

MINUTES OF THE HOUSE TRANSPORTATION COMMITTEE.

The meeting was called to order by Chairperson Gary Hayzlett at 1:30 p.m. on March 13, 2003 in Room 519-S of the Capitol.

All members were present except:

Rep. John Ballou
Rep. Jerry Henry
Rep. Mary Kauffman
Rep. Don Myers
Rep. Jim Yonally

Committee staff present:

Bruce Kinzie, Revisor
Hank Avila, Legislative Research Dept.
Mary Galligan, Legislative Research Dept.
Betty Boaz, Committee Secretary

Conferees appearing before the committee:

John Neal, Hutchinson - Reno County Chamber of Commerce
Steve Feigenbaum, Kansas Public Transit Association
Mike Armour, Director, Division of Aviation, KDOT
Marlee Carpenter, KS Chamber of Commerce & Industry
Ed DeSoignie, Heavy Constructors of Kansas City
Richard Kistner, KS Asphalt Pavement Associates
Bernie Koch, Wichita Area Chamber of Commerce/Sedgwick County
Mike Taylor, City of Wichita
Brett Sayre, Southeast Kansas, Inc.
John Armbrust, Manhattan Area Chamber of Commerce
Norman L. Bowers, Johnson County Engineer

Others attending:

See attached list

Chairman Hayzlett called the meeting to order. Again the meeting was made up of conferees primarily from Economic Lifelines who were there to urge support from the Committee to maintain the Comprehensive Transportation Program as it was passed by the 1999 Legislature.

The first conferee was John Neal, Chairman of the Hutchinson/Reno County Chamber of Commerce Highway Development Task Force. (Attachment 1) He said he has worked for and supported inclusion in those programs of the highway projects that they, in the central part of the state, felt were vital for their future economic growth and safety of the traveling public. He urged the Committee and the Legislature to keep searching until an appropriate way is found to guarantee the successful completion of all the projects selected as a part of the 1999 program.

The next conferee was Steve Feigenbaum, Executive Director of the Kansas Public Transit Association. Mr. Feigenbaum said that due to the CTP and KDOT's support, public transportation has been a growth industry in Kansas. (Attachment 2) New or expanded services have sprung up, ridership is up, and the age of the transit fleet has decreased. KPTA strongly supported the 1999 CTP and they continue to strongly support the full continuation of the CTP. He said the CTP made a commitment to Kansas and that commitment must be honored. He concluded by saying KPTA asks the Committee to consider the consequences of further reducing support for public transportation and what that would mean for Kansas and the CTP. The KPTA also asked the Committee to recommend to Legislature a restoration of the lost \$500,000 in public transportation funds.

Mike Armour, Director, Division of Aviation, KDOT was the next speaker. (Attachment 3) He said prior to the CTP, Kansas was the only state that did not fund their airports in any way. All public use airports as defined in KSA 75-5061 are eligible for the funds. He said there was sponsor participation of 50/50 or

CONTINUATION SHEET

MINUTES OF THE HOUSE TRANSPORTATION COMMITTEE at on March 13, 2003 in Room 519-S of the Capitol.

25/75 or 10/90 matching funds with the requirement based on population. He said projects are limited to runways, taxiways and ramps and facilities and equipment. He said a community must come forward with this being a primary need, the project must be capable of being completed in one year and they cannot leverage federal funds. He concluded that the program was working very well and doing what it was intended to do. He encouraged the Committee to maintain the CTP so this program could continue in the future.

The next speaker was Marlee Carpenter with the Kansas Chamber of Commerce and Industry. (Attachment 4) Ms. Carpenter said the Kansas business community believes that good roads are vital to business development and growth and that a vital transportation program also provides jobs for many Kansans. She said the KCCI urges the legislature to fulfill its commitment to the CTP by reinstating the FY 2005 sales tax transfer and repaying the \$95 million loan.

The next conferee was Edward DeSoignie, Executive Director of the Heavy Constructors Association of the Greater Kansas City Area. (Attachment 5) He said their industry was ready to deliver the projects of the CTP through the efforts of thousands of men and women in the Kansas City construction industry. Mr. DeSoignie said the State's investment in its highway and road system provide modern, safer roads, created economic benefits of lower transportation costs of goods and services, and provided good paying jobs throughout the state. Those jobs in turn produced tax revenue at the state and local level and helped maintain consumer spending at the retail level across the state. He concluded that delivery of the program will require funding of the CTP be locked in place.

Richard Kistner, President of Hall Brothers Construction Co., Inc, Marysville, KS spoke next. (Attachment 6) Mr. Kistner stated that his company grew from 45 employees to 65 employees after passage of the 1998 CTP. Today he has 38 employees. He said on big projects like a series of bridge projects in Marshall County, their company plans on spending approximately \$30 per day for subsistence. There could be an additional 150 workers on this project. He said even though the project just started, most of the motels are full and the restaurants are busier. He urged the Committee to not reduce the program that has helped create jobs and has helped Kansas prosper.

Bernie Koch with the Wichita Area Chamber of Commerce was the next speaker. (Attachment 7) According to Mr. Koch from the Sedgwick County viewpoint, there is one major project of concern regarding cuts to the Comprehensive Transportation Program. The \$50 million for the Central Rail Corridor in Wichita and Sedgwick County also includes the railroad overpass in Haysville, south of Wichita. He said from the Chamber's point of view their top priority in the transportation program is four-laning US 54 west of Kingman. He said they are one of the largest cities in the US without a major East-West fourlane. He said they had heard from many people who said the state had promised them a highway, people who had worked literally a lifetime for roads that were needed and promised (they felt) but never delivered. He urged the Committee to do whatever they can to make sure the Comprehensive Transportation Program is completed.

Next the Committee heard from Mike Taylor, Government Relations Director with the City of Wichita. (Attachment 8) Mr. Taylor said "Highways, railroad corridors, mass transit and airports are vital life links for citizens and conduits of commerce for business. The ability to travel, to get where you're going in a safe, fast and efficient ways is a cornerstone for growth, prosperity and quality of life in Wichita, Sedgwick County and South Central Kansas." He said the City of Wichita supports full funding of the 1999 CTP. Every project, from system enhancements to public transit, is important and that some projects are already moving and ready to be built. He then showed a four-minute video on the Kellogg Freeway and Central Rail Corridor projects.

