

MINUTES OF THE SENATE TRANSPORTATION COMMITTEE.

The meeting was called to order by Chairperson Les Donovan at 8:30 a.m. on January 30, 2001 in Room 245-N of the Capitol.

All members were present except: Senator Jackson
Senator Pugh

Committee staff present: Hank Avila, Legislative Research Department
Bruce Kinzie, Revisor of Statutes
Marian F. Holeman, Committee Secretary

Conferees appearing before the committee: Mike Armour, KDOT
Scott Moore, Ellsworth, KS
Mary Gilmore, Morton Co., KS
Cheri R. Piene, Oswego, KS

Briefing on Aviation component of 2000 Comprehensive Transportation Program (CPT)

Chairman Donovan welcomed Mike Armour, Director of Division of Aviation for the Kansas Department of Transportation. Mr. Armour reported on the Kansas Airport Improvement Program (KAIP) which has been instituted as a part of the 2000 CTP. This is the first time funding has been earmarked specifically for airports and a majority of Kansas public use airports (those boarding fewer than 10,000 passengers per year) need assistance. Mr. Armour stated they are very pleased that the initial phase of KAIP is exceeding expectations both in sponsor participation and in improvements. He explained the principles of, and provided a graphic presentation on, the program (Attachment 1). Most of the places who have invested money in an airport do have a community hospital and it is extremely important for air ambulances to be able to get there. This is literally a lifesaving project. A recurring theme in meetings held throughout the state prior to enactment of CPT 2000 was the need for airport improvements. It is anticipated that with this program, airports will become safer for these air ambulances. Improving safety of airports in such communities is a high priority, but the communities still have to come forward with a plan and some type of funding at the local level. "In kind" services can be part of local funding mix. Members realize there is still much to be done since this is a "catch up" program following years of no funding for airports. They commended Mr. Armour on his Division's accomplishments.

Scott Moore, City Administrator, Ellsworth, KS (Attachment 2); Mary Gilmore, County Clerk, Morton County, KS (Attachment 3); and Cheri R. Piene, City Clerk, Oswego, KS (Attachment 4) all presented testimony regarding their positive experiences with the KAIP. They stressed improved safety and economic development resulting from the airport improvements. An example of the local level "in kind" contribution was the Morton County Road Department's literal construction of the runway. That was the majority of the local money on this project.

Some communities have returned with requests for additional improvements. Grants are provided according to a rating system that was developed with assistance from the field of construction in addition to the field of aviation as well as the Federal Aviation Administration (FAA). The FAA does put money into Kansas and if they are going to spend money on a requested project then Kansas money is spent elsewhere.

Approval of minutes

Senator Salmans moved to approve minutes of the January 25, 2001 meeting. Senator Gooch seconded the motion. Motion carried.

The meeting adjourned at 9:30 a.m.

The next meeting is scheduled for January 31, 2001.

STATE OF KANSAS



**KANSAS DEPARTMENT OF TRANSPORTATION
OFFICE OF THE SECRETARY OF TRANSPORTATION**

E. Dean Carlson
Secretary of Transportation

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Bill Graves
Governor

PRESENTATION TO THE SENATE TRANSPORTATION COMMITTEE

Regarding the status of the Kansas Airport Improvement Program

January 30, 2001

Mr. Chairman and Committee Members:

I am Mike Armour, Director of Aviation for the Kansas Department of Transportation. We appreciate the opportunity to apprise you of the progress of the recently authorized Kansas Airport Improvement Program (KAIP). As you know, this program was instituted as a part of the Comprehensive Transportation Program (CTP) and the \$30 million over ten years for airports, accounts for approximately one quarter of one percent of the total CTP. However, we are pleased to inform you that the KAIP has exceeded our expectations in both sponsor participation and improvements. I will incorporate the attached outline to briefly review the program's principles and then graphically display for you the early results of the program.

attachments

SENATE TRANSPORTATION
- COMMITTEE - DATE: 1-30-01 -
ATTACHMENT: 1

1-1

When Time is of the Essence

Air Transportation

The time sensitive conveyance

Role of State Transportation Agencies in Aviation

To fill the gap in the state's airport infrastructure that the federal government is unable to fund

All other states combined - \$450 million



Pavement Condition Index

Numerical Rating

86-100	Excellent
71-85	Very Good
56-70	Good
41-55	Fair
28-40	Poor
12-25	Very Poor
0-11	Failed

