

MINUTES OF THE JOINT SENATE & HOUSE TRANSPORTATION COMMITTEE.

The meeting was called to order by Chairperson Representative Gary Hayzlett at 12:10 p.m. on February 11, 1999 in Room 313-S of the Capitol.

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

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

Conferees appearing before the committee: Warren Hixon, Colby Mayor
John Golden, Goodland CofC
Hannes Zacharias, Hays
Mike James, Phillipsburg Mayor
Dave Fleming, Cheyenne Co.
Virginia Beamer, Logan Co.
Allen J. Dinkel, Oakley
Gordon Pfannenstiel, Oakley
John Reeder, Trego Co.
Blaine Rohm, Wallace Co.
Ron Straight, NW Area Transit, Hays
Chris McKenzie, League of KS Municipalities
Terry Glasscock, Asst. Sec'y. KS Dept. on Aging
Norman Kliewer, Sheridan Co.

Others attending: See attached sheet

Briefing on transportation issues

Chairman Hayzlett welcomed conferees and guests and advised them of time restraints, but added the meeting could be continued in the regularly scheduled House Transportation Committee meeting at 1:30 in Room 519-S, so all could be heard.

Warren Hixon, Colby Mayor ([Attachment 1](#)); John Golden, Chairman, Goodland Area Chamber of Commerce ([Attachment 2](#)) packet of material; Hannes Zacharias, Hays City Manager ([Attachment 3](#)) packet of material; Mayor Mike James, Phillipsburg ([Attachment 4](#)) packet of material. All urged adoption of the T-2000 Task Force program. They expressed their support because of the economic development, infrastructure maintenance and enhancement (especially airports), safety, and public service needs.

Dave Flemming, Cheyenne County Highway Superintendent spoke on behalf of the city of St. Francis and Cheyenne County ([Attachment 5](#)). Virginia Beamer, Logan County Commissioner and T-2000 Task Force Member ([Attachment 6](#)). Ms. Beamer introduced Alan Dinkel, Oakley City Administrator and Gordon Pfannenstiel, Director, Logan County Development Corporation who made a joint presentation to the committee ([Attachment 7](#)). All encouraged support for a comprehensive transportation program plus improved communication with local communities regarding their needs and concerns before plans are finalized.

John Reeder, Trego County Appraiser, presented a proposal for highway safety and improvement in their area ([Attachment 8](#)). Blaine Rohm, Wallace County Commissioner presented their position paper ([Attachment 9](#)); Transportation Manager for Developmental Services of Northwest Kansas, Inc. and President of NW Kansas Area Transit (NKAT) provided members a

CONTINUATION SHEET

MINUTES OF THE JOINT SENATE AND HOUSE TRANSPORTATION COMMITTEE,
Room 313-S Statehouse, at 12:10 p.m. on February 11, 1999.

package of information (Attachment 10) regarding needs for 18 NW counties. All concurred with the T-2000 plan and acknowledged willingness to pay for a comprehensive program.

Chris McKenzie, League of Kansas Municipalities (no written testimony), thanked the members for their hard work. He addressed the "cap" problem created for all municipalities. Local resources need adequate funding. Reminded everyone of the vital needs of all small airports.

Terry Glasscock, Assistant Secretary, Kansas Department of Aging, addressed the issue of public transportation for elderly Kansas citizens. Requested explicit transit provisions for these people (Attachment 11).

Norman Kliewer, County Commissioner Sheridan County described Highway 23, "death valley" and described other problems with their transportation needs (Attachment 12).

Meeting adjourned at 1:25 p.m.

Next meeting is scheduled for February 16, 1999 in 313-S at 12:00 noon.

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

DATE: FEBRUARY 11, 1999: 12:00 NOON TO 1:30 P.M.

NAME	REPRESENTING
Arlene Eueligh	Trego Co. Comm
John Reeder	Trego Co. Appraiser
Kathleen Connors	Trego Co. Clerk
John W. Beere	TREGO Co. Comm.
John Connors	Trego County
Leon Eueligh	Trego Co. Representative
Ron Hardeing	Woodland Sherman Co.
Ron Robinson	City of Woodland
Warren Hinson	City of Colby
Carolyn Armstrong	City of Colby
Gary Kemper	Phillipsburg, KS
Michael James	City of Phillipsburg
Dave Flemming	Cheyenne County Road Supv
BLAINE ROHN	WALLACE Co. Commissioner
Melinda Gorden	
Brandi Schneider	
Steve Wertzfeld	interested citizen
Amy Turnbull	Citizen - Lawrence, Do. Co.

Carolyn S. Armstrong
City Manager
(785) 462-4410

Sally A. Tibbles
Finance Director
(785) 462-4400

Beverly J. Brewer
City Clerk
(785) 462-4400

Testimony to the Kansas Senate and House Transportation Committees

**Presented by
Warren Hixson, Mayor
City of Colby, Kansas
February 11, 1999
Topeka, Kansas**

Chairman Vidricksen, Chairman Hayzlett, and members of the Joint Committee, thank you for this opportunity to talk with you today about transportation in Kansas and in particular transportation in Thomas County and the City of Colby.

For those of you who have not been in our City, we are located in Northwest Kansas on Interstate 70 just 53 miles from the Colorado border. We are and always have been a progressive community with a population of just under 6,000 people. We are the home of Colby Community College, we have a good medical community with 8 medical doctors, and we have a WalMart and a Dillons. We like to think of our City as the education, medical, cultural, convention, and shopping center for Northwest Kansas. To travel to a larger city we must go 100 miles east to Hays, 100 miles south to Garden City, or 225 miles west to Denver. It is 310 miles to join you in our capital city of Topeka. As you can well imagine, if transportation is important to the more populated areas of the state, our highways, roads, airport, and railroads are vital to our survival.

We appreciate Governor Graves for his vision and for recognizing the need of all Kansans for improved transportation in our State and in appointing the Transportation 2000 Study Group. Our City Manager, Carolyn Armstrong, testified at the Town Hall Meeting that was held in Colby on the transportation needs of our City. We also appreciate the Governor's proposed transportation plan for Kansas. However, we realize that if the Legislature in its wisdom passes a transportation bill this year, there will not be another transportation bill for at least 10 years. Therefore, the City of Colby and Thomas County urge you to support the larger transportation plan as developed by the Transportation 2000 Task Force. We realize that this plan will probably not be possible without a tax increase. We also realize that the T-2000 plan will also fund higher increases in state aid to Colby and Thomas County. As I have stated before, a good transportation plan is vital for our survival. We, the elected officials of Colby and Thomas County, will support Senator Clark and Representative Morrison and all members of the Kansas Senate and House if you vote for the T-2000 plan and support the accompanying tax increase.

Colby is not seeking new interstate access or a major new thoroughfare; we are simply asking for continued assistance in maintenance and upgrading of the existing highway system. The City of Colby has 19.2 traffic lane miles of highway system within our corporate limits, and we receive \$2,000 per lane mile for maintenance of the system through the Highway Connecting Links program. I know you understand that \$38,400 does not go very far towards maintenance of 19.2 traffic lane miles!

The Governing Bodies struggle every year to find a way under the tax lid to develop, maintain, and improve the local road system, and there is never enough money to accomplish much except patching projects. We cannot stress enough the need for a Comprehensive Transportation Program large enough to include as many local transportation needs as possible. The minimum needs of the City of Colby include:

- 1) Replacement or removal of the viaduct over the railroad tracks on Kansas Highway #25. We have a great deal of truck and combine traffic over this area, and the highway is just barely wide enough to allow access for the vehicles. There is a large housing development just north of this viaduct, and there is no provision for pedestrian traffic. I sincerely hope it won't take the death of a pedestrian to obtain funding to improve or replace the viaduct. Estimated cost \$1,323,784.
- 2) Maintenance and intersection replacement on U.S. Highway #24 within the corporate limits. This is a four-lane highway from the east to the west corporate limits which in 1992 had an average 24-hour traffic count of 10,245 at Franklin Avenue and 12,240 at Kansas Highway #25. There has been no major maintenance on this segment in the last six years. Estimated cost \$1,080,389.
- 3) Maintenance and intersection replacement on Kansas Highway #25 within the corporate limits. This is also a four-lane highway from I-70 north to U.S. Highway #24 with a fifth lane for turning on a great deal of that area. The area between I-70 and Pine Street had a major improvement in 1993 with milling, placement of petro-mat, and six new inches of asphalt; however, that area is again showing major signs of stress. There has been no major maintenance on the segment from Pine Street to the north corporate limits in the last six years. Estimated cost included in #1 above.
- 4) Development of frontage roads in the I-70 area. As business and traffic continue to grow in the south edge of our City, it is going to become imperative that we have some State assistance in the development of frontage roads to maintain safe access to the I-70 interchanges. Estimated cost \$580,790 for Willow Street on the north side of I-70. No cost estimate has been developed for an access road on the south side of I-70.
- 5) Although Colby does not have essential air service, it is critical that our airport runways be maintained to allow emergency air service for critically ill patients

because of the distance to a major trauma center and to encourage business development by providing access to corporate jets. The City does not have funds to adequately protect and maintain the runways. Estimated cost \$500,000.

- 6) Our economy is based on agriculture. All of the roads in Thomas County become farm to market roads -- moving grain and livestock to the elevators and moving farm equipment and custom cutters from field to field. There are 55 inspected bridges in Thomas County that must be maintained, repaired, or replaced. As our elevators fill, it is imperative that the rail lines that serve our area have the funds for maintenance and rehabilitation needs of the tracks and roadbeds. For the safety of our citizens, as you will hear many times in testimony from rural areas, because of the size of the grain and livestock trucks and the size of farm equipment, the shoulders of our roads and highways must be improved. In some cases, they are almost non-existent. No cost estimate has been developed for these needs.

I urge you to be bold. I urge you to do what's best for all the citizens of Kansas. I urge you to recommend to the Kansas Senate and the Kansas House of Representatives the transportation plan as developed by the Transportation 2000 Task Force.

Once again, thank you for receiving input from local officials on the need for a new comprehensive transportation program. Carolyn Armstrong and I would be glad to respond to your questions for the needs of the City of Colby.

**TESTIMONY
Before The
JOINT HOUSE AND SENATE
TRANSPORTATION COMMITTEES**

February 11, 1999

TRANSPORTATION 2000

I am John Golden, Chairman of the Goodland Area Chamber of Commerce Transportation Committee. Today, It is my pleasure to appear before the House and Senate Transportation Committee in support of our new Transportation Program – T2000. I am currently serving as a City Commissioner and as Chairman of the Mid-States Port Authority. Previously, I have been a County Commissioner and a member of NACO Committee on transportation for Kansas.

AIR TRANSPORTATION

As we address a new transportation plan, let us consider assisting cities with matching dollars to coincide with airport funding from the Federal Aviation Administration for airport enhancements of aprons, taxiways, and access roads, participate in maintenance; and have revolving loan funds to be self-perpetuating. Kansas should be prepared to supplement Essential Air Service funding, if Congress begins to reduce funding of the program. A statewide air transportation improvement

plan should be orchestrated.

CITY AND COUNTY STREETS AND ROADS

Local highway funding needs to have a greater participation by the State of Kansas for city streets and for funding ON system and OFF system collector road projects in the county. The enhancement of KLINK, Geometric and Economic Development Grants for cities in addition to STP and BR funds would greatly improve local streets and roads.

As matching 80-20 funds are available, often times the 20 per cent local government match is difficult to finance. The State of Kansas seriously cripples local government by placing restrictive caps on county budgets, which restricts road departments. The State of Kansas might consider supplementing one-half of the 20 per cent local share. Please release city and county government of unnecessary caps on mill levy and demand transfer; and allow state funding to supplement local funding.

RAIL TRANSPORTAION

Rail needs of more Kansas communities are being served by short line railroads. If turn around time could be reduced in half, then rail car

availability would be increased. Perhaps with state participation, the interchanges and switchyards could be improved to facilitate all rail transportation as they interconnect, to create a more efficient rail system.

HIGHWAYS

Now, let us consider improvements to the High Road in the State of Kansas-Highway 27, which needs to be wider, with excavation for line of sight and land acquisition in Southern Sherman County and all of Wallace County. This road is the main artery for feed grains to livestock feed lots South of Goodland. Grain produced in the livestock feed production belt in Western Nebraska, Northeastern Colorado and Northwestern Kansas, moves South on Highway 27. Cattle trucks also deliver livestock to packing plants both North and South of Goodland, utilizing Highway 27.

With the assistance of the State of Kansas, Goodland and Sherman County has experienced tremendous growth in sunflower processing. Sunflower production is rapidly expanding across the High Plains. Plus, Goodland, is one of two market centers for sunflowers in the United

States and the only sunflower market center in the State of Kansas.

The success of the sunflower processing has produced a meal by-product which today, exceeds 600 tons each day. This high protein meal is an excellent feed supplement for livestock. This value added commodity is moved by truck to feed lots, most of which, are South of Goodland, and travel on Highway 27.

Projections suggest sunflower processing will double in capacity over the next two years. Expansion of the sunflower processing facility is now under way.

A new multi-grain load-out facility was recently constructed by the Wallace County Co-op on the Union Pacific Railroad at Sharon Springs. Wheat exceeds the total coal tons transported by Union Pacific. This new facility will insure a significant increase in grain movement both from the North and South, on Highway 27 to Sharon Springs.

Because rural highways were not emphasized in the 1989 Comprehensive Highway Program, we need improvements to these

roads which service agri-business. With the tremendous increase in ag-production, more value added type traffic will flow along Highway 27. Whether it is sunflowers, sunflower meal or pinto beans with four processors on Highway 27, dairy or swine-- this is the vibrant area of Kansas.

SUMMARY

Kansas's agriculture has successfully competed in the world market place with superior products. Our ability to transport commodities from the field to the processors, or for expeditious export, has been a paramount advantage for Kansas.

Both the NAFTA and GATT trade agreements have had a positive impact on agriculture production. Removal of trade barriers has encouraged an increase in specialty crop production for export, and a modern, well-maintained transportation system, prepared to accommodate demands of the new millennium, will provide Kansas a global advantage.

RESOLUTION NO. 1158

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

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

WHEREAS, the Governing Body of the City of Goodland, 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 GOODLAND, KANSAS:


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

- (1) Widen Kansas Highway 27 throughout Sherman and Wallace Counties.
- (2) Improve design of K-27 Highway at its intersection with Sherman County Road 67 and Caldwell Street at the north City limits of Goodland, Kansas.
- (3) Widen, re-surface, and improve drainage along Business 24 in Goodland, Kansas.

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.

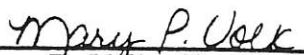
Section 3. The city clerk shall send copies of this resolution and any supporting documentation to: Governor Bill Graves; State Senator Stan Clark; State Representative Jim Morrison; all local news media outlets; and the League of Kansas Municipalities.

ADOPTED this 6th day July, 1998.



Rick Billinger, Mayor

ATTEST:



Mary P. Volk, City Clerk

RESOLUTION 98-10

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

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

WHEREAS, the Governing Body of the County of Sherman County, Kansas, (hereinafter the "County"), has conducted the necessary investigations to identify the transportation capital improvements that are needed in the County; 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 County 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 County from being accomplished; and

WHEREAS, the County 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 County 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 COUNTY OF SHERMAN COUNTY, KANSAS:

Section 1. Priority Transportation Projects. After careful investigation of the transportation needs in the

County, the following transportation capital improvements are hereby declared to be vital to the future economic growth and development of the County and the safety of its citizens:

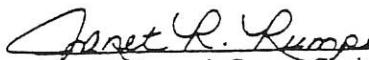
- (1) The widening and straightening of Kansas Highway 27 in Sherman and Wallace County, Kansas.

Section 2. New Comprehensive Transportation Program. The County 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 County Clerk shall send copies of this resolution and any supporting documentation to : Governor Bill Graves; State Senator Stan Clark; State Representative Jim Morrison; all local news media outlets; and the League of Kansas Municipalities.

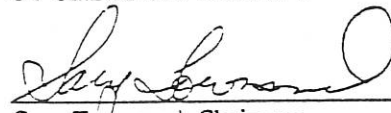
Adopted this 7th day of July, 1998.

ATTEST:



Janet R. Rumpel, County Clerk



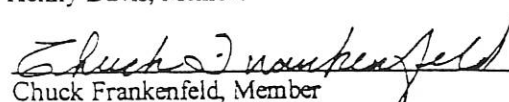
THE BOARD OF COUNTY COMMISSIONERS
OF SHERMAN COUNTY



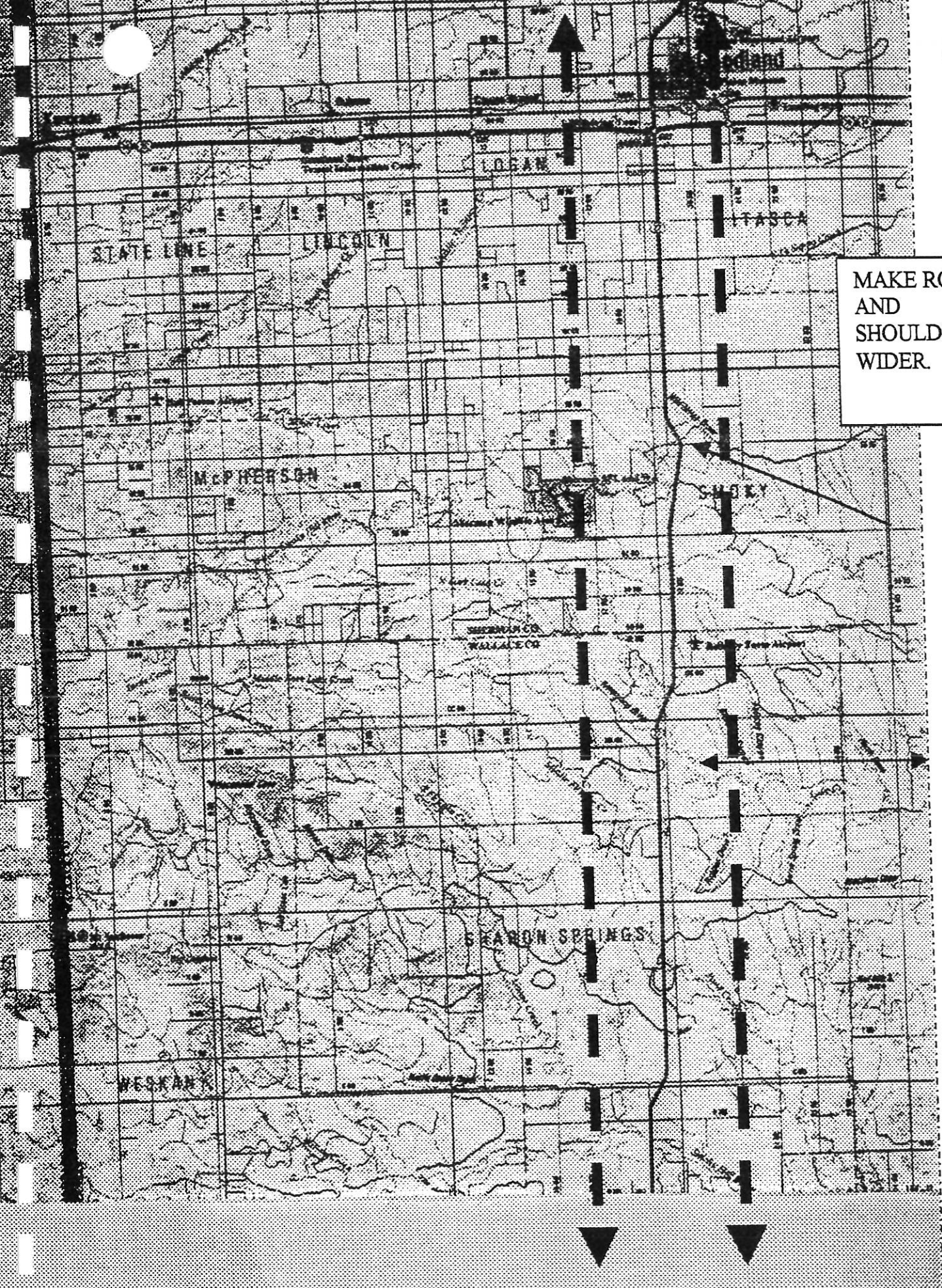
Gary Townsend, Chairman



Kenneth Davis, Member



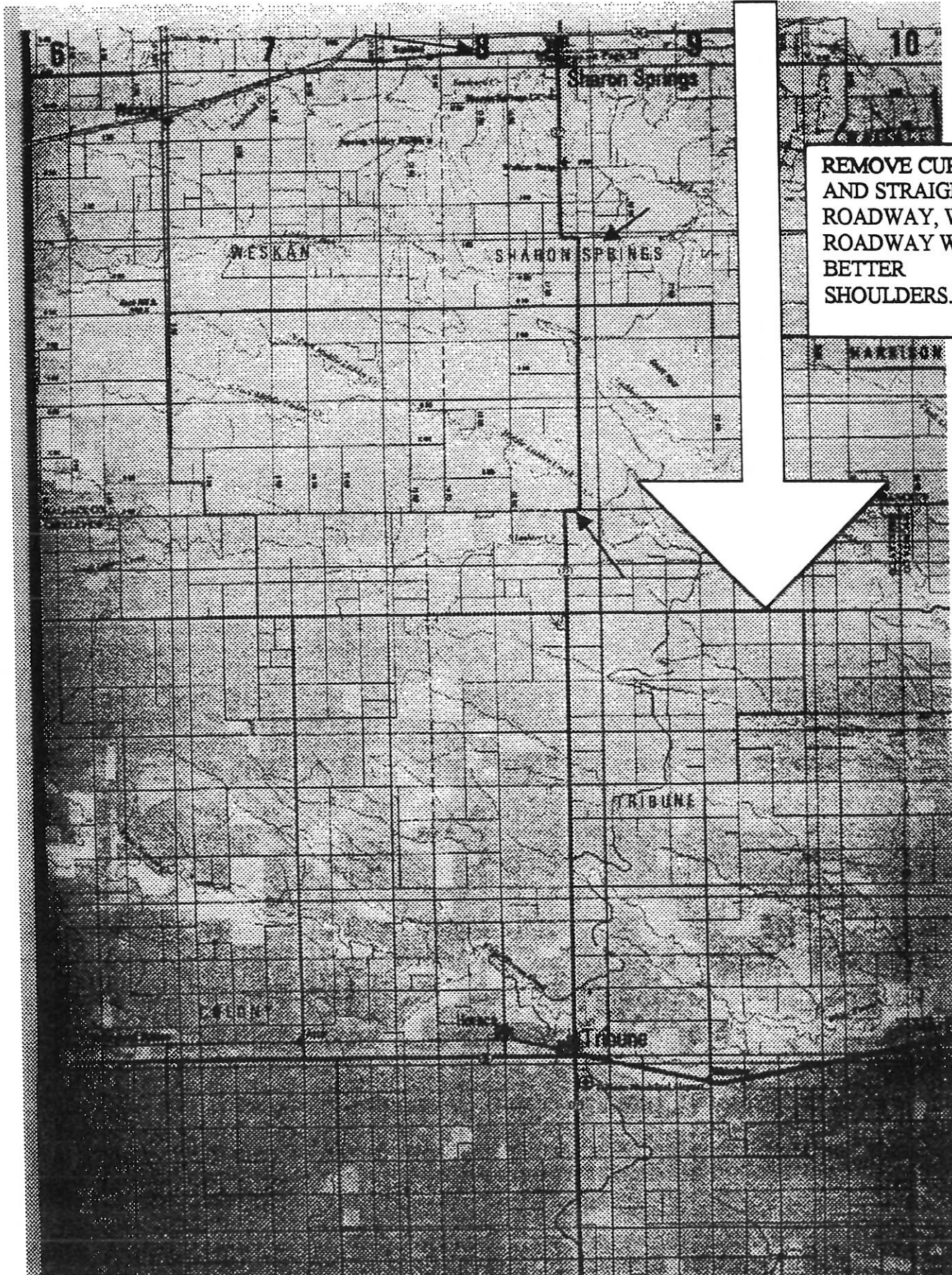
Chuck Frankenfeld, Member



MAKE ROAD
AND
SHOULDERS
WIDER.