Brett Sayre representing Southeast Kansas, Inc. spoke in support for continued funding of the 1999 Comprehensive Transportation Program. (Attachment 9) He said representatives from Southeast Kansas participated in a process to determine the transportation needs of its region. According to Mr. Sayre, it is well documented that governmental expenditures on transportation improvements add an immediate return to the economy. Taxes may be considered a drain on the economy, however when the money is spent on road construction, the secondary spending that it encourages is a revenue enhancer. He

CONTINUATION SHEET

MINUTES OF THE HOUSE TRANSPORTATION COMMITTEE at on March 13, 2003 in Room 519-S of the Capitol.

concluded that it is Southeast Kansas, Inc.'s desire for the legislature to fulfill its commitment to the CTP and urged the Committee to do everything in their power to fund the program.

Next to speak was John Armbrust, Vice President of the Manhattan Area Chamber of Commerce who said he was appearing before the Committee to testify in support of completion of all of the projects promised under the 1999 CTP. (Attachment 10) He said meeting the transportation needs of our state is absolutely essential for our economic future. Mr. Armbrust said that although the Manhattan area will not benefit directly from the program they feel that the entire state will be served through an improved transportation system of rail, air and highways. He said the commitments that were made by the legislature must be fulfilled - they must keep their promise to the citizens. He urged the Committee to support the Comprehensive Transportation Program as it was originally defined.

The final speaker was Norman L. Bowers, Johnson County Director of Public Works. (Attachment 11) He said their position was simple, they support the existing comprehensive transportation program and do not want to see it reduced. Mr. Bowers said that bordering Missouri gives them an added perspective. He said a number of years ago Missouri passed a highway improvement program and made promises to their residents that they did not keep and now residents do not trust their government and the situation is getting worse. According to Mr. Bowers the state, counties and cities do not save any money by cutting back on highway construction and maintenance. It is like borrowing against the future and the interest to be paid is additional maintenance costs and higher prices. He concluded by saying that NOW is the right time to invest in our road infrastructure, not cut back.

There being no other speakers the Chairman adjourned the meeting. The next meeting will be on March 19, 2003.

HOUSE TRANSPORTATION COMMITTEE

DATE 3-13-03

NAME	REPRESENTING
Bob Tatham	Ks Contractors Association
Norm Bowers	Johnson County
Ed DeSoignie	Heavy Constructors Association
Maxine Carpenter	KCCF
Bernie Koch	Wichita Area Chamber
John Ambrust	Manhattan Area Chamber of Commerce
Wendy Harms	KAPA - KRMCA
Brett Sayre	Southeast Kansas, Inc.
Row Butts	KANSAS PUBLIC TRANSIT ASSOCIATION
Steve Feigenbaum	" " " "
Richard Kuntz	HALL BROS. Int'l. Co., Inc.
John Neal	Raw County/Hutch Chamber
Jim Jones	Kansas Asphalt & Pavement Assn
Bill Watts	KDOT
MIKE ARMOUR	KDOT
Karl Peteipha	KS Taxpayers Mutual
Patrick Hurley	Economic Engines
Glenn Guller	Ks. Good Roads
Marge Turkington	- 2000
Danielle Klee	Johnson County
LARRY R BAED	LKM
Don Seifert	City of Olathe

HOUSE TRANSPORTATION COMMITTEE

DATE 03-13-03

NAME	REPRESENTING
Darcy Laffore	ROA of NE Kansas - Brown & Menck Counties
Virginia Dinstler	Rural Development Assn of Southeast KS - Brown & Menck CO.
Norman Schmitt, Jr.	Mayor, City of Sabetha, KS.
Glean Rodgers	City of Smecca, KS
Bud Burke	Hiway 69

TESTIMONY BEFORE THE HOUSE TRANSPORTATION COMMITTEE

By

John Neal

Ineeda Laundry & Dry Cleaners, Inc.

Hutchinson, Kansas

March 13, 2003

In support of

FUNDING AND COMPLETION OF ALL PROJECTS SELECTED TO BE A PART OF
THE COMPREHENSIVE TRANSPORTATION PROGRAM OF 1999

Good Afternoon. My name is John Neal. As a long-time member and chair of the Hutchinson/Reno County Chamber of Commerce Highway Development Task Force, I worked with legislators and many others for passage of the 1989 Comprehensive Highway Program and the 1999 Comprehensive Transportation Program.

Subsequent to passage of each of those programs, I worked for and supported inclusion in those programs of the highway projects that we, in the central part of the state, felt were vital for our future economic growth and to the safety of the traveling public, specifically the upgrading to four lanes of K-96 between Hutchinson and Wichita (part of the 1989 program) and the upgrading to four lanes of K-61 between Hutchinson and McPherson (part of the 1999 program).

I mention this past involvement because in the process I became even more aware than I was when I started of the vital importance of these legislative programs and the transportation projects included therein to the future economic viability of the state. In 1999, the citizens of Kansas overwhelmingly recognized and supported the need for a long-term comprehensive transportation plan. By enacting the 1999 legislation, the Legislature showed great foresight and made a commitment to its citizens that the infrastructure would be there, when needed, to assure Kansas' ability to grow economically and to meet the challenges of the next century.

Now, four years later, we are faced with tough economic times. Because the money that was expected to be available is not there, it may be tempting to consider cutting out some of the projects or substantially reducing the overall program. I believe this would be a grave mistake, and I urge this committee and the Legislature to keep

House Transportation
Date: 3-13-03
Attachment # 1

searching until an appropriate way is found to guarantee the successful completion of all of the projects selected as a part of the 1999 program.

There are several important reasons for assuring the successful completion of all of these projects. They are as follows:

- First, a commitment was made by the Legislature in 1999 in response to strong support from all over the state. Citizens from all parts of the state cooperated to put together and help fund projects selected for the program. Some projects are already far along or completed, while others have not even been started. Each project was selected because it is an important part of the statewide comprehensive program and is important to the economic viability of the region in which it is located. Not only would it be very unfair and inequitable, it would be totally contrary to the economic long-term interests of the state to start eliminating, four years after the program was passed, projects in some regions, while completing those in other parts of the state.

Put another way, it is very important that all of the projects selected as part of the 1999 program be carried through to completion. To do otherwise would adversely affect the future economic development of our state in a significant manner, thereby countering the primary purpose for which the program was passed in the first place.

- Second, action to eliminate projects from the program would seriously undermine the credibility of the Legislature. Passage of the 1999 program required the mutual trust and commitment of citizens and legislators from all over the state in order to put together a multi-year comprehensive transportation program. That trust would be destroyed if some of the projects do not get completed, likely making it impossible in the foreseeable future to again put together the cooperation necessary for passage of another comprehensive effort to address our transportation needs.
- Third, we need to remember to think long term and not overreact to the short-term complications and implications of a down economy. Over thirty years in

business and community leadership have shown us that the toughest economic times are exactly those when it is most important to find ways to complete important actions and projects and to make capital investments for a successful future. This is no small challenge, but we will not be in a down economy forever, and when we recover, it is crucial that Kansas have the transportation infrastructure in place to be able to grow economically and to compete with the rest of the nation.

