

MINUTES OF THE JOINT SENATE & HOUSE TRANSPORTATION COMMITTEE.

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

All members were present except: Senator Tyson
Senator Gilstrap

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

Conferees appearing before the committee: Rep. Krehbiel
Kenneth Meier, Harvey County
Bob Knight, Mayor, Wichita
Bill Hancock, Sedgwick Co.
Carl Koster, Cheney Mayor
Bernie Koch, Wichita Area CofC
Mike Taylor, Wichita
Darryl Lutz, Butler Co.
Charles Arensdorf, Kingman Co.
Greg Post, Stevens Co.
Senator Harrington
Marsha Gasper, Sedgwick Co.
Randy Allen, Ks Assn. Of Counties
Max Mize, Kingman
Cleland McBurney, Kingman
Cheryl S. Beatty, Kingman

Others attending: See attached list

Briefing on comprehensive transportation program

Chairman Vidricksen welcomed guests and thanked them for their interest.

Representative Carl Krehbiel presented Emily B. Ogle's testimony. Ms. Ogle is Executive Vice President/CEO of the Newton Chamber of Commerce and her testimony includes a Resolution which specifically lists the needs which they consider vital to the economic growth and safety of its citizens (Attachment 1). Rep. Krehbiel also introduced other members of his delegation as well as the next presenter, Commissioner Kenneth Meier of Harvey County who was also a member of the Transportation 2000 Task Force. His testimony (Attachment 2) outlined their needs, explaining that their tax base simply cannot handle their transportation needs. They certainly support a comprehensive transportation program.

Wichita Mayor, Bob Knight introduced the other conferees who would be testifying on his area's behalf, including Sedgwick County Commission Chairman Bill Hancock, Cheney Mayor Carl Koster on behalf of Regional Economic Area Partnership (REAP) and Bernie Koch, Wichita Area Chamber of Commerce. Mike Taylor, City of Wichita provided commentary on the video which illustrated the need for a comprehensive transportation program. All written testimony and an outline of video contents were in a packet received by members (Attachment 3). Senator Les Donovan also attended the briefing in support of Wichita's presentation.

Darryl Lutz, Butler County Director of Public Works testified on behalf of the Board of Butler County Commissioners in support of a new Statewide Comprehensive Transportation Program and increased partnership funding of local needs (Attachment 4).

CONTINUATION SHEET

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

Charles Arensdorf, Department of Public Works, Kingman County testified on behalf of the Kingman County Board of Commissioners regarding needs for local funding in conjunction with any Comprehensive Transportation Program (Attachment 5). Greg Post, Stevens County Road & Bridge Supervisor, introduced members of his delegation and also testified on local needs (Attachment 6).

Senator Nancey Harrington welcomed conferees from her District and spoke briefly on the issues involved in the transportation plan.

Marsha Gasper, Sedgwick County Transportation Brokerage, discussed public transportation needs, specifically regarding elderly, disable and rural consumers (Attachment 7). Randy Allen, Kansas Association of Counties, testified regarding the big stake counties have in a transportation plan. They are especially concerned about the airports. As a group they support recommendation of T-2000 Task Force (no written testimony).

Max Mize, Kingman City Commissioner addressed the city's needs (Attachment 8); Cleland McBurney Kingman Municipal Airport talked about the needs of smaller airports (Attachment 9) Cheryl S. Beatty, Kingman City Manager also discussed the Kingman Municipal Airport problems and asked for support for airports in any transportation plan (Attachment 10)

The meeting adjourned at 1:30 p.m.

The next meeting of the Joint Senate and House Transportation Committee is scheduled for February 11, 1999 at 12:00 noon in 313-S.

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

DATE: FEBRUARY 10, 1999: 12:00 NOON TO 1:30 P.M.

NAME	REPRESENTING
Anthony A. Fodale	dept of Admin state AAACoord
Jeanette Marks	Reno County
Dwaine J. Gypie	Reno County Comm
F. E. Schuyf (Step)	" " "
F. B. Sharp	Reno County Commissioner
Gus Harrison	Seeward Co.
Bob Courtney	Sumner County
Joe Stanson	Elkworth Co.
Randy Allen	Kansas Association of Counties
Nadine Stannard	Kansas Contractors Association
Stan Stewart	City of El Dorado
Amy Williams	Harper Co Comm.
Sid Buckholder	Harper Co. Comm
Jack Taylor	Liberal Chamber of Commerce
POW BUTTS	KS PUBLIC TRANSIT
Craig Simon	Harvey Co.
Ernie Wendling	Harvey Co
Charles Sumner	Harvey Co
Mark Dettl	City of Newton

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

DATE: FEBRUARY 10, 1999: 12:00 NOON TO 1:30 P.M.

NAME	REPRESENTING
Jan Barber	Allen County
Wilma Meier	Harvey County
Kay Herscher	Harvey County
Ken Meier	Harvey Co
Bill Hancock	SEDGWICK CO
Marce Lee	Sedgwick County
Ben Sciorcia	Sedgwick County
Betty Quinn	Sedgwick County
Cray Simon	Harvey County
Eugene Hardaway	Harvey Co
Charles Sumner	Harvey County
Mark Ditt	City of Newton

**JOINT MEETING - TRANSPORTATION COMMITTEE
GUEST LIST**

DATE: February 10, 1999

NAME	REPRESENTING
MIKE Taylor	City of Wichita
Duss FREQ	Riley County
Stanley Colson	Jewell County
Boyle & Alcorn	Jewell Co.
Carl F. Meyer	Osage Co
Carl H. Kester, Jr	City of Cheney
CHRIS CHERCHES	City of Wichita
Bob KNIGHT	Vol Co
Tim Sipe	Cottage County
Gene Merry	" "
Vernon Birk	" "
Charlie Arensdorf	Kingman County
Marsha Gasper	Sedgwick County
Mike Wilkerson	KDOT
Greg Post	Stevens County
John Plank	Stevens Co Comm.
Melvin H. Helt	Stevens Co. Comm.
Harris Terry	McPherson County
Bob Heli	Marion County

**JOINT MEETING - TRANSPORTATION COMMITTEE
GUEST LIST**

DATE: 2/10/99

NAME	REPRESENTING
Virginia B. Beamer	Logan Co. Comm.
Bulma Eudleigh	Irego County Commission
Kathleen Conner	Irego County Clerk
John W. Beane	TREGO COUNTY COMMISSIONER
Lloyd Nicholas	Irego County Commissioner
Roger Truitt	KCC
Ann Fogay	K. L. DOT
Alberta Klaus	Ellis County
Donna Maskus	Ellis County
Max Wize	City Kingman
Cheryl & Beatty	City of Kingman
Richard McBurney	Kingman Airport Board
Char. C. Beamer	Logan County
Allen W. Jucker	Morton County (Elkhart)
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THE CHAMBER

**PRESENTATION TO THE JOINT HOUSE
AND SENATE TRANSPORTATION COMMITTEE**

By Emily B. Ogle, Executive Vice President/CEO
Newton Chamber of Commerce

I am representing the business community of Newton. Attached to this Presentation is a copy of Resolution No. G-694 from the City of Newton. It addresses specific infrastructure improvements for Newton. As you look over the list of needs, they represent a range of \$10-\$15 million in improvements just in Newton alone. Some of the needs are system enhancements and some of those needs are off-system enhancements. The Resolution also gives support for the enactment of a new statewide comprehensive transportation program. The City of Newton and the Newton Chamber of Commerce want you to know that we both believe that a new comprehensive transportation program is definitely needed throughout the State.

It is imperative that the program allocate funds for both system and off-system enhancements, just as it has in the past. Many of the transportation improvements at the local level in Kansas would never have happened without off-system funds. Failure to provide for this type of improvement would cause gaps in the transportation network. You might be able to travel from town to town, but local governments would not be able to accommodate future traffic flows within the corporate boundaries without assistance of this type.

In addition to the needs listed in the City's Resolution, we both support the efforts of our neighbors to the northwest in Hesston and the Harvey County Commissioners in adding to the list of needs, full turning movement for US Highway 50 east. If one is heading south on I-135 from Hesston, and wishes to travel east on Hwy 50 to Emporia and the turnpike, they must either take our Broadway Street exit, turn around and head back north to take the Hwy 50 exit east, or if they are in the know, one of the county roads that intersects Hwy 50 east of Newton. An additional issue we support are airports in the rural areas – that is expansion and enhancement of existing facilities and runways. As these facilities are enhanced, they will experience new and return usage. The increased usage means that airports, such as our City/County airport, would be able to generate additional revenues in supplying support services to those flying into the rural airports, not to mention a possible positive economic impact on the rural communities because of the increased accessibility.

Thank you very much for your time and the opportunity to present our list of needs for the Newton area.

RESOLUTION NO. G-694
CITY OF NEWTON KANSAS

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

WHEREAS, the City Of Newton has substantial and pressing transportation needs; and

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

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

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

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

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

NOW, THEREFORE, BE IT RESOLVED by the governing body of the City of Newton:

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

1. Old Main at US Highway 50
2. Spencer: East 1st Street to Broadway Street
3. Old Main Bridge over Slate Creek
4. West 12th Street: Boyd to Meridian Street
5. Intersection Signaling at SE 14th and South Kansas Avenue
6. West 1st Street: Main Street to Sand Creek
7. Old US 81: Main Street to Northern City Limits
8. S. Anderson: US 50 to Southern City Limits
9. 2nd and Magnolia Bridge and Intersection
10. West 12th Street: Main to Anderson
11. Update Signalization on Main Street: 1st Street to 12th Street
12. Airport Runway Repaving Improvement Project

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

INFORMATION FOR THE SENATE AND HOUSE TRANSPORTATION
COMMITTEES CONCERNING A PROPOSED COMPREHENSIVE
TRANSPORTATION PROGRAM FOR THE STATE OF KANSAS

COMMISSIONER KENNETH MEIER OF HARVEY COUNTY AND MEMBER OF
GOVERNOR GRAVES TRANSPORTATION 2000 STUDY GROUP

The first two pages of the attached documents listed as Resolution 070898 were approved by the Harvey County Council of Governments. The Harvey County Council of Governments includes all seven cities in Harvey County and Harvey County. Resolution 070898 includes all of the projects which the Council believes are necessary on State maintained highways or interstates in Harvey County.

Pages three, four, and five were compiled by the Harvey County Road and Bridge Department. Harvey County maintains 289 bridges, 857 culverts, and approximately 190 miles of asphalt roads. This lists Harvey County bridges which are structurally deficient or structurally obsolete. These are the worst bridges. Other bridges need repair or replacement. Total bridge costs are estimated to be \$7,778,464. Also included are several road construction projects listed on page five. Total road construction costs are estimated to be \$5,637,500. Both the bridge and road construction projects would be difficult if not impossible for Harvey County to finance and pay.

On pages six and seven, Resolution G-694 of the City of Newton lists the projects needed within the city-limits of Newton.

The last set of documents and pictures are from the City of Hesston requesting improvements to two State maintained interchanges on I-135 in Harvey County. One interchange on I-135 is at exit 40 into the City of Hesston. The other interchange is on I-135 and U.S. Highway 50.

These documents support the need for additional improvements to the State maintained highway system. The documents also support the need for additional monies to counties and cities for the repair or replacement of bridges and roads.

A RESOLUTION ENDORSING TRANSPORTATION IMPROVEMENTS FOR HARVEY COUNTY, KANSAS AND THE CITIES OF NEWTON, HALSTEAD, HESSTON AND SEDGWICK, AND FOR THE ENACTMENT BY THE KANSAS LEGISLATURE OF A NEW STATE-WIDE COMPREHENSIVE TRANSPORTATION PROGRAM.