← Kansas

Program Strategies

- Preservation of system
- Addresses only basic needs
- Would assist sponsors willing to commit to a significant matching fund

Program Objectives

- Improve runway rating to "Very Good"
- Reduce surface travel time to Air Ambulance pick-up points
- Augment safety by facilities and equipment improvements
- Enhance community economic development appeal

Airport Eligibility

By statute, open to all public-use airports except those designated as "Primary Airports" (boarding more than 10,000 passengers per year)

Project Eligibility

- Limited to three types of projects;
 - Runways
 - Taxiways and ramps
 - Facilities & Equipment
- Must be sponsor's primary need
- Capable of completion in one year
- Cannot leverage federal funds

Sponsor Participation

- 50/50 sponsor/state matching requirement for sponsors with population of 10,000 or more
- 25/75 sponsor/state requirement for population of 3,000 to 10,000
- 10/90 for sponsors with population of 3,000 or less*

*Effective FY2003

State Participation Limits

- Maximum state participation is \$500,000 for any single project
- Maximum state participation for the construction of a "totally new primary runway" is \$1,000,000*

* Effective FY2003

Kansas Airport Improvement Program

- Funding - \$3 million per year
- With local match, estimated to be \$4.5 million in total improvements

Priority Rating System

100 points possible

1. Safety 25%
2. Pavement Condition 20%
3. System Enhancement 10%
4. Based Aircraft 10%
5. Sponsors Top Priority 10%
6. Geographic Remoteness 5%
7. Discretionary 20%

Standards and Specifications

- Maintenance Projects
- Geometric Improvements
- Facilities & Equipment

Maintenance Projects

- Projects not requiring changes in length, width or alignment or physical layout
- Incorporates standard KDOT maintenance procedures
- Usually completed in 60 days

Geometric Improvements

- Changes in length, width, alignment, line of sight problems and obstruction clearances
- Comply with FAA design standards
- Usually require consultant engineering

Facilities & Equipment

- Electronic equipment to enhance safety and utility of the airport
- Off the shelf products manufactured and installed in accordance with FAA guidelines

Kansas Airport Improvement Program

- Funding - \$3 million per year
- With local match, estimated to be \$5 million in total improvements