- Finally, during this economic downturn, jobs are more important than ever. The 1999 Comprehensive Transportation Program provides for many jobs that would be lost if all or part of the projects were to be eliminated. It simply would not make sense to eliminate jobs created by the program at the very time they are most needed.

In summary, we need to remember to think long term and to insist on finding a way to complete every project selected as part of the 1999 Comprehensive Transportation Program. To do otherwise not only would adversely and significantly affect the future economic development of our state, but also would seriously undermine the credibility of the Legislature and likely rule out the cooperation and trust necessary to address our transportation needs for many years to come. Furthermore, this program created jobs which are, in this difficult economy, needed more than ever.

For all of these reasons, we must find a way to successfully complete all of the projects of the 1999 Program. To be sure, it will not be easy, but the size and difficulty of the challenge of finding the funding for these projects must not be allowed to destroy the overall program. Too much is at stake to permit this to happen. As Abraham Lincoln, who was faced with challenges as great as those ever faced by any of our nation's leaders, said, "Determine that the thing can and shall be done, and then find the way". We need to do likewise.

Thank you.

STATEMENT TO THE HOUSE TRANSPORTATION COMMITTEE FROM THE KANSAS PUBLIC TRANSIT ASSOCIATION

I am Steve Feigenbaum, Executive Director of the Kansas Public Transit Association. KPTA is comprised of over 150 members in all parts of Kansas. Our members range in size from small single van operations to large urban transit systems. Typical public transportation operators in Kansas are municipal transit authorities, senior centers, developmental centers, and county/city government.

KPTA appreciates the opportunity to be heard here today. We know that the job before this legislature is not an easy one. With respect to the state budget, good times have given way to bad and all groups who are dependent upon state funding are fighting for their fair share.

In 1998 the Transportation 2000 task force heard from Kansans across the state and wisely identified \$10 million per year in public transportation needs and recommended that the annual appropriation, at that time of \$1 million annually, be increased to \$10 million. The final public transportation figure in the Comprehensive Transportation Program was set at \$6 million annually. Obviously, we would have preferred the \$10 million recommended. However, we remain grateful to the legislature for the significant increase public transportation received. The T-2000 task force reconvened in 2002 and many of the same messages were heard once more.

Due to the CTP and KDOT's support, public transportation has been a growth industry in Kansas. New or expanded services have sprung up, ridership is up, and the age of the transit fleet has decreased.

Public transportation provides mobility and access to the community for thousands of Kansans who otherwise would have none. Public transportation takes people to the doctor, the grocery store, a senior center, or work. Public transportation is an investment that pays off in its ability to keep people at home instead of care facilities or at work rather than on welfare. Public transportation saves costs in other state and local programs.

KPTA strongly supported the 1999 CTP and we continue to strongly support the full continuation of the CTP. We feel that the CTP made a commitment to Kansas and that commitment must continue to be honored. We believe that a strong multi-modal transportation network including highways, rail, air, and transit is good for the state's economic and social health.

The 2002 session of the Kansas legislature cut \$500,000 from public transportation. We feel that this was a breach in the commitment of the CTP. KPTA and its members feel that this cut was unjustified and due mainly to misunderstanding of how public transportation funds are committed and spent. Public transportation was the only mode cut in last year's session and we feel that was unfair. Certainly we had not experienced a waning of need in the state that could justify any reduction. But that cut gives rise to a larger question: Was last year's cut in public transportation the start of the slide down a slippery slope for the entire CTP?

KPTA asks this committee to consider the consequences of further reducing support for public transportation and what that means for Kansas and the CTP. KPTA asks this committee consider recommending to the legislature a restoration of the lost \$500,000 in public transportation funds.

Thank you for your consideration of my statements. Good luck in the task ahead.

Steve Feigenbaum, Executive Director
Kansas Public Transit Association
10250 Garnett
Overland Park, KS 66214
913-492-9094 – Voice & Fax
kstransit@kc.rr.com