Highway 27 – Sherman County

HIGHWAY 27



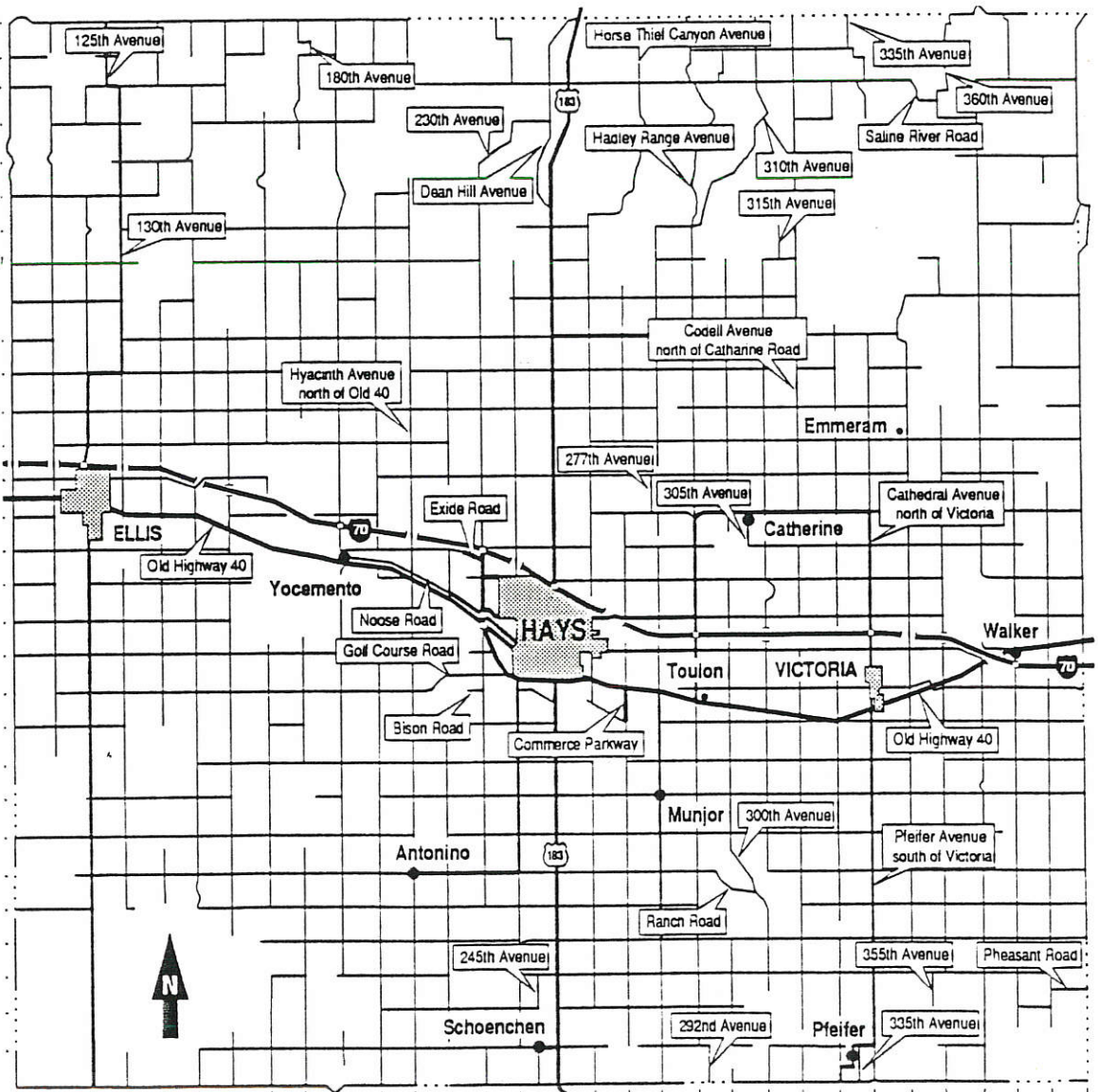
REMOVE CURVES
AND STRAIGHTEN
ROADWAY, WIDEN
ROADWAY WITH
BETTER
SHOULDERS.

ELLIS COUNTY TRANSPORTATION COALITION

3/

February 11, 1999

To the Joint Meeting of the
Kansas House & Senate
Transportation Committee



JOINT SEN. & HOUSE TRANS. COMM.
February 11, 1999
Attachment #3

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- VI. Statement of Support from the Hays Area Chamber of Commerce
- VII. Fort Hays State University Letter of Support
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- XII. Convention and Visitors Bureau Letter of Support
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ADMINISTRATIVE OFFICES

HANNES ZACHARIAS, CITY MANAGER
PENNY POSTOAK, ASSISTANT CITY MANAGER
CAROL SUE BERGER, CITY CLERK-FIN. DIR.
KENT LAAS, COMMUNITY DEVELOPMENT COORDINATOR
SUSAN BILLINGER, PERSONNEL DIRECTOR



COMMISSIONERS
WAYNE BILLINGER, MAYOR
TROY HICKMAN
HOWARD ROME
SHARON LEIKAM
JAYNE E. CLARKE

P.O. BOX 490
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JOINT MEETING OF THE KANSAS
HOUSE & SENATE TRANSPORTATION COMMITTEES
Topeka, Kansas
February 11, 1999

TESTIMONY OF
HANNES ZACHARIAS, CITY MANGER
HAYS, KANSAS

Dear Members of the Transportation Committee:

I am Hannes Zacharias, City Manager, City of Hays, Kansas. I am a member of the Transportation Coalition of Ellis County and am here to present and amplify some of the opinions of the Hays City Commission regarding transportation in Kansas.

Attached to my testimony is a copy of Resolution 1998-14 adopted by the Hays City Commission and the Ellis County Commission noting 12 priorities that this Committee should keep in mind as it deliberates on transportation needs in Kansas. I will not go through all 12, letting the resolution speak for itself. I do, however, want to re-enforce three initiatives we feel deserve extra attention regarding transportation and its effects on the Hays area. These are:

1. Improve Vine Street (US 183) north of I-70 to a four-lane divided median roadway.
2. Increase funding for rural transportation.
3. Provide state funding for general aviation airport improvements.



3-3

I. Improve Vine Street (US 183) North of I-70 to a Four-lane Divided Median.

At present, Vine Street (US 183) south of I-70 carries almost 20,000 cars per day, which is the most amount of traffic carried by any state highway (including I-70) within KDOT District III. In fact, 1997 KDOT traffic counts on Vine Street (US 183) rival traffic counts on US Highways in Garden City and Salina as being the most traveled in the western 2/3's of the State. Over the last few years, the City of Hays has invested nearly \$2,000,000 to provide infrastructure including water lines and sewer lines north of I-70 to allow this emerging commercial area to develop. In order for the State and the City to realize the full potential of this emerging retail area, Vine Street (US 183) north of I-70 must be improved to the same level south of I-70. This would require this section of Highway 183 to be rebuilt as a four-lane divided median highway with appropriate storm drainage, lighting, and frontage roads. It is our hope that this roadway can be developed through a state and local partnership, the same type of partnership that made possible the Commerce Parkway Interchange. It is my feeling the community would be supportive of a 75% state/25% local partnership on this highway improvement. Improving this roadway to a four-lane status is the highest priority of the City of Hays and should realize economic benefits to the State, region, and the Hays community.

II. Increase Funding for Rural Transportation.

Rural transportation is becoming an essential part of the quality of life in the Hays area. Increasing employment at Hays Medical Center, Fort Hays State University, Sykes Enterprises, and Yuasa, makes it increasingly important that transportation systems be in place to provide economical ways to transport employees from the outlying area to

these business locations. Additionally, the needs for transporting the elderly, disabled, and individuals with special needs are ever increasing. The transportation program developed by Development Services of Northwest Kansas (DSNWK) is a model for the nation.

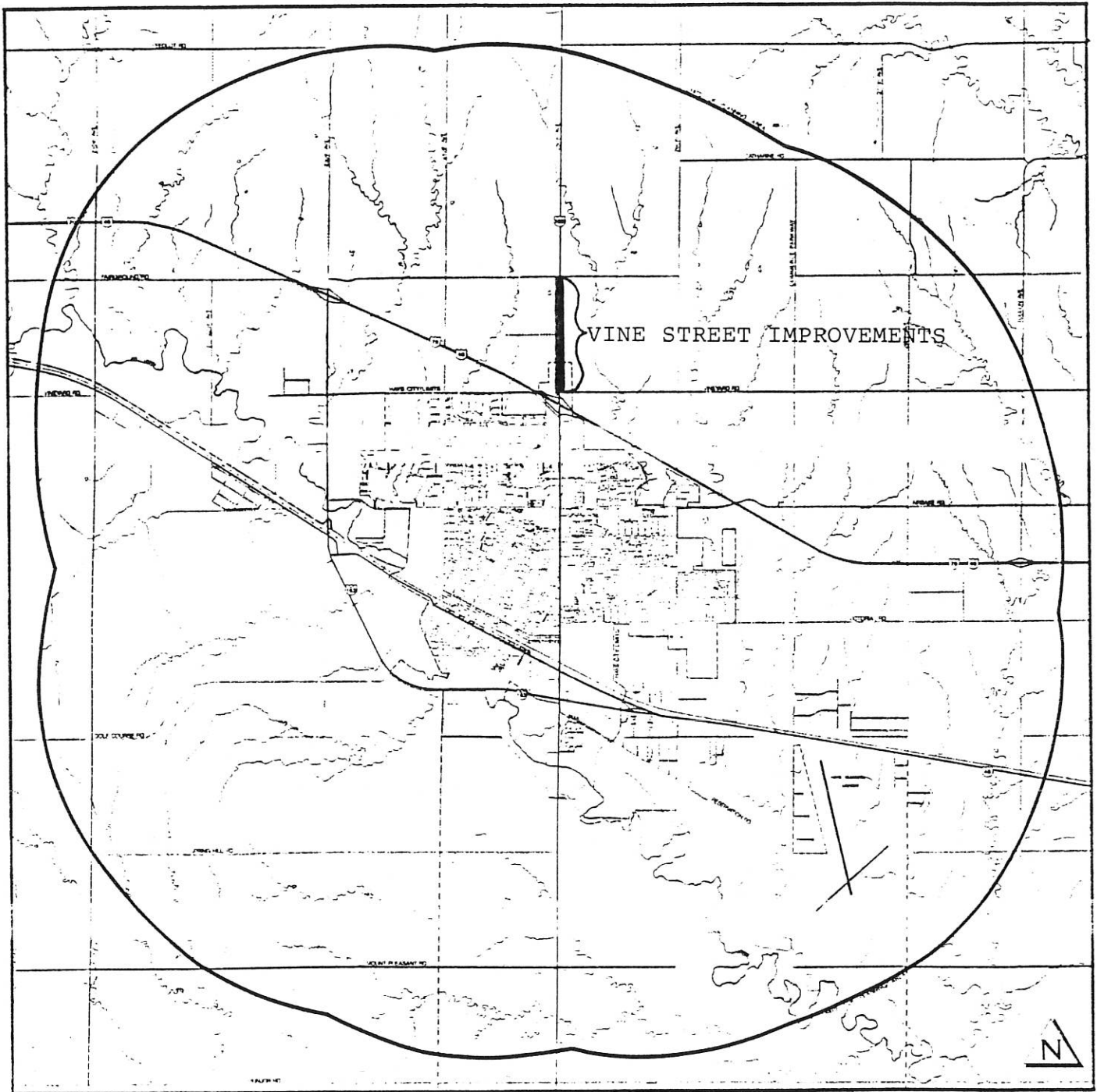
Through this cooperative partnership, the Hays area has enjoyed a transportation network, which is both efficient and convenient. To maintain this system, however, additional funds are needed. We urge the Committee to do all it can to increase funding for this basic essential transportation system for rural residents.

III. State Funding for General Aviation Airports.

Kansas is number one in the world in the production of general aviation aircraft. Yet it is virtually last among the states in the country in providing assistance to general aviation airports. This lack of funding has led to a continual decline in runway surfaces and amenities at many small Kansas airports. After a several decade hiatus, companies are again beginning to build single engine general aviation aircraft. Additionally, at the Hays Airport we presently have three daily commercial flights to Kansas City and two to Denver boarding over 700 people a month providing access to the air transportation network for central Kansas. Yet, the State of Kansas provides no funding to assist the Hays Airport, or facilities much smaller, to ensure that these essential services are maintained. It is our strong feeling that this Committee recommend that State funds be set aside to assist in the development and maintenance of general aviation airports.

We appreciate the opportunity to present our list of priorities to this Committee. It is our hope that you will take the items noted in the attached resolution and add them to your list of other priorities as you develop a transportation plan for Kansas.

Thank you.



HAYS, KANSAS COMPREHENSIVE PLAN

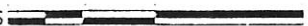
LEGEND

PLANNING AREA

PLANNING AREA BOUNDARY ———

HAYS-ELLIS COUNTY PLANNING COMMISSION
GRIFFITH & ASSOCIATES

CONSULTANTS
STRAUSS & ASSOCIATES
DIETER MATTINGLY

MILES 

RESOLUTION NO. 1998-14

A RESOLUTION ENDORSING SPECIFIC INFRASTRUCTURE IMPROVEMENTS IN ELLIS COUNTY AND THE CITY OF HAYS, KANSAS AND FOR THE ENACTMENT OF A NEW STATE WIDE COMPREHENSIVE TRANSPORTATION PROGRAM.

WHEREAS, Ellis County and the City of Hays, Kansas have determined they need transportation improvements to maintain a vital regional community; and

WHEREAS, Ellis County and the City of Hays, Kansas have determined that specific highway and transportation needs are essential to the safety of its citizens in the future; and

WHEREAS, Ellis County and the City of Hays, Kansas have determined that these specific highway and transportation projects are essential to the future economic well-being of this 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 this community from being met; and

WHEREAS, Ellis County and the City of Hays, Kansas are 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 enactment of a new Comprehensive Transportation Program by the Kansas Legislature.

NOW, THEREFORE, BE IT RESOLVED by the Governing Body of Ellis County and the City of Hays, Kansas:

SECTION 1. That we do hereby endorse and establish the need and support for public transportation services as being vital to the economic growth and development of our community and the safety of our citizens, specifically as follows:

1. Maintenance and improvement to Interstate 70 (I-70) through Ellis County.
2. Improving US Highway 183 to a Super Two status throughout Kansas recognizing its importance in providing essential transportation of goods and services through the mid section of the United States.

3. Improving Vine Street north of I-70 in Hays, Kansas to a full four lane facility with divided medians, storm drainage, lighting, and landscaping similar to Vine Street south of I-70, from I-70 north to Fairground Road.
4. Increase funding to rural transportation initiatives similar to those developed and supported by Development Services of Northwest Kansas, which benefit thousands of riders from a 60-mile radius in and around the City of Hays.
5. Provide funding assistance to general aviation airports for airport improvements recognizing the world wide leadership role Kansas enjoys in the manufacturing of general aviation aircraft.
6. Provide funding and legislative assistance to insure adequate railway transportation and services to the farming and manufacturing economies so vital to the Hays regional area.
7. If funding to research and construct the "Northwest Passage" is provided, consideration should be given to connect it to I-70 so that large population centers in Kansas can be served.
8. Provide increased funding to Ellis County for maintenance and improvement of paved roadways to insure adequate transportation links between the rural communities and the major cities.
9. Provide specific program funding to local government, and directives to railway providers, for maintenance and improvement to the public roadway/railway grade crossing locations.
10. Provide increased funding to Ellis County and the cities of Ellis County for maintenance and improvement of the bridges and culverts serving the communities.
11. Provide funding to upgrade and improve three miles of historic Highway 40 to enhance the transportation service to the municipal airport, economic and industrial development area, U.S. Highway 183, and the City of Hays.
12. Provide funding through local transportation programs to upgrade East 27th Street and East 13th Street to improve and enhance transportation service to Hays Regional Medical Center, Sternberg Museum, and Hays High School thereby supporting the needs for tourism, regional medical care, and student transportation.

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

ADOPTED by the Governing Body of the City of Hays this 13 day of Aug, 1998.



Wayne Billinger
Wayne Billinger - Mayor

Carol Sue Grabbe
Carol Sue Grabbe - City Clerk

ADOPTED by the Board of Ellis County this 17th day of August, 1998.



Board of Ellis County Commissioners:

Keith Kingsley
Keith Kingsley, Chairman

Vernon L. Berens
Vernon Berens, Member

Peter D. Johnson
Peter D. Johnson, Member

ATTEST:

Alberta Klaus
Alberta Klaus - County Clerk

ELLIS COUNTY PUBLIC WORKS

Highway Department--Road & Bridge

Environmental

Landfill--Transfer Station

Noxious Weed

1195 280th Avenue
P.O. Box 691
Hays, Kansas 67601-0691

Phone 785-628-9455
FAX 785-628-9457

February 4, 1999

TO: Randy Allen
KAC Executive Director

FROM: Michael Graf 
Public Works Director

RE: Bridge Costs

Ellis County has 196 bridges, as defined by NBI standards, under its jurisdiction. Of these 196 bridges, 61% or 119 bridges were built prior to 1970. Specifically, 81 of these bridges are over 40 years old, 54 are over 50 years old, 29 are over 60 years old, and 5 are over 70 years old.

Of the 196 bridges, 15 are classified as Functionally Obsolete, and 34 are classified as Structurally Deficient.

Ellis County has 35 bridges eligible for replacement funds as determined by NBI inspection ratings, and 61 bridges eligible for repair funding as determined by NBI inspection ratings. In summarizing the cost to replace or repair the bridges, the estimated cost for replacement in 1999 dollars is \$5,260,000. The estimated cost for repairs, including guardrail and/or structural improvements, would be \$1,982,000 in 1999 dollars. Neither the repair nor the replacement estimates include initial engineering expenses, which conservatively could add over \$500,000 to the total construction costs of \$7,242,000. The attached six pages summarize the repair or replacement estimates regarding the bridge inspection conditions.

Additionally, the county maintains almost 400 timber culverts, reinforced concrete box culverts, or steel span culverts, which by definition related to span length are not classified as bridges. The cost estimates for culvert maintenance and/or replacement is not part of this summary.

The actual rating condition relative to the bridge replacement or repair is not included due to the quantity of data, however, structure width, deck condition, lack of bridge rail and guardrail, inadequate waterway opening, and structural deterioration are prevalent to varying degrees in each case of deficiency.

If you would like additional information, please contact the Ellis County Public Works office at 785-628-9455.



Ellis County Coalition for Economic Development

1301 Pine - P.O. Box 220 - Hays, KS 67601

PH: (785) 628-3102 FAX: (785) 628-1471

THROUGH THE DOCUMENT, THE ELLIS COUNTY COALITION FOR ECONOMIC DEVELOPMENT BOARD OF DIRECTORS ENDORSES AND ADOPTS THE FOLLOWING STATEMENT OF SUPPORT ENDORSING SPECIFIC INFRASTRUCTURE IMPROVEMENTS IN ELLIS COUNTY AND THE CITY OF HAYS AND FOR THE ENACTMENT OF A NEW STATE WIDE COMPREHENSIVE TRANSPORTATION PROGRAM. WE AGREE AND SUPPORT THE FOLLOWING AS ADOPTED BY ELLIS COUNTY AND THE CITY OF HAYS:

WHEREAS, Ellis County and the City of Hays, Kansas have determined they need transportation improvements to maintain a vital regional community; and

WHEREAS, Ellis County and the City of Hays, Kansas have determined that these specific highway and transportation needs are essential to the safety of its citizens in the future; and

WHEREAS, Ellis County and the City of Hays, Kansas have 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, Ellis County and the City of Hays, Kansas 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 Ellis County and the City of Hays, Kansas:

SECTION 1 That we do hereby endorse and establish the need and support for public transportation services as being vital to the economic growth and development of our community and the safety of our citizens specifically as follows;

1. Maintenance and improvement to Interstate 70 (I-70) though Ellis County
2. Improving US Highway 183 to a Super Two status throughout Kansas
3. Improving Vine Street north of I-70 in Hays, Kansas to a full four lane facility with divided medians, storm drainage, lighting, and landscaping similar to Vine Street south of I-70, from I-70 north to Fairground Road
4. Increase funding to the rural public transportation initiatives similar to those developed and supported by Developmental Services of Northwest Kansas, which benefit thousands of riders from 60-mile radius in and around the City of Hays
5. Provided funding assistance to general aviation airports for airport improvements recognizing the world wide leadership role Kansas enjoys in the manufacturing of general aviation aircraft
6. Provide funding and legislative assistance to insure adequate railway transportation and services to the farming and manufacturing economies so vital to the Hays regional area
7. Establish funding to research and construct the "Northwest Passage" connecting Hutchinson and Great Bend to I-70 and the Denver Metropolitan area
8. Provide general funding to Ellis County for maintenance of paved roadways to insure adequate transportation links between the rural parts of the country and the major cities

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

ELLIS COUNTY COALITION FOR ECONOMIC DEVELOPMENT



Charles Reese
Chairman



Lavern Squier
Executive Director

HAYS

KANSAS

Hays Area Chamber of Commerce

1301 Pine, Box 220 • Hays, Kansas 67601 • (785) 628-6201 • fax (785) 628-1471



THROUGH THIS DOCUMENT, THE HAYS AREA CHAMBER OF COMMERCE BOARD OF DIRECTORS ENDORSES AND ADOPTS THE FOLLOWING STATEMENT OF SUPPORT ENDORSING SPECIFIC INFRASTRUCTURE IMPROVEMENTS IN ELLIS COUNTY AND THE CITY OF HAYS, KANSAS AND FOR THE ENACTMENT OF A NEW STATE WIDE COMPREHENSIVE TRANSPORTATION PROGRAM.

WE AGREE AND SUPPORT THE FOLLOWING AS ADOPTED BY ELLIS COUNTY AND THE CITY OF HAYS:

WHEREAS, Ellis County and the City of Hays, Kansas have determined they need transportation improvements to maintain a vital regional community; and

WHEREAS, Ellis County and the City of Hays, Kansas have determined that these specific highway and transportation needs are essential to the safety of its citizens in the future; and

WHEREAS, Ellis County and the City of Hays, Kansas have determined that these specific highway and transportation projects are essential to the future economic well-being of this 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 goal of this community from being met; and

WHEREAS, Ellis County and the City of Hays, Kansas are unable to finance such highway and transportation 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 enactment of a new Comprehensive Transportation Program by the Kansas legislature.

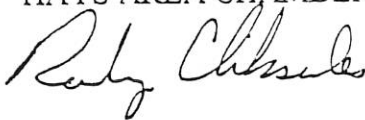
NOW, THEREFORE, BE IT RESOLVED by the Governing Body of Ellis County and the City of Hays, Kansas:

SECTION 1 That we do hereby endorse and establish the need and support for the public transportation services as being vital to the economic growth and development of our community and the safety of our citizens, specifically as follows:

1. Maintenance and improvement to Interstate 70 (I-70) through Ellis County
2. Improving US Highway 183 to a Super Two status throughout Kansas
3. Improving Vine Street north of I-70 in Hays, Kansas to a full four lane facility with divided medians, storm drainage, lighting, and landscaping similar to Vine Street south of I-70, from I-70 north to Fairground Road
4. Increase funding to the rural public transportation initiatives similar to those developed and supported by Developmental Services of Northwest Kansas, which benefit thousands of riders from a 60-mile radius in and around the City of Hays
5. Provide funding assistance to general aviation airports for airport improvements recognizing the world wide leadership role Kansas enjoys in the manufacturing of general aviation aircraft
6. Provide funding and legislative assistance to insure adequate railway transportation and services to the farming and manufacturing economies so vital to the Hays regional area.
7. Establish funding to research and construct the "Northwest Passage" connecting Hutchinson and Great Bend to I-70 and the Denver Metropolitan area
8. Provide general funding to Ellis County for maintenance of paved roadways to insure adequate transportation links between the rural parts of the county and the major cities.