WHEREAS, one of the major responsibilities of County and City governments is to plan for the immediate and long-term transportation needs of their jurisdictions; and

WHEREAS, the Harvey County Council of Governments representing the Cities of Newton, Hesston, Halstead, Sedgwick, North Newton, Walton and Burrton, Kansas (hereinafter the "Cities") and the Board of County Commissioners of Harvey County, Kansas (hereinafter the "County") have conducted the necessary investigations to identify the transportation capital improvements that are needed in the Cities and County; and

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

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

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

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

WHEREAS, the State of Kansas and the Department of Transportation cannot sufficiently address the transportation needs of the Cities and the County, and of other counties and cities 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 HARVEY COUNTY COUNCIL OF GOVERNMENTS:

SECTION 1. Priority Transportation Projects. After careful consideration of the transportation needs in Harvey County and the various Cities of Harvey County, the following transportation capital improvements are hereby declared to be vital to the future economic growth and development of the Cities and County and will enhance the safety of their citizens:

- 1.) **Hesston** - Interchange reconstruction at I-135 and Dutch Avenue.
- 2.) **Newton** - North entrance ramp from Highway 50 travelling west to the northbound lanes of I-135.

Improvements to Highway 50 and Old Main.

- 3.) **Sedgwick** - Widening and restructuring of the Sand Creek Bridge on North Madison (also know as Ridge Road).
Construction of a pedestrian walking path along Sand Creek.
- 4.) **Newton City/County Airport** - Runway improvements.
- 5.) **Halstead** - Bridge over the Little Arkansas River on K-89 entering Halstead.
- 6.) **Rural** - Transportation services for elderly and handicapped persons.

SECTION 2. Support of the Priority Transportation Projects submitted by Harvey County and the Cities of Harvey County. After carefully considering and evaluating the project list, as submitted in Section 1., the Harvey County Council of Governments hereby proclaims its support of the transportation capital improvements declared to be vital by the Cities and County to the future economic growth and development of Harvey County and its Cities and the safety of their citizens.

SECTION 3. New Comprehensive Transportation Program. The Harvey County Council of Governments 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 4. The Chairman of the Harvey County Council of Governments shall send copies of this resolution and any supporting documentation to Governor Bill Graves; State Senator Christine Downey; State Representatives Ellen Samuelson and Garry Boston; Kansas Association of Counties; and to the League of Kansas Municipalities.

ADOPTED BY THE GOVERNING BODY OF THE HARVEY COUNTY COUNCIL OF GOVERNMENTS THIS 8TH DAY OF JULY, 1998.

ATTEST:


Donald K. DeHaven, Chairman


Secretary



1425 N. Spencer • P.O. Box 687 • Newton, KS 67114 • 316-283-1890 • FAX 316-284-6856

To Whom It May Concern:

As per your request, the following is a list of Harvey County bridges in need of replacement:

<u>Bridge Location</u>	<u>On Road</u>	<u>Est. Cost</u>	<u>Explanation</u>
Turkey Creek	N.W. 96 th	\$382,000	Structurally Deficient; Narrow; Load rated 3 tons
West Emma Creek	Hesston Rd.	\$616,000	Structurally Obsolete; Narrow; Load rated 15 tons
Mud Creek	S. West Rd.	\$94,000	Structurally Deficient; Narrow; Load rated 3 tons
Jester Creek	S.W. 96 th	\$414,000	Deficient; Narrow; Load rated 4 tons
Kisiwa Creek	S. Golden Prairie Rd.	\$148,000	Deficient; Load rated 4 tons
East Emma Creek	S.W. 36 th	\$552,000	Structurally Obsolete; Load rated 4 tons
West Emma Creek	N.W. 96 th	\$395,000	Structurally Deficient; Broken Piling; Narrow; Load rated 3 tons
Jester Creek	S. Kansas	\$767,000	Structurally Deficient; Load rated 8 tons
Sand Creek	S. Ridge Rd.	\$273,000	Narrow; Structurally Obsolete
Little Arkansas	K-89	\$100,000	Deck, Abutment, and diaphragm repair
W. Fork Jester	S.E. 60 th	\$157,300	Narrow; High Banisters; Load rated 5 tons
E. Fork Jester	S.E. 60 th	\$134,064	Narrow; High Banisters; Load rated 7 tons

Little Arkansas	N.W. 12 th	\$229,300	Narrow; High Banisters; Load rated 8 tons
Little Arkansas	N.W. 60 th	\$173,500	Structurally Obsolete; Load rated 10 tons
Middle Emma Creek	N.W. 60 th	\$267,500	Narrow; Load rated 10 tons
Middle Emma Creek	N.W. 48 th	\$267,500	Narrow; Load rated 10 tons
Sand Creek	N. Spencer	\$96,500	Narrow; High Banisters
Whitewater Creek Trib.	N.E. 12 th	\$134,400	Load rated 6 tons; Structurally Obsolete
E. Fork Jester Creek	S. Hillside	\$133,400	Structurally Obsolete
Middle Emma Creek	S. Ridge Rd.	\$524,000	Structurally Obsolete; Load rated 10 tons
Middle Emma Creek	S. Ridge Rd.	\$524,000	Structurally Obsolete; Load rated 8 tons
Mud Creek	S.W. 48 th	\$106,000	Narrow; High Banisters; Load rated 10 tons
Sand Creek	S.W. 60 th	\$790,000	Narrow; High Banisters
Kisiwa Creek	S.W. 72 nd	\$93,000	Narrow; High Banisters; Load rated 10 tons
Kisiwa Creek	S. Spring Lake	\$115,000	Narrow; High Banisters; Load rated 8 tons
Kisiwa Creek	S. Spring Lake	\$160,000	Narrow; High Banisters; Load rated 8 tons
W. Wildcat Creek	S. Webb	\$132,000	Structurally Obsolete
		\$7,778,464	

If you have any questions, please call Phil Adams or Jim Meier at (316) 283-1890. Thank you for inquiring.

Sincerely,

Jim Meier



1425 N. Spencer • P.O. Box 687 • Newton, KS 67114 • 316-283-1890 • FAX 316-284-6856

To Whom It May Concern:

As per your request, the following is a list of Harvey County roads in need of improvement:

<u>County Road</u>	<u>Miles</u>	<u>Location</u>	<u>Est. Cost</u>	<u>Type of Work</u>
Hesston Rd.	10.43	Newton to county line	\$1,200,000	Bit. Surfacing
S. Spencer	2.00	S.E. 12 th to S.E. 36 th	\$500,000	Grading; 6" Bit. Surfacing
S.E. 36 th	0.50	I-135 to S. Spencer	\$100,000	Grading; 6" Bit. Surfacing
East Lake Rd.	13.75	K-196 to U.S. 50	\$3,437,500	Grading; 6" Bit. Surfacing
S. W. 72 nd	2.00	Woodberry to Burmac	\$400,000	Grading; 6" Bit. Surfacing
			<u>\$5,637,500</u>	

If you have any questions, please call Phil Adams or Jim Meier at (316) 283-1890. Thank you for inquiring.

Sincerely,

Jim Meier

RESOLUTION NO. G-694

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

WHEREAS, the City of Newton has substantial and pressing transportation needs; and

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

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

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

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

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

NOW, THEREFORE, BE IT RESOLVED by the governing body of the City of Newton:

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

1. Old Main @ Highway 50
2. Spencer: East 1st Street to Broadway
3. Old Main Bridge over Slate Creek
4. West 12th Street: Boyd to Meridian
5. Intersection Signaling @ SE 14th & S. Kansas
6. West 1st Street: Main Street to Sand Creek
7. Old US-81: Main Street to Northern City Limit
8. S. Anderson: US-50 to Southern City Limit
9. 2nd & Magnolia Bridge and Intersection
10. West 12th Street: Main to Anderson
11. Update Signalization on Main Street: 1st Street to 12th Street
12. Airport Runway Repaving Improvement Project

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

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

Adopted by the Governing Body of the City of Newton, this 24th day of March, 1998.

Mayor

ATTEST:

City Clerk



THE CITY OF
HESSTON

Hesston Municipal Building / 115 E. Smith / P.O. Box 100 / Hesston, KS 67062
316-327-4412 / Fax 316-327-4595 / <http://www.southwind.net/hesston>

February 9, 1999

To: House and Senate Transportation Committees

From: Hesston City Council

Re: Support of projects and a new Comprehensive
Transportation Program

I am pleased to submit the following information on behalf of Harvey County and the City of Hesston for your consideration in preparation for the proposed Comprehensive Transportation Program:

- Resolution # 851 for the City of Hesston
- A letter from our engineering consultant which describes our projects.

As you can see, there are two projects that are of extreme importance to our community. I will not go into detail about the specific projects in that the letter and pictures from Wilson and Company give that information. However, the City of Hesston wants to go on record as strongly supporting a comprehensive program that will adequately address multi-modal transportation projects for both on and off-system enhancements from aviation to pedestrian paths.

Finally, I want to thank the members of the both the House and Senate Transportation Committees for their leadership with this most important issue. The future of State of Kansas and our communities depend on your courage and leadership to take this step forward.

Sincerely,

John D. Waltner
Mayor
City of Hesston

RESOLUTION 851

A RESOLUTION OF THE CITY OF HESSTON, KANSAS, ENDORSING
TRANSPORTATION IMPROVEMENTS 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-range transportation needs of the City and surrounding areas; and

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

WHEREAS, the City has reviewed the need for additional improvements on the network of major State transportation corridors in the vicinity of Hesston; and

WHEREAS, these specific transportation capital improvements are vital to the economic well-being of the City and 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 needs within its jurisdiction 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 HESSTON, KANSAS:

Section 1. Priority Transportation Project Within City. After careful investigation of the transportation needs in the City, the following transportation capital improvement within the City is hereby declared to be

vital to the future economic growth and development of the City and the safety of its citizens:

Reconstruction of the Interstate 135 interchange at Exit 40 to improve safety and carrying capacity


Section 2. Priority Transportation Project/Surrounding Area. After careful review of the transportation needs of the State highway network near and adjacent to the City, the following transportation capital improvement is hereby declared to be vital to the future economic growth and development of the City:

Reconfiguration of the Interstate 135/US 50 interchange at Exit 33 to add southbound I-135 to eastbound US 50 ramp and westbound US 50 to northbound I-135 ramp


Section 3. New Comprehensive Transportation Program. The City hereby endorses and supports 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 Sections 1 and 2 above.

Section 4. The city clerk shall send copies of this resolution to Governor Bill Graves, State Senator Christine Downey, State Representatives Ellen Samuelson and Gary Boston, all candidates for state representative, all local news media outlets and the League of Kansas Municipalities.

PASSED AND ADOPTED by the Governing Body of the City of Hesston this 11th day of May 1998.


John D. Waltner, Mayor

ATTEST:


Kirk D. Decker, City Clerk

(SEAL)

29 July 1998

Mr. James O. Brewer, P.E.
Engineering Manager
Kansas Department of Transportation
Docking State Office Building
Topeka, KS 66612-1568

Re: I-135 and Lincoln Boulevard Interchange
Hesston, Kansas
WCEA File: 95-460-302(01)

Dear Mr. Brewer:

As you are aware, for several years the City of Hesston has been contemplating reconstruction of Lincoln Boulevard in the general vicinity of the I-135 interchange. Wilson & Company has been on retainer with the City for City Engineering Services for many years and is writing on the City's behalf.

It is our understanding that with the current I-135 reconstruction project under design, KDOT has indicated to the City that this would be an excellent opportunity to discuss any concerns the City has relating to this interchange. The City has continued interest in pursuing improvements to Lincoln Boulevard; in particular, geometric improvements at the ramp terminals, reconstruction of deteriorated pavement on Lincoln Boulevard and additional lanes on Lincoln Boulevard.

Lincoln Boulevard is the major 4-lane east/west arterial in Hesston, providing the only direct access from the City of Hesston to I-135. There is currently a high volume of truck traffic using the interchange for access to the truck stop in the northwest quadrant and access to Hay & Forage Corporation who ships all equipment it manufactures by truck. In 1997 a traffic analysis was completed by TranSystems Corporation on Lincoln Boulevard under the Kansas Traffic Engineering Assistance Program. This included a capacity analysis on Lincoln Boulevard from Plaza Boulevard East to the east ramp terminals of the interchange. Both existing and projected future traffic volumes were evaluated in the study. The study found that the existing roadway cross section had adequate capacity for both existing and future projected volumes.