KAIP Early Results

- Overlays
- New Runways
- Lighting & Marking
- Automated Weather

Kansas Airport Improvement Program

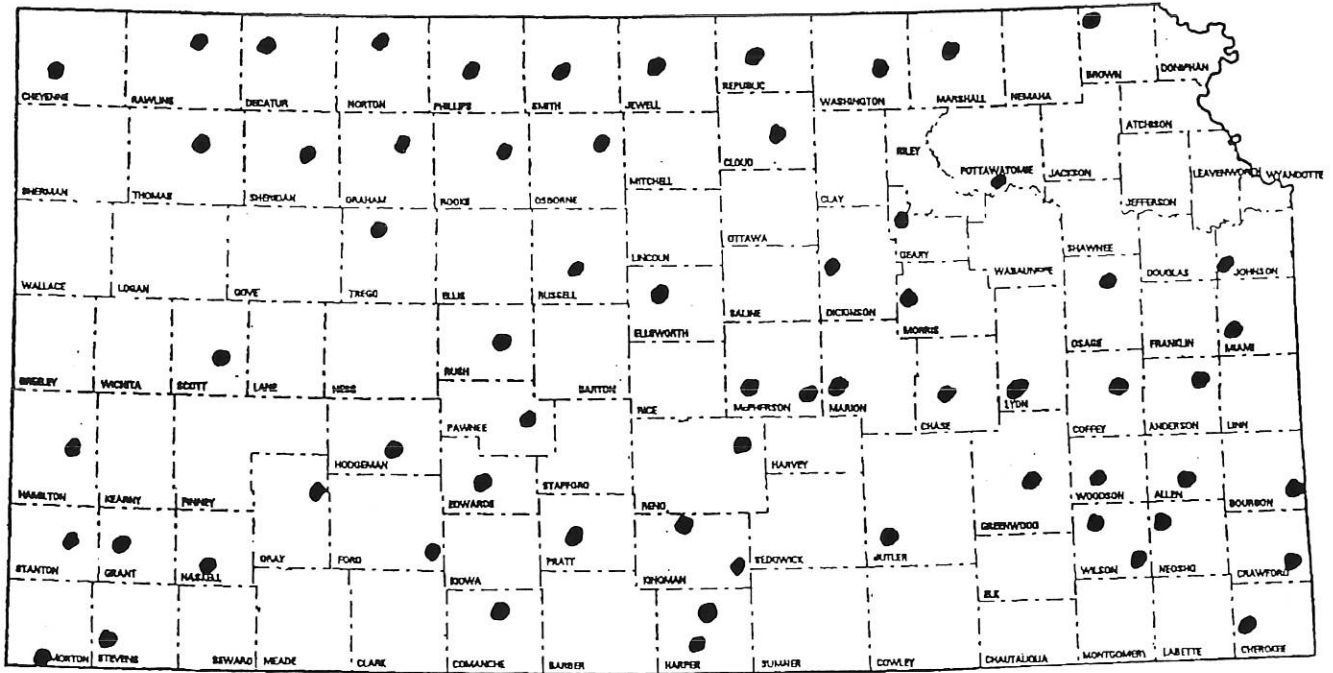
Applications Received

FY	No.	Amount
FY2000	33	\$12,321,445
FY2001	44	\$11,536,073
FY2002	33	\$ 8,905,582

KAIP FY 2000 - 2002 Scope of Projects

	FY2000	FY2001	FY2002
Maintenance	14	14	11
Geom. Improv.	1	1	9
Facilities & Eqpt.	6	11	5
State funds	\$2.885m	\$3.171m	\$3.207m
Local funds	3.435m	1.785m	1.891m
Total	\$6.320m	\$4.956m	\$5.098m

Kansas Public-use Airports



Project Locations

FY 2000-02

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Project Summary

Construction Years
1999 - 2000

Anthony
Slurry Coat

Sponsor -	32,445
State -	99,334
	\$129,779

Atwood
Crack seal and seal coat

Sponsor -	9,000
State -	26,000
	\$35,000

AWOS

Sponsors -	228,000
State -	456,000
	\$684,000

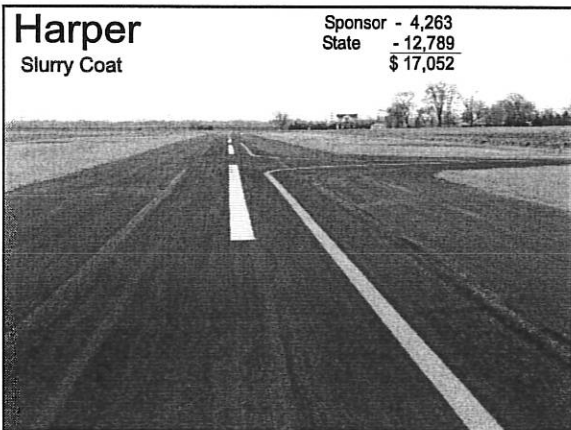
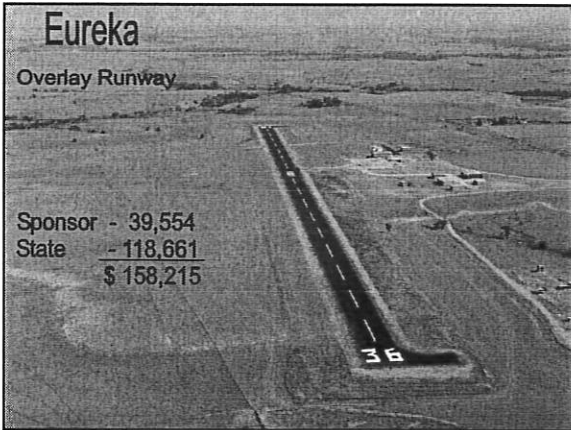
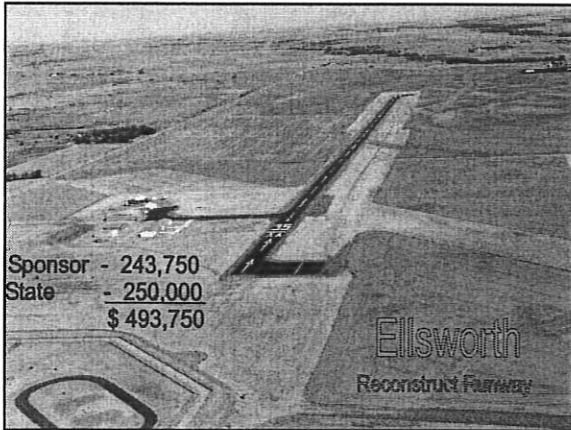
Pittsburg
Ft. Scott
McPherson
Pratt
Scott City
Ulysses
Johnson
Elkhart
Iola