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

HAYS AREA CHAMBER OF COMMERCE



Randy Clinkscales
Chair



Dick Werth
Chair-Elect



FORT HAYS STATE UNIVERSITY



August 18, 1998

Mary F. Turkington
Chair, Transportation 2000
2900 S. Topeka Blvd.
P.O. Box 1673
Topeka, Kansas 66601

Dear Mary:

Transportation is vital to the entire state of Kansas. We are a large state geographically and are dependent upon our ability to travel safely and efficiently and to transport goods. Western Kansas, with its vast size and agricultural economy, is especially dependent upon transportation. Fort Hays State University is supportive of maintaining and improving the highways, roads, air, public, and rail transportation that serves this state.

I would like to specifically endorse the resolution authored by Ellis County and the City of Hays. This proposal addressed many key needs of the state, region, and community. It is a forward looking document that evidences the progressive nature of the elected officials serving Hays and Ellis County.

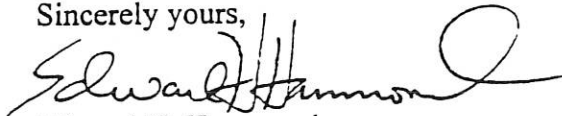
I have been asked to comment on specific transportation needs that affect Fort Hays State University. Fort Hays State University students, faculty, and staff are highly dependent upon quality transportation east and west on Interstate 70 and north and south on U.S. 183. Since students from all over Kansas attend Fort Hays State University, the interconnection of these key roads into other quality roads throughout the overall system is important. Air transportation in Kansas is important. Recruitment of faculty would be extremely difficult without commercial air service to Hays. General aviation is an important tool for the University's use in reaching out to communities across Kansas for their educational and economic development needs. We also know that rail and public transportation are important in the survival of the many rural and urban communities that support Fort Hays State University with their students.

Fort Hays State University is particularly supportive of the efforts of Ellis County and the City of Hays to upgrade East 27 street as this street will become one of the main corridors for people traveling from I-70 to the Sternberg Museum of Natural History. This route should be able to handle both local and visitor traffic.

Mary Turkington
Page 2
August 18, 1998

Bridging distances in Kansas is vital – whether accomplished through technology or transportation. Kansas must maintain a quality transportation infrastructure that will carry its citizens substantially into the next century. I applaud your efforts in creating a comprehensive highway plan for this state!

Sincerely yours,



Edward H. Hammond
President

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(Lj)

HaysMedicalCenter

July 18, 1998

Transportation 2000 Committee

As a regional referral hospital for Northwest Kansas, Hays Medical Center is dependent on the rural transportation system to move patients, families our associates and physicians.



Physicians in Hays have had a long tradition of traveling across the region with specialty clinics and preventive care. In addition the medical center has a large fleet of mobile diagnostic vehicles that travel thousands of miles each week and a team of bio medical engineers who visit health care facilities in a 22 county region.

We strongly support funding of rural transportation initiatives similar to the CAREVAN. This collaborative effort between HMC, Developmental Services of Northwest Kansas and the State Department of Transportation is a benefit to hundreds of riders.

Finally we urge you to provide funding assistance to general aviation airports for airport improvements. The Eagle Med air ambulance team uses airports in rural communities across the state. This has become increasingly difficult because of the inadequate conditions at these facilities. In addition to air ambulance service for patients, the quality of these facilities also has an impact on the retention of physicians who are recruited to this area. If the state can't even maintain its airports, why should they stay in Kansas to practice medicine.

It is essential that we fund the upkeep and improvement programs for these community airports.

Stan Unruh

Vice President for Communications



Rockwell Administration Center
Unified School District 489
323 West 12th Street
Hays, Kansas 67601-3893

TEL (913) 623-2400
FAX (913) 623-2409

August 18, 1998

Dear Task Force Members:

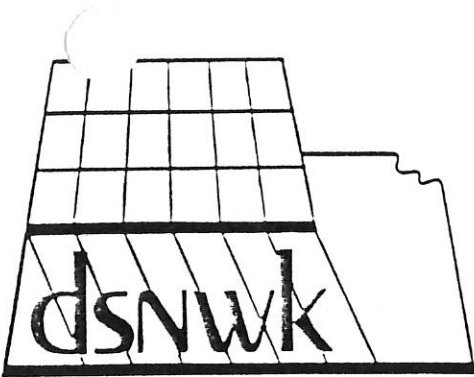
I have read the resolution being presented by governing bodies in Ellis County concerning a comprehensive transportation program. I would like to be on record as supporting this program and in requesting the Legislature to enact it.

When I look at the specific items that are included in the resolution, all of those would indirectly impact Unified School District No. 489, its students and its personnel. Many of the items directly impact the transportation of children. Some of these are convenience factors, but most of them are also safety items.

It appears to me that there are a number of items on the list that would help us to transport children in a safe and efficient manner. Please consider Resolution #288 carefully. It is of considerable significance to Unified School District No. 489.

Sincerely,

Fred Kaufman
Superintendent



Search ?

DEVELOPMENTAL SERVICES OF NORTHWEST KANSAS, INC.

James W. Blume, President

2703 Hall
(913) 625-5678
Fax number (913) 625-8204

P.O. Box 1016
Hays, KS 67601

Transportation 2000: Addressing the Needs of Northwest Kansans with Disabilities

DSNWK is a private not-for profit corporation that has been providing supports to northwest Kansans with disabilities for over thirty years. DSNWK has a locally controlled board comprised of twenty five individuals, with eighteen individuals who represent each of the counties that contract with DSNWK and seven individuals elected at large. Most board members are family members of individuals with disabilities. DSNWK is designated as the Community Developmental Disability Organization (CDDO) responsible for coordinating the provision of services, acting as the gatekeeper for each person seeking services and insuring service quality and individual choice of service. Based on each person's choice DSNWK contracts with qualified and licensed service providers to ensure a network of comprehensive services exist in northwest Kansas.

FACTS:

- DSNWK is currently serving over 450 individuals with disabilities in Northwest Kansas in an eighteen county area covering over 16,000 square miles.
- DSNWK employs over 500 Northwest Kansans who provide both full and part-time supports to individuals with disabilities so they can remain independent and productive members of the community.
- DSNWK coordinates Adult Education and Employment Services for individuals with mental retardation and other developmental disabilities in Atwood, Colby, Hoxie, Oakley, Hill City, Norton, Russell and Hays. In addition a wide array of other support services are available in individuals homes in every county. DSNWK's services have been accredited since 1976 and northwest Kansas enjoys a national reputation for the quality of services that it has available to its citizens with disabilities.
- Over 130 individuals served by DSNWK are currently employed in the community through a very successful "welfare to work" program. Many of these individuals have severe and multiple disabilities.
- Federal and state moneys are available through the Home and Community Based Services (HCBS) program using Medicaid dollars to provide needed supports for living and working. Most of these funds provide staff support for individuals who cannot function independently without them, however, the rates paid for these support services do NOT include a

calculation for transportation services except for limited transportation for medical specialists.

- Most individuals with developmental disabilities are eligible for Supplemental Security Income payments of approximately \$450. per month to cover all expenses related to living, including rent, utilities, food, clothing and other personal needs with virtually none left to cover transportation costs.
- Most individuals with developmental disabilities must rely on public transportation as their means to travel to and from work so they can remain productive members of society.
- With strong support from local boards of county commissioners, DSNWK currently uses a portion of its county mill levy moneys to help with transportation needs, although this limited funding source also pays for building costs and building maintenance, infant and early childhood services and services not fully reimbursed by state and federal funds.
- While most communities in northwest Kansas have worked hard to maintain a local quality health care system they must rely on regional health care systems with limited medical specialists who are generally available only with traveling distances from 30 to 150 miles. With frequent medical and behavioral complications that may be part of having a developmental disability, travel to mental health and medical specialists is an integral part of remaining in Northwest Kansas.
- Because of the availability of quality services for individuals with disabilities in northwest Kansas, many families are able to remain in their home towns and access the supports for their loved ones instead of relocating to urban areas.
- DSNWK has worked in partnership with government and private entities for the past ten years to eliminate duplication and plan and implement a growing network of rural transportation. The recent CARE-VAN is a joint project between DSNWK, Hays Medical Center and the KDOT to provide needed access to communities across multiple counties.

RECOMMENDATIONS:

- Increase funding to rural transportation initiatives through expansion of current programs and the creation of other programs that would not be vehicle dependent (i.e. transportation vouchers to be used for transportation to work and off hours scheduling needs).
- Improve and enhance the number of vehicles with equipment and adaptations needed for individuals with physical disabilities.
- Maintenance and improvement of Interstate 70 (I-70) as a major passage way through northwest Kansas connecting key communities for a strong economy and needed medical, education and mental health supports.
- Improving north/south highways which connect communities that share an infrastructure to maintain quality of life (health, education, social/leisure) as well as supporting business and industry.
- Funding for a "Northwest Passage" to connect Wichita/Hutchinson with a direct route to an I-70 connection in northwest Kansas to assist in accessing needed medical and behavioral specialists and staff training opportunities.

- Provide increased funding to counties for maintenance and improvement of roads, bridges and culverts to reduce burden on property taxes and ensure the financial viability of counties to enable them to maintain a quality of life in small communities.

Respectfully submitted,

James W. Blume 8/18/98
James W. Blume
President

(1/2)

ACCESS TRANSPORTATION

668 Commerce Parkway, P. O. Box 1016
Hays, Kansas 67601
(785) 625-2018
FAX (785) 625-2399
dispatch # (785) 628-1052

Transportation 2000 Task Force
Colby, Kansas
August 18, 1998

Thank you for the opportunity to make a presentation on behalf of ACCESS Transportation.

I am Ron Straight and serve as Transportation Manager of the ACCESS System.

ACCESS serves all of Ellis County and makes a trip to Russell in the morning and afternoon. The average total ridership for a year on ACCESS is approximately 45,000.

ACCESS Transportation support the resolution as presented by the City of Hays and Ellis County.

Specifically of interest to ACCESS in SECTION 1 are:

1. Maintenance and improvement to Interstate 70 (I-70) through Ellis County.

This is the main highway we utilize in serving the county and Russell.

4. Increase funding to rural transportation initiatives similar to those developed and supported by Developmental Services of Northwest Kansas, which benefit thousands of riders from a 60-mile radius in and around the City of Hays.

The coordination that has been accomplished in Ellis County for the support has been exemplary.

8. Provide increased funding to Ellis County for maintenance and improvement of paved roadways to insure adequate transportation links between the rural communities and the major cities.

For ACCESS to provide the transportation needed, the access to roads that are well maintained is of vital importance.

10. Provide increased funding to Ellis County and the cities of Ellis County for

A department of Developmental Services of Northwest Kansas, Inc.

maintenance and improvement of the bridges and culverts serving the communities.

Again in utilizing a majority of the roadways in Ellis County, the condition is of importance to ACCESS because of wear and tear on the vehicle as well as an easier ride for the individuals being transported.

12. Provide funding through local transportation programs to upgrade East 27th Street and East 13th Street to improve and enhance transportation service to Hays Medical Center, Sternberg Museum, and Hays High School thereby supporting the needs for tourism, regional medical care, and student transportation.

ACCESS makes many trips each day to the Medical Facilities in Hays, again well maintained easily accessible streets are a concern to drivers as well as passengers.

In addressing the needs of individuals that can not drive and yet want to remain independent, a reliable public transportation system is a must.

Thank you for the opportunity to address this distinguished group!

HAYS

KANSAS

1301 Pine, Suite B
Hays, Kansas 67601-3554
(785) 628-8202
1-800-569-4505

CONVENTION and VISITORS BUREAU

Hays, Kansas



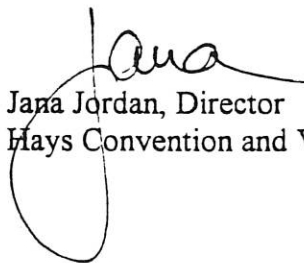
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Chairman and Distinguished Members of the Transportation 2000 Task Force:

The Hays Convention and Visitors Bureau wishes to present this letter of support for the resolution endorsing specific infrastructure improvements in Ellis County and the City of Hays, Kansas and for the enactment of a new state wide comprehensive transportation program.

This document highlights needs for improving Vine Street north of I-70, general aviation improvements, research and construction of the "Northwest Passage" connection to I-70, and the enhanced transpiration service needed to support the new Sternberg Museum of Natural History. These needs not only facilitate local transportation requirements but will have a tremendous impact on tourism needs of the future.

Please help our City and County plan for the future and our growing transportation needs for tomorrow.



Jana Jordan, Director
Hays Convention and Visitors Bureau



Travel
Industry
Association of
Kansas



3-25

ADMINISTRATIVE OFFICES
HANNES ZACHARIAS, CITY MANAGER
PENNY POSTOAK, ASSISTANT CITY MANAGER
CAROL SUE GRABBE, CITY CLERK-FIN. DIR.
KENT LAAS, COMMUNITY DEVELOPMENT COORDINATOR
SUSAN BILLINGER, PERSONNEL DIRECTOR



(h) [unclear]
COMMISSIONERS
JAYNE E. CLARKE, MAYOR
WAYNE BILLINGER
TROY HICKMAN
HOWARD ROME
SHARON LEIKAM

P.O. BOX 490
HAYS, KANSAS 67601-0490

TEL 785/628-7320
FAX 785/628-7323
hzacharias@spidome.net

August 18, 1998

TO: Mary Turkington, Chairperson
Transportation 2000 Task Force Members

FROM: Joe Englert, Airport Manager, City of Hays

RE: Kansas Comprehensive Transportation Program

As we are all aware, Kansas is one of the leaders in aircraft manufacturing, but it takes airports for these aircraft to become a transportation vehicle. In your considerations and planning we ask you to include Kansas airports in the comprehensive transportation system.

Many of our state airports are in need of repairs and improvements. Funding these improvements by small cities and counties is virtually impossible. As has been repeated many times, Kansas does not have an improvement program for airports. Were it not for the Federal Airport Improvement Program (AIP) even commercial service airports like Hays would not be operating today. Hays Municipal Airport is one of two commercial airports serving Northwest Kansas. Hays has received funding through the AIP program to keep our airport in good repair. Our airport currently has five flights daily between Kansas City and Denver. The enplanements for July were close to 800, proving the value to citizens in Northwest Kansas.

Hays is an important link between Northwest Kansas and airports in other parts of the State for medical flights provided by Hays Medical Center (Eagle Med) and HCA Lifewatch. Everyone can appreciate the value of getting a family member medical attention quickly and safely by air transportation. There are existing airports where it is impossible for twin engine aircraft to operate due to the conditions of runways. Economic development is another area of concern for Northwest Kansas; air transportation is a must for many firms to produce products and transport employees.

Hays Municipal Airport is a member of Kansas Association of Airports and has teamed with Economic Lifelines to promote Kansas airports. We hope the Kansas State Government addresses this important transportation concern so that we can have safe airports in the State of Kansas.

Thank you.



3-26

Phillipsburg Kansas

Information

Prepared For:

*Joint Hearing of
Kansas House and
Senate Transportation
Committees*

February 11, 1999



City of Phillipsburg

P.O. Box 447 • Phillipsburg, Kansas 67661 • Phone 785-543-5234 • Fax 785-543-2302

Thank you for the opportunity to speak before you today in regards to the City of Phillipsburg's transportation needs, today and in the future. As I'm sure you are well aware, transportation is the lifeline of rural Kansas. Whether it is highways, railroads, or airports, Kansas must have a comprehensive transportation program that addresses each. Phillipsburg is very fortunate in the fact that we have an industrial base that most communities in our area envy. Without all types of transportation available we jeopardize the existence of these industries and people in rural Kansas. These industries not only rely on the railroad to deliver raw materials, the trucking industry to provide transportation to markets, but also an airport not only for company officials to use but as a way to assure that their employees and families have access to the healthcare that they need.

The trucking industry plays an important role in the economy of Kansas due to our central location within the United States. With a high agricultural and manufacturing based economy, Phillipsburg and rural Kansas rely heavily on the trucking industry for the movement of raw materials, finished products, grains, and other commodities. Highway 183 through Phillipsburg is the shortest route between Interstate 80 and Interstate 70. Combining the Highway 183 traffic with the traffic of Highway 36; Phillipsburg has in excess of 200 semi-trucks traveling through daily that stresses the need for continued maintenance and improvements of the highways. The City of Phillipsburg encourages the Transportation Committee to provide for the continuation and expansion of existing highway programs that assist communities with infrastructure maintenance and construction. Continued funding of secondary projects for counties is very important also. These programs assist in the construction and maintenance of bridges. Consideration also needs to be given to increasing the connecting link mileage maintenance payment to cities. This payment is received by cities that maintain state highways through their communities and the current annual rate is \$2,000 per traffic lane mile. As an example of this need, let me share with you the following information. Phillipsburg has approximately 5 traffic lane miles through the community. At the present time, the city is preparing to mill and overlay approximately one traffic lane mile of Highway 36. The construction cost of this project is approximately \$100,000, engineering cost are approximately \$25,000, for an estimated total cost of \$125,000. If other KDOT programs were not available to assist the city, it would take approximately 62 years for the one mile of connecting link funding to pay for this project. I believe it is safe to say that a one and one-half inch overlay will not last for 62 years. Fortunately, the city has been approved for the KLINK resurfacing project. The KLINK program is of great assistance to cities but it also needs to be modified to include the replacement and repair of curb and guttering along the highways not just the traffic lane maintenance. Another consideration is the installation of crosswalk ramps as required by the Americans with Disabilities Act. This unfunded federal mandate cost our city approximately \$4,000 per intersection.

Phillipsburg is fortunate at this time to have quality rail service provided by Kyle Railways. However, it wasn't long ago that Phillipsburg and others on this stretch of track were threatened with not having rail service. Fortunately the Mid-States Port Authority was created and the partnership with Kyle Railways was developed. Short line railroads need support to improve maintenance of the rail lines in Kansas. Rural Kansas cannot afford to lose this transportation for grains and other products. If we do, this will only increase the heavy traffic on the highways and cause additional maintenance problems.

The importance of an airport program for Kansas cannot be ignored. Since the Federal Aviation Administration requires 20 based aircraft to qualify for their funding programs, many rural airports are not allowed to participate. Yet, to increase the number of based aircraft and use of our small airports to meet FAA qualifications we must be able to maintain as well as improve our airports.

Airports mean access to healthcare for rural Kansas citizens. Residents of the Phillipsburg area are fortunate to have specialist who come to the local hospital to provide for their medical needs without having to drive hours to the city. These physicians fly into Phillipsburg from Wichita and Denver to provide this care. In critical situations time is of the essence, air ambulances must be able to safely fly in and out. Rural Kansans deserve the opportunity to have the same healthcare advantages that urban citizens enjoy.

Airports also mean access for corporate executives and other business representatives to their plants and customers. At the present time we have four industries in our community that regularly fly corporate aircraft in and out of Phillipsburg as well as businesses that serve the agricultural community, such as aerial applicators. To illustrate the cost of airport improvements please consider the following: for a two-inch overlay to be applied to the existing 3,800 feet runway it will cost approximately \$183,000. To extend the runway to 4,500 feet to accommodate larger aircraft will cost approximately \$330,000. Both improvements are needed to insure Phillipsburg's airport will be able to serve those who need it.

The information packets that have been given to you include letters from business, industry, and citizens in the Phillipsburg area expressing their support of a new transportation program. Also included is information concerning the Phillipsburg airport improvement plans and cost estimates, as well as a map of the city showing the highways as they intersect our city. Once again, thank you for the opportunity to speak today. As a final thought, I submit to you that the citizens of Kansas deserve a well-balanced transportation program that meets the needs of all Kansans, rural and urban.

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AUTHORITY

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MAP OF PHILLIPSBURG

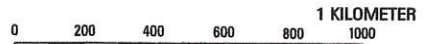
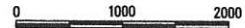
PHILLIPS COUNTY, KANSAS

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IN COOPERATION WITH THE
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MAY, 1994

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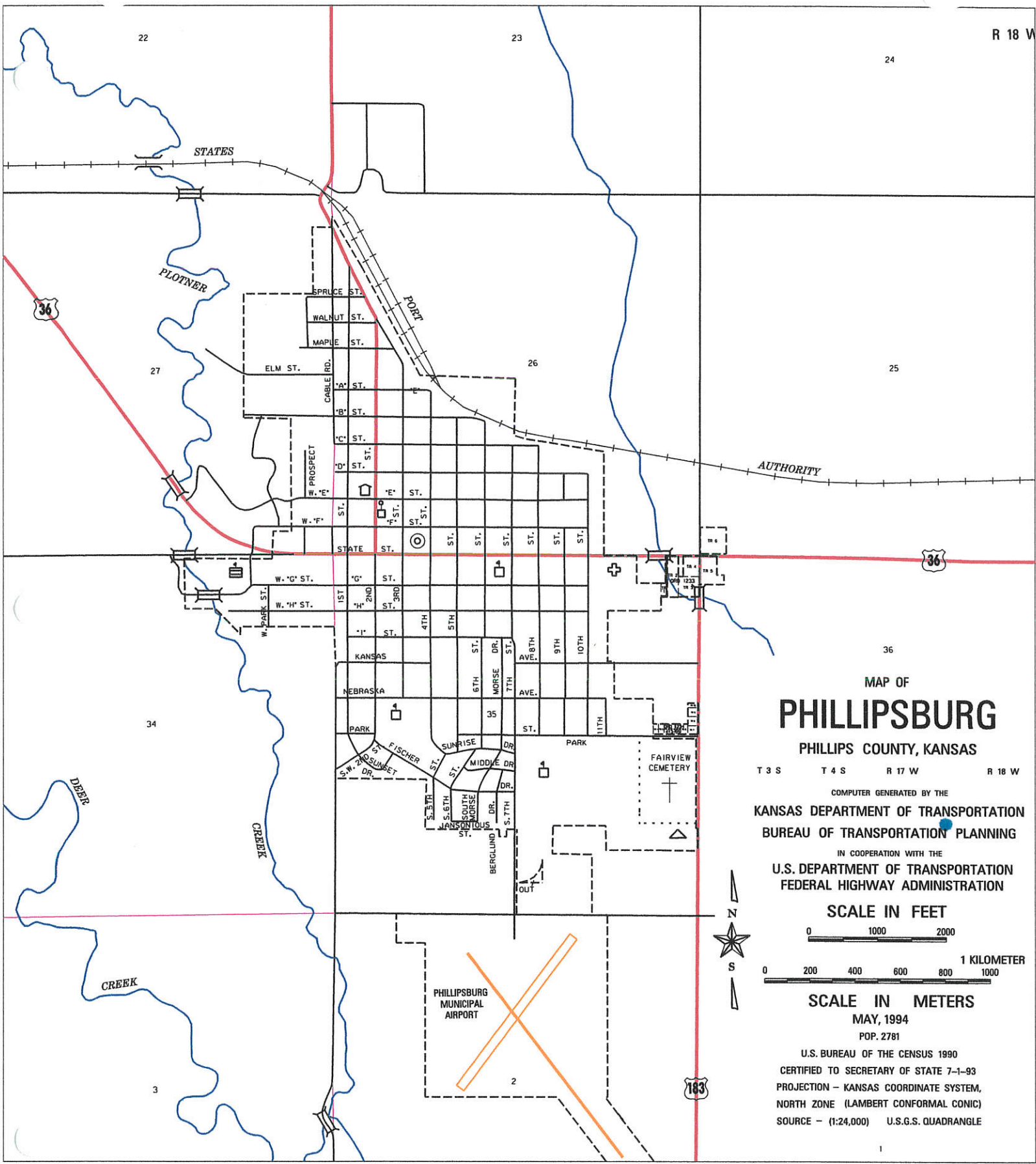
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CERTIFIED TO SECRETARY OF STATE 7-1-93

PROJECTION - KANSAS COORDINATE SYSTEM,
NORTH ZONE (LAMBERT CONFORMAL CONIC)

SOURCE - (1:24,000) U.S.G.S. QUADRANGLE

4-4



FIRST NATIONAL BANK *and* TRUST

"Since 1884"

LOGAN PHILLIPSBURG LONG ISLAND
KANSAS

CHARLES I. MOYER
CHAIRMAN
EXECUTIVE VICE PRESIDENT
TRUST OFFICER

Governor Graves' Transportation 2000 Committee;

A high quality well-balanced transportation system is vital to all of Kansas. Our present highway system is good and in good repair. But we must not let it deteriorate and not plan for the future. We need to finance its expansion where traffic counts, transportation corridors and cost figures direct it.

