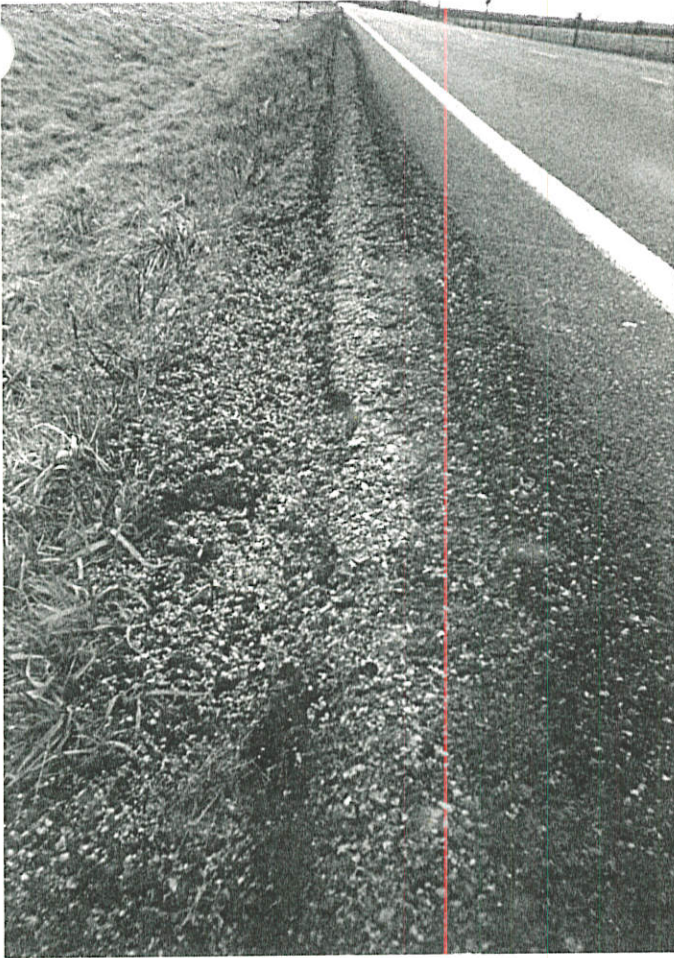
One of the most recent industrial expansions announced was from Ash Grove Cement in Chanute, KS. With the commitment of Ash Grove our rail traffic will have the potential of growing by approximately 10,000 railcars per year. Our company has committed to Ash Grove to provide safe, quality rail transportation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

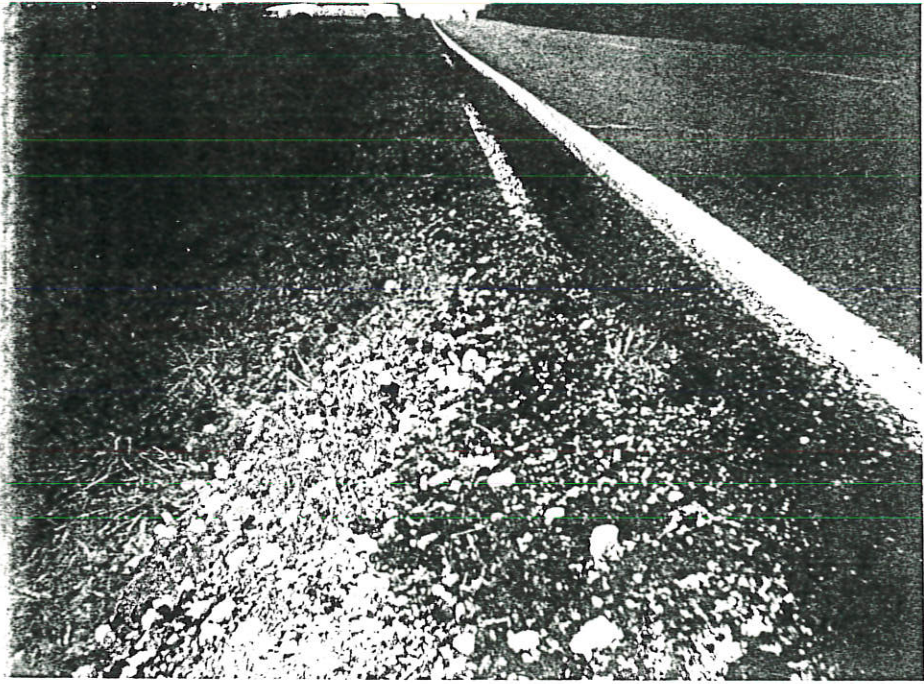
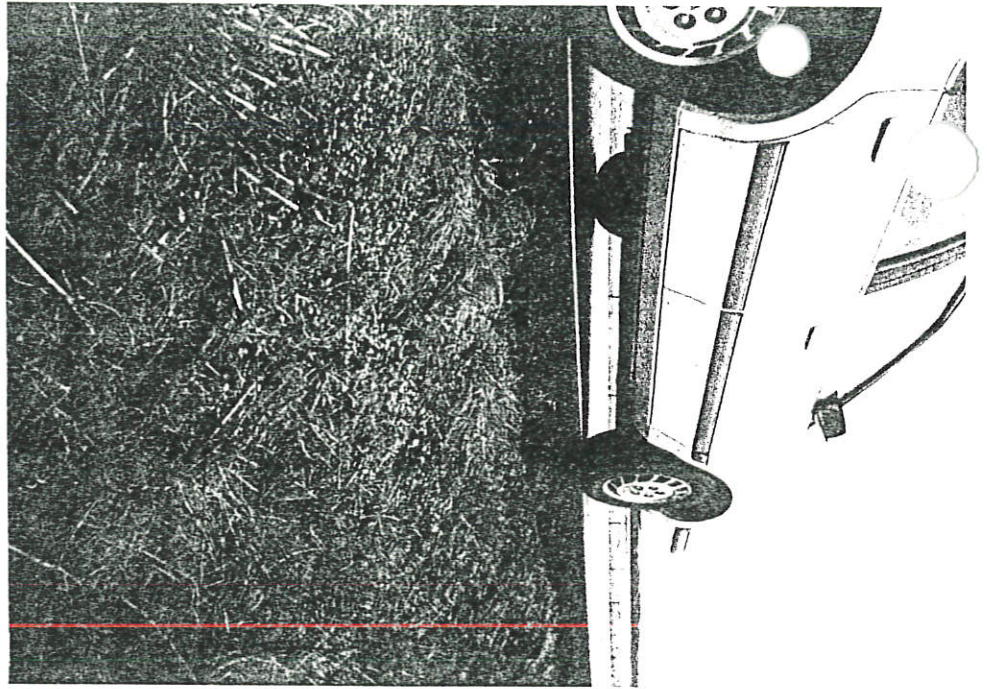
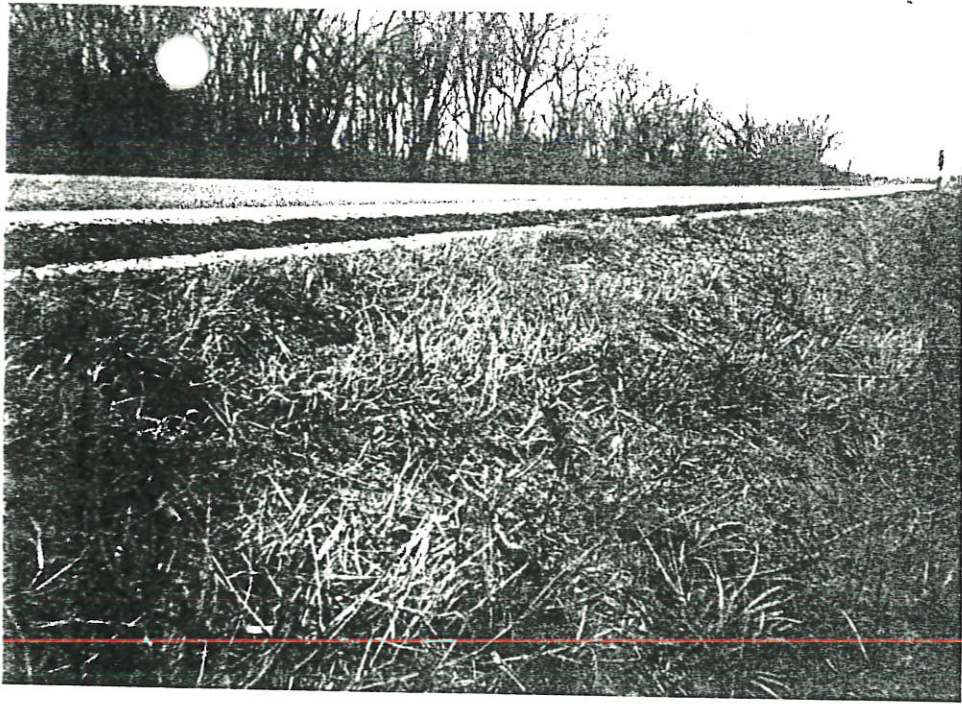
The South Kansas and Oklahoma Railroad Company provides rail transportation service to fifteen counties in Kansas. We have the opportunity to provide rail transportation service to a wide variety of industries ranging from agriculture, cement production, plastic manufacturing, steam condenser manufacturing, 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,