Concordia
Slurry coat

Sponsor -	22,000
State -	66,000
	\$ 88,000

Elkhart
New Runway 4-22

Sponsor -	689,162
State -	300,000
	\$ 989,162



Hoxie
Slurry Coat

Sponsor - 17,739
State - 53,216
\$ 70,955

Hutchinson
Reconstruct Ramp & Crack Seal 17-35

Sponsor - 60,042
State - 60,000
\$ 120,042

Hutchinson
Ramp Lights & New Beacon Mast

Sponsor - 13,976
State - 13,976
\$ 27,952

Hutchinson
Reconstruct Rwy 4-22

Sponsor - 470,000
State - 400,000
\$ 870,000

Jetmore
Overlay Rwy & Ramp

Sponsor - 50,353
State - 151,080
\$ 201,413

Junction City
Overlay Rwy

Sponsor - 117,711
State - 87,500
\$ 205,241

LaCrosse
Overlay Rwy & Ramp

Sponsor - 62,439
State - 150,000
\$ 212,439

Marysville
Widen, Extend & Lights

Sponsor - 177,824
State - 398,803
\$ 576,627

Moundridge
Overlay Rwy

Sponsor - 38,768
State - 75,000
\$ 113,768

Neodesha
Overlay Rwy, Ramp & Lights

Sponsor - 52,000
State - 158,000
\$ 210,000

Norwich
Rwy Lights

Sponsor - 2,848
State - 9,000
\$ 11,848

Norton
New Rwy

Sponsor - 787,000
State - 500,000
\$ 1,287,000

Osborne
Seal Coat

Sponsor - 5,625
State - 6,875
\$ 22,500

Oswego
Reconstruct Rwy

Sponsor - 37,267
State - 111,802
\$ 149,069

Phillipsburg
Extend, Overlay & Lights

Sponsor - 285,000
State - 402,000
\$ 677,000

Pittsburg
New Beacon

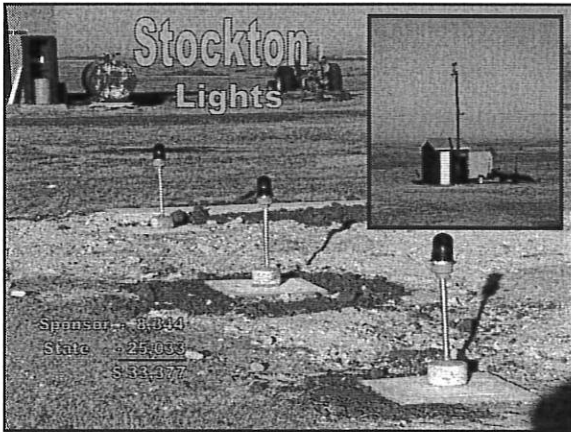
Sponsor - 11,250
State - 11,250
\$ 22,500