Kansas railroad transportation continues to abandon track mileage, which puts additional pressures on our highway systems due to the increased pressures of truck traffic to move bulk commodities. Short lines need encouragement and tax support to improve the maintenance of the rail lines in Kansas. That is needed to save our highways.

State support of airport facilities; especially quality surface runways, adequate length of runways, proper runway lighting and runways equipped with instrument landing systems to serve modern executive aircraft are a necessity to attract and retain industry to smaller rural communities. Adequate small town airports are not just a luxury as many Kansas citizens view it. You can have all the best facilities in your community to attract industry and jobs to your community, but without a modern airport; industry won't come or stay.

Phillipsburg as a town that has experienced losses of industries first hand due to not being able to serve corporate aircraft by lacking the runway length to handle multi-engines and small corporate jets. Our airport cannot meet the physical structures and the aircraft motor numbers of locally based aircraft to obtain Federal Aviation Administration money to extend our runway as needed. Outdated, FAA regulations are directing most of their money from FAA to metro communities, so rural communities have to look elsewhere for help.


Phillipsburg lost 140 well paid employees when KN Energy accounting offices moved to Lakewood, Colorado. Phillipsburg felt another loss when Kyle Railroad was purchased by States Rail and their corporate offices were moved to Oklahoma and Texas. We may lose another industry from our community of 38 employees and management if we are not able to accept corporate jets into our airport, here again Kansas loses another industry.

At the present time, we have four industries in our community that regularly fly corporate aircraft in and out of Phillipsburg. These industries employ approximately 375 employees direct and another 500 support employees in our community. This is 50% of our employed base. Three of these four industries are owned outside of Phillipsburg. Aircraft of all four of these industries are stationed outside of Phillipsburg.

The smaller, rural Kansas communities that have a continued shrinking tax base need state tax support on their airport if Kansas wants to keep an industrial base in its rural communities. Kansans will be the losers if a balanced transportation system is not developed and supported by Kansans.

Thank you for serving on this very important transportation task force for Kansans.

Respectfully yours,


Charles I. Moyer
Chairman/President

P.O. Box 627 • Phillipsburg, Kansas 67661 • (785) 543-6511

P.O. Box 7 • Logan, Kansas 67646 • (785) 689-7493 • P.O. Box 36 • Long Island, Kansas 67647 • (785) 854-7441

4-5

THE DANE G. HANSEN TRUST
LOGAN, KANSAS 67646
785-689-4816

July 28, 1998

City of Phillipsburg
P. O. Box 447
Phillipsburg, KS 67661

Attention: Ms. Brenda Chance, City Clerk

Dear Ms. Chance:

The purpose of this letter is to enthusiastically support representatives of the City of Phillipsburg in their quest for grant funds to improve the Phillipsburg Airport.

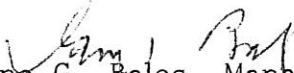
It is unfortunate that small airports such as this one are left out of Federal funding. The last I knew, taxes and user fees were being levied on owners and other people using the airport facilities. Since this is a fact of life at this time it is encouraging that Governor Graves has established a group to study this particular problem with the hopes in mind that funds might be allocated to small airports to upgrade them.

Phillipsburg has a fine airport and enjoys a great deal of traffic. It does seriously need additional runway length in order to accommodate larger aircraft that have no other alternative landing place within a hundred miles or so.

So I do hope that something substantiave will result from the meeting in Colby on August 18.

Sincerely,

THE DANE G. HANSEN TRUST

By 
Dane G. Bales, Manager

**PHILLIPS COUNTY ECONOMIC DEVELOPMENT INC.
FISCHER BUILDING
PHILLIPSBURG, KANSAS 67661**

Governor Graves Transportation 2000 Committee;

A well balanced transportation system is vital for the State of Kansas. The state has done an excellent job in maintaining our present highway systems. With the railroads abandoning more track mileage every year this has put an additional burden on our highway systems due to the increased truck traffic to move bulk commodities.

Airports are another area of the transportation system that needs state support. To be able to attract industry and jobs to your community, that community must have a well equipped airport to handle multi-engines and small corporate jets.

Phillipsburg's airport cannot meet the physical structures and the aircraft numbers of locally based aircraft to obtain Federal Aviation administration money to extend our runway as needed. FAA regulations are directing most of their money from FAA to metro communities, so rural communities have to look elsewhere for help.

Phillipsburg has several business's that depend on the airport in the regular course of their business. We need to be able to accommodate these industries with a larger improved airport or we might lose some of these industries.

The small rural Kansas communities need state tax support to improve their airports to maintain and attract new industry to rural communities.

Thank you for you time and efforts!

Respectfully,

A handwritten signature in cursive script that reads "Monte Abell PCED".

Monte Abell
Secretary PCED

JAMES, INC. PO Box 156 Phillipsburg, KS 67661-9998 785-543-5231

August 3, 1998

City of Phillipsburg
PO Box 447
Phillipsburg, KS 67661

To Whom It May Concern:

The benefit of having a runway and/or improved runway is beneficial to our business, not only for clients coming in to Phillipsburg, but for us chartering aircraft out of Phillipsburg. It is also vital that the community have a good system for Life Watch in the event of an emergency for our employees as well as their families.

As we all know an airport is a very crucial economic lifeline for any community to grow. Our business depicts upon the growth of the industrial community, not only new business, but existing business.

With this, I hope the State of Kansas considers the creation of a state airport grant program to help improve the small airports, which will also help the small communities.

Respectfully,

A handwritten signature in cursive script, appearing to read "Michael James".

Michael James



Mineral-Right, Inc.

July 27, 1998

AUG - 4 1998

City of Phillipsburg
P.O. Box 447
Phillipsburg, KS 67661

To Whom It May Concern:

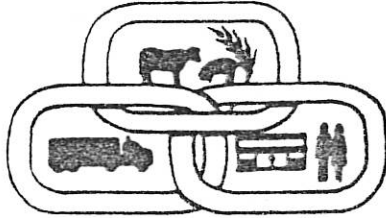
We greatly appreciate your airport facility and without it would hinder the operations of Mineral-Right, Inc.

We have our own twin engine Cessna airplane. One of our main reasons for locating in Phillipsburg was because of your airport facility. Phillipsburg has done a fine job in maintaining this facility and we have always received excellent service and the hours of operation have are always beyond those of similar airports. We would like to upgrade our present airplane however the runway requirements cannot allow for this.

Any help towards funding our Phillipsburg aircraft project would greatly be appreciated. I know of no other community deserving because of their dedication and support of this already fine facility.

Sincerely,

Glenn H. Gruett
Secretary/Treasurer
Mineral-Right, Inc.
Pilot 15WR



PHILLIPSBURG AREA
CHAMBER OF COMMERCE

JOYCE L. RUPP, MANAGER

(785) 543-2321

270 STATE STREET

PHILLIPSBURG, KANSAS 67661

July 29, 1998

City of Phillipsburg
P.O. Box 447
Phillipsburg, KS. 67661

To the City of Phillipsburg:

On behalf of the Phillipsburg Area Chamber of Commerce, we are in full support of the creation of a state airport grant program for small airports and Phillipsburg's need to improve the runway.

The Airport has been a major asset in economic development, medical profession and to help enhance the quality of life in our community.

Sincerely,

Lori Fischer, President
Phillipsburg Area Chamber of Commerce
Board of Directors

PHILLIPSBURG ROTARY CLUB



Phillipsburg, Kansas 67661

July 30, 1998

Brenda Chance, City Clerk
City of Phillipsburg
P. O. Box 447
Phillipsburg, KS 67661

Dear Brenda,

Thank you for your letter dated July 22, 1998. As business leaders in our great community, we do believe in the need for creating a state airport grant program here in Kansas. Because we find ourselves depending on our state government more and more to meet our needs out here in rural Kansas, it is incumbent on our state to help us in a need vital to our community's future ability to conduct business.

Our local airport is in need to lengthen the current asphalt runway to 4500 feet. Further we need to create turnarounds. It is our hope that the state will help us meet these needs.

If we can be of further help, please call on us.

Sincerely Yours,

A handwritten signature in cursive script, appearing to read "Joyce Rupp".

Joyce Rupp
President

JR/fb



P.O. Box 366
Phillipsburg, Kansas 67661
(913) 543-2111

July 27, 1998

Ms. Mary Turkington
Chairperson
Transportation 2000 Committee

Dear Ms. Turkington:

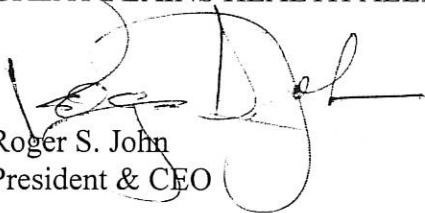
I am writing to support the creation of a grant program to assist small airports to lengthen and improve their runways and to provide other improvements. Phillipsburg's runway is currently 3,800 feet long.

Each year there are a number of medical emergencies which require air transport. As you are aware, 3,800 feet is minimal for the fixed wing aircraft utilized to transport our patients to the nearest tertiary care center. This runway needs to be lengthened, yet the necessary financial assistance is not available from the FAA because Phillipsburg does not have 20 based aircraft.

We ask you to seriously consider supporting a grant program which will allow Phillipsburg and communities like it financial assistance for the improvement of their local airports.

Sincerely,

GREAT PLAINS HEALTH ALLIANCE



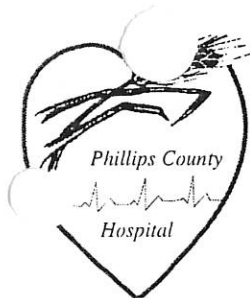
Roger S. John
President & CEO

anl



United to Improve America's HealthSM

4-12



Phillips County Hospital

1150 State Street • Box 607 • Phillipsburg, Kansas 661
785) 543-5226 • FAX (785) 543-6272

Emergency Care • Acute Care • Swing Bed • Long Term Care • Community Service

August 3, 1998

Brenda L. Chance, City Clerk
City of Phillipsburg
P.O. Box 447
Phillipsburg, KS 67661

Dear Ms. Chance:

The Phillips County Hospital Board of Trustees support the creation of a state airport grant program for airports in Kansas. Funding for improvements to airports such as ours at Phillipsburg is almost non-existent. Our airport does not qualify for Federal Aviation Administration (FAA) funding and any improvements must come from already financially strapped local citizens.

The airport at Phillipsburg has a need to lengthen the existing asphalt runway 700 feet and to construct better turnaround areas. This will allow the air ambulance better access to patients from our area.

During the hot summer season, more runway is needed in order for the air ambulance to take off after receiving a patient. This issue is critical to the well-being of our community. If the air ambulance wasn't able to land at Phillipsburg, we would have to transport the patient via land ambulance, adding risk of losing the patient before reaching the care needed.

The Phillips County Hospital had fourteen patients transported last year via the air ambulance. There were three other times the air ambulance couldn't land here because of the length of the runway or weather related conditions.

Please consider the creation of a state airport grant program through the Kansas Department of Transportation and look favorably on the extension of our runway for medical transportation purposes.

Sincerely,

Gordon Detmer
Phillips Co. Hospital Board Chairman



An Affiliate of Great Plains Health Alliance, Inc.

4-13



August 11, 1998

Governor Bill Graves
2nd Floor- State Capital Building
Topeka, Kansas 66612-1590

TO WHOM IT MAY CONCERN:

It is Health Care Associates Medical Center's position that an effective balance transportation program is extremely important to the citizens in rural communities as well as the entire state of Kansas. The Transportation Program needs to address all types of transportation whether it be highways, rail, or air.


Air transportation is especially important to the medical community of Phillipsburg. Time is of the essence when providing treatment to a patient in need of emergency care especially those patients that need to be sent to secondary tertiary trauma centers. One of the best ways to provide this treatment is to transport the patient by air ambulance to the appropriate trauma facility. Rural community airports must be ready to handle the planes used by the air ambulance providers.

Phillipsburg is in need of extending the present runway. Applications have been submitted to the Federal Aviation Administration but the number of based aircraft is below FAA guidelines. Thus, the application will not be funded. We encouraged the State of Kansas to develop an airport grant program that will fill the void for small communities that do not have commercial air service.

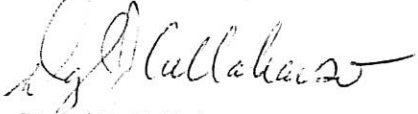
Airports are not a luxury in rural Kansas-they are a necessity. Without quality rural airports we stand to lose not only important medical transportation, but also transportation for industries and businesses needed in our communities.

Thank you for taking the time to listen to the citizens of Kansas as the needs for an effective transportation program are expressed.

Respectfully yours,



C. D. Knackstedt, D.O.



Daryl J. Callahan, D.O.

CDK.kb



Oldrich V. Bubenik, M.D.

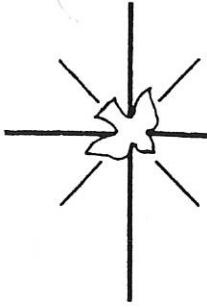
SS. Philip & James Catholic Church

Rt. 3

Box 144A

Phillipsburg, Kansas 67661

Phone 913-543-5367



August 5, 1998

Transportation 2000
Topeka, Kansas

Dear Members of Transportation 2000:

I am a resident of Phillipsburg and have a plane based here which I use in my ministry as a priest. I am a native of northwest Kansas and have always served in this area using a plane since the early 70s. I feel qualified to address the needs relative to city airports.

The City of Phillipsburg and the surrounding area has need of a good airport. We have doctors and business people fly in weekly besides Lifewatch picking up patients every now and then.

I support the proposal of the Phillipsburg representatives of the creation of a state airport grant program for small airports. It is a known fact that the FAA funding goes to the large airports and the smaller airports are left struggling on their own.

Here at Phillipsburg we have a great need for maintenance and improvements. The time has come for a city such as Phillipsburg to upgrade the airport to accommodate small business jets. Neglecting to do so is not good planning. Yet funding is a serious issue.

With state involvement and assistance along the lines of the proposal of the Phillipsburg representatives I think there would be light at the end of the tunnel in taking on this problem. Otherwise the burden is so great very few will be able to take it on.

Thank you for your attention and consideration. I wish to commend you for taking the time to listen to representatives throughout the state concerning our transportation needs.

Sincerely,

Rev. Alvin J. Werth

July 25, 1998

Ms. Brenda L. Chance
City Clerk
City of Phillipsburg
Phillipsburg, Kansas 67661

Dear Brenda,


This letter is in support of the establishment of a state airport grant program for small airports. As a user of the Phillipsburg airport, as well as numerous other small airports in Kansas, I have first hand knowledge of the need for a funding source to insure that the necessary repairs and improvements can take place to keep these small airports safe for use.

We have our airplane based at Phillipsburg so are keenly aware of the need for runway improvement at this site. The proposed lengthening of the runway to 4,500 ft. with a runway resurfacing, would increase the safety margins for small aircraft and allow access by many more corporate size airplanes.

Many business entities rely heavily on air travel to visit remote customers and sites. The total lack of commercial air carrier access to this portion of Kansas, places the burden on small ~~com~~ community airports such as Phillipsburg, to fill this need for access by these business travelers.

In conclusion, the time has definitely come for the state to realize the importance of the small airports in Kansas and establish a funding mechanism to insure that these airports are maintained. The access by medical and business users, as well as the safety of all pilots operating into these fields is at stake.

Sincerely,



Jerry L. Kessler

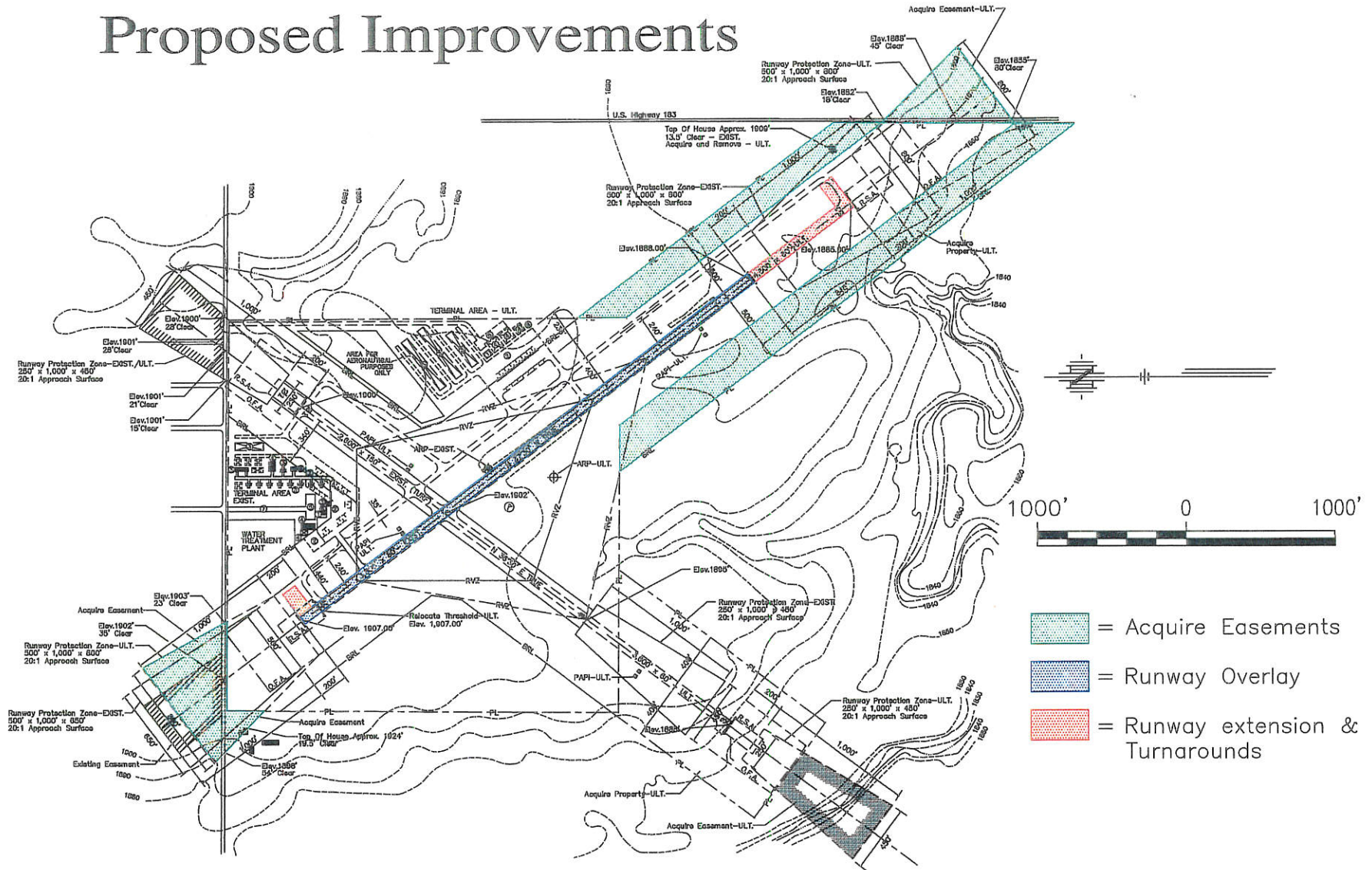
Phillipsburg Municipal Airport Flight Log

May 1994 – December 1994	7 Business Jets 74 Business Twin Engine 155 Single Engine 35% Pleasure 65% Business 41 Air Ambulance
January 1995 – December 1995	30 Business Jets 100 Business Twin Engine 150 Single Engine 35% Pleasure 65% Business 41 Air Ambulance
January 1996 – December 1996	50 Business Jets 105 Business Twin Engine 200 Single Engine 35% Pleasure 65% Business 32 Air Ambulance
January 1997 – December 1997	24 Business Jets 99 Business Twin Engine 191 Single Engine 35% Pleasure 65% Business 5 Helicopter 7 Air Ambulance
January 1998 – December 1998	2 Business Jets 61 Business Twin Engine 287 Single Engine 35% Pleasure 65% Business 12 Helicopter 18 Air Ambulance

Aerial applicator business March 1 – December 31 each year operates 2 planes with an average of 10 take-offs and landings per day.

Phillipsburg Airport

Proposed Improvements



4-19

4-19



& Associates

Evans - Bierly - Hutchison & Associates, P.A.

1105 Williams

Great Bend, Kansas 67530-4487

(316) 793-8411

FAX (316) 793-8413

ENGINEERS - SURVEYORS

E-Mail: ebh.engineering@greatbend.com

Scott Robertson
Public Works Director
City of Phillipsburg
Box 447
Phillipsburg, KS 67661

July 13, 1998

Dear Scott:

The following are the estimates of probable cost for the work at the airport. I have called some contractors to update the cost estimates. The costs for the lighting work were obtained from the current Master Plan.