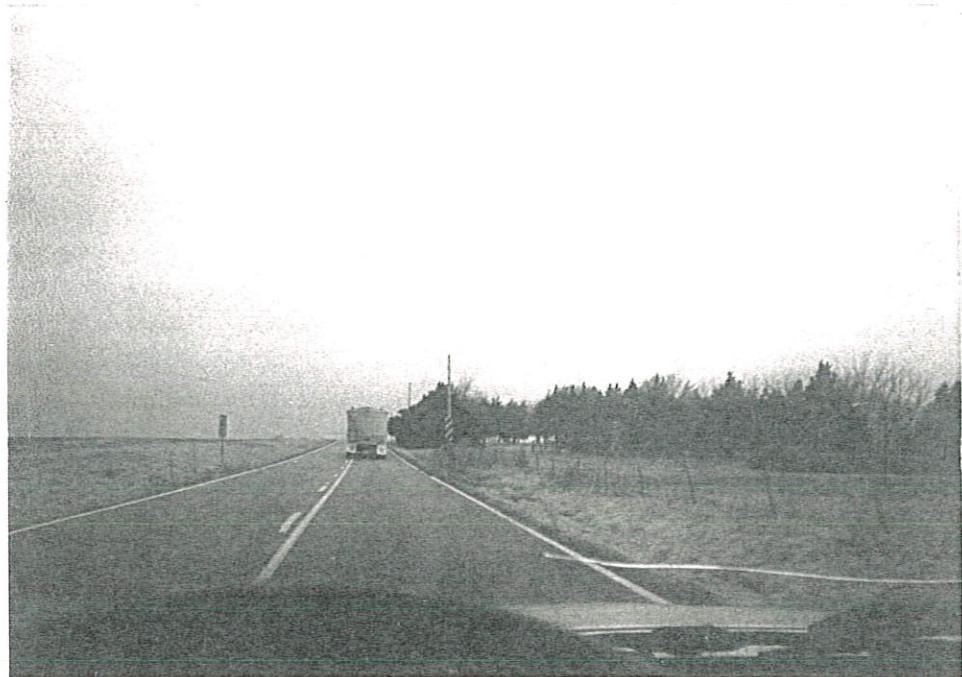
Rick Webb
President







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The Chanute Tribune

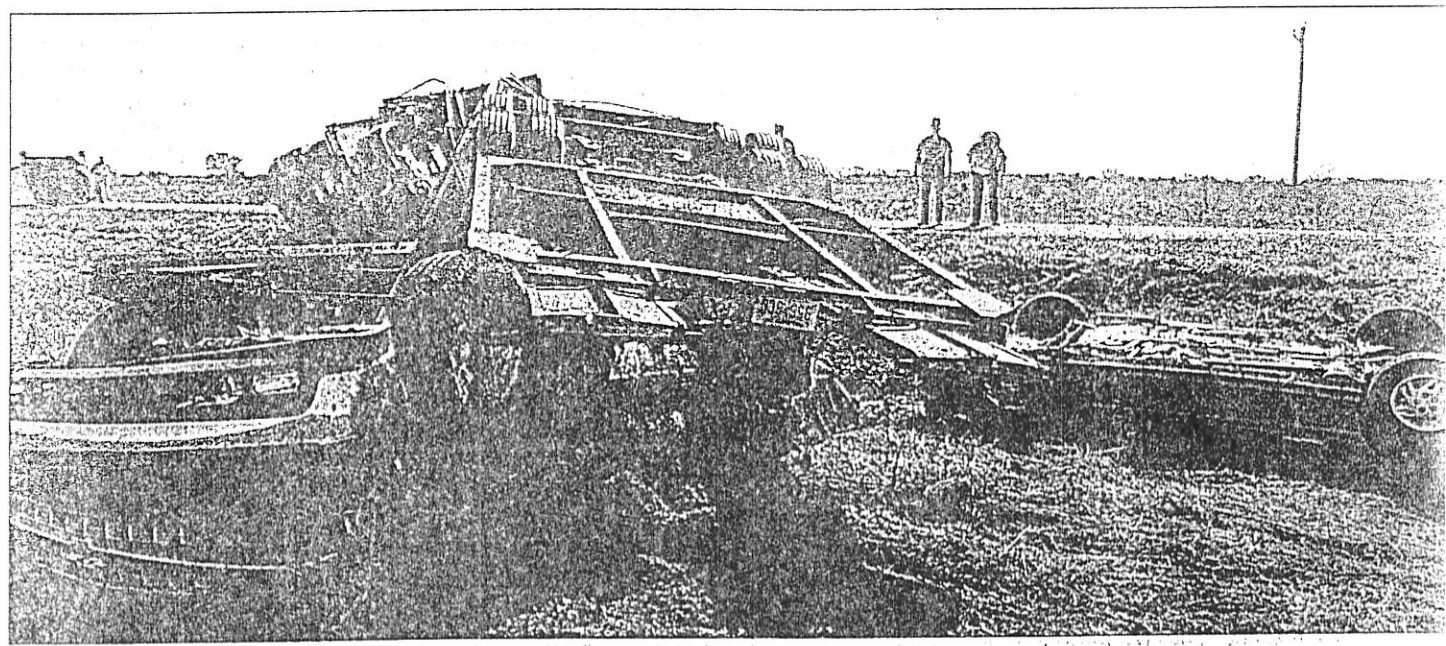
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Rob Morgan/Tribune

What was a new 1999 Silverado, above, was crushed beneath the trailer of a truck that overturned Monday on K-47 highway, southwest of Erie. The tractor trailer, at right, had been carrying several GMC Sunfires, a Grand Prix and the Silverado when the accident occurred, blocking the highway until 5 p.m.

Overtaken semi scatters highway with new vehicles

Tribune staff

A two-vehicle collision on K-47 highway late Monday morning turned out to be an overturned semi that had been carrying a load of new cars.

The fact that cars were scattered all over the highway caused law enforcement to first think there

Sheriff Jim Keath who was dispatched to the scene at 12:05 p.m. "It looked like a several-vehicle accident."

The semi was carrying eight new vehicles," Keath said. "Three of the vehicles came loose from the tractor trailer, one of which was launched down the highway on its roof. The other two ended



the semi laying on its side.

According to the Kansas Highway Patrol, the 1992 white GMC semi was eastbound on K-47 when its right tire dropped off the edge of the road, the driver overcorrected, lost control of the semi,

accident. 6-11

Driver Kevin Sickman, 41, Blue Springs, Mo., was injured but refused treatment from the Erie ambulance crew. It took two big tow trucks from Frontenac to upright the tractor trailer, Keath

WASHINGTON — President Clinton proclaimed to Congress today that his administration had put the country on a path of "rising output, increasing employment and falling deficits."

The administration's first annual economic report stood in marked contrast to the previous 12 Reagan and Bush documents which had touted the job-producing benefits of low taxes and lessening government interference in the free

market.

Clinton praised his \$500 billion deficit reduction plan, half of which comes from raising taxes, and argued that government has a role in boosting U.S. productivity.

"For too long and in too many ways, our nation has been drifting," Clinton said in a message accompanying the 398-page report. "For 12 years a policy of trickle-down economics built a false prosperity on a mountain of federal debt."

Clinton said his administration

reform."

While some economists give the Federal Reserve most of the credit, the president said his deficit reduction plan "has been the principal factor in the dramatic decline in long-term interest rates."

Lower interest rates have sparked an investment-driven economic expansion that has created more private sector jobs in the past year than were created during the entire Bush administration, the report said.