Satanta
Overlay Rwy & Ramp

Sponsor - 53,587
State - 160,763
\$ 214,350

Smith Center
Overlay Rwy & Ramp

Sponsor - 67,519
State - 148,000
\$ 215,519



Kansas Airport Improvement Program

Funding Recommendations FY 2001

	Sponsor	Project	Project Estimate	Match	Amount requested	Recommendation FY2001
1	Allen Co. Iola	AWOS	\$76,000	50	\$38,000	\$38,000
2	Belleville	New NDB	\$10,000	75	\$7,500	\$7,500
3	Cheyenne Co./St	Recycle Rwy	\$275,000	75	\$206,250	\$180,000
4	FtScott	AWOS	\$76,000	75	\$57,000	\$57,000
5	Grant Co/Ulysses	AWOS	\$76,000	75	\$57,000	\$57,000
6	Harper	Seal Runway	\$26,000	75	\$19,500	\$19,500
7	Hutchinson	Rehab X/wind Rwy	\$870,000	50	\$435,000	\$400,000
8	Jetmore	O L Rwy	\$272,448	75	\$204,336	\$200,000
9	Kinsley	O L & Extn Rwy	\$350,000	75	\$262,500	\$53,000
10	Mankato	O L 1/2 Rwy	\$263,300	75	\$197,475	\$198,000
11	Marysville	Widen Rwy&extn	\$612,381	75	\$459,286	\$400,000
12	McPherson	AWOS	\$76,000	50	\$38,000	\$38,000
13	Neodesha	O L Rwy & lites	\$210,000	75	\$157,500	\$158,000
14	Oberlin	O L Rwy & lites	\$296,326	75	\$222,245	\$200,000
15	Osborne	Sael Rwy	\$23,000	75	\$17,250	\$17,000
16	Oswego	O L Rwy amend	\$150,000	75	\$112,500	\$112,000
17	Pittsburg	New beacon	\$35,000	50	\$17,500	\$17,500
18	Pittsburg	AWOS	\$76,000	50	\$38,000	\$38,000
19	Pratt	AWOS	\$76,000	75	\$57,000	\$57,000
20	Rawlins Co. Atwo	Seal Rwy	\$35,000	75	\$26,250	\$26,000
21	Sabetha	Rehab Rwy	\$394,200	75	\$295,650	\$205,000
22	Satanta	O L Rwy and Ramp	\$247,845	75	\$185,884	\$186,000
23	Stanton Co, John	AWOS	\$76,000	75	\$57,000	\$57,000
24	Stockton	Lights and Beacon	\$42,693	75	\$32,019	\$32,000
25	Wamego	O L Rwy	\$137,000	75	\$102,750	\$100,000
26	Yates Center	Lights and Beacon	\$22,098	75	\$16,574	\$16,500
27	Morton Co.	AWOS	\$76,000	75	\$57,000	\$57,000
28	Scott City	AWOS	\$76,000	75	\$57,000	\$57,000
29	Norton	AWOS	\$76,000		\$57,000	\$57,000
		Totals	\$5,032,291		\$3,490,969	\$3,041,000

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Kansas Airport Improvement Program

Funding Recommendations FY2002

	Sponsor	Project	Project Estimate	Match	Amount requested	Recommendation FY2002
1	Abilene	O L Rwy and Taxi	\$428,390	75	\$321,293	\$300,000
2	Augusta	Seal Ramp	\$69,650	75	\$52,238	\$52,250
3	Benton Air Park	Reconst RW, TXW&lite	\$304,344	75	\$228,258	\$144,000
4	Cimarron	Reconstr Ramp	\$245,775	75	\$184,331	\$184,400
5	Coffey Co	New TXW	\$166,000	75	\$124,500	\$124,500
6	Colby	Allnew lites	\$391,860	75	\$293,895	\$150,000
7	Comanche Co.	Constr New RW	\$1,028,500	75	\$771,375	\$500,000
8	Concordia	Reconst TXY	\$181,455	75	\$136,091	\$136,000
9	Cottonwood Falls	RWY lites	\$34,550	75	\$25,913	\$26,000
10	Emporia	Crack seal TXY	\$22,300	50	\$11,150	\$11,000
11	Eureka	Reconstr Ramp	\$150,000	75	\$112,500	\$120,000
12	Gardner	Constr. Taxiways	\$264,500	75	\$198,375	\$165,000
13	Hamilton Co	Rehab Runway	\$240,000	75	\$180,000	\$180,000
14	Hillsboro	O L Runway	\$165,000	75	\$123,750	\$124,000
15	Hugoton	AWOS	\$80,000	75	\$60,000	\$57,000
16	Hutchinson	Crack seal TWY	\$30,000	50	\$15,000	\$15,000
17	Junction City	O L Taxiway	\$109,000	50	\$54,500	\$54,500
18	Kingman	Constr Xwind RW	\$771,650	75	\$578,738	\$492,000
19	Larned	Extn RW	\$145,000	75	\$108,750	\$75,000
20	Miami Co	Constr. Ramp	\$112,500	50	\$56,250	\$56,250
21	Morton Co.	Constr taxi&Rwylites	\$222,280	75	\$166,710	\$167,000
22	Pratt	Crack seal RWY	\$15,000	75	\$11,250	\$11,250
23	Sheriden Co	Lighting	\$92,000	75	\$20,000	\$24,000
24	Smith Center	Constr. taxiway	\$40,700	75	\$30,525	\$30,500
		Totals	\$5,310,454		\$3,865,391	\$3,199,650

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City of Ellsworth Ellsworth, Kansas