House Transportation
Date: 3-13-03
Attachment # 2

Status Report

Presented to

Kansas House Committee on Transportation

on the

Aviation Component of the Comprehensive
Transportation Program

March 13, 2003

by

Mike Armour

Director, Division of Aviation

Kansas Department of Transportation

House Transportation
Date: 3-13-03
Attachment # 3

House Transportation
Date: 3-13-03
Attachment # 3

When time is of the essence

Air Transportation

The time sensitive conveyance

Kansas Airport Improvement Program

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

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

**All public-use airports as defined in
K.S.A. 75-5061**

**(Any Public-use airport except those
classified as a Primary Airport)**

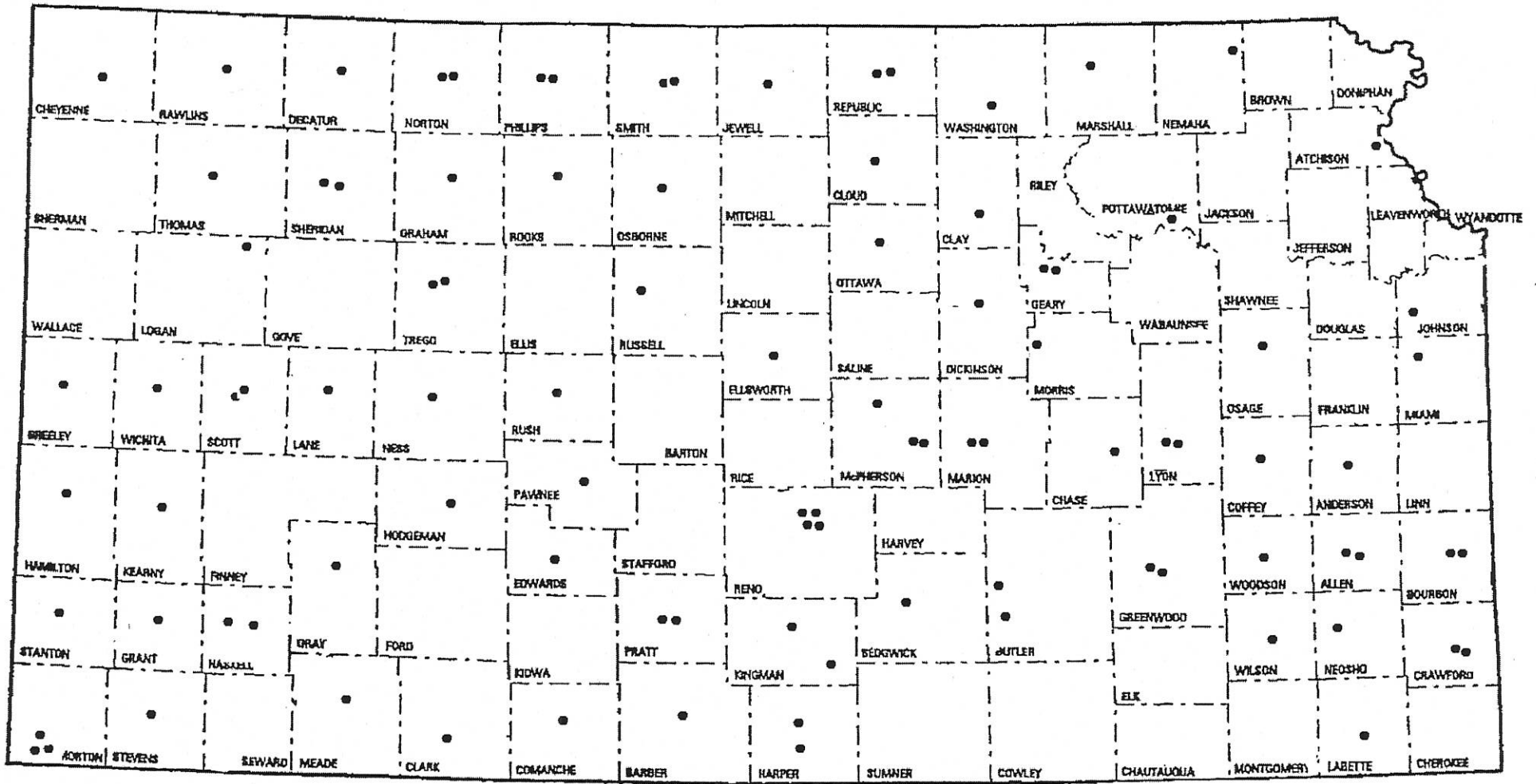
Sponsor Participation

- **50/50 or 25/75 or 10/90 matching requirement based on population**
- **\$500,000 maximum state participation in any project**
- **Exception - \$1,000,000 for construction of an entirely new Primary Runway**

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**

Kansas Public-use Airports



KAIP Project Locations To Date

Pavement Condition Index

3-9

1999 - 49

2000 - 57

2001 - 67

2002 - 69

2003 - 71

86 - 100 Excellent

71 - 85 Very Good

56 - 70 Good

41 - 55 Fair

28 - 40 Poor

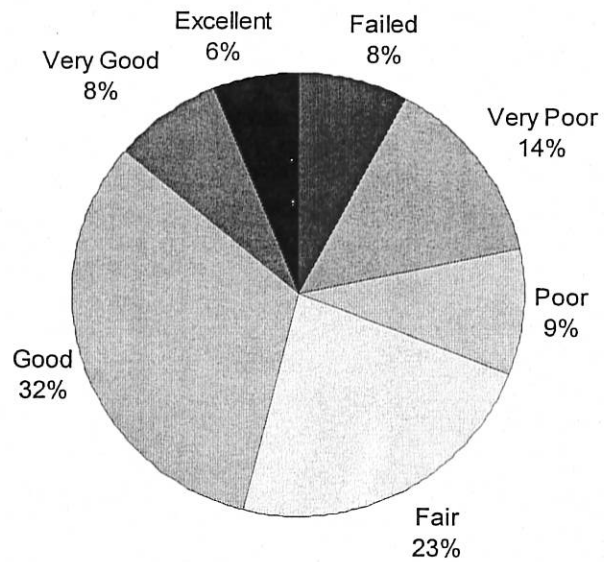
12 - 27 Very Poor

0 - 11 Failed

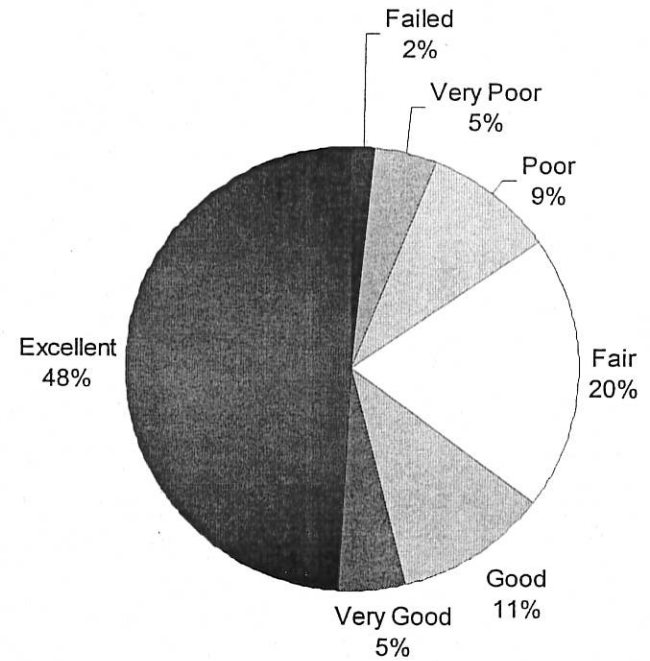
Kansas General Aviation Airports

Runway Condition

1999



2003



Kansas Airport Improvement Program

3-11

Applications Received

FY	No.	Amount
FY2000	33	\$12,321,445
FY2001	44	\$11,536,073
FY2002	33	\$ 8,905,582
FY2003	44	\$14,166,218