Wilson & Company has reviewed the study and is in agreement with the findings based on capacity alone but feel that other justification exist for looking at possible improvements to this interchange. The following deficiencies have been identified:

- The ramp terminal geometrics are inadequate for right turn movements off the exit ramps onto Lincoln Boulevard. This is evidenced by the tire marks left by trucks running up on the center median island on Lincoln Boulevard, the shoulder deterioration adjacent to the return on the ramp, and the history of the stop sign being knocked over on a regular basis by trucks making this right turn.



- The existing pavement is severely deteriorated in several locations and shows some significant deterioration throughout. Maintenance along Lincoln Blvd. is very difficult, because the lane widths and geometrics do not allow partial closure of a lane while maintaining traffic.

Mr. James O. Brewer, P.E.
29 July 1998
Page 3

- Eastbound Lincoln Boulevard is currently two lanes west of the southeast interchange ramp terminal. These two lanes have been constructed in a piecemeal fashion over the years resulting in the pavement joint lines not following the lane lines. Adequate pavement markings cannot be maintained through this area due to the large volume of trucks making turning maneuvers.



- Westbound Lincoln Boulevard is currently a one-lane section west of the interchange to just east of Plaza Boulevard where a second westbound lane is developed. This lane is developed across the entrance to the truck stop and has created a significant hazard. Trucks turning

right into the truck stop remain in the single lane approaching the drive while some cars attempt to pass them on the right as the lane transition occurs across the drive.

Based on the above deficiencies the City of Hesston requests, along with the I-135 reconstruction project, consideration be given to the reconstruction of Lincoln Boulevard from the East side to the I-135 interchange to the Lincoln Plaza or the pavement originally constructed as part of the interchange construction. They request these improvements include:

- Revision to ramp terminals to improve truck accessibility.
- Replacement of deteriorated pavement.
- Correction of poor “positive guidance” by aligning the joint lines with lane lines on the east bound segment of Lincoln Boulevard.
- Addition of a west bound lane to Lincoln Boulevard from the northwest ramp terminal to Lincoln Plaza Drive.
- Construct Lincoln Boulevard under the I-135 overpass bridges to accommodate future 4-lane expansion.

**WILSON
& COMPANY**

Mr. James O. Brewer, P.E.

29 July 1998

Page 4

Thank you for your consideration, and we would welcome the opportunity to meet with you to further discuss the City's request and the potential improvement.

WILSON & COMPANY



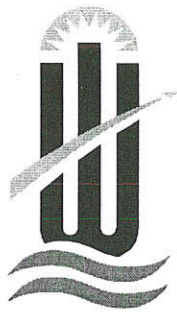
Timothy C. Pankratz, P.E.
Senior Associate

TCP/jm

cc: Fred Carpenter, City of Hesston
Wade Culwell, KDOT District Engineer

95302(A)/Lincoln & I-135 Letter





CITY OF
WICHITA

TESTIMONY

to

**Joint Transportation Committees of the Kansas House and Senate
February 10, 1999**

Comprehensive Transportation Program

I'm Bob Knight, Mayor of the City of Wichita. With me today are Sedgwick County Commission Chairman Bill Hancock, Mayor Carl Koster who will be speaking for the 29 South Central Kansas cities represented by the Regional Economic Area Partnership, and Bernie Koch of the Wichita Area Chamber of Commerce. Our presentation is designed to fit within the 20 minutes we've been allowed. We will be showing you a video which illustrates the need for a Comprehensive Transportation Program. As part of our testimony, you've been provided packets which summarize the information portrayed in the video as well as resolutions of support for a comprehensive transportation plan.

The Wichita/Sedgwick County area and all of South Central Kansas have crucial transportation needs. Not only to keep pace with the travel demands of citizens and businesses today, but so we can be ready for the transportation demands of the future.

In 1985, four years before the first State Highway Program was approved by the Legislature, Wichita and Sedgwick County residents stepped up and agreed to begin paying the costs of improved transportation by voting for a one cent sales tax. The money generated by this local tax has paid for most of the cost of the Kellogg Freeway project and the K96/Northeast Expressway. By voting for the local sales tax 14 years ago, Wichita residents proved they are committed to improved roads and highways. Recent surveys show they are still committed to improved transportation and are willing to pay for it.

There is a vital need for a Comprehensive State Transportation Program and it needs to be large enough to pay for substantial portions of many significant projects. Without passage of a Comprehensive Transportation Plan on the scale of the one proposed by the Transportation 2000 Task Force, those projects will not be built, or local taxpayers will have to dig even deeper to pay for them out of their own pockets.

Transportation 2000

**The Need for a
Comprehensive Transportation Program
By The State of Kansas**

**Presented By
City of Wichita**

**To The
Kansas Legislature
1999**

Highways, railroad corridors, mass transit and airports
are vital life links for citizens and business.

Building and maintaining a strong, safe, comprehensive
transportation network is not a luxury...it is a necessity.

The City of Wichita
Supports A
Comprehensive Transportation Program

The City of Wichita supports a Comprehensive Transportation Program by the State of Kansas.

It should be large enough to address these specific transportation needs:

Kellogg Freeway
Interstate Interchanges
Better Routes to Northwest Wichita
Central Rail Corridor
Mass Transit
Airports

The ability to travel, to get where you're going in a safe, fast and efficient way, is a cornerstone for growth, prosperity and quality of life in Wichita, Sedgwick county and South Central Kansas.

Highways

Kellogg Freeway

Kellogg, also known as Highway 54, is the primary east-west highway in southern Kansas. It is the only highway in Wichita and Sedgwick County connecting east to west. It is a major lifeline to downtown, Mid-Continent Airport, the two largest shopping centers in south central Kansas and major employers such as Boeing, Raytheon, Cessna and Learjet. And it ties together the interstate highway going north and south.

Years of work to turn Kellogg into a freeway continues. The goal is to turn Kellogg into a six lane crosstown freeway, not just from one side of Wichita to the other, but from the western boundary of Sedgwick County to the eastern boundary.

Completing the Kellogg Freeway is a major priority for Wichita and Sedgwick County. The project has cost more than \$180-million so far. Wichita taxpayers have paid nearly 70% of the cost with local dollars. Without significant assistance from the State, completing the project will be impossible.

Completing Kellogg construction across Wichita and Sedgwick County benefits drivers statewide because it will be a needed and important section in efforts to turn Highway 54 into a four lane road into Western Kansas and beyond.

Interstate Interchanges

I-235/I-135/K-254

The interchange at I-235, I-135 and K-254 is overloaded and dangerous. Northbound traffic from I-135 must suddenly slow from high speed to 20 miles an hour to maneuver onto I-235. A new, modern free flowing ramp is needed to handle the 60,000 cars a day using this interchange. Over the next 20 years, the number of cars at I-135 and I-235 is expected to increase 25%.

I-235 and Central

The interchange at I-235 and Central on the Westside of Wichita was built more than 30 years ago and is now inadequate and unsafe. Peak hour traffic often backs up into highspeed traffic. Its projected in the next few years, the interchange will be forced to handle nearly 72,000 cars a day.

I-235 and Kellogg

The interchange at I-235 and Kellogg was also built in the early 1960's and is also unsafe and unable to meet the demands of more than 87,000 cars a day. Traffic is projected to increase 33% in the next 20 years. Rebuilding this deadly interchange and connecting with access ramps at Maple to serve the Towne West Shopping Center is urgent.

Northwest Wichita Routes

When the Sedgwick County Floodway and the I-235 bypass were built in the 1950's and 1960's most of what is now West Wichita did not exist. Now, the northwest neighborhoods of Wichita and Sedgwick County are the fastest growing in the metropolitan area. A new "Northwest Passage", routes over I-235 and the Floodway are desperately needed.

Railroad Corridor Improvements

Wichita and Sedgwick County have reached a historic agreement with the Union Pacific to deal with the increasing number of freight trains traveling through the heart of the community.

A \$110-million plan to build a Central Rail Corridor is being developed. The Union Pacific has agreed to a package worth \$25-million toward the improvements. The Federal Government is putting up \$26-million. That still leaves about \$50-\$60million unfunded. The State of Kansas has promised to be a major partner in the Central Rail Corridor construction.

Central Rail Corridor Improvements

- Includes 11 grade separations.
- Motorists driving on 21st street, 13th street, Murdock, Central, Harry, Pawnee, 47th Street and 71st Street would no longer be stopped by through-trains when the proposed improvements are completed.
- More than 200,000 motorists a day will benefit from the Central Rail Corridor Improvements.

Downtown Train Tracks Removed

- The Union Pacific tracks through Midtown and Downtown will be removed.
- 100,000 downtown motorists a day no longer stopped by trains.
- 60,000 additional motorists a day will experience fewer train delays.
- 28 train crossings which make it difficult to get across town will be eliminated.

Public Safety and Crossing Improvements

- 16 additional crossings will have gates and/or improved signals to increase safety for drivers and pedestrians.
- Train crossing repairs at more than a dozen locations means smoother driving.
- Reduction of noise from train horns.
- Up to 12 crossings may be closed to increase motorist/pedestrian safety.

Railroad Accident Prevention

- Safety equipment will be installed outside of town which will help the railroads detect problems with could cause derailments.

Historic Cooperation

- Unprecedented agreement between Union Pacific and Wichita/Sedgwick County
- Financial commitments from Union Pacific, Federal Government and State of Kansas

Mass Transit

Citizen surveys show 88% of Wichita residents believe in good public mass transit. Decreases in federal operating assistance for transit systems makes the need for state funding more crucial than ever.

Wichita Transit

Wichita Transit provides access to more than 304,000 people.
Carrying 2 million passengers and 152,000 disabled passengers.
51 buses and 21 vans to meet Americans With Disabilities Act.
Annual operating budget of \$5-million.
Generates \$37-million in wages earned by regular transit riders.

Issues Into the 21st Century

Continued loss of Federal operating assistance.
Older buses
Insufficient frequency of service to welfare to work jobs initiatives
Technological advance to improve efficiency
Obsolete passenger amenities

Current Wichita Transit Trends

City financial commitment increased 43% since 1995
Federal operating assistance decreases to zero in 1999 from \$1.2 million in 1995. 30% fixed route service reduction in 1996 to offset decreases in federal operating assistance.
Paratransit costs since 1991 ADA have increased 100%
Riders who use bus service to and from work: 54%

Major Benefits of Comprehensive State Transit Plan

Projected Capital projects= \$14,494,000.
20% local match= \$2,898,800
Projected Access to Jobs operating costs= \$3,599,00
Pays for night and weekend service
Technology efficiency projects= \$940,000
20% local match= \$188,000
Capital Projects related to operating expenses= \$6,048,900
20% local match= \$1,209,780
Projected ADA operating costs= \$4,000,000
20% local match=\$800,000

Airports

Wichita's mid-continent airport is the only major commercial airport in the State of Kansas. More than 1.4 million passengers fly in and out of the airport every year. 77 million tons of cargo per year pass through the airport. Eleven major airlines now serve Mid-Continent Airport with 52 daily departures. With world trade an integral part of Wichita's economy, the need to fly to and from Wichita in an efficient, convenient and affordable manner is vital. The Airport Authority is also responsible for operating the Jabara Airport in northeast Wichita which serves general and business aviation.

Since 1994, there have been sizable increases in air travel from Wichita Mid-Continent Airport. In 1994, about 1.1 million people flew in and out of Wichita. In 1997, the number had increased by nearly 300,000 passengers.

**Regional Economic Area Partnership
(REAP)
Presentation to
Joint Senate-House Transportation Committee
February 10, 1999**

Resolutions supporting enactment of a state-wide comprehensive transportation program.