"As a result of our efforts, the

tion, public health increased exports and government, we foundations for an prosperous America,"

One full chapter which was prepared by the president's Council of Economic Advisors, was devoted to Clinton's massive program, which the elected Congress will enact this year.

"The United States

Chamute Tribune 2-14-94
Planners see need for K-47 repairs

By CONNIE WOODARD
Tribune Writer

Strategic planners in Wilson and Neosho counties simply don't see eye to eye with officials from the Kansas Department of Transportation.

According to KDOT, when the southeast corridor is complete between Wichita and Joplin, truckers will drive south to Pittsburg and Parsons to get on that improved four-lane road.

Lois Carlson, chairman of the strategic planning committee on physical environment, says that route is against human nature.

"For those persons living north of Pittsburg and in that area of Missouri and along the route to Altoona, K-47 highway will be the main route for them, as well as truckers, to link up with the SEK corridor at Fredonia," she said.

Instead of less traffic on K-47, as KDOT predicts, those on the strategic planning committee think there will be more.

"This stretch of 47 highway, unimproved for a number of years, will be one of the direct access roads to the new SEK corridor being built from Wichita to the parks," Carlson said.

The committee, which repre-

sents Neosho and Wilson counties, met Thursday and decided to solicit highway dollars to improve K-47 highway from the junction of K-59 and K-47 south of Erie to the junction of K-47 and U.S. 75 at Altoona.

Despite the poor condition of the road, it is currently well-traveled by truckers, Carlson said.

The highway from the Erie junction to the Thayer junction has had very little work done to it in the past 40 years, she said. It's been even longer since the section from Thayer to Altoona was improved.

"The latter section is especially dangerous due to the two narrow, concrete bridges east of Altoona that are really only one-way traffic bridges. The entire stretch of road has little or no shoulders and deeply rutted driving lanes making hydro planing in wet weather a very real danger," Carlson said.

In a five-year period from 1988 through 1992, 130 accidents have occurred on that stretch of roadway. Among those 130 are three fatality accidents where four people were killed and 19 injury accidents resulting in 31 persons being seriously injured.

"It is a dangerous, life-threatening roadway that needs

See K-47, Page 10



HOMECOMING HAPPINESS — Jay Burkhardt at Center Court of Topeka after his

AG hopeful offers

K-47: Continued from Page 1

upgrading desperately," Carlson said.

Though the Wilson and Neosho County committees met separately before Thursday's joint meeting, both groups identified the upgrading of this stretch of highway as a top priority.

"Improvement of this roadway is important to the economic development of the area and as a main link with the SEK corridor, not to mention those using it to access points along and to the eastern Kansas border," Carlson said.

The committee members suggest that those who use the highway,

from school bus drivers to business, city and government officials, write letters asking the KDOT to include this stretch of highway in their highway program.

Letters should be sent to Gov. Joan Finney, 2nd floor, State Capitol, Topeka, 66612; Michael Johnston, secretary of transportation, headquarters office, 7th floor state office building, Topeka, 66612-1568; and Milliam Lackey, assistant secretary and state transportation engineer, headquarters office, 7th floor state office building, Topeka, 66612-1568.

Report to Senate Fouts abstainence

By the Associated Press

TOPEKA — Communities must choose between preaching abstainence and providing information to let young people make decisions on sex, according to a report released today.

An emphatic abstainence message taught by parents, teachers, clergy and the community is the only way to prevent teen pregnancy, David Payne, executive director of the Kansas Family Research Institute, said at a Statehouse news conference.

"We do need to move away from talking about condoms in schools," said Doug Iliff, a Topeka physician. Iliff said young people will find out about condoms outside of school, anyway.

"This isn't brain surgery. You aren't going to keep that kind of information away from them," Iliff said.

Payne said a program in Maryland with a message of abstainence has reduced teen pregnancy by 13 percent. Students could repeat the program's slogan, "Abstainence Makes the Heart Grow Fonder," verbatim, and most participants said the program helped them talk about sex with their parents.

"If condoms worked and information-based programs worked, I wouldn't be here," Iliff said. "When I was in high school, hardly anyone ever got pregnant. We can return to those values. It takes not only preaching to kids, but preaching to parents as well."

The report presents statistics it says are a wake-up call for Kansas:

- ◆ Pregnancy rates for 15- to 19-year-old girls have increased 17 percent since 1985. The 1992 rate was the highest in 10 years.

- ◆ The syphilis rate for that age group nearly tripled in 1992, compared to 1991.

Shelor:

Continued from Page 1

be eliminated. "It's not a good public policy to determine who should be incarcerated based on bed space."

- ◆ The concept or theory that property crimes are non-person crimes will eventually prove to be a failure. "Stealing or burglarizing from someone else does affect people — you and me."

- ◆ Support the "three strikes and you're out" concept for violent crimes.

- ◆ Support the punishment for a determined number of property crimes constituting life in prison. "The felony that affects the greatest number of our citizens is burglary. A life sentence for this group would be appropriate."

- ◆ Past personal behavior or how a crime was committed should be considered before determining sentencing.

- ◆ The 90-day incarceration for a parole violation is an absolute farce and should be eliminated. "Anyone who violates their parole condition should be required to finish their sentence. Fifteen percent of parolees do one of the following — commit a new crime, violate parole or have absconded (left the state). When they get caught in another state, we have to go pick them up and it's costing a lot of money."

Shelor, a Dodge City native who attended Washburn Law School, is opposed in the primary by Tom Sullivan, a Johnson County attorney, and Richard Schordoff, a Wichita attorney.

He was secretary of human resources under Gov. John Carlin and served as assistant attorney general for two years. For the last 10 years has had a private law practice in Topeka.

Notes

A support group for bereaved parents will meet today, 7 p.m. at First United Methodist Church, Second Street. Call 431-0383 for information.

The Chanute Genealogical Society will hold its regular meeting 7:30 p.m. at the North Malcolm Center. Cold weather invited. Call 431-0383 for information.

Deaths

SARAH A. McCLUSKEY

FREDONIA — SARAH A. McCLUSKEY, 88, formerly of Fredonia, died Feb. 13, 1994, at Clatsop Memorial Hospital.

She was born Sept. 15, 1905, in Toronto, the daughter of Walter and Martha L. Reay.

She married Tony J. McCLUSKEY on April 2, 1928, at Erie, Pa. Her husband died Dec. 8, 1988. She was a member of the First Christian Church, Fredonia.

Survivors include a daughter, Sarah A. McCLUSKEY, Fredonia; two sons, Carol J. Borders and James Miller, both of Clatsop; a brother, Jess McCLUSKEY, Fredonia; two sisters, Gracie McCLUSKEY, Taos, N.M., and Edna McCLUSKEY, San Juan Capistrano; nine grandchildren and five great-grandchildren.

Graveside service will be held at Fredonia Cemetery. Friends may call 7 p.m. Tuesday and 7 p.m. Wednesday at Timmerman Funeral Home, Fredonia. Burial is suggested to First United Methodist Church, Fredonia.

However, the economic report conceded that there are risks, more on health care relative to the size of its economy than any other economy now is on a path of rising output, increasing employment and put the country on a course in the

ion list presented

506 board and explained how it was developed and used at the school.

The board also took this action:

- Approved a contract addendum for Tonia Wilson for college credit completed to move on the salary schedule.
- Approved contracts for the administrative staff with salaries, to be established later.
- Approved an official calendar for the 1994-95 school year that includes 186 student days and 191 teacher days.
- Approved a contract change order for Breedlove Construction that reduced the total contract payment by \$12,000 to \$518,952 for additions at Bartlett, Harry Hall on the Labette County High School campus and at the Mound Valley Grade School gymnasium.

for yearbooks set

247 In other action, the board:

- Hired Carla Lewis as a long-term substitute for Donnell Minta, who is taking maternity leave.
- Approved requests from four students for half-day work releases.
- Reviewed district maintenance worker Jim Kluber's contract, then granted him a 5 percent raise to \$8.40 an hour.
- Adopted a policy regarding homeless children and youth.
- Increased mileage reimbursement for district employees from 23 cents a mile to 25 cents a mile.
- Approved Jordan as a lunch duty aide.

rejects 'early outs'

191 school tive session.

Bingle said the board is expected to do that during its March meeting.

In other action, the board:

- Authorized all four elementary attendance centers and three high schools to apply for North Central Accreditation as a part of qualifying for Quality Performance Accreditation.