RUNWAY EXTENSION

• Medium Intensity Runway Lights	\$ 50,000
• Runway End Identifier Lights	\$ 30,000
• Precision Approach Path Indicator Lights	\$ 30,000
• Construction of Runway Extension	\$ 110,000
• Construct Runway Turnarounds	\$ 51,000
SUBTOTAL	\$ 271,000
• Engineering, Survey, (10%)	\$ 27,000
• Construction Services (12%)	\$ 32,000
TOTAL	\$ 330,000

RUNWAY OVERLAY

• Construction of 2" Overlay Over Existing Runway	\$ 150,000
SUBTOTAL	\$ 150,000
• Engineering, Survey (10%)	\$ 15,000
• Construction Services (12%)	\$ 18,000
TOTAL	\$ 183,000

EBH & Associates

Evans - Bierly - Hutchison & Associates. P.A.
1105 Williams
Great Bend, Kansas 67530-4487
(316) 793-8411
FAX (316) 793-8413

ENGINEERS - SURVEYORS

E-Mail: ebh.engineering@greatbend.com

PHILLIPSBURG AIRPORT RUNWAY EASEMENTS

ESTIMATED COSTS

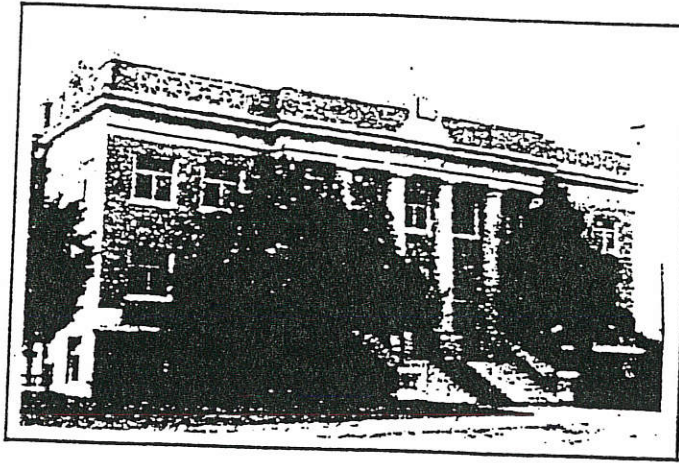
• RECORDS RESEARCH	\$900.00
- Courthouse Records	
- Property Pins (find existing pins)	
• FIELD SURVEYS	\$3,500.00
- Runway Centerline	
- Airport Property Lines	
- Clear zones and Runway Protection Zones layout	
• PLAT PREPARATION & DESCRIPTIONS	\$1,000.00
• FIELD SURVEYS - FIELD LAYOUT OF EASEMENTS (if required)	<u>\$2,000.00</u>
Total	\$7,400.00

County of Cheyenne

Jane Brubaker
Commissioner

Tim Raile
Commissioner

Ron Krien
Commissioner



ELAINE KEHLBECK
County Clerk
212 East Washington
P O Box 985
St Francis, KS 67756-0985
913-332-8800

CHEYENNE COUNTY ROADS AND BRIDGES

As we look forward to the 21st century, we need to prepare ourselves for the changes in the transportation needs in Kansas. Being located in the far northwest corner of the state, our transportation problems are probably similar to other counties across Kansas. Our main industry is ag-related products and the trend is toward bigger equipment to transport their produce from farm to market. As this equipment gets larger, we are seeing that our roads need to be wider to provide safer driving for the public.

The most serious problem that is often over-looked is county bridges. Cheyenne County has a total of 99 bridges (structures that span over 20 feet in length) in which 54 of them require posting due to load limitations. We had one bridge that collapsed and removed it waiting on funds to replace it. Bridge inspections were just completed and the engineers are reviewing two concrete pre-stress structures that have sheer cracking. We currently have 19 bridges that are either functionally obsolete or structurally deficient but 35 bridges will soon be on that list since they require posting at the present time. The average replacement cost for these bridges is \$120,000 and yet our 1999 Special Bridge budget is only \$42,000.

It is quite evident of our situation since the majority of our bridges were constructed several decades ago.

We recently replaced two bridges in 1995 and in 1998 utilizing Federal-Aid funds. Even though we had financial assistance, both of these concrete structures cost us an average of \$61,000 including our preliminary engineering. At this rate, our bridges will be failing faster than what we can afford to build them unless changes are made.

STATE HIGHWAYS

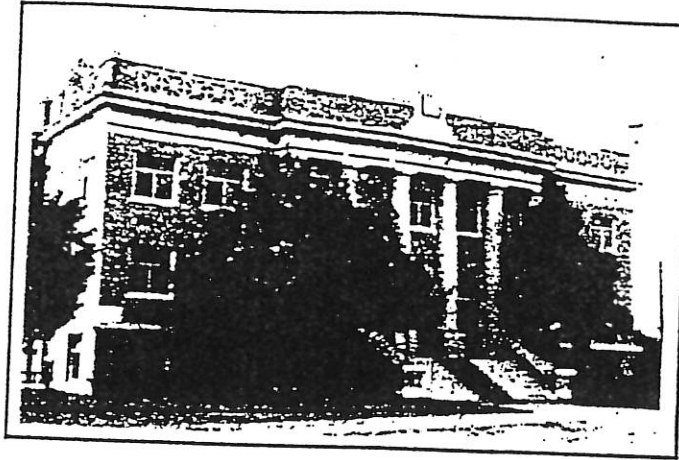
First of all, I would like to commend the State of Kansas, whomever was responsible, for the implementation of the Major Modification work that has been completed on our state highways the past several years. This comprehensive transportation program has been a wise investment towards safety and highway longevity and we hope it is their intent to continue this plan. Even though we have improved our highways immensely, how come the State can't seem to widen the intersections enough for truck traffic to make the corners while staying in their own lane? The Kansas Department of Transportation has bought enough signs, posts, and labor at these intersections to compensate the investment in a wider turn lane. Remember, intersections are prone for accidents, especially where truck traffic is high.

County of Cheyenne

Jane Brubaker
Commissioner

Tim Raile
Commissioner

Ron Krien
Commissioner



ELAINE KEHLBECK
County Clerk
212 East Washington
P O Box 985
St Francis, KS 67756-0985
913-332-8800

CHEYENNE COUNTY AIRPORT

Cheyenne County constructed a 3100' asphalt runway 18 years ago using local funds via a bond issue. Since then every effort has been made to maintain our runway despite the minimal airport budget that is allocated.

The condition of our runway has deteriorated to the point that a major reconstruction will soon be required in order to provide safe air service.

We feel that we are entitled to either state or federal monies to assist our airport since we have been paying fuel taxes for decades and have not received a single dime. We estimate that during the asphalt runway's life alone, the cumulative Federal excise taxes and sales tax collected at our airport total more than \$100,000.

To our knowledge Kansas is the only state that has not provided financial assistance to small airports.

It is also critical that such funding not be accompanied with extensive regulations that will damper our operation. Please keep in mind that the medical field is being more specialized and requiring doctors to utilize our airport more as well as ambulatory services for local citizens.

COUNCIL MEMBERS

Dale Henderson

Pete Jensen

Ernest Lebfrom

Robyn Raile

Doug Ross

Telephone: (913) 332-3142

FAX: (913) 332-2778

CITY OF ST. FRANCIS

JEFF N. RAILE, Mayor

P.O. Box 517

St. Francis, Kansas 67756

MICHAEL D.
City Attorney

DOROTHY M. CARPENTER
Treasurer

ROB LAWSON
City Superintendent

DEANNA FORSYTHE
City Clerk CMC

MARY P. LAMPE
Ass't Clerk

OFFICE: 113 W. Washington

Testimony to the Kansas Senate and House Transportation Committees

Presented on Behalf of the City of St. Francis
By Dave Flemming, Cheyenne County Highway Superintendent
February 11, 1999
Topeka, Kansas

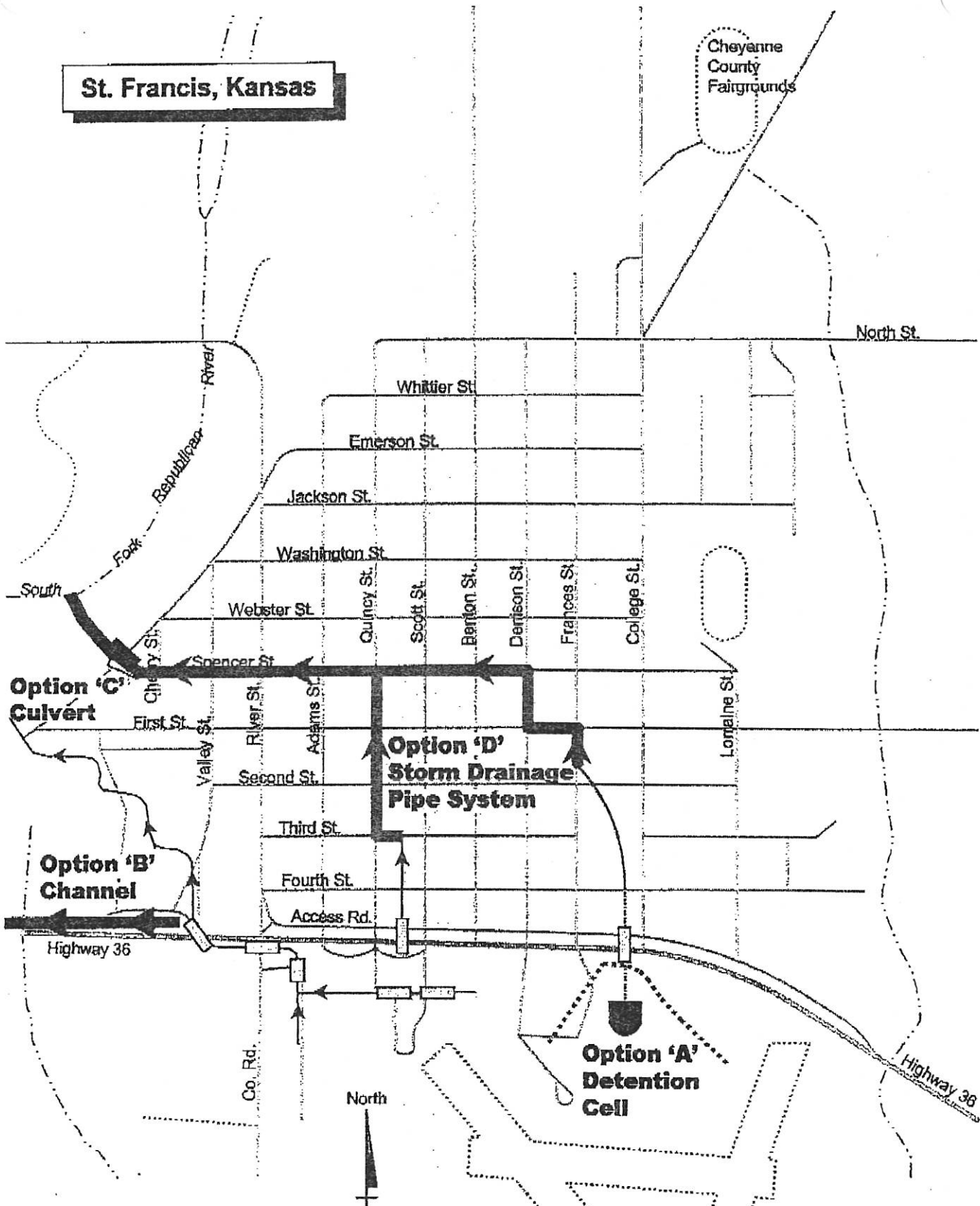
The City of St. Francis is pleased to have the opportunity to present testimony regarding our current transportation needs. The City of St. Francis is located in northwest Kansas on U.S. Highway 36, 16 miles south of the Nebraska border and 14 miles east of the Colorado border.

Each year, the City of St. Francis endeavors to provide funding for needed transportation improvements. However, under the tax lid, it is very difficult to ensure that the local road system is developed, maintained, and improved. We strongly support a Comprehensive Transportation Program large enough to include as many local transportation needs as possible.

Several of the roadways throughout the City of St. Francis are currently subjected to severe flooding on a frequent basis. These flooding problems disrupt traffic, cause safety concerns, and at times can divide the community with fast-moving water. In addition, the water rushing through these streets causes faster street deterioration, resulting in increased maintenance costs. These problems have led the City to fund a study to identify solutions. The attached *Figure A* shows the recommended solutions from this study. The proposed improvements would result in substantially reducing storm water that is currently surface drained through the streets. These proposed improvements include:

- A) Construction of a detention cell south of U.S. Highway 36 would reduce the rate of runoff that is currently surface drained on Parkway Drive and Spencer Street south of Highway 36. This improvement is expected to Cost \$225,000.
- B) Construction of a roadside channel along the north side of U.S. Highway 36 would divert water west and out of town. Currently, this water flows north into town where it causes flooding. This improvement actually follows the original highway design from 1955. Between design and construction of the highway, the drainage design was altered. The City of St. Francis has experienced flooding problems as a result. This improvement is expected to cost \$123,000.
- C) Replacement of undersized culverts that currently causes water to back-up on to Spencer Street would eliminate ponding and improve the safety of the street. This improvement is expected to cost \$28,500.
- D) Construction of a storm drainage pipe system along Spencer, Quincy, Dennison, and Frances Streets would remove storm water from the surface of the streets. This would provide increased safety, less traffic disruption, and easier access throughout town in the event of an emergency. The expected cost of this option is \$1,470,000.

The combined total of these options is \$1,846,500. It is nearly impossible for a community the size of St. Francis to fund a project of this size on its own. Therefore, we strongly encourage the Legislators to pass a Comprehensive Transportation Program that is large enough to include as many communities like ours as possible.



Prepared by:



Miller & Associates
818 East 25th Street
Kearney, Nebraska
(308) 234-6456

Legend

- Drainage Patterns
- Drainage Structure
- Proposed Options

**Proposed Improvements
Figure A**

LOGAN COUNTY COMMISSIONERS

Virginia B. Beamer
Commissioner 1st District

Douglas Mackley
Commissioner 3rd District

Donita M. Sparks
Commissioner 2nd District

710 West Second • Oakley, Kansas 67748-1233 • Telephone 913-672-4244

TO: THE ESTEEMED SENATORS AND REPRESENTATIVES OF JOINT
TRANSPORTATION COMMITTEES OF KANSAS LEGISLATURE

FROM: VIRGINIA B. BEAMER, CHRMN. OF BOARD OF LOGAN CO.
COMMISSION

RE: A NEW COMPREHENSIVE TRANSPORTATION PROGRAM FOR KANSAS

Logan County is located in the Norhtwest part of our state. Oakley, the county seat is located approximately 70 miles east of the KS/CO border on I 70. US 83, US 40 and US 25 also run through our county. We are a small county with population of approximately 3200 people. Kansas has 133,386 miles of roads, 815 miles of that number and 28 bridges are the responsibility of Logan Co. Logan Co. is in support of a new transportation program for Kansas. We know the economic impact of good roads, airports, the railroad system and public transit to our state and indeed our county and cities within our borders.

Logan Co. and the cities within, Oakley, Winona and Russell Springs, would encourage you to remove the caps on the demand transfers on the City/Co. Revenue Sharing and City/Co. Highway funds that were put on in 1990 when the state was not doing well fiscally as it is today. Thank you for removing the caps on the Local Ad Valorem Tax Reduction fund last year. (please see the impact statements attached) These are monies badly needed by cities and counties for the upkeep of our roads and bridges.

Having been a member of the T 2000 task force this year I heard many of the same concerns you have been hearing. In those 12 "town hall" meetings we heard of needs of cities and counties, airports, railroads, public transit. Needs to widen narrow roads and put adeguate shoulders on them, needs for continued maintenance of our currents roads and in numerous cases the need for new roads. We as a task force heard of the overwhelming need for a new transportation program for Kansas.

We as members of T 2000 would have been shocked if someone had come forth and said, "No, Don't do it, we don't need a new transportation program!" NO ONE came forth to give any testimony to the contrary. We heard only of the great need for a new transportation program.

**SUMMARY OF IMPACT OF CAPPING THE STATE DEMAND
TRANSFERS
FROM THE STATE GENERAL FUND TO OTHER FUNDS**
(in thousands)

LOCAL AD VALOREM TAX REDUCTION (LAVTR):

<u>FISCAL YEAR</u>	<u>TRANSFER PER STATUTES</u>	<u>ACTUAL TRANSFER</u>	<u>NET (LOST) REVENUE</u>
1991	37,164	37,164	0
1992	38,966	38,576	390
1993	40,540	39,324	1,216
1994	41,971	40,293	1,678
1995	44,649	44,649	0
1996	47,054	46,301	753
1997	48,661	46,949	1,712
1998	50,688	47,771	2,917
1999 proj.	54,326	54,326	0
Total	404,019	395,353	8,666

CITY-COUNTY REVENUE SHARING (CCRS):

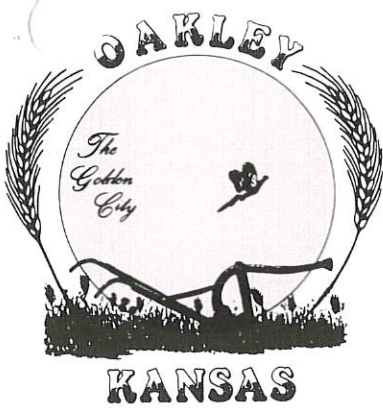
<u>FISCAL YEAR</u>	<u>TRANSFER PER STATUTES</u>	<u>ACTUAL TRANSFER</u>	<u>NET (LOST) REVENUE</u>
1991	28,351	28,351	0
1992	29,461	29,166	295
1993	31,153	30,218	935
1994	31,905	30,629	1,276
1995	33,375	33,375	0
1996	36,070	34,610	1,460
1997	37,117	35,095	2,022
1998	38,570	35,709	2,861
1999 proj.	41,376	36,566	4,810
Total	307,378	293,719	13,659

CITY-COUNTY HIGHWAY FUNDS:

<u>FISCAL YEAR</u>	<u>TRANSFER PER STATUTES</u>	<u>ACTUAL TRANSFER</u>	<u>NET (LOST) REVENUE</u>
1991	9,213	9,052	161
1992	9,866	9,768	98
1993	9,929	9,631	298
1994	10,149	9,743	406
1995	11,169	10,036	1,133
1996	13,525	10,407	3,118
1997	15,500	10,553	4,947
1998	15,998	10,737	5,261
1999 proj.	16,549	10,995	5,554
Total	111,898	90,922	20,976
Total – all three programs	823,295	779,994	43,301

Transfer Per Statutes = without caps

CAPS.doc



City Of Oakley

209 Hudson Ave. — Oakley, KS 67748-1725 — Phone 785-672-3611 — Fax 785-672-3324

TESTIMONY TO THE JOINT TRANSPORTATION COMMITTEE

FROM THE CITY OF OAKLEY AND LOGAN COUNTY DEVELOPMENT CORPORATION

Presented by:

Allen J. Dinkel, City Administrator & Gordon Pfannenstiel,
Director

The City of Oakley, located in the counties of Logan, Thomas, and Gove in Northwestern Kansas fully supports the new Comprehensive Transportation program. Transportation is the linkage which is needed to keep our community viable and to promote economic development. Good highways are very important to our community, but there are also needs for local transportation needs such as major streets and the airport in our city.

We also recommend that improvements of highways in the Kansas Department of Transportation system be done in a manner to minimize the effect on the communities effected. Highway closures can cause increased expenditures and/or loss of revenue for local businesses.

Due to the closure of Highway 83 this past year, a local feedlot had increased expenditures of nearly \$40,000 for shipping fat cattle to the IBP plant near Holcomb. This does not include added expenses for transporting feed stuffs or feeder cattle which are delivered from the south via Highway 83.

In addition tourists and travelers were detoured away from Oakley because of the highway construction. One local convenience store owner reports his best month during the six month period when the Highway was closed was a loss of \$1,000.

TESTIMONY TO JOINT TRANSPORTATION COMMITTEE
CITY OF OAKLEY AND LOGAN COUNTY DEVELOPMENT CORPORATION
FEBRUARY 11, 1999
PAGE 2

For the past nine months we have been in discussion with the Kansas Department of Transportation regarding a 3.2 mile improvement of Highway 40 which will probably be constructed in 2001. The community had many concerns as this project was discussed. The greatest concern was the projected closure of the Interstate 70 exit for the replacement of the ramps as the negative economic impact on our business community would be staggering.

After discussing a number of options, KDOT decided the best thing to do was to indefinitely postpone this portion of the project. Our concern is that the ramps must need replacement or the KDOT staff would have never recommended it. Instead KDOT decided to decrease the quality of the project rather than to consider other options.

Again we are in full support of a Comprehensive Highway Program, but we urge you to consider adequate funding for local transportation needs. We also would encourage a better sensitivity and communication about local concerns before highway project plans are finalized.

Transportation 2000

A proposal for Highway
safety and improvement

(Submitted by Trego County)

In Northwest Kansas we are witnessing a major shift in many forms of transportation. Some areas have lost their railways due to restructuring of that industry. Grain in these areas is therefore rerouted by truck (often times to a unit train facility.) This shift from localized rail to regionalized trucking has caused corporations, farmers, rail planners, and even our politicians to plan their transportation needs differently. This is true with the situation in Trego County.

Northwest Kansas, and specifically Trego County was blessed with the construction of two, 100 car unit train facilities in the last 4 years. These two facilities serve an estimated eighteen counties and literally thousands of farms, in Northwest and Northcentral Kansas. In 1998, these facilities channeled an estimated twenty-two million bushels of grain through their facilities onto trains. Twenty-two million bushels is a huge difference to the estimated two or three million bushels prior to the aforementioned additions. These facilities, for your information, are not huge storage warehouses that we have grown accustomed to see around the state. Not at all. The facilities have a 600,000 bushel capacity (per facility), and therefore must make many turns (rotations of product) and because of this must be filled and emptied on a regular basis. Transportation from the eighteen "supply counties" to the facilities is therefore paramount, not only to the outlying suppliers and their transport people, but also to the corporations trying to coordinate trains and grain.

One large obstacle in this whole process has been a stretch of road known as RS-1977 a.k.a. "Old 40 highway" in Trego County. Often times, this is the only dirt/sand road that suppliers of grain have to "deal with" in adverse weather. It (the road) can therefore hold up an entire movement of grain through this system. This problem was brought to the attention of the local officials and it was decided that a plan of action should be taken. During this

process, a resolution was drafted and approved concerning this section of road. Also, a plan was submitted to a transportation committee meeting in Colby, Kansas in August of 1998. The original plan which includes the counties resolution (98-5) is included in the back of your packet today. I would at this time submit to you a proposal for your consideration which we feel would solve a portion of a growing transportation issue in Northwest Kansas:

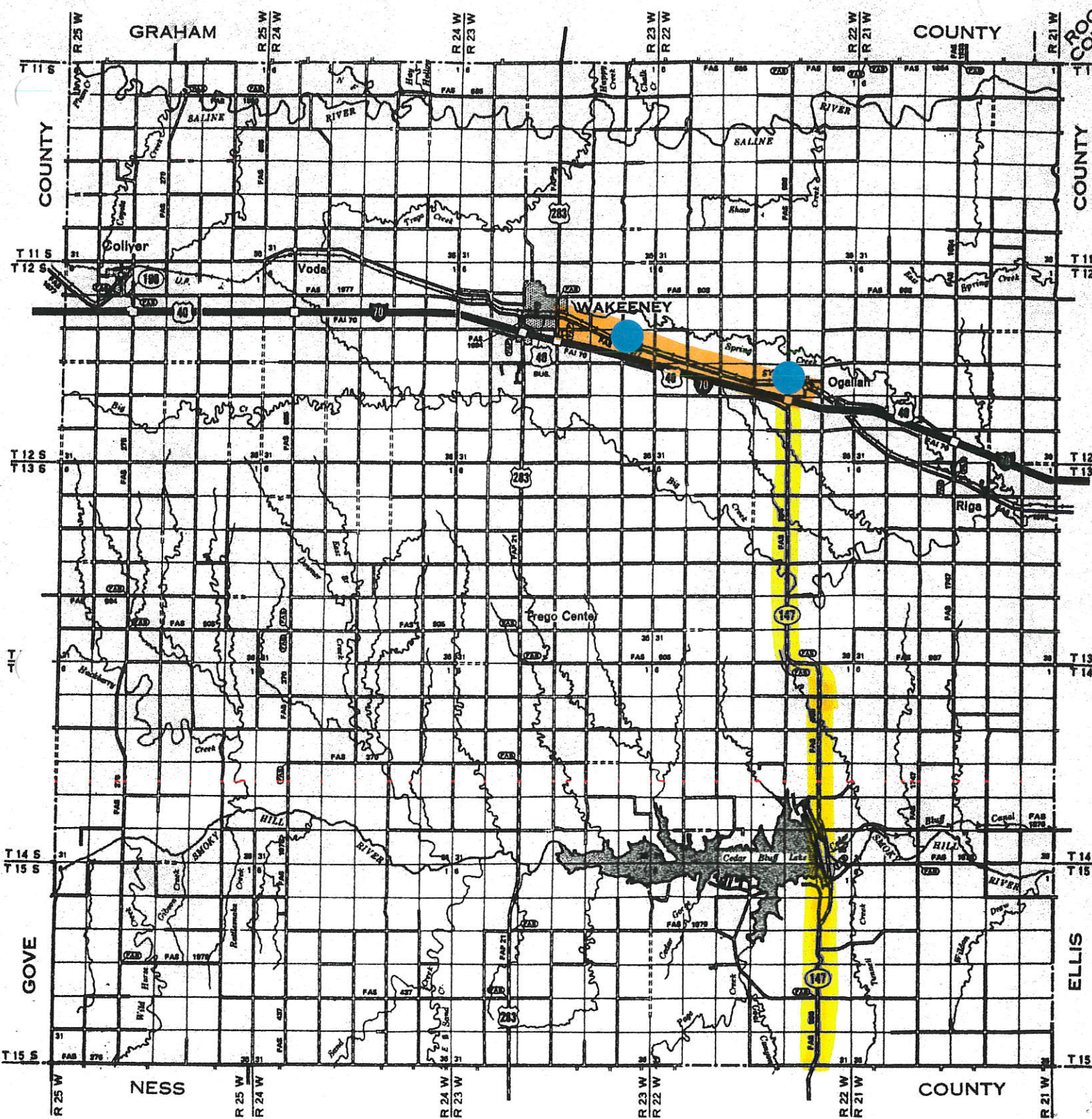
Proposal-

Article 1; That KS-147 be extended from Ogallah (an unincorporated town in Trego County) west along what is currently known as RS-1977 to an intersection with US-283 at WaKeeney. Therefore, we respectfully request that the above described section of the road be entered into the State of Kansas highway system. (The proposed addition is marked in orange on the map in your handout, the portion marked in yellow is the current KS-147. The blue dots indicate the approximate locations of the train loading facilities.)