1. REAP Resolution adopted February 8, 1999.
2. REAP Resolution presented to T-2000 Task Force, August 12, 1998.
3. Resolution adopted by City of Andover.
4. Resolution adopted by City of Arkansas City.
5. Resolution adopted by City of Augusta.
6. Resolution adopted by City of El Dorado.
7. Resolution adopted by City of Hutchinson.
8. Resolution adopted by City of Newton.
9. Resolution adopted by City of Rose Hill.
10. Resolution adopted by City of Wellington.
11. Resolution adopted by City of Wichita.
12. Resolution adopted by City of Winfield.

**REGIONAL ECONOMIC AREA PARTNERSHIP
SOUTH CENTRAL AREA, KANSAS**

**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 and citizens and business people must be able 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



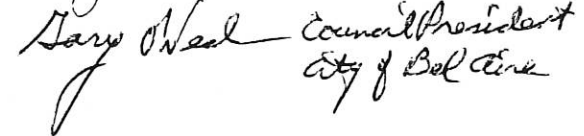
Whereas, the Governor has announced his support for a transportation plan which calls for the State to invest \$10.68 billion in transportation infrastructure improvements over the next eight years; and

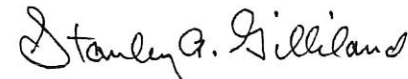






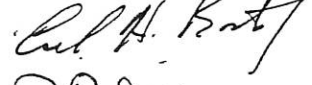
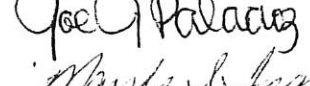
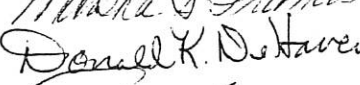
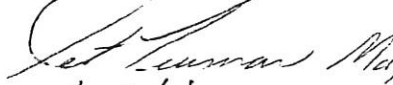


Whereas, the local governments within the SOUTH CENTRAL REGION, including many of its peer cities and counties in the State of Kansas, support this level of funding, and recognizes there are significant transportation needs, as outlined in the Transportation 2000 Plan;

NOW, THEREFORE BE IT RESOLVED, BY THE REGIONAL ECONOMIC AREA PARTNERSHIP comprised of municipalities within the seven county area of South Central Kansas, 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 member cities with the Regional Economic Area Partnership area 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, especially in the South Central region of the State, both now and in the future.


Bob Knight, Chairman

ATTEST:


Cheryl S. Leath, Manager

Gary Neal, Council President
City of Bel Aire

 Stanley A. Gilliland Mayor Wellington
 Ross Roentree Mayor Abigayle
 Michael Obedy Commissioner Winfield
 Joe F. M... Andover Mayor
 Edw... El Dorado
 Cal L. H... Commissioner, Ness
 Jim R. N... Mayor: Haysville
 Carl H. K... Mayor: Cheney
 Joe Q. Palacios City Manager: Hutchinson
 Mark S. James Council member: Rose Hill
 Donnell K. De Haven Mayor: City of Sedgewick
 ... Mayor City of Valley Center
 ... City of Mulvane

RESOLUTION
TRANSPORTATION 2000 PROGRAM

A RESOLUTION OF THE SOUTH CENTRAL REGIONAL COUNCIL OF
GOVERNMENTS ENDORSING CERTAIN INFRASTRUCTURE
IMPROVEMENTS FOR INCLUSION IN THE STATE-WIDE
COMPREHENSIVE TRANSPORTATION PROGRAM

WHEREAS, the South Central Regional Council of Governments (SCRCoG) , represents 29 municipalities in seven counties in south central Kansas ; and

WHEREAS, SCRCoG was founded for the purpose of, among others, providing a common voice for legislative actions to the protection and benefit of the region and its members; and

WHEREAS, member jurisdictions of SCRCoG submitted more than 50 projects of significance within and adjacent to their local jurisdictions totaling more than \$1 billion; and

WHEREAS, the Transportation Committee has developed a list of projects of regional significance for the proposed statewide Comprehensive Transportation Program; and

WHEREAS, SCRCoG has determined that specific projects listed are essential to the safety of its citizens and the economic growth and well-being of the region; and

WHEREAS, the communities represented by SCRCoG are unable to finance such transportation improvements without substantial assistance from the State of Kansas and the Kansas Department of Transportation;

NOW, THEREFORE, BE IT RESOLVED by the SCRCoG:

SECTION 1. That SCRCoG does hereby endorse and support allocation of a substantial portion of any transportation plan for system and off-system enhancements which would include the following regional and statewide projects and improvements as being vital to the safety and economic well being of its member communities:


1. Improvement of the I-235/US 54 interchange
2. Continuation of the Wichita Northeast Expressway to the south of US 54 to Winfield.
3. Widening of US 54 to four lanes from Kingman to Liberal

4. Extension of the K-96/K-17 divided highway corridor from Hutchinson to Hays
5. Improvements to airports throughout Kansas generally and in Western Kansas specifically
6. Improvement of railroad corridors through Kansas cities to address traffic and safety issues
7. Statewide improvements to public transportation systems in rural areas, especially for elderly residents.
8. Inclusion of a set aside for off-system enhancements to enable jurisdictions to fund other needed transportation projects outside the State system.

SECTION 2: That SCRCoG does hereby endorse and support enactment of a new Comprehensive Transportation Program by the Kansas Legislature of sufficient size scope address the specific transportation improvements identified in this Resolution.

PASSED AND ADOPTED by the South Central Regional Council of Governments this 10th day of August, 1998.

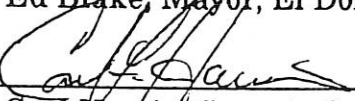
By: Executive Committee




Bob Knight, Chair, Mayor, Wichita




Ed Blake, Mayor, El Dorado



Carl Harris, Commissioner, Newton



Carl Koster, Mayor, Cheney



Jim Ramirez, Mayor, Arkansas City

City of Andover
Resolution No. 98-25

A RESOLUTION OF THE CITY OF ANDOVER, KANSAS, ENDORSING TRANSPORTATION IMPROVEMENTS AND THE ENACTMENT BY THE KANSAS LEGISLATURE OF A NEW STATEWIDE 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 Andover, 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 ANDOVER, KANSAS:

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

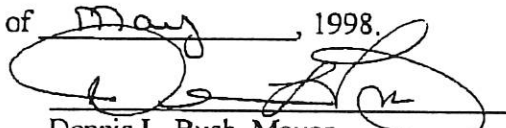
1. Widening to four lanes Andover Road Arterial Street from the intersection of U.S. Highway 54 one-mile south to Harry Street.

- 2. Widening and surfacing 13th Street Arterial Street from the intersection of Main Street approximately one mile west to 159th Street.
- 3. Widen and re-signal the intersection of Andover Road South and U.S. Highway 54.
- 4. Development of an additional north-south arterial street.


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 David Corbin; State Representative Susan Wagle; all local new media outlets; and the League of Kansas Municipalities.

ADOPTED this 12 day of May, 1998.


 Dennis L. Bush, Mayor




 Jeffrey K. Bridges, Jr. City Clerk

3-15

City of Arkansas City, Kansas**Resolution No. 99-01-1807****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, 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 government representatives; and

Whereas, Transportation 2000 studied not only highway needs/improvements but also airport improvements, railroads, safety and 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 reconstruction 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 City of Arkansas City, 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 ARKANSAS CITY, KANSAS, that the City of Arkansas City 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; and

BE IT FURTHER RESOLVED, that the City of Arkansas City 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.



Jerald K. Hooley
Jerald K. Hooley, Mayor

Michael W. Cox
Michael Cox, City Clerk

I, Michael W. Cox, City Clerk of the City of Arkansas City, hereby certify that the above Resolution No. 99-01-1807 was passed by the Governing Body on the 19th day of January, 1999, and is a true and correct copy of the same.

Michael W. Cox
Michael W. Cox, City Clerk

3-17

CITY OF AUGUSTA, KANSAS

RESOLUTION NO. 3-99

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 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 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 City of Augusta, 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:

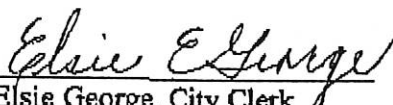
NOW, THEREFORE BE IT RESOLVED, BY THE GOVERNING BODY OF THE CITY OF AUGUSTA, KANSAS, that the City of Augusta applaud Governor Bill Graves efforts to place before the Kansas Legislature a comprehensive transportation proposal to address the State's infrastructure needs and hereby supports the Governor's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

BE IT FURTHER RESOLVED, that the City of Augusta 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.



Ross Rountree, Mayor

ATTEST:



Elsie George, City Clerk

3-19

RESOLUTION NO. 2205

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 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

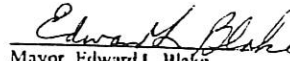
WHEREAS, Transportation 2000 identified a comprehensive program estimated to cost approximately \$12.4 billion over eight years; and

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 City of El Dorado, 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 EL DORADO, KANSAS, that the City of El Dorado 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.


Mayor Edward L. Blake

ATTEST:

Dor Anne Grunder, City Clerk

RESOLUTION NO. 3025

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

WHEREAS, Kansas Governor Bill Graves appointed a Transportation 2000 Task Force on June 12, 1998 to study the States transportation needs; and

WHEREAS, Town Hall meetings were held at all regions of the State of Kansas; and

WHEREAS, Transportation 2000 is endorsing a 12.4 billion dollar plan over eight years; and

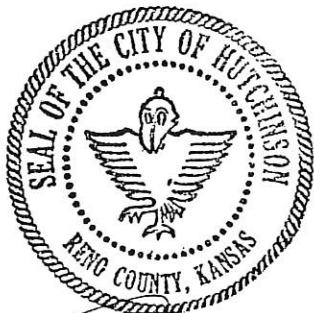
WHEREAS, the Governor of Kansas has announced his support for a transportation plan which calls for a 10.68 billion dollar plan over eight years; and

WHEREAS, the City of Hutchinson, Kansas supports the concept of a long term transportation plan as recommended by both the Governor and Transportation 2000 Task Force.

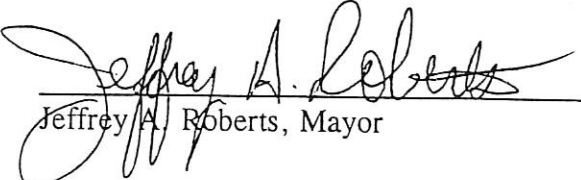
NOW, THEREFORE, BE IT RESOLVED BY THE GOVERNING BODY OF THE CITY OF HUTCHINSON, KANSAS:


That the City of Hutchinson, Kansas is supportive of the Transportation 2000 Task Force recommendation as a more comprehensive approach in meeting the needs of our Kansas Communities.

PASSED BY THE GOVERNING BODY this 2nd day of February, 1999.



ATTEST:


Jeffrey A. Roberts, Mayor


Ross A. VanderHamm
Finance Director/City Clerk

RESOLUTION NO. G-735**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 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

0

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 City of Newton, 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 NEWTON, KANSAS, that the City of Newton 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 FUTHER RESOLVED, that the City of Newton 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.



Mayor

ATTEST:



City Clerk

City of Rose Hill, Kansas**RESOLUTION NO. 261****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 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 and citizens and business people must be able 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 City of Rose Hill, 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 ROSE HILL, KANSAS, that the City of Rose Hill 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 Rose Hill 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.



[Handwritten Signature]

Dan Woydziak, Mayor

ATTEST:

[Handwritten Signature]

Karen Schofield, City Clerk

3-25

RESOLUTION NO. 4323

**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 representative; and

WHEREAS, Transportation 2000 studied not only highway needs/improvements but also airport improvement, 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

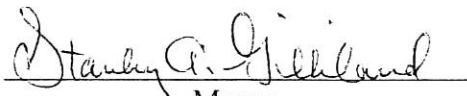
WHEREAS, the Transportation 2000 findings were presented to the Governor for consideration and the Governor has recognized the need for a comprehensive plan to improve the transportation infrastructure for the State of Kansas to protect is vast investment and to ensure the State's future economic success; 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 City of Wellington, 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 WELLINGTON, KANSAS, that the City of Wellington 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 FURTHER RESOLVED, that the City of Wellington, 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.