By Robert Hite
Parsons Sun

Brent Bates, chairman of the Labette Community College faculty negotiations committee, told the college board of trustees Tuesday that committee members "hope we can keep this process as positive as we can for the institution."

He made his remarks during the board's regular monthly meeting Tuesday. Bates said the faculty and the board members share some common interests and goals — namely that they want LCC to be a quality

Freebies

Continued from Page 1.

The recreation department is a public entity. It is funded by program fees and a USD 503 tax levy. The city pays the utility bills.

Phillips said his free golf club membership was the topic of recent meetings between himself and City Manager Jim Richardson. He said he didn't realize it at first, but later felt that Richardson was suggesting that the free membership might be in return for parks and recreation department favors.

Phillips said he tried to assure Richardson that that was not the case. Phillips said his department does haul rock for the golf course, but the request always comes through the city administration, never directly from golf club officials. Phillips said that Richardson thought that the appearance of impropriety is what was a concern.

According to Phillips, Richardson asked him if the recreation commission was aware of the free membership. That's what compelled him to bring it up at the meeting, Phillips said.

"I certainly don't want any problems with it," Phillips said. "I never really gave it a lot of thought. But I understand Jim's concern."

Phillips said he never used the golf club membership until this past year,

school.

"That's a good place for us to start," Bates said of the negotiation process that is in its early stages.

He expressed hope for open communication between the board and the faculty association, and invited the board members to attend negotiation sessions.

Negotiations between the board and faculty association during the spring of 1993 went to impasse. After a mediator was called in, an agreement was reached.

Mike Brotherton, who represented

when he finally had some time to play.

According to Bob Brewer, a board member with the Parsons Katy Golf Club, the membership is given to Phillips in appreciation for the city's annual subsidy, a kind of goodwill gesture.

But he stressed that the membership, worth \$275, is not any type of payment for anything that Phillips does for the club.

Brewer said other free memberships go to the city's ministers and a few other people who do project work for the golf club. He said that by paying the temporary workers with memberships, it cuts down on costs. The Parsons High School and Labette County High School golf teams play free on the course during the season, Brewer said.

Some city commissioners have mentioned a desire to have free golf club memberships in exchange for the annual \$5,000 subsidy to the golf club, but it's never been clear if they were serious about it or not.

Members of the recreation commission in attendance Monday — city commissioner Bob Bartelli, USD 503 board member Jim Redstone, Richard Ramsey and Bill Pearson — said they saw no problem with Phillips receiving the free golf membership.

Recreation commissioners also receive free memberships to the commission.

the faculty association then, said the faculty was not pleased with the final agreement.

The board later had an executive session to discuss employer-employee negotiations. John Toland, an attorney from Iola, who is representing the board in the negotiation process, attended the session.

The executive session also included discussion of non-elected personnel.

Agenda items the board discussed in open session included approved

specifications for audit bids; authorizing pursuit of insurance bids; and the college "farm" — a plot of land located 1,000 feet north of [redacted] Boulevard on 10th street. The [redacted] acres is currently being leased.

Charles Settle, dean of administrative services, reported that the college is 58 percent through the school year and has spent 49 percent of its general fund and 57 percent of its vocational funds.

Settle also discussed progress and establishing a budget for the 1994-95 school year.

Area panel pushing K-47 improvements

By Harris News Service
CHANUTE: Planners in Wilson and Neosho counties don't see eye to eye with officials from the Kansas Department of Transportation.

According to KDOT, when the Southeast Kansas highway corridor is completed between Wichita and Joplin, trucks north of the highway will drive south to Pittsburg and Parsons to get on the improved "super-two" lane highway.

Lois Carlson, chairman of a strategic planning committee on physical environment, says that route is against human nature.

"For those persons living north of Pittsburg and in that area of Missouri and along the route to Altoona, K-47 highway will be the main route for them, as well as truckers, to link up with the SEK corridor at Fredonia," she said.

Instead of less traffic on K-47, as KDOT predicts, those on the area planning committee think there will be more.

"This stretch of 47 highway, unimproved for a number of years, will be one of the direct access

roads to the new SEK corridor being built from Wichita to the Ozarks," Carlson said.

Despite the poor condition of the road, it is well-traveled by truckers, Carlson said.

The stretch of highway from the Erie junction to the Thayer junction has had very little work done to it in the past 40 years, she said. It's been even longer since the section from Thayer to Altoona was improved.

In a five-year period from 1988 through 1992, 130 accidents have occurred on that stretch of roadway, according to state statistics. Among those were three wrecks which killed four people, and 49 injury accidents resulting in 31 serious injuries.

The committee members suggest that those who use the highway, from school bus drivers to business, city and government officials, write letters asking the KDOT to include this stretch of highway in their highway program.

6-14

41-7

State of Kansas
Senate Chamber

JIM BARONE
STATE SENATOR, THIRTEENTH DISTRICT
CRAWFORD, CHEROKEE AND BOURBON COUNTIES

HOME ADDRESS:
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FRONTENAC, KANSAS 66763
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INSURANCE
ECONOMIC DEVELOPMENT
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MEMBER: NCSL COMMITTEE ON COMMUNICATIONS
& INFORMATION POLICY

Democratic Agenda Chairman

ROOM 504-N, STATE CAPITOL
TOPEKA, KANSAS 66612-1504
(913) 296-7370
1-800-432-3924

Testimony of Senator Jim Barone before the
Joint Meeting of Senate & House Transportation Committees on highway bills
on
Tuesday, February 2, 1999

Chairman Vidrickson; Members of the Committee:

Thank you very much for allowing me the privilege of appearing before you. I applaud your efforts. As many of you may know, the first meeting of the Transportation 2000 Committee was held in Pittsburg, Kansas, and I had the privilege of being the first person to address that hard-working group. So it is a double pleasure for me to again be the very first to address this committee.

Since that date back in July 1998, I have had literally hundreds of conversations with Southeast Kansans concerning the vital transportation needs of our area and also the entire state. Southeast Kansans have given me one message, loud and clear! We believe the state needs a new transportation program. We want a MEANINGFUL AND ADEQUATE program, and we are willing to pay for a MEANINGFUL AND ADEQUATE program. In fact, I believe the vast majority of all Kansans feel exactly the same way. And agree that the Transportation 2000 recommendations are MEANINGFUL AND ADEQUATE. As you proceed through your ambitious twelve-day schedule, I would encourage you to ask every witness these two questions:

- (1) Do you support a new MEANINGFUL AND ADEQUATE transportation program? And,
- (2) Are you willing to pay for it?

I honestly believe your answers will be the same as I have received in the past: an overwhelming "Yes" on both questions, and, in fact, recommendations will surely come as to how to pay for it.

Thank you.

Senator Jim Barone

JOINT SEN. & HOUSE TRANS. COMM.
February 2, 1999
Attachment #7

Mary L. Stevenson, Executive Director, Fort Scott Area Chamber of Commerce
Bourbon County, Kansas
SEK Regional Economic Lifelines Coordinator

Honorable Senators and Representatives:

Thank you for the opportunity to speak to you today. I came to tell you there's a party going on and Kansas is missing it. It's a prosperity party going on in our 4-corner region....

- ◆ **Southwest Missouri is experiencing unprecedented progress.**
- ◆ **Northeast Arkansas is becoming known as one of the hottest growth areas in the rural U.S.**
- ◆ **Northeast Oklahoma has made monumental economic strides**
- ◆ **Southeast Kansas.....would like to join the 4-corner prosperity party.**

However the latest figures show Southeast Kansas to be experiencing the highest unemployment in Kansas. That's in Kansas....which was recently named the fastest growing state in the Midwest.

We want to join the party. Integral to our future development is **adequate transportation.**

This point was driven home to us in the most graphic way possible with the announcement last spring that one of our larger employers SAFECO, an insurance company offering a progressive wage scale, was going to close their local operations eliminating 350 jobs.

Unfortunately, the President and CEO of SAFECO traveled by 69 highway the first time he visited Fort Scott. The heavy traffic and the unsafe condition of the highway caused him great concern in terms of "windshield time" and safety for the company executives.

The **loss of SAFECO** to our county and state in terms of dollars can be measured annually by a **10 million dollar payroll; \$46,875** in sales tax; and **\$148,000** in state funding for the school district. We cannot begin to calculate the **loss in state income tax and sales tax** from employees who accepted transfers to other SAFECO locations.