Article 2; That US-283 highway in and around the city of WaKeeney be expanded and improved to handle the increased traffic and stress which is now causing stability problems with the current roadway. (This could include base improvements, turning lanes, useable shoulders.)

Benefit-

In addition to relieving stress on this portion of I-70, it would offer an all weather alternative to the current safety plagued over road. i.e. RS-1977. This extension of KS-147 would almost certainly open other opportunities for other corporate interests to look at this area more favorably for development thus helping other economic development.



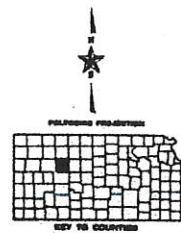
LEGEND

ROADS AND ROADWAY FEATURES

PRIMITIVE ROAD	.....
UNPAVED ROAD	.....
GRAVEL OR STONE ROAD	.....
GRAVEL OR STONE ROAD - NOT GRADED OR DRAINED	.....
GRAVEL OR STONE ROAD - GRADED AND DRAINED	.....
GRAVEL OR STONE ROAD WITH STABILIZED SURFACE	.....
BITUMINOUS ROAD - LOW TYPE	.....
PAVED ROAD	.....
DIVIDED HIGHWAY	.....

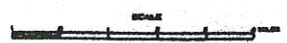
ROAD SYSTEM DESIGNATION

FEDERAL-AID INTERSTATE HIGHWAY SYSTEM	.....
FEDERAL-AID PRIMARY HIGHWAY SYSTEM	.....
FEDERAL-AID SECONDARY HIGHWAY SYSTEM	.....
INTERSTATE NUMBERED HIGHWAY	.....
U.S. NUMBERED HIGHWAY	.....
STATE HIGHWAY SYSTEM OR STATE NUMBERED HIGHWAY	.....
END OF DESIGNATED SYSTEM OR MARKED ROUTE	.....



**GENERAL HIGHWAY MAP
TREGO COUNTY
KANSAS**

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



8-4

At the Transportation 2000 meeting attended in August, we listened to many concerns over the trucking issues throughout Northwest Kansas. I'm sure you will have heard many of these same concerns recently. Whether it is shoulders on the highway for safety issues or turning lanes to expediate flow of traffic, all the issues point to an obvious concern. We need to recognize the rapidly changing transportation issues in Northwest Kansas and act accordingly, thereby creating and maintaining a safe, smooth flow of trucks, grain, and people through our state.

TRANSPORTATION 2000

Trego County

TRANSPORTATION 2000
Trego County

Trego County has a population of 3506, with two incorporated cities. WaKeeney with a population of 2119, and Collyer with a population of 132. The third and unincorporated community in Trego County is Ogallah with a population of approximately 15 to 20.

The areas of concern I will bring to your attention today is the upgrade of US 283 through WaKeeney, and the paving of RS1977 which we call old US 40 from WaKeeney to Ogallah. The paving of this road would connect US 283 and US 147. Currently this rural road is rocky, and maintained by Trego County.

In 1996, Trego County was fortunate enough to have two grain terminals built between WaKeeney and Ogallah. Westland and Cargill grain terminals store 600,000 bushels of grain at each facility. They are not storage facilities. The grain is hauled in by trucks and hauled out by rail cars on shuttle trains.

These grain terminals have only 15 hours to prepare, and fill 100 train cars once they are dropped off. If they do not have them filled within their time limit, they have to pay large penalties. An all weather route will help insure that the grain can be delivered so the facilities will not have to pay large fines.

Typically each facility averages 100 to 130 trucks per day, with good road conditions. During harvest they each averaged between 600 and 650 trucks per day. To date they are each still averaging around 200 trucks per day, to take care of all the grain that was stored on the ground in the surrounding area.

The road RS1977 is very heavily traveled. All the trucks must travel on unpaved roads to reach Cargill which is 2 miles east of WaKeeney, and many travel the unpaved road to Westland which is in Ogallah, because they can legally haul more grain per load on the two lane highways.

The trucks hauling this grain is not just local farmers and elevators, but from 18 counties in the surrounding area (see trade area map). This is not just solving a problem for Trego County residents. If paved it will address a regional problem.

The increased truck traffic has also created problems on US 283 that goes through WaKeeney. The highway needs upgraded through the city limits because of base erosion and bad rutting in the highway.

These projects are fully supported by the Trego County Commission and included in this packet is a signed resolution.

You can understand with a total county population of 3506 and Trego County's assessed value at \$27,862,560 the Trego County Commission can not take on a project this large and expensive.

Thank you for your time and consideration and I hope you will be able to support this project. For more information contact Trego County Economic Development, 216 Main, WaKeeney, KS 67672, (785)743-5785.

Sincerely,



Kathy Richards
Trego County Economic Development Director

Board Meets Every Monday.
Claims Paid Last Business Day
of Each Month.

Board of
County Commissioners

Trego County
Telephone 913-743-5775 (meetings)
743-5773 (Clerk)
FAX 743-2461
216 Main Street
WaKeeney, Kansas 67672

Arlene Eveleigh, Ellis
John W. Boeve, WaKeeney
Lloyd Nilhas, WaKeeney
Kathleen Conness, County Clerk

RESOLUTION 98-5

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

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

WHEREAS, the County Commissioners of Trego County, Kansas (hereinafter the "County"), has conducted the necessary investigations to identify the transportation capital improvements that are needed in Trego County; and

WHEREAS, these specific transportation capital improvements are vital to the economic well-being of the City of WaKeeney and Trego 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 County from being accomplished; and

WHEREAS, the County 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 County and other counties across the state without the enactment of a new Comprehensive Transportation Program by the Kansas Legislature.

NOW, THEREFORE, BE IT RESOLVED BY THE COUNTY COMMISSIONERS OF TREGO COUNTY, KANSAS:

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

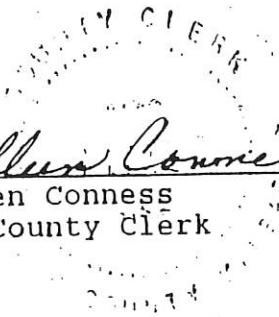
- (1) US 283 Business within the City of WaKeeney.
- (2) US 40 (old) from WaKeeney to Ogallah.

Section 2. New Comprehensive Transportation Program. The County 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.

ADOPTED this 17th day of August, 1998.

BOARD OF COUNTY COMMISSIONERS
TREGO COUNTY, KANSAS

ATTEST:

A circular seal for the Trego County Clerk, featuring the text 'TREGO COUNTY CLERK' around the perimeter and '1887' at the bottom. The seal is partially obscured by the signature of Kathleen Conness.
Kathleen Conness
Kathleen Conness
Trego County Clerk

Arlene Eveleigh
Arlene Eveleigh, Chairperson

John W. Boeve
John W. Boeve, Member

Lloyd Nilhas
Lloyd Nilhas, Member

Paving Old US 40

Safety Issues

- Visibility can be extremely poor- dust after traffic can hang in air for long time leaving visibility down to a few feet. This is a hazard at the train crossings also.
- Trucks passing each other - shoulders of the dirt road can be soft and create an accident.
- Windshields get broken from flying rock.
- Flat tires.
- Traffic - currently Westland and Cargill grain terminals are each getting approximately 200 trucks daily delivering grain. During harvest the truck count is up to 650 daily at each facility. Regular truck traffic is between 100-130 trucks per day if road conditions permits.
- 98% of the traffic to the two grain terminals along of US 40 is semi trucks. During harvest there is increased farm truck traffic.

Economic Impact

- Impact on local grain prices because of these two grain terminals. An increase of 8 to 15 cents per bushel more for wheat.
- Paving the old US 40 road from WaKeeney to Ogallah can open opportunities for other businesses to develop along this route which is along side our industrial park.

**TRANSPORTATION 2000 CONCERNS AND ISSUES
WALLACE COUNTY AND CITY OF SHARON SPRINGS, KS.**

Wallace County has one of the best KDOT Crews in the state of Kansas. Through their efforts, the newer surfaces given to both Kansas 27 and U.S.. 40 are kept in good repair, right of ways well maintained, and when needed snow is timely removed and the roads kept free for traffic. Where the problems occur here in Wallace County lie in the physical designs of the highways and their bridges.

Wallace County has seen an increase in traffic the past several years. The greatest increase is in Semi-truck traffic. This increase is mainly in Grain and Cattle hauling trucks. It is not uncommon to have a hundred or more trucks through the City and County on any given day. This increase in traffic has resulted in a safety problem, especially on Ks. 27. The problem being that this highway from the Greeley county line North through Wallace and Sherman County, doesn't have any shoulders. This means no place to go when meeting wide loads(basic width of trucks have increased from 96 inches to 102 inches), there is no safety margin to move over to the right. In fact if you have to change a flat, you would be doing so on the traffic lane itself.

The OFFSET KS. 27 AND U.S. 40 JUNCTION on the northern boarder of Sharon Springs is also being affected. Even though the area of this junction has been widened and turn lanes installed, the large vehicles such as trucks still have to swing wide or pull further into the junction to make their turns to the Ks. 27 offset connection to continue on. Widening the stops where Ks. 27 ends at U.S.. 40 from both the north and south, along with restructuring the turn lanes would help on this problem. This intersection has been the sight of several fatality accidents in the past, if just one life is saved by these improvements, the end would be justified.

On the South side of Sharon Springs just South of the Union Pacific Railroad, Ks. 27 has a bridge known as the Eagle Tail Bridge. This bridge is well past its life span, and is of the old narrow type. It is also very evident just by looking at it's decaying state, it needs to be replaced in the near future.

Two final trouble areas lie 5 miles and 10 miles South of Sharon Springs, in the form of correction curves. At the 5 mile, the highway corrects to the East, and at 10 mile, corrects back to the West. On both of these, the curves are almost right angle 90 degree curves, in fact they carry warning and low speed signs. These curves have and continue to be the sights of accidents, especially trucks. The cost of correcting these with more gradual curves, would more than pay for itself by doing away with the economical loss to Insurance Companies, who foot the bill on the vehicles, injuries, damages, and load losses.

We would like to thank you for your time, and ask you to approve the
TRANSPORTATION 2000 Bill.

WALLACE COUNTY COMMISSION
SHARON SPRINGS CITY COUNCIL

MILE MARKER	VEHICLE TYPE	TIME OF ACCIDENT	POSSIBLE CAUSE	DATE OF ACCIDENT
K-27 @MM 126	97 SEMI	1018 HRS	ICY ROAD@CURVES	3/19/98
K-27 @MM130	89 FL&89 PB SEMI	1155 HRS	OVERWIDE LOAD	5/15/98
K-27 @MM128	98 PU & 97 PU	1720 HRS	OVERWIDE LOAD	11/19/98
K-27 @MM148.5	86 PASSENGER	1652 HRS	WEATHER	2/9/98
K-27 @MM131	93 SEMI	1100 HRS	DROPPED OF SHOULDER	12/19/96
K-27@MM152.2	95 SEMI	0630 HRS	DRIVER ERROR	9/10/96
K-27 @MM 134	95 SEMI	1115 HRS	WEATHER,WIND,CURVES	11/9/96
K-27 @MM133.8	93 SEMI	2126 HRS	WEATHER, FOG, CURVES	11/21/96
K-27 @MM134.5	96 PICKUP	1857 HRS	DRIVER ERROR CURVES	10/31/96
K-27 @MM129	91 SEMI	0000 HRS	DRIVER ERROR, WEATHER	4/6/96
K-27@ MM133.8	92 PASSENGER	0238 HRS	CURVES, DRIVER ERROR	6/22/97
K-27 @MM134	87 SEMI	0750 HRS	CURVES, DRIVER ERROR	8/14/97
K-27 @MM134	89 SEMI	1055 HRS	CURVES, DRIVER ERROR	4/14/97
K-27 @MM146	89 PASSENGER	0545 HRS	DRIVER ERROR	9/1/97
K-27 @MM 135	93 SEMI	0829 HRS	CURVES ,FOGGY	5/29/97

9-2

9-2 This is just a random selection of accidents that have occurred on K-27 in Wallace County

NORTHWEST

KANSAS

AREA

TRANSIT

CHEYENNE	RAWLINS	DECATUR	NORTON	PHILLIPS	SMITH
SHERMAN	THOMAS	SHERIDAN	GRAHAM	ROOKS	OSBORNE
WALLACE	LOGAN	GOVE	TREGO	ELLIS	RUSSELL

COORDINATED TRANSIT DISTRICT #8

NORTHWEST KANSAS AREA TRANSIT

COORDINATING COUNCIL

P. O. Box 1816

Hays, Kansas 67601

To: Mary Turkington
Chair, T-2000 Task Force

From: Northwest Kansas Area Transit
Ron Straight, President

Date: August 10, 1998

Thank you for the opportunity to make a presentation on behalf of Rural Public Transportation in Northwest Kansas.

I am Ron Straight, Transportation Manager for Developmental Services of Northwest Kansas, Inc. Currently I am serving as President of Northwest Kansas Area Transit (NKAT).

In January 1993, as a result of Kansas legislation, NKAT began the process of organizing as a Coordinated Transit District (CTD). The purpose, as stated in the name (Coordinated Transit District), is to coordinate the transportation provided in order to not duplicate services. That task was not difficult in these eighteen counties. Typically there is only one provider in each county. However there has been some outstanding benefits of the CTD. Education and cooperation have enhanced the capabilities of each provider.

Most of the individuals that are in charge of transportation wear many other hats. Because of this fact their attention is divided. The CTD has been able to have regularly scheduled meetings and during that time create a round table type of discussion of what is happening in other areas of northwest Kansas and the state as a whole. Just conversing with other agencies that provide transportation services stimulates the thought process where resourceful individuals can solve their own problems.

The hurdle that has created most difficulty for many of the more rural areas, is the fact that lift equipped service is needed. However to replace a vehicle that is not high mileage with a new one does not obtain a high ranking when comparing it to vehicles in excess of 100,000 miles. There are incidences when a lift could assist an individual that has difficulty in stepping up into a vehicle as well as lifting an individual using a wheelchair.

Funding is probably the number one concern of many of the providers. Since most responsible

agencies are interested in providing a service, stretching the dollars that are available is a challenge.

On the following pages you will find a listing of the services that are available in the eighteen counties of northwest Kansas. With that listing is a yearly summary of the transportation that was provided during 1997. There are three sections in the listing, the first is an Intercity Bus Route, the next section is the rural public services and the last section is the listing of the elderly/disabled services.

Most of the services listed have more than one agency involved. Some of the types of agencies that are involved are: Area Agency on Aging, Medical Service Providers, City Government, County Government, Senior Citizen Groups, Developmental Disability Agencies, Physical Disability Agencies, Civic Clubs, Mental Health Centers, Adult Care Facilities, and Concerned Citizens. Without the combined efforts of ALL interested parties, many individuals would not receive the service that is available today.

There are many individuals that still cannot access the services that they need because of time or location. Individuals would like to be independent, but can not because of the inability to get where they need to be when they need to be there. **This is the challenge that faces Kansans.** How can Kansas remain to be known as a leader in rural public transportation? With your assistance, progress can be made.

Thank you for listening!

ARTICLE II - STATEMENT OF PURPOSE

2.1 PURPOSE. The purpose of the Council shall include but not be limited to meeting the following objectives:

- a. To meet statutory requirements of K.S.A. 75-5051 et seq. which establishes Coordinated Transit District in Kansas to enhance coordination, planning and management of state and federal passenger transportation funds to recipients of funds distributed for operation of public transportation services for state and/or federal funds designated for rural, public and specialized transportation services.
- b. To serve as a coordinating body for the purpose of providing information and referral services concerning community transportation providers for the benefit of older persons and persons with disabilities within the 18 counties of Northwest Kansas.
- c. To apply for grants, contracts and other financial assistance to fund Council projects supplementing and coordinating community transportation services for older persons and persons with disabilities within the 18 counties of Northwest Kansas.
- d. To provide transit information and referral exchange among Council members.
- e. To represent the interests of the Council before appropriate governmental agencies, council, commissions, etc.
- f. To provide a conduit through which group purchases may be made by member providers as a mechanism to increase services for the benefit of transit patrons.

OFFICERS

PRESIDENT: RON STRAIGHT
Developmental Services of Northwest Kansas, Inc.
P.O. Box 1016,
660 Commerce Parkway
Hays, Kansas 67601
(785) 625-2018

VICE PRESIDENT: LENARD RIBORDY
Logan County Hospital
620 Freeman
Oakley, Kansas 67748
(785) 672-4415

SECRETARY: DOLORES FITZMAURICE
Norton County Senior Center
208 W Main
Norton, Kansas 67654
(785) 877-5352

TREASURER: JIM WAHLMEIER
% Phillips County Hospital
1150 State Street
Phillipsburg, Kansas 67661
(785) 543-5226

N K A T

P.O. BOX 1016

HAYS, KANSAS 67601

INTERCITY

BUS

CARE/Van

NORTHWEST KANSAS

CONTACT: Ron Straight
P. O. Box 1016
Hays, Kansas 67601

CTD REP.: Ray Breit

TELEPHONE: (785) 625-2018
Dispatch # 1-888-227-3695
(1-888-CARE/NWK)

PROFILE

TYPE OF SERVICE: Demand response/Fixed Route

SERVICE AREA: Cheyenne, Rawlins, Decatur, Norton, Phillips, Sherman, Thomas, Sheridan, Graham, Rooks, Logan, Gove, Trego, & Ellis

DAYS & HOURS OF OPERATION: M-F to Hays 6 am to 9:30 am, return to St. Francis 3 pm to 6:30 pm

RATE SCHEDULE: \$.25/county

KINDS OF TRIPS: any

NUMBER OF VEHICLES: 1 Section 18 vehicle (49 U.S.C. 5311) with lift

VEHICLE COMMUNICATION SYSTEM: Cell Phone

FEDERAL SUBSIDY: Capital and operating

STATE SUBSIDY: Capital and operating

DESCRIPTION OF THE SYSTEM: All services are available to elderly, disabled and public

PROJECT COORDINATION WITH OTHER AGENCIES: Public Transportation Services in the various counties will feed this service.

SCHEDULING A RIDE: Riders may call central dispatch 24 hrs. prior to need to schedule a ride (schedules are on a first come/first served basis)

DISABILITY ACCESS TO THE SERVICE: Riders with disability should follow the same procedure.

CARE/Van Usage: July 1997 thru June 1998

	1-Way	%
Business	61	7%
Educational	59	7%
Medical	444	50%
Social	260	29%
Shopping	65	7%
Other	3	0%
Total	892	

10-8

1-Way Trips "To: or "From" the Communities Listed

Community	7/97	8/97	9/97	10/97	11/97	12/97	1/98	2/98	3/98	4/98	5/98	6/98	Total	Percent
Atwood	1	11	9	11	2	2	3		1	3	5	4	52	6%
Colby	1	7	21	24	10	6	3	9	7	8	8	6	110	12%
Goodland	1		5	5	3	1			8	4	1	0	28	3%
Hill City						1			2	0	0	0	3	0%
Hoxie	1			1	3		1		3	0	0	2	11	1%
Norton	2	4	1	4	2	7		1	0	10	5	2	38	4%
Oakley			2	10		19	1		4	0	3	1	40	4%
Oberlin	2	5	2	4	6	3		13	11	4	1	14	65	7%
Phillipsburg	2	17	25	10	5	4	2	2	1	14	3	2	87	10%
Plainville					2				1	2	0	0	5	1%
Quinter		4	2	1	4	2		7	6	2	0	5	33	4%
St. Francis	4	19	19	19	21	28	36	71	63	27	24	53	384	43%
Wakeeney		2	3	2	2	1	7	2	5	2	7	3	36	4%
Total	14	69	89	91	60	74	53	105	112	76	57	92	892	

10-8

RURAL
PUBLIC
TRANSPORTATION

DECATUR COUNTY

Decatur County

CONTACT: Marilyn Horn
194 S. Penn
P.O. Box 28
Oberlin, Kansas 67749

CTD Rep.: Richard Gamblin
712 N Neil
(785) 475-2567
Telephone: (785) 475-8102

PROFILE

TYPE OF SERVICE: Demand response

SERVICE AREA: Decatur County, occassionally outside of county

DAYS AND HOURS OF OPERATION: As needed

RATE SCHEDULE: Donations

KINDS OF TRIPS: Medical, shopping, and recreational

NUMBER OF VEHICLES: 1 Section 18 (49 U.S.C. 5311) vehicle with lift

VEHICLE COMMUNICATION SYSTEM: Business band

FEDERAL SUBSIDY: Operating

STATE SUBSIDY: Operating

DESCRIPTION OF THE SYSTEM: The bus is operated by the County with 24-hour dispatching for use as needed. Friday is scheduled for Oberlin City.

SCHEDULING A RIDE: A rider may call the drivers home, the dispatcher 24 hours a day, or the Clerks Office to arrange transportation.

DISABILITY ACCESS TO THE SERVICE: Riders with disability may follow the same procedures

DEVELOPMENTAL SERVICES OF NORTHWEST KANSAS

ELLIS COUNTY

CONTACT: Ron Straight
P.O. Box 1016
660 Commerce Parkway
Hays, Kansas 67601

CTD REP.: Ron Straight

TELEPHONE: (785) 625-2018
ORGANIZATION: (785) 625-5678

PROFILE

TYPE OF SERVICE: Demand response and point deviated route

SERVICE AREA: Hays & Ellis Co.

DAYS & HOURS OF OPERATION: WKACD - M,W,F, 7am-5pm; T,T 7am-10:30pm; Sun 9am-4:30pm; Ellis County Access - M-F 8am-5pm; All others - S,S 8am-5pm; City of Hays Access M-F 8:30am - 5pm.

RATE OF SCHEDULE: \$1 per one-way or advance ticket at \$.75/ride in increments of 10

KINDS OF TRIPS: Medical, shopping, recreational, educational, and work-related

NUMBER OF VEHICLES: 6 Sec 18 (49 U.S.C. 5311) w/lifts, 3 Sec 18 (49 U.S.C. 5311) w/o lifts

VEHICLE COMMUNICATION SYSTEM: Business Band

FEDERAL SUBSIDY: Capital and operating

STATE SUBSIDY: Capital and operating

DESCRIPTION OF THE SYSTEM: All services are available to elderly persons, persons with disability, and general public.