Mayor

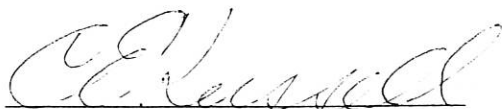
(SEAL)

ATTEST:



City Clerk

FORM APPROVED:



City Attorney

City of Wichita, Kansas

RESOLUTION NO. R-99-020

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 and citizens and business people must be able 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

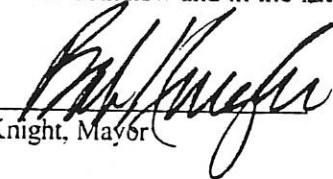
Whereas, the Transportation 2000 findings were presented to the Governor for consideration, and the Governor has recognized the need for a comprehensive plan to improve the transportation infrastructure for the State of Kansas to protect its vast investment and to ensure the State's future economic success;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

BE IT FUTURE RESOLVED, that the City of Wichita 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.

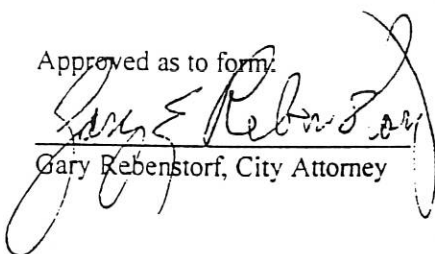

Bob Knight, Mayor



ATTEST:


Pat Burnett, City Clerk

Approved as to form:


Gary Rebenstorf, City Attorney

City of Winfield, Kansas

RESOLUTION NO. 0999

**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, 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 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 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

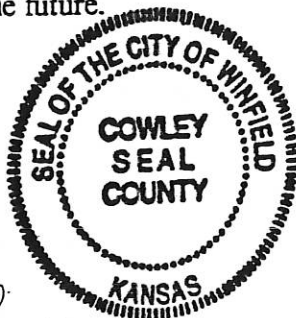
Whereas, the Transportation 2000 findings were presented to the Governor for consideration, and the Governor has recognized the need for a comprehensive plan to improve the transportation infrastructure for the State of Kansas to protect its vast investment and to ensure the State's future economic success;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

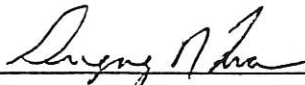
Whereas, the Governor has announced his support for a transportation plan which calls for the State to invest \$10.68 billion in transportation infrastructure improvements over the next eight years; and

Whereas, the City of Winfield, 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 WINFIELD, KANSAS that the City of Winfield 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 FURTHER RESOLVED, that the City of Winfield 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.





Gregory N. Thompson, Mayor

ATTEST:



Diane Rosecrans, City Clerk



William E. Muret, City Attorney

Testimony to House and Senate Transportation Committees

Bernie Koch

VP/Government Relations

Wichita Area Chamber of Commerce

February 10, 1999

Mr. Chairman, members of the House and Senate Committees, I'm Bernie Koch, Vice President for Government Relations with The Wichita Area Chamber of Commerce. Thank you for the opportunity to appear before you today.

The City of Wichita, Sedgwick County, the area communities, and the business community are basically supporting the same projects.

From a business standpoint, the transportation challenge for employers in Wichita is that they are not all located in one area. The major employers are spread out. 248 thousand people come to work each day from all over the area. A system of only a few good roads doesn't work for us. We have to have a broad transportation program.

We need significant state help to deal with the expensive prospect of improving our major East-West road, US 54. The cost of that is over \$700 million. So far, the federal government has contributed about \$20 million and the State of Kansas has put in less than \$40 million.

Beyond local needs we support more four-lane highways in Southern Kansas, an area of this state which is woefully underserved by four-lanes. We are one of the largest cities in this country without an East-West Interstate. Our major economic development competitors, cities like Tulsa, Oklahoma City, Des Moines and Omaha, all have from four to seven major four-lane highways that spread out from the city to connect to someplace else in a transportation system. We have three.

With our strong manufacturing base, we need a good transportation system to bring raw materials in and ship finished products out.

We don't expect these projects to be built all at once, but we'd like a chance at system enhancements to at least begin work on much needed systems.

Wichita has a strong history of supporting transportation investments.

In the 1870s, Sedgwick County voters approved \$200,000 in bonds to bring the railroad from Newton to Wichita. That brought the cattle drives to Wichita and jump-started our economy. That was a strong investment. Can you imagine what \$200,000 in bonds would be today, adjusted for inflation?

In 1985, Sedgwick County voters approved a one-cent sales tax, because half the money was going to improve roads, another voter-approved transportation investment.

The 1989 state program has likewise been popular with the public. I don't know of anyone who lost an election because they voted for the tax increases necessary to fund that program.

I believe the same is true today, and I urge you to pass a comprehensive program with a large system enhancements component.

Thank you.

February 9, 1999

**Bernie Koch
Government Relations
Wichita Area Chamber of Commerce
350 W. Douglas
Wichita, Kansas 67202**

Dear Mr. Koch:

Thank you for the opportunity to speak up about current transportation issues.

The Wichita-Sedgwick County Metropolitan Area Planning Departments states, "the Comprehensive Plan is a compilation of the community's vision to enhance its quality of life, and identifies key public service needs to help achieve such goals." Included in the comprehensive plan is "public transit", which must include our concerns for the future of accessible, affordable transportation for persons with disabilities that live in Wichita.

One of the goals for Cerebral Palsy Research Foundation of Kansas, Inc. (CPRF), is to assist the people with disabilities in finding suitable employment. A recent survey conducted by the *National Organization on Disability (NOD) Harris Poll* stated that only 29% of the disabled population is currently working. In our community, it is a strong belief that getting people to work will enhance their quality of life, and CPRF is proud to be a leader in making employment opportunities happen.

However, along with helping to create those opportunities, it is crucial that reliable transportation be provided at a cost that will not be a deterrent to persons with disabilities who want to get out and work.

In 1998, CPRF provided 14,996 rides and drove 94,194 miles transporting people with disabilities around Wichita. These rides included medical appointments, recreation and socialization activities, day care programs, shopping, and employment. CPRF is currently in a position to double the number of rides in an effort to promote more community involvement. However, many of the people we transport are on Medicaid and others have Medicare. Medicaid only reimburses rides back and forth to medical appointments. Medicare does not reimburse any transportation expenses.

In 1999, the Physical Disability Waiver (PDW) has finally allowed some reimbursement for transportation which will cover a large amount of the costs for rides, but will not reimburse any transportation expenses incurred going to work or to medical appointments. The Mental Retardation/Developmentally Disabled Waiver (MR/DD), the Head Injury Waiver (HIW), and the Mentally Ill Waiver (MIW) do not have money available for reimbursing transportation costs.

While CPRF is encouraged that at least one waiver is allowing for transportation expenses, it is not enough to cover the total expenses incurred by transporting the rest of the disabled population. Given the increase in expenses, i.e. salaries, equipment, maintenance/repairs, fuel and oil, costs climb at a steady rate, unfortunately, reimbursements do not.

We are requesting that the Economic Lifelines committee understand and support the need for accessible, affordable transportation in our community to better serve the needs of the disabled population, and urge it to consider allocating specific funds for transportation in the upcoming years.

Thank you.

Susan Robinson, Manager
Transportation Services

Transportation Needs for Sedgwick County, Kansas

August 12, 1998

Board of Sedgwick County Commissioners:

Betsy Gwin, 1st District
Paul W. Hancock, 2nd District
Tom Winters, 3rd District
Melody C. Miller, 4th District
Mark F. Schroeder, 5th District

525 N. Main, Suite 320
Wichita, Kansas 67203
(316) 383-7411

Sedgwick County, Kansas



Road Improvements:

1. 13th St. North over the Wichita Valley Center Floodway and I-235:

The major east/west arterials connecting the northwest side of the community are 13th & 21st Streets. These two streets converge into one at the intersection of Zoo Blvd. and Windmill Rd., causing major traffic delays.

A recent Major Investment Study by an independent consultant indicated that the most effective means to mitigate traffic along these routes is to build a crossing over the Wichita Valley Center Floodway on 13th Street.

2. 25th St. North over the Wichita Valley Center Floodway to 29th St. North:

The significant growth and development in the northwest area has added to the traffic problems along 21st and 13th streets. A passage from 25th St. North over the Floodway to 29th St. will provide another major east/west arterial for commuters. As well, it will assist in relieving the traffic congestion along the 13th/21st streets convergence in this high-growth area.

3. 71st St. South between Broadway (U.S. 81) and K-15:

The communities of Haysville and Derby have grown considerably in recent years. At present, roadways between these two areas are limited to 63rd St. to the north or 83rd St. to the south.

A passageway connecting the two is beneficial for commuter and commercial transportation. This allows for another entry onto K-15, for employees heading to Boeing or downtown Wichita. It provides for a direct route to the I-35 turnpike, and tied together two state roads (U.S. 81 and K-15). Also, this new roadway will assist in decreasing the amount of traffic on other east/west roads, and spur development along it.

4. Kellogg (U.S. 54) between 159th Street East and 151st Street West:

Highway 54/Kellogg is the primary roadway connecting the east and west parts of Sedgwick County. It is centrally located, interconnecting with I-135, I-235 and K-96.

Traffic along Hwy 54 has increased substantially over the years, as well as the growth of commercial properties. These have resulted in slower traffic patterns, imposing the need for a transition to a freeway system.

Construction continues within the Wichita city limits on the roadway, however, suburban growth and subsequent commuter traffic has increased the need for a freeway across the county.

Railroad Crossings:

1. Grade separations in Wichita with Union Pacific Railroad Tracks:

The increased train traffic by Union Pacific will have significant impact on commuters in the Wichita/Sedgwick County area. To decrease this impact, Sedgwick County, the City of Wichita and Union Pacific reached an agreement to build a rail corridor through the County. This will provide for overpasses/underpasses at 11 of the busiest roads.

Union Pacific as agreed to provide \$25 million. The federal government has pledged \$26 million. However, it is requested that the State of Kansas partner with Sedgwick County and the City of Wichita in this major construction project.

2. Grade separation at 47th St. South with Burlington Northern Santa Fe Railroad Tracks:

This grade separation ranks as the 3rd highest priority, based on trains per day and cars per day, when looking at all Union Pacific and Burlington Northern Santa Fe crossings.

In the southern part of the County, 47th Street is a major east/west roadway. The crossing is located just east of K-15, a major north/south highway. Combined, this causes considerable traffic delay.

In addition, 47th Street is the primary commuter route of the community's largest employer (Boeing). These traffic backups greatly impact traffic patterns during shift changes at Boeing.



3. Haysville RXR overpass on Grand Ave. with Union Pacific Railroad Tracks:

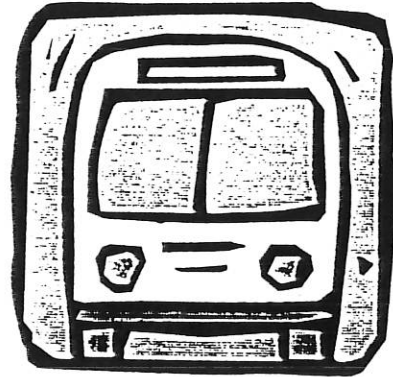
The Haysville overpass is the highest priority of crossings in the County on the Union Pacific rail corridor project.

Grand Avenue (71st Street) is the only major roadway through Haysville. The crossing at Grand Avenue (71st Street) is located near the intersection of Seneca Street, a major north/south thoroughfare connecting the city of Wichita to Haysville and the southern part of the County.

This train crossing impedes traffic flow in all directions as a result of its location, and is a major concern for residents of Haysville and Sedgwick County.

Transit Services:

Transit/Information Management System:



The development of an information management system in the community will allow for coordinated use of transit vehicles to meet the needs of customers.