SAFECO cited the fact that Bourbon County was "remote" in terms of transportation. Most certainly, an improved airport and modern highways would have impacted their decision to remain in Fort Scott/Bourbon County/Southeast Kansas.

With adequate funding for a Transportation Plan, **Southeast Kansas could become an economic engine for Kansas.**

We could join the 4-Corner prosperity party with modern airports and **major** modification of key links like Highway 69, which is the major north-south link Kansas needs to connect Canada to Kansas City to the Port of Catusa, to Tulsa to Dallas to Mexico.

We see 1999 as the year which marks the most important economic development decision for the next 25 years.

Ladies and Gentlemen you have the exciting opportunity to be part of the legislature that makes that decision, to pass the Transportation Plan.

In 1989 we culminated three years' legislative work to pass a highway bill. I and others say to you in the competitive world of today, we don't have time to waste, to lose the momentum Kansas has gained. The support for financing of this bill is there, we ask you to take take the economic bull market by the horns and pass an adequately funded Transportation bill which includes:

- ♦ major modification of highways, which in Bourbon county would include highways 69 & 54.
- ♦ adequate funding to afford our rural and metro cities and counties the opportunity to compete in this huge new global market of opportunity which modern transportation and communication provides.

The world of today does not allow us to dally for 3 years. Kansas has many other goals which need your time, and ours, your full attention and energy. **THIS IS THE YEAR!**

Then come home to us in the spring, Ladies and Gentlemen of the Legislature, and say to us, "We did it.....we are entering the new millennia with an adequately funded Transportation Plan in hand and with new goals and new destinations Kansas. And then.....let's have a PARTY!"

Testimony of Bill Pollock, Chairman, Bourbon County Highway 69 Committee,
to the Joint Kansas Senate and House Committees on Transportation,
Tuesday, February 2, 1999

Thirty years ago, in 1969, your predecessors in the Kansas legislature and the governor enacted a law establishing a State System of Highways and Freeways. This law delineates nine corridors of...

“... modern express highways and freeways to link the principal population centers of the state...”

Highway 69 from Interstate 435 to the Kansas—Oklahoma border was one of those.

I want to briefly outline the work that remains to be done on The U.S. 69 corridor.

The U.S. 69 corridor suffers from three bottlenecks:

The Marias des Cygnes bottoms from La Cygne to Pleasanton.

Fort Scott

Pittsburg.

Traffic abhors a bottleneck. KDOT is studying the Marias des Cygnes bottoms and Pittsburg bottlenecks now. KDOT has their priorities straight. Those bottlenecks are the worst. Please do not forget the Fort Scott bottleneck. The U.S. 69 corridor needs a bypass around Fort Scott.

The U.S. 69 corridor will have at least Super 2 roadways on four-lane right-of-way for most of its length when these three bottlenecks are fixed. Building the full four lanes on the existing right-of-way will complete the U.S. 69 corridor.

We can be proud of the work we've done in the past thirty years. Let's not take another three decades to finish the job.

Thank you.

CITY OF FORT SCOTT, KANSAS 66701

ESTABLISHED IN 1842

February 2, 1999

TO: Members of the Kansas House of Representatives Transportation Committee
FR: M. Don Russell, Director of Economic Development, City of Fort Scott, Kansas

On behalf of the Fort Scott City Commission and City Manager, I am pleased to be able to share thoughts about a most important issue you have under consideration: a proposed new highway transportation program for our entire state. Let me state most emphatically, that such a program is needed in order to continue the economic growth of this great State much less the growth we are experiencing in Southeast Kansas and the community of Fort Scott after many years of hard work.

In my many years as Director of Economic Development, issues which are always addressed are the condition of highways, rail service and access to regional airports. We have been successful in attracting new business and industry because of the last transportation program which invested in our part of the state. We have also lost industry and business because of a perceived inadequate transportation system. Most recently one of our leading employers, SAFECO, which purchased American States Insurance, decided to close their Fort Scott Facility of close to 300 persons citing lack of an adequate transportation system to Fort Scott from Kansas City as one of the reasons.

— JOINT SEN. & HOUSE TRANS. COMM. —
February 2, 1999
Attachment #10

A new highway program will work to address safety issues throughout the State as well as a more diverse approach which includes funding for local airport and rail improvements. A new comprehensive transportation program will assist our community and region in attracting and building on the diminishing population base, securing new industries and business, improving our status as a hub since we are located at the intersection of two major highways, 54 and 69, as well as creating much safer roads for all travelers. A new transportation plan will compliment the investments being made in our local economy by Mercy Health Systems, local government and new and existing industries. A new transportation program will allow our City to maintain and increase much needed repairs and improvements to our local transportation infrastructure.

As you are well aware, passage of a new transportation plan is an important investment in the future of all Kansans. The City of Fort Scott strongly encourages you to develop such a plan which will meet the needs of Kansas. We are prepared to assist you, as needed, in developing such a program.

On behalf of the City of Fort Scott, I appreciate the time to make these remarks before your Committee. Good luck as you work on this very important issue.

**cc: Mayor and City Commissioners
City Manager
Chamber of Commerce Executive Director
BCEDCI Board of Directors**

BOURBON COUNTY

FORT SCOTT, KANSAS

66701

February 2, 1999

To: Kansas Legislature, Transportation Committee

As you know, the 1989 Comprehensive Highway Program has been a tremendous success and proven to be a great boom for our Kansas economy and paved the way for a safer highway system for the state.

Although a number of much-needed improvements have been accomplished, the highway program did not fix every highway that needed it, and surely some other needs have developed since.

U.S. 69 highway between Fort Scott and Arma is a good example. In spite of this section of highway being part of the 1989 Highway Program and becoming a super 2 highway; traffic on that stretch of highway has increased noticeably in recent years, creating hazardous conditions. The highway has claimed several lives to traffic accidents in the last couple of years.

The Bourbon County Commissioners strongly endorse and support the enactment of a new comprehensive Transportation Program.

Our top priority is the need of a four lane U. S. 69 highway from 4.6 miles north of the Miami/Linn county line, south to Interstate 44. We also need improvement to U. S. 54 highway, improvement and expansion to our Fort Scott Municipal Airport and state financial help concerning our county hard surfaced roads and bridges.

These projects are essential to the safety of our citizens in the future, and they are essential to the future economic well-being of our community, to its growth and development over the next decade or more.

For years Southeastern Kansas has been put on the back burner for improvement to our transportation needs. It is time, for this to change.

Since serving as Bourbon County Commissioner and spearheading a new aggressive road and bridge program for Bourbon County, I know how important infrastructure is to the future growth and economic well-being of Bourbon County and Southeastern Kansas.

We must make sure we have a new transportation plan of adequate size and magnitude to meet our continuing economic development and transportation safety needs.

The failure of the state to responsibly meet our infrastructure needs dooms our county and Southeastern Kansas to a second class and dangerous existence.

Sincerely,



Larry Shoemaker
Bourbon County Commissioner

TESTIMONY BEFORE THE JOINT
TRANSPORTATION COMMITTEE OF THE 1999 KANSAS LEGISLATURE
Topeka, Kansas
Pittsburg Mayor, Don Cash
February 2, 1999

We were indeed honored to be selected as the first site for the Transportation Task Force and to be scheduled for the first day of your hearings. We hope you won't forget us when you have finished your hearings and make your recommendations.

When I came to Pittsburg 33 years ago, as far as transportation goes, this was truly (in the words of Garrison Keeler) the "town that time forgot".

In the past 12 years, Southeast Kansas and Pittsburg have become part of the great State of Kansas transportation system. We want to continue to be a part of this system.

OUR TRANSPORTATION NEEDS

Let me say, that we support our colleagues from Southeast Kansas in their quest for better transportation, but I must center my remarks on the Pittsburg area and hiway 69 in particular. In the Pittsburg area the following needs are evident:

1. The Kansas City to Oklahoma 69 corridor still has 3 bottlenecks that cause some individuals and industries to avoid hiway 69. They are:
 - a. the Trading Post 90 degree curves,
 - b. Ft Scott where 69 goes through town with three stop lights, and
 - c. the Pittsburg bypass which is no longer adequate with three new stop lights (two added in the past six months and the other about 3 years ago), plus three additional lights north of town. Traffic volume on the southern portion of the Pittsburg 69 bypass has been recorded by KDOT at 12,000 vehicles per day. This is the highest volume for a two lane road in the state of Kansas. KDOT is in the process of developing a feasibility study for a new by- pass around Pittsburg. The city has adopted a proposal along with other communities and economic organizations in the area encouraging KDOT to do this study. Whatever the outcome of this study there are no funds available

for construction.