KAIP FY 2000 & 2003

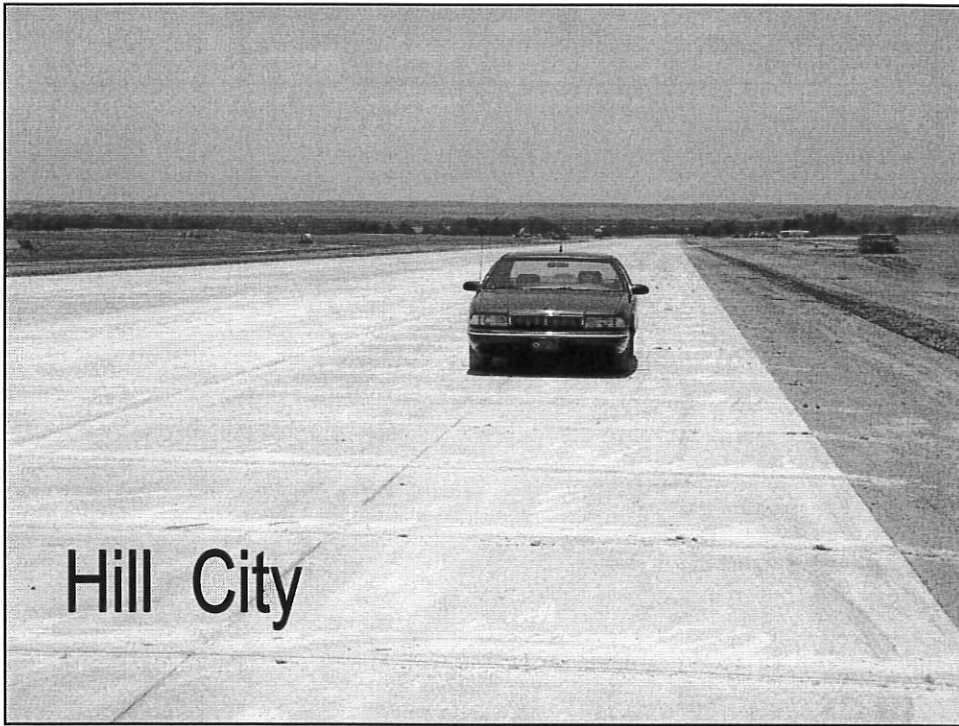
Scope of Projects

	FY2000	FY2001	FY2002	FY2003	Total
Maintenance	17	14	13	9	53
Geom. Improv.	2	0	7	4	13
Facilities & Eqt.	6	13	5	10	34
	25	27	25	23	100
State funds	\$2.887m	\$3.171m	\$2.755m	\$3.666	\$12.5
Local funds	\$3.435m	\$1.785m	\$4.635m	\$.940	\$ 9.9
Total	\$6.322m	\$4.956m	\$ 7.390m	\$4.606	\$23.3

Kingman
\$492,000



Hill City

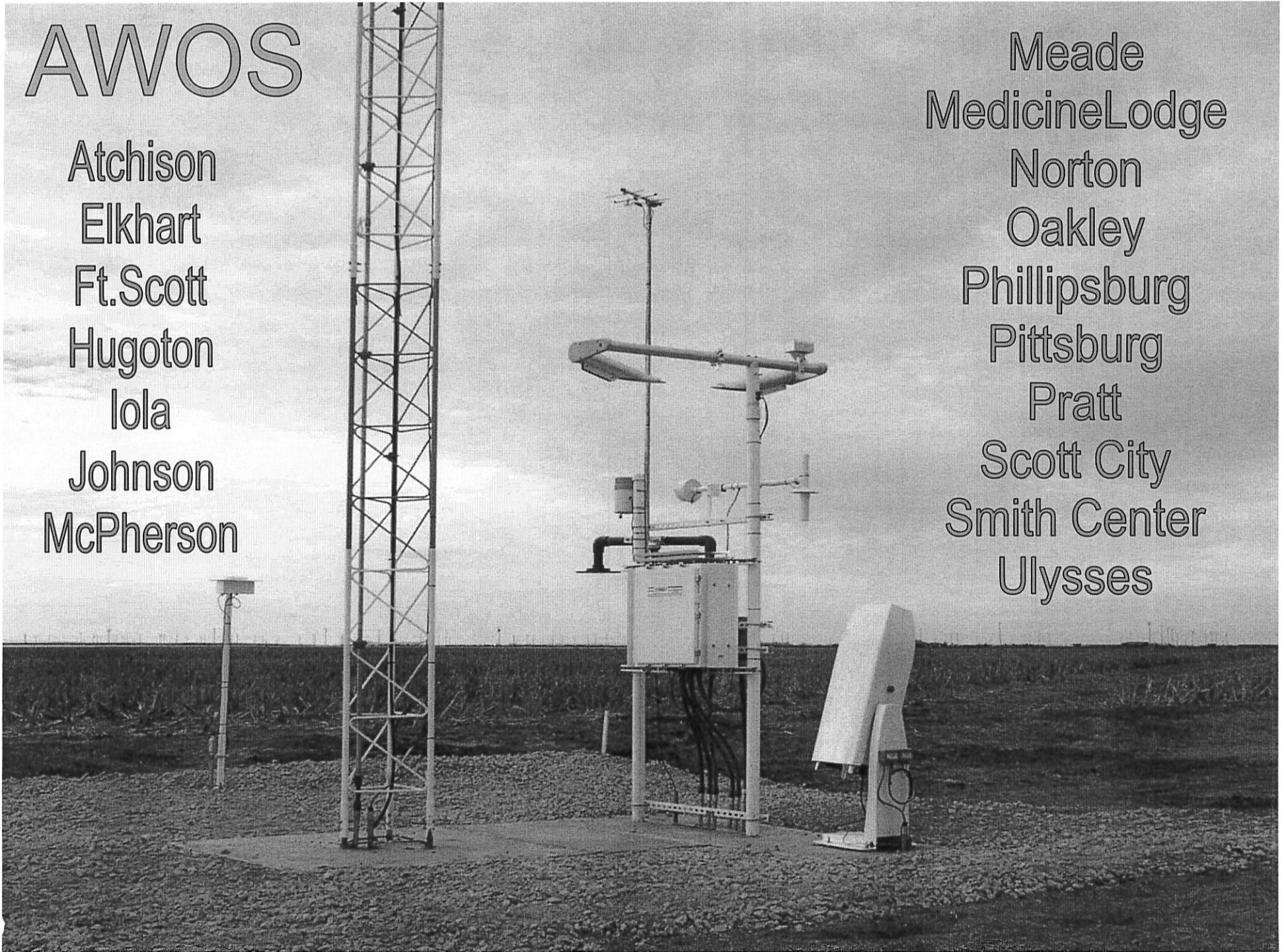




AWOS

Atchison
Elkhart
Ft.Scott
Hugoton
Iola
Johnson
McPherson

Meade
MedicineLodge
Norton
Oakley
Phillipsburg
Pittsburg
Pratt
Scott City
Smith Center
Ulysses



LEGISLATIVE TESTIMONY



The Unified Voice of Business

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March 12, 2003

KANSAS CHAMBER OF COMMERCE AND INDUSTRY

Testimony before the House Transportation Committee
By Marlee Carpenter, Director of Transportation

Mr. Chairman and members of the committee:

I am Marlee Carpenter with the Kansas Chamber of Commerce and Industry here to testify on behalf of the 1999 Comprehensive Transportation Program. KCCI has a well-established history of supporting transportation funding and transportation programs in the state of Kansas. We were vocal supporters when the 1999 Comprehensive Transportation Program was passed. The Kansas business community believes that good roads are vital to business development and growth. A vital transportation program also provides jobs for many Kansans.