A model developed by Coordinated Transit District #12 will be replicated throughout Wichita, Sedgwick County and surrounding communities, which will bring all of the partners/resources together to maximize capacity. Through use of software and a coordinating center, this information management design offers services to more people (including more services at night and on weekends, and providing services when customers need them).

As well, this system uses a mix of funding sources to fill seats, including Medicaid, Disabled, Mentally Ill, Local Funds, Welfare to Work, Grant Resources, Older Adults and Private Pay. By doing so, this management system maximizes full use of vehicles and staff and reduces the need to purchase additional new vehicles for specialized transit needs.

This 2-year project will provide for long-term coordination of transit services to diverse populations. It will be tested, piloted and documented for statewide replication.

INNER HEALTH CHIROPRACTIC, INC.

Phone 316-529-4200
Fax 316-522-1335

639 E. 47TH ST. S.
Wichita, Kansas 67216

February 04, 1999

Committee on Hearings for Highway Plan
Topeka, Kansas

Dear Committee Members:

Please accept this letter and South Wichita Traffic Safety Improvements list.

We have been working on this list for the past seven years and in that time the traffic has went from about 16,000 to approximately 40,000 per day. This high level of traffic without changes to the area's roads has affected our customers and business.

We have set up a task force to attack a variety of issues in our area with roads being at the top of the list. As I mentioned Broadway and 47th Street are considered Highway 81 and if a highway plan is passed I would appreciate our projects be included. There has been a dramatic increase in the development and growth of these areas and this is straining our transportation system.

I appreciate your time and effort in helping us with these issues. If I can help in any way, please contact me.

Sincerely,



Dr. Kerry L. Coulter

South Wichita Traffic Safety Improvements

- Widening of Hydraulic between MacArthur and 63rd Street South
 - 5 lanes (center turn lane) curb and gutter with sidewalks.
 - Improve side street approaches to Hydraulic
 - Free flow northbound at 47th and free flow southbound at Hydraulic.
 - Signalized crosswalk near apartment complex.
 - Additional lighting
- Improvements to 47th Street South between Broadway and Hydraulic.

 - ~~Center turn lane~~
 - Traffic lights at Emporia
 - Free flow right turn lane 47th eastbound at Hydraulic (in front of Funston elementary)
 - Off ramp from I-135 southbound improvements (47st West exit) (Free flow)
- Improvements to Broadway from 55th Street S to 47th St S
 - Center turn lane
 - Improved access to potential businesses
 - Safer access to Broadway for motorists entering from housing subdivision.
 - Free flow right turn Broadway northbound at 47th St. (in front of McDonalds)
 - Extended lane access to safer entry and exit at shopping center (K-Mart)
- Paving of 55th st S from Broadway to Hydraulic
 - Sufficient width to accommodate pedestrians and bicyclists
 - Additional lighting

SOUTH WICHITA TASK FORCE

- Larry Bush (Resident, CPO, Traffic Comm.) 316-691-0249
Wichita, Kansas 672
- Ann Meritt (Resident, SWNA) 316-524-0538
Wichita, Kansas 672
- Lynn Wasinger (Resident, SWNA) 316-522-6105
Wichita, Kansas 672
- James DeBerry (Resident, SWNA) 316-522-5579
1925 E. Mona Lane
Wichita, Kansas 67216
- Dr. Kerry L. Coulter (Inner Health Chiropractic, SWBA) 316-529-4200
639 E. 47th St. S.
Wichita, Kansas 67216
- Ron Meyer (Developer) 316-393-7300
6615 S. Grove
Wichita, Kansas 67233
- Charles Liles (Dairy Queen) 316-522-1981
711 E. 47th St. S.
Wichita, Kansas 67216
- Brad Phillips (Mid-America Auto Auction) 316-522-8195
4716 S. Santa Fe
Wichita, Kansas 67216
- Carol Minerd (Walter Morris & Sons) 316-685-5341
128 S. Dellrose
Wichita, Kansas 67218
- Sonja Seemann (Funston-Principal) 316-833-3990
4801 S. Hydraulic
Wichita, Kansas 67216
- Ken Conrad (Funston-Teacher) 316-833-3990
4801 S. Hydraulic
Wichita, Kansas 67216

SOUTH WICHITA TASK FORCE

- Tom Kessler (Tom's Wine & Spirits) 316-522-9463
4720 S. Broadway
Wichita, Kansas 67216
- Terry Waghorn (Emprise Bank) 316-529-6754
4833 S. Broadway
Wichita, Kansas 67216
- Tim Ewald (Real Estate, Developer) 316-269-1086
250 N. Kansas
Wichita, Kansas 67214
- Tim Austin (Developer consultant) 316-262-1281
254 S. Laura, Suite 210
Wichita, Kansas 67211
- Bill Gale (City Council) 316-945-4493
3421 S. Bonn
Wichita, Kansas 67217
- Tim Norton (Haysville Mayor) 316-524-3243
200 W. Grand Ave.
Haysville, Kansas 67060
- Carol Neugent (Haysville City Manager) 316-524-3243
200 W. Grand Ave.
Haysville, Kansas 67060
- Brett Clark (Valley State Bank) 316-524-2211
5310 S. Broadway
Wichita, Kansas 67216

TO: Chairman of the Senate Transportation Committee
Chairman of the House Transportation Committee
Members of the House and Senate Transportation Committees

FROM: Darryl C. Lutz, Butler County Dir. of Public Works
for the Board of County Commissioners, Butler County



RE: Support for a Statewide Comprehensive Transportation Program and
Increased Partnership Funding of Local Transportation Projects

Submitted: February 10, 1999

On behalf of the Board of County Commissioners of Butler County, the following testimony is respectfully submitted in support of a new **Statewide Comprehensive Transportation Program** and in support of **increased partnership funding of local transportation improvement needs**.

Transportation improvement programs are necessary to continue updating and improving the safety, capacity and efficiency of our massive transportation systems. Transportation system improvements are vital to sustaining and enhancing economic growth and community vitality across this state. Highway, rail, airport, mass transit and other types transportation improvements not only improve accessibility, mobility and safety for the people and businesses in our communities, these improvements attract people and new businesses to Kansas and our communities. Additionally, transportation improvement programs result in the creation of new jobs in the transportation construction industry.

Butler County implores the Kansas Legislature and the Governor to increase revenues shared with local governments which are used for transportation improvement projects. Increased state funding of transportation improvement programs at the local level is equally as important and necessary of as funding of State transportation improvement projects. The tremendous rate of growth in Butler County is reducing the safety, level of service and functionality of local roads at a greater rate than our ability to finance needed improvements. These issues, however, are not unique to Butler County. Counties across the state are dealing with restricted means of increasing revenues locally due to tax lids, or caps on state demand transfers or a lack of non-traditional revenue sources. Additionally, growth in property valuations do not generate enough new revenues to support major capital projects.

Attached is a summary of the road and bridge system in Butler County. In addition, Butler County has jurisdiction of approximately 2000 drainage structures less than bridge length. Shown also on the attached list are the current deficiencies on our road and bridge system. The life cycles of Butler County's roads, bridges and culverts are being exceeded at a higher rate than the system is being updated. Butler County should be replacing 4 bridges each year at an average cost of \$150,000 per bridge. Butler County presently is able to fund one bridge replacement project each year. To deal with the current deteriorated condition of County paved roads, Butler County needs an estimated \$81,450,000 in today's dollars. The cost of making these road improvements over the next 20 years would be \$4.1 million per year in today's dollars. Butler County presently is able to fund \$1 million in road improvements each year. Butler County presently replaces approximately 10 major culverts each year at a total cost of \$200,000. Butler County needs to replace approximately 20 major culverts each year to keep up with normal deterioration. To fund these three (3) programs, Butler County needs approximately \$3,750,000 in additional revenues each year.

Butler County believes that an increase in or an expansion of local partnership funding programs at the state level is the most equitable means of funding transportation improvement projects. The use of statewide motor fuel taxes, vehicle registration fees or statewide sales and compensation taxes provides the broadest tax base for generating revenues. These revenue sources tend to place the burden of cost on users. Additionally, these revenue sources, with the exception of the sales tax, are presently only available at the state level. Increases in local property taxes are not popular particularly with counties with a local community college mill levy. A dedicated sales tax in Butler County will only generate approximately \$1,200,000 for each 0.5 percent.

Butler County believes that the best opportunity to implement a major transportation improvement funding program is right now. The state has realized very good economic times over the last several years. As a result, the state has had a tremendous windfall of tax revenues which in part can be attributed to local economic development efforts. The only way for counties to respond to the current growth demands is to provide greater funding for local transportation improvement projects.

On behalf of the Board of County Commissioners of Butler County, I thank you for the opportunity to provide this testimony. If members of this committee or if members of either legislative body have additional questions or require additional information, please feel free to contact me at 1-316-322-4101 or the County Administrator at 1-316-322-4327.

BUTLER COUNTY DEPARTMENT OF PUBLIC WORKS

ROADS AND BRIDGES CONDITION REPORT

County Maintained Bridge System

Total Bridges Maintained	427
FAS Bridges	121
Off-System Bridges	306

Butler County currently has 115 bridges that are considered functionally obsolete or structurally deficient. 104 of these bridges have a sufficiency rating of 80 or less which justifies these structures for replacement or rehabilitation.

County Maintained Road System

Total miles maintained	417.5
Paved miles	365.0
Unpaved miles	52.5

Current Improvement Needs (Paved roads)

Roads in need of major surface rehabilitation	175 miles
Roads in need of reconstruction (2 lane)	37 miles
Roads in need of widening from 2 lane to 4 lane	7 miles
Roads in need of reconstruction (4 lane)	2 miles
Roads in need of shoulder widening	68 miles
Roads in fair condition (require only surface overlay)	76 miles

Prepared by: Darryl C. Lutz, P.E.
Director of Public Works
Date: February 1, 1999

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BUTLER COUNTY DEPARTMENT OF PUBLIC WORKS
PRIORITY BRIDGE REPLACEMENT/REHAB PROJECTS

<u>Bridge Location</u>	<u>County Road</u>	<u>Cost</u>	<u>Deficiency</u>
Little Walnut River 24N3-26-7	SE 30 th	\$110,000	3 Ton, Narrow, Floods
Whitewater Creek 6E9-26-3	SW Butler	\$409,000	High Traffic, Narrow, Floods
Whitewater River 29N7-26-4	SW 40 th	\$472,000	3 Ton Truss, Narrow, Rural Access, Floods
Rock Creek 33E9-29-5	SW Haverhill	\$400,000	10 Ton, High Traffic, Trucks
West Branch Whitewater River 30N2-28-3	NW 80 th	\$332,000	3 Ton Truss, Narrow, Rural Access, Floods
Four Mile Creek 3N8-28-3	SW 120 th	\$450,000	Narrow, 9 Ton, Suburban Access, Sharp Curve
West Branch Whitewater River 3N3-26-3	Parallel	\$360,000	Narrow, 5 Ton, Rural and Suburban Access, Floods

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4-5

<u>Bridge Location</u>	<u>County Road</u>	<u>Cost</u>	<u>Deficiency</u>
Whitewater River 29N6-23-4	NW 140 th	\$190,000	Narrow, 10 Ton, Rural Access, Floods
Little Walnut River 25E3-28-4	SW Hopkins Switch	\$550,000	3 Ton, Low Water, High Traffic, Floods, Rural/Suburban Access
Little Walnut River 8C7-28-5	SW 137 th	\$440,000	3 Ton, Truss, Rural Access, Sharp Curve
Walnut River 31N9-23-7	NE 130 th	\$220,000	6 Ton, Narrow, Rural Access
Chigger Creek 32N9-29-5	SW 230 th	\$120,000	5 Ton, Narrow, Rural Access, Floods
Muddy Creek 7N5-29-5	SW 190 th	\$210,000	12 Ton, Narrow, Rural Access
Muddy Creek 32E8-29-5	SW Boyer	\$130,000	3 Ton, Narrow, Rural Access
Muddy Creek 34E5-29-5	SW Walnut Valley	\$125,000	3 Ton, Narrow, Rural Access
Small Trib. 21E1-25-5	NW Boyer	\$60,000	8 Ton, Oil Field, High Traffic

<u>Bridge Location</u>	<u>County Road</u>	<u>Cost</u>	<u>Deficiency</u>
Eight Mile Creek 11N5-29-3	SW 190 th	\$110,000	10 Ton, Narrow, Floods, Suburban Access, High Traffic
Eight Mile Creek 3E3-29-3	SW Indianola	\$110,000	8 Ton, Narrow, Floods, Suburban Access, High Traffic
Dry Creek 20E9-27-4	SW River Valley	\$150,000	Narrow, Floods, High Traffic, Rural/Suburban Access
Small Trib. 16E3-26-4	SW Hunter	\$ 30,000	5 Ton, Narrow, High Traffic, Suburban Access
17E7-23-6	NW Bluestem	\$ 25,000	10 Ton, Rural Access

These are the highest priority projects on County Bridge System.
Total of 115 bridges considered functionally obsolete or structurally deficient.
Total of 427 bridges on County Bridge System.