A distributing corporation has contacted us about a potential site for a regional warehouse. They expect to have 100 trucks a day in and out of this facility. If they decide to come to Pittsburg this will put even more stress on our existing roads.

Please, also, remember that Pittsburg State University is the only state university in Kansas not served by a four-lane highway.

Although we are particularly interested in the roads around Pittsburg, we are concerned that hiway 69 will continue to be a major route from Texas to the Kansas City area. Therefore we are concerned about what happens to this entire corridor.

2. The Pittsburg Municipal Airport is an important part of our total economic and transportation needs. We are indeed happy that the Governor and the Secretary have expanded the transportation needs of the state to include airports and railroads.

We have three pressing needs at our airport:

a. an Automatic Weather Observation System (AWOS).

b. an upgrade to our alternative runway so small aircraft do not have to land in cross winds.

c. an Approach Landing System (ALS) which will provide for instrument landing. Although this is not an ILS (Instrument Landing System) it will suffice and is much cheaper than an ILS. Last year when Pittsburg State University dedicated the Kansas Technology Center, Bob Dole's plane was not able to land at our airport because of the low visibility. Bob Dole was responsible for obtaining the federal funding for this project and it was important that he be a part of that ceremony.

There are at least eight industries located in Pittsburg that use this airport on a regular basis. One of the industries has moved it's corporate headquarters closer to the Kansas City area because of the inadequate take-off and landing facilities at the Pittsburg Airport.

3. The last need I would like to call to your attention is railroads. We support the Task Force's recommendation to make a loan program available to local and short line railroads in the State of Kansas. Pittsburg is home to one of these short line railroads. Pittsburg, also has a major railroad that runs the complete north-south length of the city. Because this is a terminal point for this railroad, many times trains are left stationery at road crossings for an extended time period. There are two overpasses at present; one is on 4th Street (Kansas 126), and the other is between Pittsburg and Frontenac near our Industrial Park, which would be 40th street. We are delighted that KDOT has approved the preliminary planning activites for an overpass for 23rd street near the Kansas City Southern railroad yards. When this is completed we will still have the entire southeastern section of the city exposed to railroad blockage, from 4th street to what would be South 25th street if the streets were all numbered. This Southeast section of town is the fastest growing area.

There is also a need for improved railroad crossing signals. A new system is being experimented with that places the warning signal on the crossing guards rather than the train engine. This allows the signal to pass down the street or road rather than in front of the train. We understand that Parsons has one of these signals. There are safety features as well as noise reduction to neighborhoods. If this system proves acceptable it should be encouraged and funded for the entire state.

CONCLUSION

We look forward to a comprehensive transportation plan that will encourage growth in the State of Kansas as well as Southeast Kansas and the Pittsburg area. The City of Pittsburg applauds Governor Bill Graves efforts for a comprehensive transportation proposal. However, we support the recommendations of the Transportation 2000 Task Force and reject the Governor's recommendation. We urge you to take the high road on transportation even if it means increasing some taxes.

Thank you for the opportunity to express the transportation needs of Pittsburg and Crawford County.

City of Frontenac

P.O. Box 1012
313 East McKay
Frontenac, Kansas 66763

Telephone (316)231-9210
FAX (316)231-5035
February 1, 1999

To: Chairperson Ben E. Vidricksen, Senate Transportation and Tourism Committee,
Chairperson Gary Hayzlett, House of Representative Transportation Committee,
and Members of the Senate and House Committees:

I speaking today in support of the \$4.3 billion Transportation Program to address the varied transportation needs that were identified by the Transportation 2000 Committee. I thank the Governor for creating the Transportation 2000 Committee which provided local communities with direct participation in the earliest stages of development of the Transportation Program, and you in the Legislature for your ongoing attention to our community transportation needs. I am confident that Kansas citizens appreciate the success of the previous multi-year highway program, and that I am one of hundreds of representatives of communities who will be urging you to approve the \$4.3 billion Transportation Program in the interest of maintaining strong state and local economies.

Thank you for your attention and for this opportunity to directly present transportation issues and concerns of Southeast Kansas. The City of Frontenac has a unique history and culture. Founded as a mining community, railroad was its first principal transportation link. Today, Highway 69 is the major traffic corridor through Frontenac. Highway 69 is in need of major repair from McKay Street to south Frontenac city limits, at a time when like most small communities we are facing aging infrastructure and limited resources.

I encourage you to approve a comprehensive Transportation Program that will include continued and expanded state-level support for programs that maintain U.S., state and county highways, including right-of-ways, stormwater drainage, electronic signals, and signs. I seek support for KLINK Resurfacing, Geometric Improvements of Connecting Links, KDOT Economic Development Fund, and the addition of other programs, which are critical for Frontenac and other small cities that have a population of less 5,000 and so are not eligible for many federal programs.

Additionally, I encourage you to approve a comprehensive Transportation Program that will include immediate attention to extending and expanding U.S. Highway 69 as a major north-south transportation corridor. Because of the historical bias to east-west transcontinental traffic, the federal interstate highway system and rail lines are both currently hindering opportunities that are being presented by the revitalization of the major Midwestern cities from Minneapolis/St. Paul to Houston, by the expansion of the Gulf ports, and by the emerging markets in Canada and Mexico. As this corridor is developed, we must take care to create safe, easily negotiated, and well marked and lighted intersections with the east-west highways (i.e., Highway 160), and local streets.

Further, I encourage you to approve a comprehensive Transportation Program that will include state funding of aviation, especially for air side improvements to small airports. I have been an Airport Manager in Nebraska, which has an active state aviation program. Kansas residents would benefit greatly from a state aviation program that provides revolving loans for hangar construction, state-contracted pavement maintenance programs, technical and financial assistance with Nav-Aids and AWOS/ASOS equipment and operations costs, and state funding that can be combined with local funds in order to match FAA AIP grant monies. Also, air freight is increasingly important in this era of Internet direct sales and just-in-time manufacturing, and can easily move goods north and south.

I look forward to seeing the final version of the Comprehensive Transportation Program, and again thank you for this opportunity. Please contact me at City Hall (316)231-9210 if you have any questions.

Sincerely, *Katherine Simmons*, City Administrator

JOINT SEN. & HOUSE TRANS. COMM.
February 2, 1999
Attachment #13

13-1

Chairs Vidrickson and Hayzlett and members of the Senate-House Transportation Committees:

My name is David Mauersberger and I am Chairman of the Transportation Task Force of the Pittsburg Area Chamber of Commerce. I am also the Controller for Superior Industries International in Pittsburg.

We are at a new era to determine the transportation needs of Kansas that will lead us into the 21st Century. The Transportation 2000 Task Force, appointed by Governor Graves, summarized the input from 12 town hall meetings. This plan was to include needs and improvements for highways, aviation, railroads and public transit.

Kansas ranks fifth in the nation for miles of public roads, third in the number of bridges, fourth in miles of rail line and 18th in the number of airports. The needs throughout Kansas are great. We must continue to invest to maintain the present infrastructure as well as invest in improvements for the future economic growth.

What Transportation 2000 identified exceeded existing resources, estimated at \$12.4 billion. This plan would require increased registration fees, fuel tax and more set aside from sales tax.

The Governor recognizes the need for a comprehensive plan to improve the transportation infrastructure for the State of Kansas to vast investment and to ensure the state's economic success. However, the Governor announced a plan to invest \$10.68 billion in transportation improvements over eight years, \$1.72 billion less than Transportation 2000 proposed.

While we have determined local priorities for the Pittsburg Area, we feel at this time that it important to show support for a plan large enough to meet the needs of all Kansans. We have provided copies of two resolutions adopted by the Transportation Task Force of the Pittsburg Area Chamber of Commerce.

We believe Kansans will be willing to pay higher user fees for the investment in our future transportation needs. We are in support of the larger transportation plan as recommended by the Transportation 2000 Task Force as a more comprehensive approach for addressing the multiplicity of transportation needs facing Kansas both now and in the future.