The last transportation program in 1989 provided over 117,820 full-time jobs. For each dollar spent on highway construction, \$2.55 is returned in economic impact. The transportation program is truly a viable economic development tool for the state of Kansas. These economic tools and programs are most critical when the economy is struggling and unemployment is unstable.

KCCI urges the legislature to fulfill its commitment to the 1999 Comprehensive Transportation Program by reinstating the FY 2005 sales tax transfer and repaying the \$95 million loan. We believe that this program is vital to the Kansas economy and business community. Thank you for your time and I'll be happy to answer any questions.

About the Kansas Chamber of Commerce and Industry

The Kansas Chamber of Commerce and Industry (KCCI) is the leading broad-based business organization in Kansas. KCCI is dedicated to the promotion of economic growth and job creation and to the protection and support of the private competitive enterprise system.

KCCI is comprised of nearly 2,000 businesses, which includes 200 local and regional chambers of commerce and trade organizations that represent more than 161,000 business men and women. The organization represents both large and small employers in Kansas. KCCI receives no government funding.

The KCCI Board of Directors establishes policies through the work of hundreds of the organization's members who make up its various committees. These policies are the guiding principles of the organization and translate into views such as those expressed here.

House Transportation
Date: 3-12-03
Attachment # 4



The Heavy Constructors Association of The Greater Kansas City Area



TESTIMONY OF EDWARD DeSOIGNIE BEFORE THE HOUSE TRANSPORTATION COMMITTEE REGARDING FUNDING OF THE 1999 CTP

OFFICERS

JIM KISSICK
President

KEVIN FAHEY
Vice President

JOHN O'DONNELL
Treasurer

EDWARD R. DeSOIGNIE
Executive Director

JAMIE GREEN
Assistant Executive Director

DIRECTORS

JOHN O'DONNELL
W. E. CLARKSON, JR.
Asphalt Paving Division

GEORGE HORNUNG
ROBERT BARTLEY
Bridge-River Division

HOWIE SNYDER
KEVIN FAHEY
Concrete Paving Division

GREG KAAZ
MICHAEL PURSELL
Excavation Division

DAVID BEEMER
DON GODFREY
Utility Division

Thank you Mr. Chairman. My name is Edward DeSoignie. I am the Executive Director of the Heavy Constructors Association of the Greater Kansas City Area. The Heavy Constructors represent over 150 companies in the heavy, highway and utility construction industry in the Greater Kansas City Area which includes both Kansas and Missouri.

We thank you for the opportunity to come before you today to speak on critical issues facing us on deliver of the 1999 Comprehensive Transportation Program (CTP).

The Heavy Constructors Association is one of the many organizations that comprise Economic Lifelines and that worked with former Governor Graves and the Legislature to secure passage of the 1999 CTP. Our industry is poised to deliver the projects of the CTP through the efforts of thousands of men and women in the Kansas City construction industry. However, our commitment alone cannot get the job done. It will take resolve by the Legislature and Governor Sebelius to continue funding the program.

Under the previous Comprehensive Highway Program, the State's investment in its public highway and road system provided modern, safer roads, created economic benefits of lower transportation costs of goods and services, and provided good-paying jobs to thousands of men and women throughout our state. Those good-paying jobs in turn produced tax revenue at the state and local level and helped maintain consumer spending at the retail level across the state. Historically, the Comprehensive Highway Program helped us weather the economic downturns in the early 1990's, while providing needed, safer facilities for the traveling public.

From a more local perspective, the importance of the 1999 CTP to the Kansas City area can not be overstated. It is quite simply of utmost importance to the economic future and well-being of our community. Some of the key projects which illustrate the importance of the CTP to our regions are: in Wyandotte County, the reconstruction of Interstate 635, of which phase 1 has just started, in Johnson County, the reconstruction of the 87th Street and Interstate 35 Interchange that will extend to U.S. 69 Highway slated for letting in the Fiscal Year 2006 to 2009 period and the Interstate 435/U.S. 69 and Antioch Interchange project also scheduled for letting in the 2006-2009 time frame. Failure to deliver on these projects will have major, long-term consequences for the Kansas City area.

TESTIMONY

House Transportation Committee

March 12, 2003

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I come before you today, concerned that these projects and other projects across our state, are in jeopardy of not being built. They are jeopardy because the ongoing economic problems with the state budget have resulted in the diversion of funds from the 1999 CTP. We believe we have reached a point where the annual

elimination of the SGF transfer to the State Highway Fund cannot continue if we want the CTP projects built. We are entering a phase where we are budgeting the CTP so tight that we are gambling that the future will not throw any curve balls. We are gambling that energy prices will not jump and result in unforeseen costs in construction. Delivery of the program will require funding of the CTP be locked in place.

We commend this Committee for their efforts during the 2002 Legislative Session to secure funding for the CTP through 2002 House Bill 3011, which was enacted into law. Unfortunately this achievement is now threatened by current economic conditions that may require further action.

The Kansas City area construction industry stands ready to assist you in your efforts to ensure the CTP is delivered as promised to the citizens and communities of our state. I thank you for the opportunity to come before you and share our thoughts and concerns on a major effort of our state. I would be glad to answer any questions.



March 13, 2003

Members of the Transportation Committee

My name is Richard Kistner. I am President of Hall brothers Construction Co., Inc. Marysville, Kansas. We are in the Asphalt Paving and Aggregate Production business.

Four years ago, You, the Kansas Legislature passed the 1999 Comprehensive Transportation Program on the heels of the successful 1989 Highway program. During the 1989 program our firm grew from 45 employees to 65 employees. Today we have 38 employees. Lets see what has contributed to this.

The Babcock Report on the 1989 highway program is a good tool to use in analyzing the effects of highway dollars on the economy of Kansas. That study concluded that the 1989 Program created 44 jobs for every \$1,000,000.00 added to construction. It also concluded that for every \$1.00 spent, \$2.50 was returned to the State of Kansas.

Our Government, since 1999 has taken over \$290,000,000.00 from the Program to date, and is now seeking another \$160,000,000.00 or more this next fiscal Year.

My question is simple. How during these times of hardship, loss of jobs and income, do we say to the taxpayers of our State that we are taking away another 7,000 jobs and reducing growth by \$400,000,000.00.