Prepared By: Darryl C. Lutz, P.E., Director of Public Works
Date: February 5, 1999

Kingman County Department of Public Works

PH. 316/532-3771

FAX 316/532-5311

823 Avenue A East -- P.O. Box 474
Kingman, Kansas 67068-0474

MEMO

To: Senate - House Transportation Committee

From: Charles Arensdorf
Department of Public Works
Kingman County

On behalf of the Kingman County Board of Commissioners and myself, I would like to thank you for the opportunity to address the Committee about the transportation needs in Kingman County. In Kingman County we have 325 bridges by definition and another 800 structures that are smaller than 20 feet in span opening. As an attachment to this correspondence we have listed 13 bridge sites with cost estimates that total more than 3.5 million dollars. This number reflects less than 25% of the 55 bridges that are eligible for rehabilitation or replacement, by the Structural Rating of the National Bridge Inspection Standards. There is a critical need for additional funds for bridges in Kingman County. Currently the Special Bridge fund for Kingman County is in the neighborhood of \$225,000 per year for construction and maintenance of the 1100 structures mentioned above.

In relation to roads, Kingman County is responsible for 250 miles of road with 243 of those miles being asphalt. We have 12 Elevator sites in the County where corn, milo, wheat and soybean crops are delivered annually. Eleven of these sites currently have rail service with 3 sites expected to lose service this year, and the other 8 sites ship very little grain by rail. Therefore the added usage of shipping by truck is growing on the County roads each year. We roughly estimate about 80% of our blacktops to be 15 years or older. We have an active maintenance program, but in no way can we cover the surfacing needs on an annual \$1,000,000 Road and Bridge budget. Our annual Seal Coat program of 50 miles per year costs approximately \$225,000 per year and this does not include any Overlay or Pothole patching. This Seal Coat program is based on a 5 year rotation, ideally we should be on a 3 or 4 year rotation. Since 25% of our annual budget is spent on Seal Coat, that leaves approximately \$775,000 to take care of Striping, Signing, Right of Way maintenance, Overlays and Machinery purchases each year. Therefore you can see the need for additional funding if we are to maintain a Transportation System so vital to our rural economy.

In closing, I would hope that if a new Highway Bill is passed, that the Legislature makes sure this money is passed directly to the Counties without a lot of auditing red tape. It will then be the responsibility of the County to make sure that the money is spent with

(Continued)

Kingman County Department of Public Works

PH. 316/532-3771

FAX 316/532-5311

823 Avenue A East -- P.O. Box 474
Kingman, Kansas 67068-0474

the intent specified by the Legislature. I hope this small presentation will be of help to the Legislature in developing the future Transportation Policy for the State of Kansas. It must be the focus of City, County, State and Federal agencies to work together to give the Citizens of Kansas the best Transportation System possible.

Thank you,

Charles Arensdorf

Charles Arensdorf

LIST OF KINGMAN COUNTY CRITICAL BRIDGE NEEDS AS OF 2/8/99

Total of 55 bridges eligible for rehabilitation or replacement
 Average \$100,000 per bridge
 Structural Rating < 75.0

LOCATION	COUNTY RD/HWY	COST	DEFICIENCY
1. Sand Creek	FAS 296 (SW 90th Ave.)	\$1,000,000	Deficient: narrow, unsafe grade and sight distance.
2. Wildrun Creek	Landfill Road (SW 30th St.)	\$65,000	Deficient: narrow, unsafe low water crossing.
3. Tributary to Clearwater Creek	SE 110th Ave.	\$100,000	Deficient: narrow, structurally unsound.
4. Pat Creek	SW 20th St.	\$60,000	Deficient: narrow, inadequate size, standing water.
5. Mead Creek	SW 120th Ave./ SW 20th St.	\$150,000	Deficient: narrow, structurally unsound.
6. Tributary to Ninnescah River	SE 60th St.	\$85,000	Deficient: structurally unsound.
7. Petyt Creek	SW 30th St.	\$65,000	Deficient: narrow, structurally unsound.
8. Smoots Creek	Old US 54 (NE 10th St.)	\$950,000	Deficient: narrow, site of fatality accident in 5 years.
9. Smoots Creek	MacArthur Road (SE 20th St.)	\$900,000	Deficient: narrow, site of 2 fatality accidents in 5 years.
10. Peters Creek	SW 110th St.	\$110,000	Deficient: narrow, structurally unsound.
11. Red Creek	S. Berry Ave.	\$40,000	Deficient: narrow, structurally unsound.
12. Tributary to Red Creek	SW 90th St.	\$30,000	Deficient: narrow, structurally unsound.
13. Tributary to Smoots Creek	NW 50th Ave.	\$40,000	Deficient: low water crossing unpassable with high water.
	Total Cost	\$3,595,000.00	

STEVENS COUNTY LOCAL TRANSPORTATION NEEDS

VISION STATEMENT

Stevens County will become proactive in dealing with Road and Bridge Issues

GOAL AND OBJECTIVE

- Develop a functional transportation system that can be maintained at a reasonable cost
- Design for and construct Roads and Bridges that can withstand the increasing volume of heavier traffic

HOW DID WE GET HERE?

- Proper maintenance was not performed in a timely manner within the County
- No specific program of maintenance was implemented
- Increased volumes of heavier traffic are taking a tremendous toll on Roadways and Bridges in Stevens County

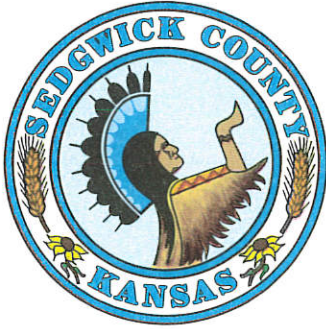
AVAILABLE OPTIONS

- Develop a program for rehabilitating our asphalt highways within the County (140 miles)
- Develop a program for rehabilitating our Gravel Roads which are Bus and Mail Routes (540 miles)
- Develop a program for rehabilitating our Bridges within the County (Three Structures)

RECOMMENDATION

- Asphalt Road Maintenance would include full depth reclamation followed by four inches of asphalt mat
- Gravel Road Maintenance would include roadway reconstruction with replacement of any drainage structures, (culverts etc.) use of a Stabilizing Agent and regravelling the road
- Stevens County is in the unique position in that all reconstruction work can be completed with existing County Personnel and Equipment
- STEVENS COUNTY WOULD LIKE TO REQUEST PARTICIPATION OF ANY STATE AID BE USED FOR PURCHASING MATERIALS THAT WILL BE INCORPORATED INTO THE ROADWAY RECONSTRUCTION PROJECTS

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SEDGWICK COUNTY TRANSPORTATION BROKERAGE

Central Motor Pool
1015 Stillwell, 2nd Floor
Wichita, Kansas 67213
Phone: (316) 383-8003 Fax: (316) 383-7324
Long Distance: 1-800-367-7298

Kansas House and Senate Transportation Committee:

Members of the Kansas House and Senate Transportation Committee, thank you for allowing Sedgwick County/Coordinated Transit District #12 to share our vision of transportation brokerage and information management system. I am Marsha Gasper, planner and transportation manager for Sedgwick County and administrator for the Coordinated Transit District #12. Sedgwick County coordinated a Title IV federal demonstration grant four years ago, to identify transportation gaps and specific needs in our tri-county area which included Butler, Harvey and Sedgwick counties. What we found was not the need for more vehicles but the need for the development of an information management system or brokerage, which would allow for coordinated use of transit vehicles to meet the needs of customers. Currently, there is a lack of coordination statewide which limits the availability of transportation to elderly, disabled and rural consumers. This results in clients not getting services they need or desire due to unavailability of transportation or funding of transportation. In addition, customers are limited on the nature of their ride or trip purpose because of system constraints.

Historically, transportation has been limited to medical and essential needs, however, social and recreation are equally as important due to social isolation and the effect it has on physical and mental health. When looking at this, there is a significant amount of taxpayer dollars being spent on health care, of which, some could be related to this. Work related transportation is another concern. Many of our disabled consumers have opportunities to work second or third shift, or weekend jobs but lack the transportation to get there. Having accessible transportation would allow them to maintain their independence within the community and reduce or eliminate institutional placement.

An information brokerage model, developed by Sedgwick County, will initially be replicated throughout Sedgwick County, with future expansion to surrounding counties within our CTD #12 area, and beyond. This model offers one stop shopping with centralized intake at a coordinating center and brings all partners and their resources together to maximize capacity. A software package will be utilized to coordinate services and includes information on clients, multiple vendors of transit services, vehicle availability and multiple billing capabilities.

Through coordination of transit services and blending of funding resources and populations, we can eliminate duplication of services, maximize use of vehicles and staff, reduce need to purchase additional new vehicles for specialized transit needs, increase service and serve more customers. Transit funding sources which will be filtered into the system include Medicaid, Disabled, Mentally Ill, Local Funds, Welfare to Work, Grant Resources, and Private pay. This blending allows the ability to leverage local funds with Medicaid and waived payments with private pay/co-pay. The brokerage means more subsidized rides for consumers who do not qualify for the other funding and allows the mixing of various funding sources and taps the strengths and capacity of all interested vendors. Through innovative coordination, rides can be expanded to 24-hours a day, 7-days a week, regardless of ride purpose. Our vision is to provide for long-term coordination of transit services to target populations.

Joint Senate & House Transportation Committee Hearing
Comprehensive Transport Plan 1999

Testimony: City of Kingman Max Mize, City Commissioner

As a way to introduce myself I would like to tell you about some of my past experience. I served on the City Commission of Anthony from 1970 – 1974 and I am a past Mayor of Anthony. 1975 – 1976 I was in the House of Representatives of Kansas. I have served as a city commissioner of Kingman for the last eight years. I have served as Mayor two times in Kingman.

October 1995 the City of Kingman chartered out from under the tax lid – the most significant factor for doing so was the increasing cost and needs associated with street and bridge maintenance.

October 1998 Kingman Resolution No. 98-8 was adopted by the City Commission in support of a Comprehensive Transportation Plan for Kansas. This resolution identified \$3.4 million dollars of funds needed from state aid programs. However, the city needs at least \$8 to \$10 million over the next eight years for all street, bridge or other transportation projects. Most of these projects will never become reality due to the lack of funds.

The average annual maintenance cost to maintain the streets within the city limits over the last three years for the city of Kingman is \$246,000. The average cost to maintain our city airport is \$25,000 per year. The three-year average of state generated revenues for transportation transferred to the city is \$115,000. Therefore, forty-three percent of the funds needed to maintain our transportation system is state transferred funds and fifty-seven percent is local general funds.