CITY HALL – 121 WEST 1ST STREET
P.O. BOX 163 – 67439
(785) 472 – 5566
(785) 472 – 4145 Fax

January 26, 2001

ROBERT S. HOMOLKA
MAYOR
DON PANZER
COUNCIL MEMBER
ALAN M. STEFEK
COUNCIL MEMBER
DANIEL RAY
COUNCIL MEMBER
STEPHEN M. BAHAN
COUNCIL MEMBER
MURRAY A. MARSTON
COUNCIL MEMBER

Scott Moore
City Administrator
Margaret P. Shepherd
City Clerk
Angela Mueller
Treasurer
David C. Smith
Chief of Police
John Kerschner
Water/Sewer Supt.
Dale D. Bettenbrock
Supt. Street
Bill Warnock
Supt. Golf Course
Ronnie Tenbrink
Recreation Director
Ron Svaty
City Attorney
Greg Hoffman
City Attorney
Dale Urbanek
Municipal Judge

Senator Les Donovan, Chairman and
Members of the Senate Transportation Committee
Capitol Building
Topeka, Kansas 66612

RE: 2000-2009 Comprehensive Transportation Program

Mr. Chairman and Committee Members:

On behalf of the City of Ellsworth and the citizens of Ellsworth County, we would like to express our appreciation for both the Senate and House of Representatives for approving the 2000-2009 Comprehensive Transportation Program. It has allowed communities like Ellsworth to utilize this program as it was intended, to help preserve small municipal airports that do not meet Federal Aviation Administration system enhancement funding requirements.

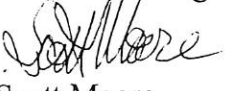
Developing a working relationship with KDOT's Department of Aviation, the Ellsworth City Council and Ellsworth County Commissioners were able to identify our airport's immediate needs, which allowed us to utilize the Comprehensive Transportation Program funds in an effective manner.

Our airport enhancement has allowed life-watch services to be utilized by terminally ill individuals from our community as well as individuals involved in major accidents off the interstate. Without the necessary improvements to our airport, we could have been faced with an increasing number of life threatening situations, which rural communities often encounter due to their proximity to area medical facilities and adequate airports.

Ellsworth community leaders have pledged to keep our airport a viable asset to the community and have voiced their support for other rural communities to utilize the State's Comprehensive Transportation Program. This will continue to ensure the safety of our rural transportation system and the quality of life for our citizens.

Thank you for your time and support regarding this matter.

With sincere regards,


Scott Moore
City Administrator
City of Ellsworth

SENATE TRANSPORTATION
COMMITTEE -DATE: 1-30-01
ATTACHMENT: 2

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TESTIMONY BEFORE THE SENATE TRANSPORTATION COMMITTEE

Mr. Chairman and Committee Members:

This is my first time to speak before such a distinguished group and I sincerely appreciate the opportunity to testify on behalf of Morton County.

As you well know Morton County is one of the most remote counties in the State. We are a county with a population of only 3440 citizens. I admit I was skeptical when I first received information on the Kansas Airport Improvement Program stating it was designed to help airports such as in Morton County, but became more excited each time I reviewed the grant information. At that time our existing runways had been deactivated since they were not expandable in their present location. Changing FAA safety criteria and residential development around the airport rendered these runways virtually unusable. Morton County had a dream and a plan to improve our airport and was willing to commit a significant amount to the project. However, because our gas and oil valuation had decreased drastically since 1997 it became evident that the dream for a new runway would not be realized without some help, and that help came to us in the form of the Airport Improvement Program. So, in June of 1999 I applied for our first grant and it was approved; runway 4-22 became a reality. I have to say, however, that without the help of Mike Armour in the Aviation Division, I would have been lost. Mr. Armour suggested catalogs and companies who could give me estimates and ideas for the various items needed for the grant.

The Morton County Airport is a lifeline to the County in many ways. Because of our geographical location, Morton County experiences a high rate of transfers by air ambulance to Wichita and other large city hospitals. Not only is it vital to transport critically ill patients, but it also allows specialty physicians to fly into Elkhart on a weekly basis to serve patients of the Morton County Health System and provide a higher quality of life. When physicians use the airport it also allows the taxpayers to keep their money at home, thus adding to our economy.

SENATE TRANSPORTATION
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Our Economic Development program is currently in the process of improving the infrastructure of Morton County in an attempt to attract new businesses. The airport is a major factor of this process. We are finding that businesses considering development in Morton County look at the availability of schools, hospitals, airports, and recreation.