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RESOLUTION IN SUPPORT OF THE COMPREHENSIVE TRANSPORTATION
PLAN FOR THE STATE OF KANSAS

Whereas, on June 12, 1998, Kansas Governor Bill Graves announced the formation of Transportation 2000, a group of Kansas leaders, to study the State's transportation needs; and

Whereas, this group was charged with "seeking the input, advice, and dreams of Kansas citizens, communities, regions, and advocacy groups," and to assess the progress of the State's current eight-year Kansas Comprehensive Highway Program and to create a priority needs assessment for the future; and

Whereas, Transportation 2000 held a series of twelve Town Hall meetings in all geographic locations within the State to receive input from individuals, businesses, and governmental representatives; and

Whereas, Transportation 2000 studied not only highway needs/improvements but also airport improvements, railroads and safety, public transit; and

Whereas, Kansas has vast needs in all areas of transportation as it ranks fifth in the nation in the number of public road miles, third in the number of bridges, fourth in miles of rail line, and eighteenth in the number of airports; and

Whereas, the \$6.96 billion Kansas Comprehensive Highway Program enacted in 1989 is nearing an end, but the need remains to continue to increase to protect and maintain the investment already made in existing roadways and to invest in new infrastructure; and

Whereas, the economy of Kansas continues to grow and prosper, and citizens and business people must be able to safely travel to and throughout Kansas; and

Whereas, Transportation 2000 has identified that existing resources will not be adequate, and additional funding is needed to address the State's responsibilities for construction and maintenance of its highway system; improvements to public transit, aviation and rail transit; and

Whereas, Transportation 2000 identified a comprehensive program estimated to cost approximately \$12.4 billion over eight years; and

Whereas, the Transportation 2000 findings were presented to the Governor for consideration, and the Governor has recognized the need for a comprehensive plan to improve the transportation infrastructure for the State of Kansas to protect its vast investment and to ensure the State's future economic success; and

Whereas, the Governor has announced his support for a transportation plan which calls for the State to invest \$10.68 billion in transportation infrastructure improvements over the next eight years; and

Whereas, the Transportation Task Force and the Government Review Council of the Pittsburg Area Chamber of Commerce, along with other local Chambers in Kansas, supports this level of funding, but also recognizes there are even greater needs, as outlined in the Transportation 2000 Plan:

NOW, THEREFORE, BE IT RESOLVED BY THE TRANSPORTATION TASK FORCE OF THE PITTSBURG AREA CHAMBER OF COMMERCE, that the Pittsburg Area Chamber of Commerce applauds Governor Bill Graves' efforts to place before the Kansas Legislature a comprehensive transportation proposal to address the State's infrastructure needs and hereby supports the Governor's efforts to improve transportation throughout the State;

BE IT FURTHER RESOLVED that the Transportation Task Force, is also supportive of the larger transportation plan as recommended by the Transportation 2000 Task Force as a more comprehensive approach for addressing the multiplicity of transportation needs facing Kansas both now and in the future.

January 29, 1999

David Mauersberger, Chair
Transportation Task Force

A RESOLUTION ENDORSING SPECIFIC INFRASTRUCTURE IMPROVEMENTS FOR THE PITTSBURG/FRONTENAC AREA AND FOR THE ENACTMENT OF A NEW STATE-WIDE COMPREHENSIVE TRANSPORTATION PROGRAM.

WHEREAS, The Pittsburg Area Chamber of Commerce has determined it needs the following improvements:

- 1) Construction of a four-lane restricted access highway from Louisburg south to the Oklahoma Line, including major enhancements in the Pittsburg Area.
- 2) Improvements to the Pittsburg/Frontenac Corridor from Atkinson Street North to Hwy 160 to include improved surfaces, signaling and drainage.
- 3) Improvements to Rouse Street from the Industrial Parks South to Hwy 57 and improved East-West access to the Kansas Technology Center
- 4) Completion of the Hwy 400 Corridor from Parsons to the Missouri Line
- 5) Improved runway, navigational and landing capabilities at the Pittsburg Airport
- 6) Improved crossings and protection of a short line rail system and an upgrade of existing rail lines.
- 7) Establishment of efficient public transportation system

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

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

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

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

NOW, THEREFORE, BE IT RESOLVED, by the Transportation Task Force, Government Review Council and Board of Directors of the Pittsburg Area Chamber of Commerce;

Section 1. That they do hereby endorse and establish the need and its support for the above-listed transportation projects and improvements as being vital to the economic growth and development of its community and the safety of its citizens;

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

October 15, 1998

Jim Short
Chairman of the Board

Testimony: Joint House-Senate Transportation Committees
2/2/99

Good afternoon, respected members of the Kansas Legislature. My name is Jim Dahmen. I am from Columbus, Kansas, and today represent a twelve county organization known as Mid-America, Inc. Mid-America, formed in 1957, has been instrumental in creating thousands of jobs in SEK over the past 40 years.

Coming from the private sector, I beg your indulgence and allow me to compare the operation of state government to a corporation. In my comparison, I view the Governor and his cabinet as the CEO and management team of Kansas Incorporated. The Kansas Legislature is the Board of Directors of that corporation.

In our opinion, management and the board of directors have recognized the needs of Kansas relating to transportation. Having made that recognition, action is the only step that can be taken.

- The Kansas Legislature needs to know the job creating people of Southeast Kansas are behind them when they vote for a transportation plan, allowing KDOT engineers to establish optimum enhanced highway corridors, appropriate rail lines and airports to improve.
- The Kansas Legislature needs to know an investment in transportation infrastructure pays dividends in Southeast Kansas.
- The Kansas Legislature needs to know the Mid-America, Inc investor/members are willing to accept some bonded debt and a reasonable gasoline tax increase to pay the cost of a new program.

Mid-America, Inc. proposes the Kansas legislature support the plan put forth by the Transportation 2000 Task Force, creating a bonded debt program with corresponding user income stream to cover costs.

Mid-America, Inc. believes a combination of 10-15 year bonding, increasing gas taxes; tax transfers, and federal funds allocation to a comprehensive program will pay dividends this state deserves.

Under the 1989 transportation program it was projected 118,000 private sector jobs would be created. Southeast Kansas' share (we represent about 8% of the Kansas population) is 9,440 new jobs. Under the 1999 T-2000 plan we are confident 16,700 new jobs will be created in southeast Kansas.

In 1989, the state invested \$6.96 billion. If we use the 8% formula, Southeast Kansas had an investment since 1989 of \$557 million. Under the program we are encouraging you to support, Southeast Kansas wants and needs the \$993 million invested in its communities and counties.

In 1989, the projected increase in Kansas income was \$1.4 billion. Again, at 8%, SEK received \$112 million in increased income. If you support a new comprehensive program, the State will see \$2.5 billion of increased income, with SEK sharing at the \$200 million level.

Mid-America and the citizens of southeast Kansas want to see 16,700 new jobs created; \$993 million invested; and \$200 million in increased income. We ask the Kansas Legislature to pass a comprehensive transportation program before adjournment in April 1999.

Thank you for your time and thank you for giving of your time to serve in the Kansas Legislature.

Jim Dahmen
Mid-America, Inc.
Chanute, Kansas

NOTE: Mid-Americas' projections for the T-2000 investment are based on a percentage extension of the data presented by Governor Graves' office which references: Babcock, Michael W., et al. Economic Impacts of the Kansas Comprehensive Highway Program, Kansas State University, 1997.

COUNTY OF ALLEN

Courthouse

IOLA, KANSAS 66749

Office of:

To: Members of the Joint Committee on Transportation

From: Dick Works, Allen County Commissioner
Chairman, Southeast Kansas Regional Planning Commission

Thank you for this opportunity to address the transportation issues that confront Allen County and Southeast Kansas.

The Comprehensive Highway plan passed in 1989 has resulted in much needed work being accomplished not only in Allen County, but throughout the State of Kansas. I am here to urge you to support a new multiyear program to continue improvements to our transportation infrastructure.

Numerous bridges throughout Allen County that were constructed during the WPA programs no longer achieve a satisfactory sufficiency rating when inspected. We rely on matching funds from KDOT and the federal government to replace one of these deteriorating bridges every year. It is vital to the safety of our citizens that these bridges be maintained as safe and dependable. To do so, we need a dependable source of funding to make our five year plans a reality.

Allen County has been successful in attracting new industries to our area. We maintain an airport for the convenience of the businesses and industries that are located in Allen County. Last Monday morning there were five planes and one corporate jet that flew in to conduct business.