However, local support doesn't end there. The city of Kingman has two highways passing through Kingman, Highway 14 and Highway 54, which are considered highway-connecting links. The city, in nearly every case, will supplement local general fund dollars to complete a capital improvement project on these connecting link highways. For example, in July 1999 the city will complete an overlay on Highway 54 from the east to west city limits. A minimum of \$165,000 of local general funds will be needed to complete this project.

In the last three years we have experienced a twenty-three percent (23%) increase in cost for just maintaining our transportation system (not including capital improvements). And in the same time period we have only seen a five-percent (5%) increase in transferred state generated transportation funds to maintain our transportation system.

T-2000 Plan is a 12.4 billion plan recommended by the transportation 2000 task force. With this plan the City-County special aid would be an increase of 34% rather than a 17.6% increase. The system enhancement grants to cities and counties has actually dropped after twelve public hearings it was estimated that their needs were 17 billion. The Governor's proposal for 125 million is actually less than 1989, which was 150 million.

Kansas' interstates, highways, railroads, airports, and local streets provide a transportation system that is the backbone of the economy. Without a good system crops don't go to market, supplies are not received to manufacture products, manufactured products don't go to the retail businesses, and retail businesses will not have customers traveling to purchase the product.

Local governments have long played a vital role in securing a good transportation system. We ask that the state legislature step up and provide the funds to adequately fund a Comprehensive Transportation Plan. Cities across Kansas need your support!

Thank you

**Kingman Airport and
Transportation 2000
And
The Governor's Transportation Program**

Cleland McBurney

As a satellite community of Wichita, Kingman Municipal Airport feels the economic pressure of Wichita's population expansion. With this growth, smaller airports in the way of development are being forced to sell and aircraft to relocate to other areas. Kingman has 23 aircraft currently based. Of these, 6 are owned by Kingman residents, the other 17 are from out of county. And yet more requests are received to bring more aircraft to Kingman, but Kingman is unable to accommodate them.

Approximately 12 years ago the City of Kingman recognized an ex-officio Airport Advisory Board recommending improvements to the facility. Attempts were made to develop a Master Plan, but lack of funding for an engineering study stopped this effort. Finally a Master Plan was completed and received in May 1995 at a cost of \$50,000, to start implementation in 1995. Upon approval by the FAA, Federal funding for small airport improvements was no longer available.

The struggle to preserve Kingman Airport is typical of what is happening to General Aviation (GA) nationwide. There were 6800 GA airports in 1970. Today there are 5000, a loss of more than one airport every week! In 1997 alone the loss was 70 airports. The reason is of course that land used in real estate development is more valuable for housing expansion than cash flow appears to be from serving aviation. An easy assumption to make, but a very wrong one.

While the public at large focuses on airline transportation, and the 400 public use airports they use, they fail to see that additionally there are 5,000 general aviation airports open for public use. For every airline flight made, there are three general aviation flights made. A major concern in the airline industry today is where the pilots of the future will come from. The traditional source was from military or government sources. Today, it is from the 5,000 general aviation airports where basic training takes place. Kingman has flight instruction service and aircraft rentals, and it is interesting to note that fully 90% of this business is from the Wichita area!

In 1987 the Kansas Division of Aviation published the Kansas Aviation Systems Plan - Phase FOUR which addressed the economic impact that every airport in Kansas had on its respective community. In 1987 Kingman Airport attributed \$1,370,000 as a growth engine for our city, a population of 3,500. In today's dollars that equates to about \$1,500,000 per year. This is achieved through taxes on aircraft, leases on hangars, sales of aviation fuels, aircraft maintenance and the resulting salaries, flight instruction, aircraft rental, agricultural spraying, not to mention ingress and egress of business aircraft for people conducting business in the community.

The Governor's airplane has landed several times recently at Kingman on a runway that is deteriorating. Lack of adequate funding for maintenance has resulted in frost heave and water infiltration through the runway surface breaking up the asphalt. I cringe to think of the possibility of engine damage to any jet or turbo prop airplane sucking up tarmac. Propeller damage is occurring as well as tire damage as a result. Resealing was done last summer at a cost of \$20,000 as a band-aid solution, but not a real fix.

What I am saying is this. Kingman supports the Governor's Transportation Program in relation to the Transportation 2000 Report as a first step toward righting a very neglected segment of Kansas's transportation needs.

As you know, Kansas ranked last in the nation for funding assistance to general aviation airports. In July of 1996 the Kansas Department of Transportation published their "Assessment of Pavement Condition of General Aviation Airports in Kansas". On a scale of 100, the condition of the Kingman Airport runway was a "5"! Or, to say it another way, we have been in a "FAILED" rating range since that survey was made.

I strongly urge this legislature to take the leadership necessary to adopt the concepts of aid to Kansas small community airports for improvements to ensure this state of repair to our vital airport system never happens again. In the midst of economic growth our state is experiencing, now is the time to approve Governor Grave's Transportation Plan.

10 February 1999

Joint Senate & House Transportation Committee Hearings – Feb. 10, 1999

Testimony: Cheryl S. Beatty, Kingman City Manager

Thank you for taking time from your busy schedule to be at this hearing. We all appreciate the opportunity you have given us to speak to you about a critical program for Kansas – A Comprehensive Transportation Plan.

Today I want to address two items:

1. A short story about the Kingman Municipal Airport.
2. Should the State of Kansas fund airport improvements for public use airports?

Kingman Airport Story

My grandfather has always said the best way to tell a story is start with the truth as you know it and don't forget the details!

My story began two years ago when I moved to Kansas as the new and first city manager for Kingman, Kansas. I was hired to do oversight of day to day operations and the popular "other duties" as assigned. The City Commission had two items in the latter category. First, address the housing needs in Kingman and second, complete the capital improvement project for the airport with limited funds. The second item I soon learned may require a magic wand! My immediate shock was to find out the State of Kansas, although claiming to be the air capitol of the world, provided NO funds for its public use airports.

So, let's review what has happened at Kingman.

In 1995 Kingman officials completed a Kingman Airport Master Plan. The plan recommended a 2.5 million-dollar project. That same year the current airport surface was rated by KDOT to have a runway surface equaling 8 points (scale 1 to 100 with 1 as the lowest score), and in 1997 the surface score was downgraded to 5 points.

That same year Kingman discovered a nitrate problem with the city water, which would cost the taxpayers 2.5 million to resolve. The city water problem was set as a priority to fund.

Also in 1995 the Kansas Aviation System Plan-Phase Six identified \$211,000 worth of improvements for the Kingman Airport for 1996. They never happened due to the lack of local, state and federal funds.

In 1996 the City Commission recognized the need to generate more local funds. They increased the annual mill levy from 1.5 mills to six mills, the maximum levy allowed. A quick calculation would reveal that it would take fifty (50) years without inflation to save enough local funds to make the needed airport improvements. Local funds would not be enough and the runway surface was deteriorating fast. Handed out to you is a set of photographs showing the condition of the airport runway surface in the Fall of 1997.

I arrived in April 1997. In May 1997 Governor Graves visit Kingman and agreed that he and the state legislature should address the lack of funds to support airports in Kansas but felt it should be addressed in the next comprehensive transportation plan. In November 1997 I asked our local state representative, Dennis McKinney, for help. Representative McKinney introduced House Bill 2737 to the 1998 Legislature that would allocate funds for a budget line that had never funded by the state legislature. The House of Representatives overwhelmingly supported this legislation, but it was never heard in a Senate committee or on the Senate Floor. I sincerely appreciated the House recognizing the need to support Kansas' airports.

KINGMAN DEFEATED! ABSOLUTELY NOT!

We have stayed in contact with FAA seeking FAA AIP funds. But, we all know FAA funds are limited. Some cities in Kansas have waited ten years to receive FAA funds. We've been waiting at least five years.

The Kingman Airport is without a doubt nearing the end of its' rope and is facing expensive repairs. In May 1998 alone we were forced to spend over \$20,000 just to fill cracks and spray an emulsion treatment to hold the rocks to the asphalt surface. At best, this repair is a two-year Band-Aid fix. Already the cracks have reopened and the rocks continue to do damage to airplane props and exteriors. State funding is needed **NOW!**

We ask for your support for the comprehensive transportation plan and hope you will without hesitation support funding for airports in your adopted transportation plan.

State Funding for Airports?

See attached article.

Do Dollars Fly in Kansas?

By Cheryl S. Beatty

A year ago a transportation task force known as Transportation 2000 was appointed by Governor Graves to study the transportation needs in Kansas. The task force was also directed to compile a report after completing the study. In December, the Transportation 2000 Report was released. Airport transportation needs were among the transportation subjects covered in the report.

ISSUE: Should the State of Kansas fund airport improvements for public use airports?

There are 147 public use airports in Kansas. Fifteen of those airports have commercial airline services and one hundred and thirty two of those airports are general aviation airports. Airport based services in Kansas include medical service transportation, medical emergency transport, charter service, commercial airline service, agriculture spraying service, pilot training, resource management, fire control, airplane repair services, fuel services, a link to national air transportation, and a link to economic growth. Any one of these could be critical to the health and welfare of a community.

Kansas has long boasted that it is the 'air capitol of the world'. However, Kansas is the only state in the nation that provides **NO** financial assistance for airport improvements for public use airports. Nationally with all other state dollars combined, approximately 450 million dollars was spent in 1997 by state legislatures for airport improvements including Colorado-\$12 million, Oklahoma-\$3 million, and Nebraska-\$3 million.

The Transportation 2000 Report has recommended that \$3 million per year for the next eight years be allocated for airport improvements in Kansas. This is a large jump from zero. However, this is easily justified. Not only do the public use airports provide essential services; the airports in Kansas provide an economic benefit. "The 1997 total economic impact of the Kansas airport system was \$2.3 billion not including the state's aircraft/airframe industry."* In addition, it has been estimated that the "1997 aviation sales tax revenues on the good services to aircraft owners and operators was between \$3.2 million and \$4.2 million."*

Next, a close examination of the airport conditions in Kansas reveals a definite financial assistance need. "The Kansas Aviation Plan identifies a ten-year need of \$108 million for airport improvements to meet FAA standards."* However, FAA general aviation improvement funds have drastically declined over the years. Federal grant dollars anticipated for Kansas general aviation airports is only \$2.5 million per year. A recent KDOT sponsored study by Kansas State University shows the current condition rating of the Kansas general use airport network as 48 on a scale of 1 to 100 (with 100 being the best). In addition, asphalt runway conditions for 65 Kansas general aviation airports show 30.7% in a poor, very poor or failed condition. The Kansas Association of Airports reported to the Transportation 2000 task force that over \$39 million was needed to repair the immediate needs of the Kansas airports with poor or failed runway surfaces.

Phil Boyer, President of the U.S. Aircraft Owners and Pilots Association has said, "Airports are an indispensable part of modern life, but a crisis exists with closure and neglect of our airports." In 1996 seventy airports were closed throughout the United States. Lyle Bighley, Past-President of the Kansas Pilot's Association reported to Transportation 2000 that "A good airport can make or break a community's bid for industry; it can be a lifesaver in times of medical emergencies; it provides jobs; and it is a source of community pride and growth."

"Only 25 of the 132 public use, general aviation airports received federal funding for capital improvements in the past ten years."* Therefore, state funding will be essential to the success or future of Kansas's airport network or system.

The Kansas Association of Airport, the Kansas Pilot's Association and local government officials have all testified at the Transportation 2000 meetings across the state to gain support for state financial assistance for Kansas airport. The Transportation 2000 Report recommendation was \$3 million per year for airport runways, taxiways, ramps, lighting improvements, and additional navigation and weather equipment. Governor Graves endorsed this recommendation by including \$3 million per year in his Comprehensive Transportation Plan presented to the public on January 6th.

Now, city officials, county officials, airport manager, airport users, and airport owners need to contact their local legislative representatives and express their support for state financial assistance for airport in Kansas. The Joint House and Senate Transportation Subcommittee has posted a schedule for testimony on the Comprehensive Transportation Plan. This is your opportunity to assure success to a vital program for the State of Kansas.

*Transportation 2000 Report, December 1998