Last year from June to August, a series of Bridge Projects were let in Marshall County, locally called the Railroad Relocation Project. These projects totaled over \$40,000,000.00. This is a great boom for our community in these tough times. As an example, our Company plans on spending approx. \$30.00 per day for subsistence when our employees are on a project of this nature. There could be an additional 150 workers on this project. It is said that for every dollar spent in a community it turns over 7 times. Potentially \$4,500.00 per day turned 7 times is a nice number. Even though the project has just started, most of the motels are full the restaurants are busier.

I also mentioned that we also produce aggregates. Our aggregate business has hired 2 additional employees. A 40% increase.

Let's not reduce the program that has helped create jobs, that has helped Kansas prosper in the 1990's. Lets help get Kansas back to work. Please do not cut any more growth from Kansas by diluting the 1999 Comprehensive Transportation Program.

Respectfully yours,

A handwritten signature in black ink that reads "Richard H. Kistner". The signature is written in a cursive style with a long horizontal line extending to the right.



1196 E. Pony Express Hwy.
P.O. Box 166
Marysville, Ks 66508
tel 785.562.2386
fax 785.562.5543

House Transportation
Date: 3-13-03
Attachment # 6



the Chamber

Wichita Area Chamber of Commerce

Testimony to House Transportation Committee

Bernie Koch

Wichita Area Chamber of Commerce

March 12, 2003

I'm Bernie Koch with the Wichita Area Chamber of Commerce. Thank you for the opportunity to appear today.

In the interest of time, I'm also presenting remarks on behalf of Sedgwick County as well as the Wichita Area Chamber.

From the Sedgwick County viewpoint, there is one major project of concern regarding cuts to the Comprehensive Transportation Program. The \$50 million for the Central Rail Corridor in Wichita and Sedgwick County also includes the railroad overpass in Haysville, south of Wichita.

Haysville, with a population of 8,500, is divided by railroad tracks. Increased train traffic is making it difficult to go from one side of town to the other without being stopped by a train. This is not only a convenience problem, but a problem for emergency vehicles.

Sedgwick County is to receive 7.2% of the \$50 million, or \$3.6 million for the Haysville project. The County has paid approximately \$650,000 in the purchase of right of way for the project and \$464,000 for design work on the project, so over a million dollars has already been invested.

For that reason, it's important that the state keep its commitment.

From the Chamber point of view, we support the County's efforts and the City of Wichita efforts for transportation improvements. However, our top priority in the transportation program at the chamber isn't even in our county. It's four-laning US 54 West of Kingman. We are one of the largest cities in the U.S. without a major East-West four-lane. We have joined with the SPIRIT group and its members in four states to support a four-lane US 54 from Wichita to El Paso, Texas.

There is \$94 million in system enhancements funding to begin continuation of the four lane west of Kingman. That project is very important to us.

In thinking about my testimony today, I wanted to make some personal observations because I've been involved in Economic Lifelines and supporting transportation improvements for over 15 years.

My main transportation focus was, and continues to be, four-lane roads for the Southern part of Kansas that connect us with other regions and other states.

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I was appointed the Chairman of the Economic Lifelines Media Committee in 1988 as we tried to gather support for the 1989 Comprehensive Highway Program. I traveled around the state to view 7 of the 8 focus groups Economic Lifelines paid for in an effort to understand Kansas attitudes about highways. I was also involved in commissioning a statewide poll on Kansas highway attitudes for Economic Lifelines.

I was particularly struck by the number of people in Southeast and Southwest Kansas who had been working to try to get better highways for their part of the state for most of their lives. These were people who had volunteered their time, literally over a lifetime, to try to get a decent road in their region.

Time and again, we heard from people who said the state had promised them a highway, particularly a four lane highway, back in the 1950s. They had worked literally a lifetime for roads that were needed and promised (they felt), but never delivered.

A lifetime is too long to wait.

As I was thinking about these people last week, I came to a revelation. I've become one of them.

I was in my 30s when we were doing that research for Economic Lifelines. I'm in my mid-50s now. I will probably be retired by the time this system enhancement for US 54 is completed. I will probably have passed on by the time US 54 is four-laned, unless the state or federal government does something to speed things up.

A lifetime is too long to wait. Ten years from now, the economy will have recovered, the state's financial problems today will be a memory, and people will still be waiting for these major projects to be finished.

I urge you to do whatever you can to make sure the Comprehensive Transportation Program is completed.

Site Selection Factors 2002

	<u>2001</u>	<u>2002</u>
1. Availability of skilled labor	91.6	90.9
2. Labor costs	91.5	89.9
3. Tax exemptions	82.7	88.2
4. State and local incentives	81.4	88.0
5. Highway accessibility	87.9	86.6
6. Corporate tax rate	79.0	84.6
7. Proximity to major markets	80.2	83.7
8. Occupancy or construction costs	82.3	82.4
9. Energy availability and costs	86.4	80.9
10. Environmental regulations	78.8	76.7

Site Selection Factors 2002 cont'd

	<u>2001</u>	<u>2002</u>
11. Availability of telecommunications services	83.3	76.1
12. Availability of land	79.7	75.2
13. Cost of land	77.3	74.0
14. Low union profile	78.0	69.4
15. Availability of broadband telecom services	61.3	66.7
16. Proximity to suppliers	67.1	61.8
17. Availability of long-term financing	48.7	60.0
18. Right-to-work state	67.6	58.0
19. Raw materials availability	64.6	56.0

7-4

Site Selection Factors 2002 cont'd

	<u>2001</u>	<u>2002</u>
20. Availability of unskilled labor	59.5	55.1
21. Accessibility to major airport	55.4	54.0
22. Training programs	51.4	44.7
23. Proximity to technical university	34.6	33.4
24. Railroad service	27.8	22.6
25. Waterway or ocean port accessibility	18.8	19.3

7-5

Quality of Life Factors 2002

	<u>2001</u>	<u>2002</u>
1. Low crime rate	74.4	75.9
2. Health facilities	65.3	67.2
3. Ratings of public schools	57.2	65.7
4. Housing availability	57.3	64.2
5. Housing costs	60.6	63.0
6. Colleges and universities	44.8	48.1
7. Cultural opportunities	40.3	46.3
8. Recreational opportunities	39.2	45.9
9. Climate	47.4	43.5



TESTIMONY

City of Wichita
Mike Taylor, Government Relations Director
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Comprehensive Transportation Plan CITY OF WICHITA TRANSPORTATION PROJECTS

March 13, 2003
House Transportation Committee

Highways, railroad corridors, mass transit and airports are vital life links for citizens and conduits of commerce for business. The ability to travel, to get where you're going in a safe, fast and efficient way is a cornerstone for growth, prosperity and quality of life in Wichita, Sedgwick County and South Central Kansas.