PROJECT COORDINATION: City of Hays, DSNWK, Ellis Co., WKACD, Hays Area Childrens Agency

SCHEDULING A RIDE: Riders may call central dispatch to arrange transportation.

DISABILITY ACCESS TO THE SERVICE: A rider with disability should call ahead to inform the dispatcher of his/her transportation need.

ACCESS TRANSPORTATION

10-12

COMBINED RIDERSHIP 1997

	A	B	C	D	E	F	G	H
1	MONTH	Elderly Am	Elderly Non-Am	Disabled Am	Dsbl'd Non-Am	GEN. PUB.	TTL RIDES/MO	MILES/MONTH
2	JANUARY	831	209	1806	79	1054	3979	19977
3	FEBRUARY	811	156	1788	57	851	3663	16640
4	MARCH	813	190	2116	110	779	4008	17707
5	APRIL	805	187	1929	105	1146	4172	18506
6	MAY	755	171	1684	114	917	3641	18012
7	JUNE	707	143	1847	69	465	3231	17525
8	JULY	854	273	1678	116	454	3375	16340
9	AUGUST	763	173	1823	95	640	3494	18083
10	SEPTEMBER	822	200	1649	88	939	3698	17381
11	OCTOBER	823	238	1785	78	944	3868	19647
12	NOVEMBER	642	136	1249	47	744	2818	16238
13	DECEMBER	678	175	1300	80	874	3107	15252
14								
15	TOTALS	9304	2251	20654	1038	9807	43054	211308
16								
17		% of rides elderly 26.84		% of rides disabled 50.38		% of rides Gen Pub 22.78		
18								
19		miles per ride 4.91						

10
2

GOVE COUNTY MEDICAL CENTER

GOVE COUNTY

CONTACT: Rhonda Riedel
P.O. Box 129
520 W 5th
Quinter, Kansas 67752

CTD REP.: Paul Davis
(785) 754-3341

TELEPHONE: (785) 754-3335

PROFILE

TYPE OF SERVICE: Demand response

SERVICE AREA: Gove, Trego, and Sheridan Counties

DAYS & HOURS OF OPERATION: Mon-Sat 8am - 10pm; For reservations call Mon-Fri 8am - 5pm

RATE SCHEDULE: \$.30 per mile out of town; \$1.00 per trip in town

KINDS OF TRIPS: Medical, shopping, and recreational

NUMBER OF VEHICLES: 1 Section 18 vehicle (49 U.S.C. 5311) with lift

VEHICLE COMMUNICATION SYSTEM: CB, Cellular Phone

FEDERAL SUBSIDY: Capital and operating

STATE SUBSIDY: Operating

DESCRIPTION OF THE SYSTEM: This project operates a 15-pass. van w/lift to provide transportation to elderly persons, persons with disability, and the general public.

PROJECT COORDINATION WITH OTHER AGENCIES: The Quinter Senior Citizens Center may reserve the van for their group activities, in emergencies, or use it to deliver meals-on-wheels. Back-up service for USD 293.

SCHEDULING A RIDE: Riders should contact Gove County Medical Center to reserve transportation. A minimum of 24 hours in advance is requested of reservations.

DISABILITY ACCESS TO THE SERVICE: Riders with disability should follow the same procedure.

GOVE COUNTY MEDICAL CENTER

Contact: Rhonda Riedel
P.O. Box 129
520 W. 5th
Quinter, KS 67752

DATE	ELDERLY	DISABLED	GENERAL PUBLIC	MILES
January 1997	3	0	18	500
February 1997	10	0	1	82
March 1997	37	0	0	146
April 1997	56	0	14	276
May 1997	36	1	13	343
June 1997	70	0	15	447
July 1997	28	0	17	262
August 1997	17	0	30	434
September 1997	20	0	32	341
October 1997	376	27	95	679
November 1997	19	0	2	247
December 1997	11	8	10	380
TOTAL:	685	36	247	4137

10-14

LOGAN COUNTY HOSPITAL

LOGAN COUNTY

CONTACT: Pam Lindsey
211 Cherry Ave
Oakley, Kansas 67748

CTD REP.: Lenard Ribordy
672-4415
TELEPHONE: (785) 672-3211

PROFILE

TYPE OF SERVICE: Demand Response

SERVICE AREA: Logan, Gove, Thomas, and Sheridan Counties

DAYS & HOURS OF OPERATION: Mon-Sun , 8am - 10pm

RATE SCHEDULE: Elderly person - \$1.00/trip, General Public - \$2.00/trip. Persons with disabilities - \$1.00/trip

KINDS OF TRIPS: Medical, shopping, recreational, social, religious, and any miscellaneous trips

NUMBER OF VEHICLES: 1 state vehicle with lift

VEHICLE COMMUNICATION SYSTEM: Cellular Phone

FEDERAL SUBSIDY: Operating

STATE SUBSIDY: Operating and capital

DESCRIPTION OF THE SYSTEM: This service is designed to allow & aid the general public within the service area by offering transportation services on a first come, first serve basis.

PROJECT COORDINATION WITH OTHER AGENCIES:

SCHEDULING A RIDE: Reservations can be made by calling the Social Work office 24 hours in advance. Requests are taken on weekdays (9am-5pm)

DISABILITY ACCESS TO THE SERVICE: riders with disabilities should follow the same procedure.

LOGAN COUNTY HOSPITAL

Contact: Pam Lindsey
211 Cherry Ave.
Oakley, KS 67748

DATE	ELDERLY	DISABLED	GENERAL PUBLIC	MILES
January 1997				
February 1997				
March 1997				
April 1997				
May 1997				
June 1997				
July 1997				
August 1997				
September 1997				
October 1997				
November 1997				
December 1997				
TOTAL:				

10-16

NORTON COUNTY SENIOR CITIZENS

NORTON COUNTY

CONTACT: Dolores Fitzmaurice
208 W. Main
Norton, Kansas 67654

CTD REP.: Dolores Fitzmaurice
TELEPHONE: (785) 877-5352

PROFILE

TYPE OF SERVICE: Demand response and deviated fixed route

SERVICE AREA: All of Norton County, Norton City, Edmond, Lenora, New Almelo, Almena

DAYS & HOURS OF SERVICE: Tues-Fri 9am - 5pm emergencies made on Mondays

RATE SCHEDULE: \$1 within city limits of Norton & \$2 outside city limits

KINDS OF TRIPS: Medical, shopping, recreational, social/personal care

NUMBER OF VEHICLES: 1 section 18 vehicle (49 U.S.C. 5311) without lift

VEHICLE COMMUNICATION SYSTEM: Driver checks periodically with dispatcher

FEDERAL SUBSIDY: Capital and operating

STATE SUBSIDY: Operating

DESCRIPTION OF THE SYSTEM: This system is a demand response system in the City of Norton and a deviated fixed-route system in the rest of the county. The driver will pick passengers up at their homes if they have disabilities or if the weather is bad.

SCHEDULING A RIDE: to arrange transportation, riders should call the dispatcher a day in advance, be at a designated pickup site, or leave a message if home pickup is required

DISABILITY ACCESS TO THE SERVICE: Riders with disability should follow the same procedures

NORTON COUNTY SENIOR CITIZENS

Contact: Dolores Fitzmaurice
208 W. Main
Norton, KS 67654

DATE	ELDERLY	DISABLED	GENERAL PUBLIC	MILES
January 1997	202	4	4	494
February 1997	N/A	N/A	N/A	N/A
March 1997	258	2	4	443
April 1997	213	16	13	588
May 1997	N/A	N/A	N/A	N/A
June 1997	176	22	8	499
July 1997	146	22	8	468
August 1997	230	6	6	533
September 1997	165	6	2	387
October 1997	244	12	6	527
November 1997	252	14	6	212
December 1997	167	0	2	404
TOTAL:	2053	104	59	4,555

PHILLIPS COUNTY SENIOR CITIZENS

PHILLIPS COUNTY

CONTACT: Susie Eller

638 3rd St.

Phillipsburg, Kansas 67661

CTD REP.: Lyle Rose

1454 1st Street

543-2091

TELEPHONE: (785) 543-6297

PROFILE

TYPE OF SERVICE: Demand response

SERVICE AREA: Phillips County, Phillipsburg, Agra, Kirwin, Speed, Glade, Logan, Long Island, Prairie View, Stuttgart

DAYS & HOURS OF OPERATION: M-F 10am - 4pm

RATE SCHEDULE: Donations, suggested \$1, out of town \$.40/mile round trip

KINDS OF TRIPS: Medical, shopping, recreational, and other business

NUMBER OF VEHICLES: 1 section 18 vehicle (49 U.S.C. 5311) with lift

VEHICLE COMMUNICATION SYSTEM: None

FEDERAL SUBSIDY: Operating and capital

STATE SUBSIDY: Operating

DESCRIPTION OF THE SYSTEM: This system operates with two van on a demand-responsive basis

SCHEDULING A RIDE: Riders should call in the day before if possible

DISABILITY ACCESS TO THE SERVICE: riders with disabilities can be served if they so desire.

PHILLIPS COUNTY SENIOR CITIZENS

Contact: Susie Eller
638 3rd St.
Phillipsburg, KS 67661

DATE	ELDERLY	DISABLED	GENERAL PUBLIC	MILES
January 1997	20	130	10	503
February 1997	9	55	0	217
March 1997	50	128	52	465
April 1997	48	120	28	507
May 1997	20	80	14	568
June 1997	0	0	0	0
July 1997	44	88	4	408
August 1997	32	63	2	546
September 1997	120	46	22	387
October 1997	22	78	52	1,254
November 1997	100	54	38	55
December 1997	100	50	24	489
TOTAL:	565	892	246	5,899

10-20

ROOKS COUNTY

ROOKS COUNTY

CONTACT: Linda K. Mock
P.O. Box 177
Plainville, Kansas 67740

CTD REP.: Linda Mock
(785) 434-7517
TELEPHONE: (785) 434-7517
ORGANIZATION: (785) 434-7517
FAX: (785) 434-4985

PROFILE

TYPE OF SERVICE: Demand response

SERVICE AREA: Rooks Co. to Graham Co., Phillips Co., Ellis Co., Osborne Co.,

DAYS & HOURS OF OPERATION: M-F, 8am - 5pm other by appointment

RATE SCHEDULE: \$1 round trip in city of Plainville - \$1.50 round trip out of city (Plainville)

KINDS OF TRIPS: Medical, shopping, educational, recreational, social, etc....

NUMBER OF VEHICLES: 1 section 18 vehicle (49 U.S.C. 5311) operational

VEHICLE COMMUNICATION SYTEM: Cell Phone

FEDERAL SUBSIDY: Operating

STATE SUBSIDY: Operating

DESCRIPTION OF THE SYSTEM: This service is designed to allow & aid the general public within the service area by offering transportation services on a first come, first serve basis.

SCHEDULING A RIDE: Call 24 hours ahead.

DISABILITY ACCESS TO THE SERVICE: A rider with disability should call ahead to inform the dispatcher of his/her transportation need.

ROOKS COUNTY

Contact: Linda K. Mock
P.O. Box 177
Plainville, KS 67740

DATE	ELDERLY	DISABLED	GENERAL PUBLIC	MILES
January 1997	N/A	N/A	N/A	N/A
February 1997	N/A	N/A	N/A	N/A
March 1997	N/A	N/A	N/A	N/A
April 1997	N/A	N/A	N/A	N/A
May 1997	N/A	N/A	N/A	N/A
June 1997	N/A	N/A	N/A	N/A
July 1997	N/A	N/A	N/A	N/A
August 1997	N/A	N/A	N/A	N/A
September 1997	N/A	N/A	N/A	N/A
October 1997	N/A	N/A	N/A	N/A
November 1997	N/A	N/A	N/A	N/A
December 1997	N/A	N/A	N/A	N/A
TOTAL:	1,234	336	414	24,944

RUSSELL COUNTY TRANSPORTATION

RUSSELL COUNTY

CONTACT: Samone Ginther
P.O. Box 113
Russell, Kansas 67665

CTD REP.: Ernie Hamel
4288 US Hwy 40
Russell

TELEPHONE: (785) 483-4032

ORGANIZATION: (785) 483-4641

PROFILE

TYPE OF SERVICE: Deviated fixed route

SERVICE AREA: City of Russell and seven 3rd class cities in Russell County

DAYS & HOURS OF SERVICE: As needed 7 days/week; scheduling 8-5 M-F

RATE SCHEDULE: Donations

KINDS OF TRIPS: Medical, shopping, recreational, and other business

NUMBER OF VEHICLES: 1 Section 18 vehicle (49 U.S.C. 5311) with lift

VEHICLE COMMUNICATION SYSTEM: None

FEDERAL SUBSIDY: Capital and operating

STATE SUBSIDY: Operating

DESCRIPTION OF THE SYSTEM: The vehicle is scheduled through the seven third-class cities and the city of Russell

SCHEDULING A RIDE: The vehicle maintains the normal schedule unless or until a request is made to alter the schedule

DISABILITY ACCESS TO THE SERVICE: Persons with wheelchairs are transported by family members or care takers. Those with other disabilities or impairments are accompanied on the vehicle by care takers

RUSSELL COUNTY TRANSPORTATION

Contact: Samone Ginther
P.O. Box 113
Russell, KS 67665

DATE	ELDERLY	DISABLED	GENERAL PUBLIC	MILES
January 1997	9	16	0	162
February 1997	9	59	15	547
March 1997	0	66	1	291
April 1997	18	36	4	313
May 1997	13	29	7	815
June 1997	N/A	N/A	N/A	N/A
July 1997	25	99	12	1,024
August 1997	32	63	2	546
September 1997	63	88	6	1,174
October 1997	142	52	22	3,470
November 1997	7	57	21	544
December 1997	9	19	12	390
TOTAL:	327	584	102	

CITY OF RUSSELL

CONTACT: Karen Gates **CTD REP.:** Karen Gates
P. O. Box 112, 133 W 8th
Russell, Kansas 67665 **TELEPHONE:** (785) 483-6311
ORGANIZATION: same
FAX (785) 483-4397

PROFILE

TYPE OF SERVICE: Demand response

SERVICE AREA: City of Russell

DAYS & HOURS OF OPERATION: M-F, 8:30- 12:30am 1 - 5pm

RATE SCHEDULE: \$.50/ one-way trip

KINDS OF TRIPS: Medical, shopping, recreational, social, school, work, etc.

NUMBER OF VEHICLES: 1 section 18 vehicle (49 U.S.C. 5311) with lift (City has old back-up vehicle)

VEHICLE COMMUNICATION SYTEM: Business Band

FEDERAL SUBSIDY: Capital and operating

STATE SUBSIDY: Operating

DESCRIPTION OF THE SYSTEM: The system is used to transport all public

SCHEDULING A RIDE: Rides are scheduled by calling 483-2525

DISABILITY ACCESS TO THE SERVICE: Use the same procedure as above or use the Kansas Relay Operator

CITY OF RUSSELL

Contact: Karen Gates
P.O. Box 112
113 W 8th
Russell, KS 67665

DATE	ELDERLY	DISABLED	GENERAL PUBLIC	MILES
January 1997	549	658	1,528	5,522
February 1997	406	191	289	1,015
March 1997	503	241	216	1,053
April 1997	442	189	266	987
May 1997	483	146	255	1,106
June 1997	395	156	237	981
July 1997	360	214	340	1,037
August 1997	383	197	296	1,034
September 1997	398	110	260	946
October 1997	18	0	6	370
November 1997	369	141	292	912
December 1997	427	143	379	1,161
TOTAL:	4,733	2,386	4,364	16,124

SHERIDAN COUNTY SENIOR CITIZENS

SHERIDAN COUNTY

CONTACT: Paula Bielser
P.O. Box 899
Hoxie, Kansas 67740

CTD REP.: Allen Neal
(785) 675-3866

TELEPHONE: (785) 675-3361

ORGANIZATION: (785) 675-2171
(Mealsite: Michelle Cahoj)

PROFILE

TYPE OF SERVICE: Demand response

SERVICE AREA: City of Hoxie and surrounding area

DAYS & HOURS OF OPERATION: M-F, 8am - 5pm

RATE SCHEDULE: Donation, \$.25/person round trip (Hoxie); \$.047/mile -
min 6/max 10 people

KINDS OF TRIPS: Meal sites, recreational, church, library for kids

NUMBER OF VEHICLES: 1 section 18 vehicle (49 U.S.C. 5311) without lift

VEHICLE COMMUNICATION SYTEM: None

FEDERAL SUBSIDY: Capital and operating

STATE SUBSIDY: Operating

DESCRIPTION OF THE SYSTEM: The system is used to transport seniors to and from meal site and meetings of the Area Agency on Aging.

SCHEDULING A RIDE: Rides are scheduled by calling the meal site phone

DISABILITY ACCESS TO THE SERVICE: Individuals with disability may have difficulty accessing this service. No provisions have been made.

SHERIDAN COUNTY SENIOR CENTER

Contact: Paula Bielser
P.O. Box 899
Hoxie, KS 67740

DATE	ELDERLY	DISABLED	GENERAL PUBLIC	MILES
January 1997	0	0	40	184
February 1997	See January			
March 1997	12	0	16	56
April 1997	12	0	12	184
May 1997	0	0	0	0
June 1997	0	0	66	1,146
July 1997	0	0	0	113
August 1997	See September			
September 1997	0	0	0	390
October 1997	0	0	14	11
November 1997	0	0	46	19
December 1997	0	0	72	33
TOTAL:	24	0	266	2,136

10-28

CITY OF GOODLAND

SHERMAN COUNTY

CONTACT: Dennis Daise
208 W 15th

CTD REP.: Dennis Daise

Goodland, Kansas 67654

TELEPHONE: (785) 899-4525

ORGANIZATION: (785) 899-4500

PROFILE

TYPE OF SERVICE: Demand response

SERVICE AREA: City of Goodland

DAYS & HOURS OF SERVICE: Mon -Fri 9am-3:30pm, special events with 24hr notice

RATE SCHEDULE: \$.50 per one way trip (donations)

KINDS OF TRIPS: Medical, shopping, recreational

NUMBER OF VEHICLES: 1 section 18 vehicle (49 U.S.C. 5311) with lift

VEHICLE COMMUNICATION SYSTEM:Business Band

FEDERAL SUBSIDY: Capital and operating

STATE SUBSIDY: Operating

DESCRIPTION OF THE SYSTEM: The system will take anyone just about any place they want to go as long as it is within the area and doesn't interfere withany other unit.

SCHEDULING A RIDE: Riders should call the dispatcher (899-8052) 24 hours in advance, if possible

DISABILITY ACCESS TO THE SERVICE: Riders with disability should follow the same procedures

THOMAS COUNTY COMMISSIONERS

THOMAS COUNTY

CONTACT: Rosalie Seemann
300 N. Court
Colby, Kansas 67701

CTD REP.:
TELEPHONE: (785) 462-4500

PROFILE

TYPE OF SERVICE: Demand response

SERVICE AREA: Thomas County, Brewster, Colby, Gem, Menlo, Oakley, Rexford

DAYS & HOURS OF OPERATION: M-F 8am-4pm

RATE SCHEDULE: Donations

KINDS OF TRIPS: Medical, recreational, and shopping

NUMBER OF VEHICLES: 1 Section 18 vehicle (49 U.S.C. 5311) with lift

VEHICLE COMMUNICATION SYSTEM: CB

FEDERAL SUBSIDY: Operating and capital

STATE SUBSIDY: Operating

DESCRIPTION OF THE SYSTEM: This service transports persons to doctor appointments, drives in the country. Christmas events, and community activities for elderly persons.

SCHEDULING A RIDE: *Users of the van are required to make reservations with the Senior Progress Center at 462-2901. Advance notice is required if possible.

DISABILITY ACCESS TO THE SERVICE: Persons with disability have access to the lift if it is necessary.

THOMAS COUNTY COMMISSIONERS

Contact: Rosalie Seemann
300 N. Court
Colby, KS 67701

DATE	ELDERLY	DISABLED	GENERAL PUBLIC	MILES
January 1997	233	186	704	1,226
February 1997	179	168	287	1,032
March 1997	145	173	549	812
April 1997	133	195	572	928
May 1997	144	183	552	974
June 1997	220	170	628	1,175
July 1997	679	171	200	1,055
August 1997	365	153	209	1,043
September 1997	678	173	305	1,505
October 1997	376	27	95	679
November 1997	239	108	599	981
December 1997	610	107	288	606
TOTAL:	4,271	1,814	4,988	12,016

CITY OF WAKEENEY

TREGO COUNTY

CONTACT: Jim Wahlmeier
320 N 13th

CTD REP.: Jim Wahlmeier

Wakeeney, Kansas 67672

TELEPHONE: (785) 743-6363

ORGANIZATION: (785) 743-5791

FAX: (785) 743-6317

PROFILE

TYPE OF SERVICE: Demand response

SERVICE AREA: City of Wakeeney

DAYS & HOURS OF OPERATION: M-F 8am - 3pm

RATE SCHEDULE: \$1.50 ride if able to pay

KINDS OF TRIPS: Medical, shopping, recreational, legal, banking, and work

NUMBER OF VEHICLES: 1 State vehicle with lift

VEHICLE COMMUNICATION SYSTEM: Business band

FEDERAL SUBSIDY: Operating

STATE SUBSIDY: Operating and Capital

DESCRIPTION OF THE SYSTEM: This service provides transportation for anyone living in the City of Wakeeney.

SCHEDULING A RIDE: The rider should call the dispatch service to arrange transportation.

DISABILITY ACCESS TO THE SERVICE: Riders with disabilities should follow the same procedure.