While Gates Rubber, Russell Stovers, Klien Tool, and Midland Brake are able to land their jets in good weather, they are forced to land elsewhere and drive if conditions are less than perfect. Transportation funds are needed to lengthen our runway the additional 1400 feet necessary to make this airport an attractive option for these businesses and others considering locating in our area.

We are fortunate to have a short line railroad operating in Allen County. Currently it serves only one business in the Iola area, a grain elevator that provides seasonal work for the railroad. The potential to attract industries requiring rail service will be greatly diminished if this line is abandoned, and one more elevator in the state will be without rail service.

Allen County provides transportation services to the elderly. While we pay all expenses associated with this program, we have relied on grants from the state to purchase the vans we use. Without funding for transportation programs for the elderly and the disabled, these programs will have to be curtailed or shut down.



Key state highway routes in the region are narrow, have no shoulder areas, or require passage over antiquated bridges. These are dangerous for those who must commute to nearby towns to work. These are dangerous for the aging population that must travel these routes to purchase groceries and other goods, or to visit their doctor. These are limiting forces on the economic growth in the area.

We are appreciative of the major highway improvements that have occurred in Allen County and southeast Kansas as a result of the Comprehensive Highway Program just completed. In my conversations with county, community, business and development leaders across the region, it is vital to the prosperity and growth of the region that no momentum be lost in the development and implementation of the next Comprehensive Transportation Program. I urge you to support such a program.

IOLA INDUSTRIES, INC.

P. O. Box 650
IOLA, KANSAS 66749

Feb. 2, 1999

Senate Transportation Committee
House Transportation Committee
The Legislature of Kansas

Ladies and gentlemen:

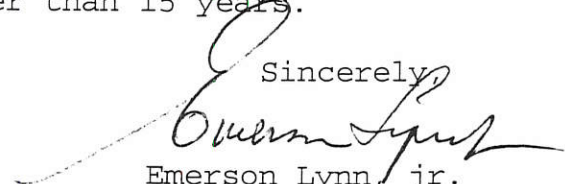
This letter in support of a new transportation program for Kansas as advocated by the governor's T-2000 task force is submitted on behalf of Iola Industries, Inc.

Iola Industries, Inc. is an economic development corporation which has worked successfully to bring jobs to this area for nearly 50 years. Among the companies it has helped locate in Iola are Gates Rubber, Russell Stover Candies, Haldex Brakes and Herff-Jones.

The substantial improvements made to U.S. 54 and to U.S. 169 under the 1989 Comprehensive Highway Program were critically important to the Iola operations of these major corporations and were instrumental in bringing Russell Stover to Iola in 1997. Each of them will depend on a meaningful and adequate transportation program in the years ahead for optimum operations - as, of course, will the rest of the state's business and industrial community.

Iola Industries strongly supports an aggressive transportation program and urges your committee and the other members of the Legislature to fund the program with a balanced mix of highway fuels tax increases, registration fee increases, an increased sales tax transfer and revenue bonds with maturities no greater than 15 years.

Sincerely,



Emerson Lynn, jr.
Chairman of the Board

JOINT SEN. & HOUSE TRANS. COMM.
February 2, 1999
Attachment #17

MAYOR
John McRae
COMMISSIONERS
Lee Gumfory
Ray Pershall

CITY OF **IOLA**
KANSAS

CITY ADMINISTRATOR
Douglas Colvin

January 27, 1999

Honorable Bill Graves
Governor – State of Kansas
State Capitol
Topeka, Kansas 66612

Governor Graves:

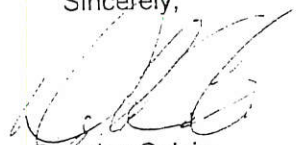
Attached is a copy of Resolution 1999-03, passed by the Iola City Commission at their regular meeting on January 26, 1999. The Commission wishes to applaud your efforts to place a comprehensive program before the Legislature and supports your endeavor to improve all areas of transportation around the State. The Resolution is self explanatory, however the commission did have concerns about funding of any program for the future and wishes to offer their opinion.

Bonds proposed for funding of any plans are not considered to be the best option for this program. The Commission's concern is to not leave the tab for these projects in the hands of our children and grandchildren, rather let the current users fund the improvements. A form of user tax, be it a sales tax increase, fuel tax or other would be a preferred method. This is not to say that they endorse additional taxes, however they do believe this is a more appropriate way to fund improvements.

In Iola and the Allen County area, we are witnessing the completion of projects funded by the most recent highway bill, which will have a very positive impact not only on our local economy but Southeast Kansas as well. The continuation of these programs is critical across the state, and the inclusion of airport and rail funding is also a necessity. Within past weeks, our only remaining short line railroad has announced that they will abandoned eight miles of track between Humboldt and Iola, therefore completely isolating Iola from rail service. A service that is important to several small local industries.

I urge you to reconsider the \$10.7 billion program given to the legislature and support the Transportation 2000 recommendation of \$12.4 billion, and to consider a user tax if needed to complete this program. Our state's economy is very strong and now is an opportune time to address all transportation needs for the future.

Sincerely,



Douglas Colvin
City Administrator

“A RESOLUTION IN SUPPORT OF A COMPREHENSIVE TRANSPORTATION PLAN FOR THE STATE OF KANSAS.”

WHEREAS, on June 12, 1998, Kansas Governor Bill Graves announced the formation of Transportation 2000, a group of Kansas leaders, to study the State's transportation needs; and

WHEREAS, this group was charged with “seeking the input, advise, and dreams of Kansas citizens, communities, regions, and advocacy groups” and to assess the progress of the State's current eight-year Kansas Comprehensive Highway Program and to create a priority needs assessment for the future; and

WHEREAS, Transportation 2000 held a series of twelve Town Hall meetings in all geographic locations within the State to receive input from individuals, businesses, and government representatives; and

WHEREAS, Transportation 2000 studied not only highway needs/improvements but also airport improvements, railroads and safety, public transit; and

WHEREAS, Kansas has vast needs in all areas of transportation as it ranks fifth in the nation in the number of public road miles, third in the number of bridges, fourth in miles of rail line, and eighteenth in the number of airports; and

WHEREAS, The \$6.96 billion Kansas Comprehensive Highway Program enacted in 1989 is nearing an end, but the need remains to continue to increase to protect and maintain the investment already made in existing roadways and to invest in new infrastructure; and

WHEREAS, the economy of Kansas continues to grow and prosper the citizens and business people must be able to safely travel to and throughout Kansas; and

WHEREAS, Transportation 2000 has identified that existing resources will not be adequate and additional funding is needed to address the State's responsibilities for construction and maintenance of its highway system; improvements to public transit, aviation and rail transit; and

WHEREAS, Transportation 2000 has identified a comprehensive program estimated to cost approximately \$12.4 billion over eight years; and

WHEREAS, the Transportation 2000 findings were presented to the Governor for consideration, and the Governor has recognized the need for a comprehensive plan to improve the transportation infrastructure for the State of Kansas to protect its vast investment and to ensure the State's future economic success; and

Clair

WHEREAS, the Governor has announced his support for a transportation plan which calls for the State to invest \$10.68 billion in transportation infrastructure improvements over the next eight years and

WHEREAS, the City of Iola, along with other local governments in Kansas, supports this level of funding, but also recognizes there are even greater needs, as outlined in the Transportation 2000 Plan.

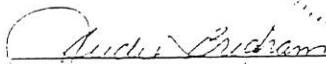
NOW, THEREFORE BE IT RESOLVED, BY THE GOVERNING BODY OF THE CITY OF IOLA, KANSAS, that the City of Iola applaud Governor Bill Graves efforts to place before the Kansas Legislature a comprehensive transportation proposal to address the State's infrastructure needs and hereby supports the Governor's efforts to improve transportation throughout the State; and

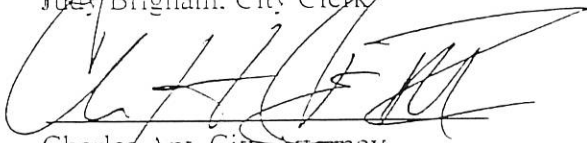
BE IT FUTURE RESOLVED, that the City of Iola is also supportive of the larger transportation plan as recommended by the Transportation 2000 Task Force as a more comprehensive approach for addressing the multiplicity of transportation needs facing Kansas both now and in the future.

ADOPTED AND SIGNED THIS 26th DAY OF JANUARY, 1999.



ATTEST:


Judy Brigham, City Clerk


Charles Apt. City Attorney


John McRae, Mayor