Oil and Gas companies and Landmen fly into Elkhart to access and research our public records in their attempt to locate additional minerals in Morton County. Hopefully, their efforts will soon result in an increase in drilling activity.

Many of our local business people also utilize the airport by flying out of Elkhart to Amarillo, Wichita, and Colorado to complete business transactions. One of the pilots from Liberal who comes to Elkhart quite frequently said the new runway is the "best he has been on".

Two years ago Morton County purchased the rundown golf course owned by the City of Elkhart and proceeded with plans to renovate the nine hole course. Not only did the designer of the course utilize the airport but so did the contractors and the consultants. And, because they were able to utilize the airport, the contractor completed the project within the estimated time frame, much to the delight of our many golfers.

More recently Morton County has experienced hunters flying into Elkhart to hunt for a day, a weekend, and, occasionally, a week. This past year bird watchers from various parts of the United States have flown into Elkhart to document species found on the National Grasslands; I even met and visited with a group of six from New Jersey while in our grocery store.

Both County and City officials have flown together from Elkhart to Topeka for several meetings with both appointed and elected officials regarding the construction of the approved by-pass to be constructed in Morton County in the near future. It would have been impossible for these meetings to take place if everyone had to drive the long distance. Thus, to our great advantage, the airport has bridged the gap between Morton County and Topeka.

After receiving our first Airport Improvement grant I was encouraged to apply for another grant, which we received and Morton County is now in the process of constructing a new taxiway from the new runway 4-22. This grant will also allow us to light the taxiway as well as purchase a badly needed new rotating beacon for the airport. Again, without Mr. Armour's help in directing me towards resource materials I wouldn't have begun to know where to start.

I would like to invite each of you to visit Morton County and tour our Airport. We feel the Kansas Department of Transportation and Morton County make a great team and we are proud of the improvements already made to our Airport with your help.

Thank you.

To: Testimony before the Kansas Senate Transportation Committee
From: Cheri Peine, City Clerk, City of Oswego
Date: Tuesday, January 30, 2001 8:30 a.m.

Good Morning Mr. Chairman and Committee Members and thank you for the opportunity to tell you about our experience with the Kansas Airport Improvement Program sponsored by the Kansas Department of Transportation.

Oswego, Kansas originally built their airport in the early 1960's with monies from the Federal Aviation Agency. There has been extensive use of the airport through most of this time and recently there has been a resurgence of use. The city maintained the airport over the last 40 years as much as possible with the limited funds available. In the late 1980's the city began setting aside matching funds to obtain a grant from the Federal Aviation Agency for a Master Plan Study, which was conducted by Bucher, Willis & Ratliff from Kansas City, MO. The study was completed in 1993. Major items that were proposed within the study included acquiring additional land to construct a 60 by 3,400 foot new runway to safely accommodate larger twin engine corporate planes, enlarge the parking area and provide additional hanger space. Two years ago our present runway was in a serious state of deterioration and we were faced with the possibility of closing the facility down if funds were not found in the near future.

When the long hoped for airport improvements became a reality, we solicited support from numerous businesses, industries and individuals in the area to assist us in our campaign. They contributed over \$10,000 to achieve the matching funds necessary to obtain this grant. The president of Diamond Coach, one of the major employers in Oswego, flies from his home to Oswego every day that weather permits. One of the other principals in the company also utilizes the airport on a regular basis. More recently, Claythorne Lodge, a local hunting and fishing operation, has had numerous customers fly in at the airport to visit their facility. The airport offers us the ability to expand the economic and tourism opportunities in our area. Currently all hanger space is filled, with seven based aircraft.

With the help of the KDOT airport improvement program, the City of Oswego finally was able to complete an overlay of the existing runway. Since this project has taken place the usage has increased at the airport and we have had to turn away three persons who would like to house their

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aircraft there. We are now currently building our capital improvement fund to construct a new hanger. Additionally, with the new improvements our Airport Board has agreed to sponsor an annual fly-in, with the first one scheduled for September 29, 2001. This will provide us an opportunity to advertise the improvements to our airport.

This project would not have been possible without the Kansas Airport Improvement Program. We are a small, rural community with little resources. We feel very privileged to be one of the first communities to participate in the program and already to have experienced a positive outcome since the overlay project was completed this past fall.

Thank you from the Oswego Airport Board and the City of Oswego for the help you provided in keeping our airport in operation.