CITY OF WAKEENEY

DATE	ELDERLY	DISABLED	GENERAL PUBLIC	MILES
January 1997	216	35	583	943
February 1997	235	36	454	872
March 1997	147	51	509	754
April 1997	63	34	514	677
May 1997	127	47	508	690
June 1997	122	57	147	602
July 1997	150	44	194	595
August 1997	135	48	45	479
September 1997	108	68	434	697
October 1997	156	74	436	759
November 1997	151	54	410	669
December 1997	191	44	485	826
TOTAL:	1,801	592	4,809	8,563

ELDERLY/
DISABLED

TRANSPORTATION

DEVELOPMENTAL SERVICES OF NORTHWEST KANSAS

ELLIS COUNTY

CONTACT: Ron Straight
P.O. Box 1016
660 Commerce Parkway
Hays, Kansas 67601

CTD REP.: Ron Straight

TELEPHONE: (785) 625-2018

ORGANIZATION: (785)625-5678

PROFILE

TYPE OF SERVICE: Transportation for Homes and Supported Living
Apartments

SERVICE AREA: Atwood (Rawlins Co.), Colby (Thomas Co), Hill City (Graham Co), Hays
(Ellis Co), Hoxie (Sheridan Co), Norton (Norton Co), Oakley (Logan Co), & Russell (Russell
Co)

DAYS & HOURS OF OPERATION: When needed

RATE OF SCHEDULE: Fluctuating scale

KINDS OF TRIPS: Medical, shopping, recreational, educational, and work-related

NUMBER OF VEHICLES: 11 Sec. 16 (49 U.S.C. 5310) without lifts

VEHICLE COMMUNICATION SYSTEM: Business Band

FEDERAL SUBSIDY: Capital

STATE SUBSIDY: Operating and capital

DESCRIPTION OF THE SYSTEM: All services are available to persons with disabilities

SCHEDULING A RIDE: Family teachers or supported living teachers schedule transportation

DISABILITY ACCESS TO THE SERVICE: All individuals served with these vehicles do
not have physical limitations

DSNWK TRANSPORTATION

House, Community Living, Adult Education, Work Crews

10-36

COMBINED RIDERSHIP 1997

1	A	B	C	D	E	F	G	H
2	MONTH	Elderly Am	Elderly Non-Am	Disabled Am	Dsbl'd Non-Am	GEN. PUB.	TTL RIDES/MO	MILES/MONTH
3	JANUARY	65	83	11859	1062	1581	14650	24515
4	FEBRUARY	29	62	10260	1049	1318	12718	23969
5	MARCH	30	34	11069	1109	1409	13651	27342
6	APRIL	31	289	11828	1314	2655	16117	27035
7	MAY	17	28	13232	1162	2557	16996	34466
8	JUNE	17	127	11326	1162	2164	14796	35411
9	JULY	25	108	11953	1350	2022	15458	35382
10	AUGUST	8	33	10963	1013	1626	13643	34587
11	SEPTEMBER	4	11	10550	1125	1583	13273	30346
12	OCTOBER	52	54	10611	1124	1476	13317	28808
13	NOVEMBER	49	49	9065	938	1315	11416	28989
14	DECEMBER	22	27	8844	859	1198	10950	27587
15	TOTALS	349	905	131560	13267	20904	166985	332132
17		% of rides elderly .75		% of rides disabled 86.73		% of rides Gen Pub 12.52		
18		miles per ride 1.99						

10-36

ELLIS GOOD SAMARITAN

ELLIS COUNTY

CONTACT: Holly Baylor
1101 Spruce
Ellis, Kansas

CTD REP.: Calvin Field

TELEPHONE: (785) 726-3101

PROFILE

TYPE OF SERVICE: Demand response

SERVICE AREA: City of Ellis, City of Hays, City of Wakeeney

DAYS & HOURS OF OPERATION: As needed 24 hours a day

RATE SCHEDULE: \$5/hour for attendant

KINDS OF TRIPS: Medical, shopping, and recreational for facility focus on medical outside individuals

NUMBER OF VEHICLES: 1 Section 16 vehicle (49 U.S.C. 5310) with lift

VEHICLE COMMUNICATION SYSTEM: Pager & Cell phone

FEDERAL SUBSIDY: Capital

STATE SUBSIDY: None

DESCRIPTION OF THE SYSTEM: The van is used primarily for transporting residents of the Good Samaritan Nursing Home to physicians and recreational functions. Serve as many others as possible.

SCHEDULING A RIDE: The nursing department and the activity department (activity director Rose Tway) handle all scheduling. rider should contact them at assure that space is available.

DISABILITY ACCESS TO THE SERVICE: Riders with disabilities should follow the same procedures.

Coordination with Senior Companions - people contact a agency.

ELLIS GOOD SAMARITAN

Contact: Holly Baylor
1101 Spruce
Ellis, Ks 67637

DATE	ELDERLY	DISABLED	GENERAL PUBLIC	MILES
January 1997	22	0	11	598
February 1997	19	0	11	639
March 1997	37	0	25	995
April 1997	0	29	14	755
May 1997	0	32	19	717
June 1997	0	59	11	845
July 1997	0	66	11	1,022
August 1997	0	21	14	560
September 1997	0	44	6	700
October 1997	17	0	39	821
November 1997	N/A	N/A	N/A	N/A
December 1997	0	32	32	764
TOTAL:	95	283	193	8,416

HAYS GOOD SAMARITAN CENTER

ELLIS COUNTY

CONTACT: Joan Kahl
27th & Canal
Hays, Kansas 67601

CTD REP.: Worrin Allsman

TELEPHONE: (785) 625-7331

PROFILE

TYPE OF SERVICE: Demand response

SERVICE AREA: City of Hays

DAYS & HOURS OF OPERATION: Sun am for church; M-F 8am - 5pm

RATE SCHEDULE: Donations

KINDS OF TRIPS: Medical, shopping, recreational, church, and work

NUMBER OF VEHICLES: 1 Section 16 vehicle (49 U.S.C. 5310) with lift

VEHICLE COMMUNICATION SYSTEM: Cell Phone

FEDERAL SUBSIDY: Captial

STATE SUBSIDY: None

DESCRIPTION OF THE SYSTEM: The project van operates every Sunday to take people to church. Monday throught Friday a paid driver takes Senior Companions to and from work, and the van is available to take nursing home residents to appointments, inservice meetings, the hospital, or on outings.

PROJECT COORDINATION WITH OTHER AGENCIES: This project is coordinated with Developmental Services of Northwest Kansas.

SCHUEDLING A RIDE: Riders may call Hays Good Samaritan Center for a ride

DISABILITY ACCESS TO THE SERVICE: Riders with disability should follow the same procedure.

HAYS GOOD SAMARITAN CENTER

Contact: Phil Elmore
27th & Canal
Hays, KS 67601

DATE	ELDERLY	DISABLED	GENERAL PUBLIC	MILES
January 1997	139	0	12	566
February 1997	168	0	20	559
March 1997	187	0	8	593
April 1997	0	29	14	755
May 1997	116	4	0	556
June 1997	218	6	0	576
July 1997	258	4	0	632
August 1997	218	4	0	898
September 1997	258	2	0	548
October 1997	N/A	N/A	N/A	N/A
November 1997	N/A	N/A	N/A	N/A
December 1997	N/A	N/A	N/A	N/A
TOTAL:	1,562	49	54	5683

HIGH PLAINS MENTAL HEALTH CENTER

ELLIS COUNTY

CONTACT: Gary M. Weber
1412 E. 29th
Hays, Kansas 67601

CTD REP.: Gary M. Weber

TELEPHONE: (785) 625-2400

PROFILE

TYPE OF SERVICE: Service to High Plains Clients

SERVICE AREA: Hays & Ellis County

DAYS & HOURS OF OPERATION: As necessary, general usage 9am-4pm

RATE SCHEDULE: None (part of service provided)

KINDS OF TRIPS: Medical, shopping, recreational, and educational

NUMBER OF VEHICLES: 2 Section 16 vehicles (49 U.S.C. 5310) without lifts

VEHICLE COMMUNICATION SYSTEM: Cell Phone

FEDERAL SUBSIDY: Capital

STATE SUBSIDY: None

DESCRIPTION OF THE SYSTEM: High Plains uses the vehicles to transport individuals with severe and persistent illness patients to and from Center programs, to medical appointments, to SRS, to Social Security, to shopping centers, and to recreation/educational activities.

SCHEDULING A RIDE: Riders must be chronically mentally handicapped persons attending the Mental health Center program. Rides are scheduled through an individual's case manager.

DISABILITY ACCESS TO THE SERVICE: A rider who requires a wheelchair lift may be referred to the Public Access van. Transportation is part of the treatment program.

HIGH PLAINS MENTAL HEALTH CENTER

Contact: Gary M. Weber
1412 E. 29th
Hays, KS 67601

DATE	ELDERLY	DISABLED	GENERAL PUBLIC	MILES
January 1997	0	213	74	127
February 1997	0	279	106	396
March 1997	0	626	346	147
April 1997	0	177	72	458
May 1997	0	139	66	787
June 1997	0	116	38	464
July 1997	0	192	56	586
August 1997	0	185	52	715
September 1997	0	140	42	417
October 1997	0	153	50	223
November 1997	0	159	44	280
December 1997	0	169	58	68
TOTAL:	0	2,184	1,004	4,668

LOGAN COUNTY SENIOR CITIZEN CENTER

LOGAN COUNTY

CONTACT: Martin Weber
125 Center
Oakley, Kansas 67748

CTD REP.: Martin Weber
(785) 672-3995
TELEPHONE: (785) 672-3903

PROFILE

TYPE OF SERVICE: Demand Response

SERVICE AREA: Logan Co., Oakley, Monument, Winona, Russell Springs

DAYS AND HOURS OF OPERATION: MTTT - 11 to 12:30, Wed 9 - 3

RATE SCHEDULE: \$.25 intown, \$1.00 area

KINDS OF TRIPS: Medical, shopping, recreational

NUMBER OF VEHICLES: 1 Section 16 vehicle (49 U.S.C. 5310) w/o lift

VEHICLE COMMUNICATION SYSTEM: None

FEDERAL SUBSIDY: Capital

STATE SUBSIDY: None

DESCRIPTION OF THE SYSTEM: If they need a ride call us to meal site and out of town shopping.

SCHEDULING A RIDE: let the friver know if they want a ride

DISABILITY ACCESS TO THE SERVICE: Call Logan Co. Hosp. or Rev. Alvin Bruenger in Oakley

LOGAN COUNTY SENIOR CITIZEN CENTER

Contact: Martin Weber
125 Center
Oakley, KS 67748

DATE	ELDERLY	DISABLED	GENERAL PUBLIC	MILES
January 1997				
February 1997				
March 1997				
April 1997				
May 1997				
June 1997				
July 1997				
August 1997				
September 1997				
October 1997				
November 1997				
December 1997				
TOTAL:				

SMITH CENTER 60 + CLUB

CONTACT: Jack Ayres
Rt. 2 Box 109

CTD REP.: Jack Ayres

Smith Center, Kansas 66967

TELEPHONE: (785) 282-6120

ORGANIZATION: (785) 282-3800

PROFILE

TYPE OF SERVICE: Demand response

SERVICE AREA: Smith Center

DAYS & HOURS OF OPERATION: 9am-4pm, M - F

RATE SCHEDULE: \$.50 round trip in town; \$.60 ride out of town ./ pass

KINDS OF TRIPS: Medical, shopping, recreational, and to and from mealsite

NUMBER OF VEHICLES: 1 Section 16 (49 U.S.C. 5310) vehicles with lift

VEHICLE COMMUNICATION SYSTEM: None

FEDERAL SUBSIDY: Capital

STATE SUBSIDY: None

DESCRIPTION OF THE SYSTEM: Local with call or sign-up at meal-site.

SCHEDULING A RIDE: Call or sign up.

DISABILITY ACCESS TO THE SERVICE: Riders with disabilities should follow the same procedures.

SMITH CENTER 60 + CLUB

Contact: Jack Ayres
Rt. 2 Box 109
Smith Center, KS 66967

DATE	ELDERLY	DISABLED	GENERAL PUBLIC	MILES
January 1997	20	10	16	N/A
February 1997	20	10		N/A
March 1997	20	10		N/A
April 1997	30	10	16	N/A
May 1997	30	10		N/A
June 1997	30	10		N/A
July 1997	30	10		N/A
August 1997	30	10		N/A
September 1997	20	10		N/A
October 1997	20	10	16	N/A
November 1997	20	10		N/A
December 1997	20	10	16	N/A
TOTAL:	290	120	64	N/A

LETTERS

FROM

RIDERS

April 8, 1978

Marvin Swanson
410 West 8th
Hays, KS 67601

Ron Straight
Access Transportation
660 Commerce Parkway
P.O. Box 1016
Hays, KS 67601

Dear Mr. Straight:

I am home-bound and depend on the Access Van to get me to dental and medical help, which of course are requisite for my health needs.

The only transportation I know of to meet my needs is the Access Van.

If we didn't have the Access Van available I don't know of any other transportation possibilities.

Therefore I greatly appreciate this transportation service.

Sincerely yours,
Marvin Swanson
Marvin Swanson

10-48

202 W. 34th
Hays, KS 67601
April 8, 1998

Ron Straight
P.O. Box 1016
Hays, KS 67601

Dear Mr. Straight:

I'm writing this letter for my son, Chuck. He uses the ACCESS Van each morning to get to and from his job with USD 489. This service enables him to practice independent behavior in that each morning he selects needed tickets and then watches for the Van to arrive.

Although Chuck lives at home with his parents, transportation would be a problem if it weren't for the ACCESS Transportation services. His schedule and our schedules do not fit together so we depend a great deal on ACCESS services.

We believe ACCESS Transportation provides a vital service for those in need of transportation. Adequate funding for this service is essential.

Sincerely,
Jim Stansbury

April 8, 1998

To Whom It May Concern:

The ACCESS van is very important to Tom Cook in that it is his means of getting back and forth to Hays to attend the Reed Center. By riding the van he gets to associate with many types of people, learns to handle money by paying for his rides, learns to be independent because no family member is around, and is understanding how important "time" is, because he leaves at a certain time and comes home at a certain time.

Tom is not the only person riding the van from Russell to Hays, so if it would not be available many people would be without transportation.

Sincerely,

Norma Jean Cook

Norma Jean Cook--Guardian
Box 371
Russell, Ks. 67665

April 29, 1998

Ron Straight
PO Box 1016
Hays, KS 67601

Dear Ron,

I know your job isn't easy. I managed the first van in Hays; through FHSU and you can't please everyone.

These are my ideas but my wife is typing the letter for me. It takes me much too long to write.

Yes, I do have other transportation. We own a small van and Margaret takes me to my other appointments and places I need to go.

I only use "Access Transportation" to get to speech therapy. My wife picks me up after speech.

Margaret also has health problems and it helps to use your services part of the time. I had a massive stroke and go most places in a wheelchair. By using the van I can be transported in my chair and don't have to transfer back and forth. I stay in the chair for therapy. This saves wear and tear on me, my wife and the therapist.

When the access van isn't available, I depend on Margaret.

We both appreciate the access van very much. Our community is fortunate to have these services provided by DSNK.

Sincerely,
Billy D. Jellison
Billy D. Jellison

4-8-95

Dear Sirs:

I appreciate being able to ride
on the Access Van. Every one is so
nice. I have no way getting around &
it allows me to maintain my independence.
I have no idea what I would do with
out it. It has really been a life saver
for me. I can't understand how we can
have such luxury for such a cheap fare.
I thank you for all of your services.

Thanking you

Arlene Schubert
Centennial Towers #210
Hayes, Kans.

Dear Eric

There is a great need for the Access van, because if people couldn't ride the van they wouldn't be able to get where they need to go. Because for some people they are in a wheel chair and it's hard for them to get around because most vehicles don't have the right kind of vehicle for transportation. Like the Access van has for people who need that van to get around. Also I need it so I don't have to depend on other people to get where I'm going. With the van even if you get late to where you're going you still get there. You're not depending on someone else to get you there. It's not fun when you have to rely on someone to get you where you want to go. People want to be independent they like to know they're doing it on their own.

Sincerely yours
Karl Williams

Dear Ron straight,

Yes I'm glad to write to you.

I do have a car & I am a Senior Companion so we get paid ~~for~~ for our rides from our program. But bad weather I don't drive in it & then to have to park there east of Hadley & get to the hospital.

I like it to when he's on this side earlier & picks me up - I enjoy the ride & visiting.

All the drivers are so nice & helpful.

I don't think I can say a better word for anyone - they all just perfect. You've sure got a good bunch. And Jerry answering that phone I don't know how she ever keeps it straightened out.

As Jim said before give everyone a big A+.

Pauline Rosebaugh

405 W. 21st St.,

Hays, KS 67601-3126

Why I rely on Access for transportation:

I seldom have other transportation available. I have no children or relatives living in Hays. I am very fortunate to have two very good neighbors who help me. The help is appreciated, but I feel like I am imposing on them. If the Access was not available, I would have to rely on neighbors and lose my independence entirely. I really could not afford the Hays Taxi.

I sincerely hope you can keep the Access Vans rolling. It is a very good thing for Hays, especially for our Senior Citizens. Good Luck!

4-6-8



Dear Sir.

I am very please to
have access Transportation
I had to quit driving due to my
eye sight, & I have no other
means off Transportation.

I was very hard to get use to
the access Van. But I couldn't
have better service & have a
very nice access Van Driver.
If I didn't have the Van I wouldn't
be able to do my volunteer work at
the hospital, which I do 5 days a
week, also shopping.

I have a daughter here in town
But they have their own Bussness
& can't all way take me,
so I am very pleased to have the
Van.

Thank you
Shelma Gross
Ep. Towers
apt 602

Hays Ks, 67601

10-56

Hays, KS
April 8, 1998

Dear Pat:

I am very well pleased with the Dispatcher, the van drivers and the service.

I am 85 years old and have lots of health problems. The drivers of the van has been willing to help with my wheel-chair or walker, which ever I have to use at that time.

I have no other way to get around. No close relatives living in Hays.

I certainly hope the van service will continue as it is needed for us older people who can not see or not able to drive.

Sincerely

Delia Blakesley

Dear Ron

I don't have other transportation
the only reason I don't go on access, is that
I have not been well enough. And that
is when my son takes off work to take
me to where I need to go.

It is nice to know that access is
there when you need it.

I don't know what I would do
if access ~~was~~ were not available.

I have been very ill the last
year & half. but as soon as I can
and be able to travel alone I will
be using access very regular

Rosemary Hertel

Way Rd
April 7-98

Dear friends

I am happy to tell you
I don't see what I'd do
without the van I would
just simply be grounded
my kids all work and can't
get off to take me to get
hair done two times a
week and to doctors the
one thing I really miss
is Lee Ann she was
always right there on time
she is a real sweet heart
I was really a little
mad when her route was
changed I'd ridden with
her for over three years
& I mean she had us

spoiled Jerry in my
opinion I've never met
her but feel I know
her from talking to her
the guys are out O.K. also
they all realize Jim and
Ledy nearly 83 (next week
I always buy extra breakfa
tickets to help out last year
I bought for three of my
neighbors or families this
year the bus driver of
Jerry and some family
I also want to compliment
on the breakfast it is
always so good better not
leave hungry. Hope you be
is going. Lenna Harper

10-59

10-59

Dear Ron

If I didn't have Access transportation, I would have to depend on friends and family more often.

It would be harder to find work. In May I'm sure. With Access I have hope of finding the work by September.

Access allows me the freedom of not working my schedule around that of friends and family.

If I did not have ~~the~~ Access Transportation to depend on I would continue working my job in Gorham.

The other option would be, to car pool with some one from Russell, or Gorham.

Sincerely,
Jeri Pratt

10-60

Mr. Ron Straight C.C.T.M.

Dear Sir -

My daughter in law works in Hays 5 days per week
and takes me shopping after she gets off work.
Friend take me to church and other functions. I can
always call them for doctors appointments etc, but I hesitate
to do so.

I really don't use the bus a lot for these reasons.
My beauty operator picks me up mornings & I get the bus
to come back home.

Otherwise, I don't know how I would manage
without the bus.

Sincerely,
Ayliffe Lane 2502 Sherman Ave



Western Kansas Association on Concerns of the Disabled

2401 East 13th

Hays, Kansas

913-625-6942

Access + Opportunity = Independence



United Way
Agency

August 18, 1998

Transportation in Rural Cities and Counties 2000

Transportation in Rural cities, town and counties is one of the Four basic needs shelter, food, clothing and health care . All of these needs have one thing in common. They cannot be carried on without ACCESSIBLE TRANSPORTATION!

In Hays, Ellis (my) county where I live transportation is one of the most important issues that we support.

As president of Western Kansas Association on Concerns of The Disabled I represent WKACD on transportation issues. In Ellis, Co. we have a county wide transportation service called ACCESS. The coordinating council for the three separately funded agencies: the city of Hays, Ellis County and WKACD. We also have formed an 18 county coordinating council to use our vehicle more efficiently and benefit the people who do not have transportation. I suggest that some of this money be set aside to help us improve our transportation system to serve people in rural communities, net working with other communities. The way it is out here for an agency whose vehicles are in need of replacement or want to start a transportation system in there city or county have to wait, get in line ! When there is a proven desire and need for transportation it should be encouraged, not discouraged! Help us keep our transportation and allow it to expand! So the whole state has equal transportation needs met.

Thomas L. Robinson

10-62

STATE OF KANSAS



KANSAS DEPARTMENT ON AGING

NEW ENGLAND BUILDING
503 S. KANSAS AVE.
TOPEKA, KS. 66603-3404

PHONE (785) 296-4986
FAX (785) 296-0256

BILL GRAVES
Governor

Thelma Hunter Gordon
Secretary of Aging

Report to the JOINT TRANSPORTATION COMMITTEE
From KDOA Secretary Thelma Hunter Gordon and Deputy Secretary Terry Glasscock
February 11, 1999

Dear Mr. Chairman and members of the committee:

Thank you for the opportunity to address you this afternoon. I know you have precious little time and a huge task to accomplish so I will be brief.

As you know, the Kansas Department on Aging (KDOA) provides a variety of services to those of your constituents who are over the age of sixty. Actually, the typical customer of ours is female, between 75 and 85 years old, frail, and lives alone. Most of our customers need assistance in order to continue to live in the community rather than in an institutional setting.

Because KDOA also serves as the paying agent for Federal and state Medicaid funds to nursing facilities, we also have a keen awareness of the relative public cost differences between home-care and institutional care. Our experience shows that the variance between the average cost of home-care and institutional care is **over \$1,000 a month**. Therefore, as an agency concerned not only with quality care, but also acutely sensitive to the public cost of providing it, we strive to do the most public good for the least public cost. It is important that the committee recognize our commitment to this principle.

Adhering to this standard, KDOA has taken on the mantra, if you will, (please excuse the perpetuation of a Kansas stereotype) of "There's no place like home." Without a single doubt, expenditures that empower elderly constituents to remain in their own homes prove to be not only a moral victory for governance but a fiscal one as well. Efforts of this kind constitute that rare occurrence, a win-win solution.

Therefore, it is with sincere concern for doing the "right thing" that KDOA strongly supports the Governor's recommendation for transportation legislation. Our customers, your constituents, could benefit significantly from the recommended appropriation for public transportation, should a significant portion of those funds be made available for elderly services statewide. KDOA welcomes the opportunity to be involved in efforts to assure adequate public transit services for elderly citizens of Kansas.

Should the legislature embrace inclusion of public transportation in its deliberative conclusions, KDOA is hopeful that explicit transit provisions will be made on behalf of the elderly residents of our state.

JOINT SEN. & HOUSE TRANS. COMM.
February 11, 1999
Attachment #11

11-1

Report to the Joint Transportation Committee
Page 2

Actually, there *is* no place like home for any of us, but this is especially so for our parents and grandparents. Moreover, this philosophy also correlates with a sound fiscal policy, creating a rare combination of moral and financial value.

Thank you for your consideration of our views.

BOARD OF COMMISSIONERS SHERIDAN COUNTY, KANSAS

PO BOX 899
Hoxie, KS 67740

1st District
Vicki Babcock

2nd District
Norman Kliewer

3rd District
Stanley Rogers

Norman Kliewer-County Commissioner Sheridan County

Main topic for testifying-#23 in Sheridan County

Hearings during summer- Project 2000 committee that Gov. Graves appointed was an excellent idea-support the recommendations of the Transportation 2000 Task Force.

1. Need for improvement of #23 in Sheridan County

- A. Narrow highway
 - 1. White line on edge of highway-narrow shoulder dangerous if wheel goes off shoulder because of drop-off.
 - 2. Very hilly on some of the stretches of the highway.
 - 3. Increased traffic
 - a. U.P. pull out of railroad that went through Hoxie has increased truck traffic for hauling grain.
 - b. Has put more danger on school busses-on regular pick up of students in the afternoon.
 - c. Important connecting link for activity busses on game nights.

2. Wider shoulders

- A. Lane County (South) and Decatur County (North) have wide shoulders.
- B. Gove County and Sheridan County located between Lane and Decatur have narrow roadway.

3. Miscellaneous

- A. We have the longest roller coaster, bumper car road combination in the state—it is scary when a trucker comes up behind you and you can see his eyes (pupil) in your rear view window-you basically have only one choice-to exceed the speed limit, as there isn't any place to pull over.
- B. Serious fatalities are just waiting to happen-have mercy if a school bus loaded with kids would be involved.

4. Thank you for allowing me to testify.

Norman Kliewer
Sheridan County Commissioner