The City of Wichita supports full funding of the 1999 Comprehensive Transportation Program. Every project, from system enhancements to public transit, is important. Some projects are already moving and ready to be built. That's where my presentation will focus, I've prepared a video which will bring you up to speed on the Kellogg Freeway and the Central Rail Corridor projects.

(VIDEO)

Building and maintaining strong... safe... and efficient transportation networks is not a luxury... It is an economic necessity...

In 1999... the Kansas Legislature approved a 10-year Comprehensive Transportation Program. That program is providing major funding for two crucial construction projects in the City of Wichita... projects which are vital to all of South Central Kansas... projects which are already in motion.

The Kellogg Freeway is a \$435-million project so far. The goal is to turn Kellogg into a crosstown Freeway.... Not just from one side of Wichita to the other... but from the western boundary of Sedgwick County to the eastern boundary.

Work on the Freeway from roughly Woodlawn to Rock Road is underway. The Church of the Magdalen at Kellogg and Woodlawn, many homes and businesses have been torn down and relocated to make way for the road. The State has committed \$38-million toward this leg of the Kellogg Freeway. That money is being spent.

By late 2003 or early 2004, work to extend the Freeway improvements though the Kellogg and Rock Road intersection will be underway. Already the City has bought out and re-located dozens of businesses.

The intersection of Kellogg and Rock Road is one of the busiest in the State of Kansas... more than 63,000 cars a day... 23-million a year drive through it. There are more than 6,000 businesses in the

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project area... including the Terrace East Square... a regional shopping center for all of Southern Kansas... the Kellogg and Rock Road area has an economy larger than many entire cities.

The Kellogg and Rock Road Freeway project is estimated to cost \$105-million. The State of Kansas has promised \$35-million toward construction. It is a promise that can not be broken now. Wichita and Sedgwick County have reached a historic agreement with the Union Pacific and Burlington Northern railroads to deal with the increasing number of freight trains cutting their way through the heart of the community.

A \$115-million plan to build a Central Rail Corridor with train bridges at 8 of the metro areas busiest arterial streets is designed. Construction will begin in 2003. More than 200,000 motorists a day cross the streets which will be improved by the rail corridor.

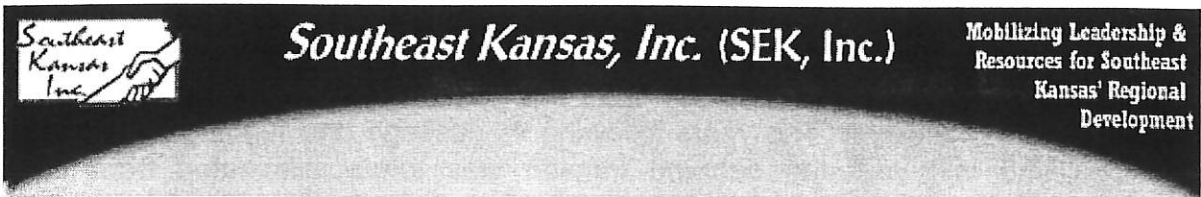
The Union Pacific has agreed to a package worth \$25-million toward the improvements. The Federal Government is putting up \$26-million. The State of Kansas... thru the Comprehensive Transportation Program is contributing \$50-million.

The Governor, Legislature and Secretary of Transportation should keep the commitments made to citizens in the 1999 Comprehensive Transportation Plan... but they absolutely must continue the funding for projects which are already underway... including the Kellogg Freeway and Central Rail Corridor.

These construction projects will create hundreds of jobs at a time when the economy is stalled and needs a major overhaul... these projects also will have enormous positive economic impact on South Central Kansas for years to come.

The money committed to roads... public transit... railroads and airports should not be viewed as an expense... but rather as an investment which will return itself many times over.

Local residents are paying about 78% of the total cost of the Kellogg Freeway project out of local sales tax dollars. That is a massive commitment for any community. Assistance from the State of Kansas is mandatory for the project to proceed... funding has been promised... that promise can not be broken now.



Testimony of Southeast Kansas, Inc.

Presented by Brett Sayre, Co-Chair, SEK, Inc. Legislative Council
House Transportation Committee
March 13, 2003

Chairman Hayzlett and members of the Committee:

My name is Brett Sayre and I am here today representing Southeast Kansas, Inc. in support for continued funding of the 1999 Comprehensive Transportation Program.

Southeast Kansas, Inc. is a regional non-profit economic development organization whose primary mission is to mobilize leadership and resources for the purpose of the development of the southeast Kansas region. Southeast Kansas, Inc. serves and represents the following thirteen county region: Allen, Anderson, Bourbon, Cherokee, Coffey, Crawford, Labette, Linn, Miami, Montgomery, Neosho, Wilson and Woodson. These counties comprise approximately 7,696 square miles of non-metropolitan area with an associated population of approximately 250,000.

Southeast Kansas has a strong agriculture, mining and manufacturing history. In recent years distribution facilities such as Amazon.com have been attracted to the region due in a large part to our state's central geographic location. The southeast region of the state is also full of history, natural beauty and warm hospitality making tourism an important economic component. Like other regions of the state, southeast Kansas currently faces significant economic challenges and considers the state's transportation infrastructure vitally important to its economic health.

Representatives from Southeast Kansas participated in a process to determine the transportation needs of its region. Southeast Kansas, Inc. appreciates the foresight of the legislature to support and fund long-term transportation plans that address not only the transportation needs specific to southeast Kansas, but the transportation needs of the entire state. Kansas has benefited greatly from the previous Comprehensive Highway Program and the new Comprehensive Transportation Program could bring additional needed improvements to all regions of the state.

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In 1999 the Kansas Legislature passed House Bill 2071, a bill designed to fund the new Comprehensive Transportation Program over a 10-year period. The bill contained a funding stream from the general fund for new and improved roads and highways. The years following its passage, the funding has been attacked and last year the demand transfer was totally eliminated from the budget. Southeast Kansas, Inc. is concerned that the removal of funds may put the Comprehensive Transportation Program and its associated maintenance and improvement projects at risk. It is Southeast Kansas, Inc.'s desire for the legislature to fulfill its commitment to the Comprehensive Transportation Program and urges you to do everything in your power to fund the execution of this plan.

While the benefits of an efficient and modern transportation system are well noted for its impact on economic development, it is also well documented that governmental expenditures on transportation improvements add an immediate return to the economy. Taxes may be considered a drain on the economy, however when the money is spent on road construction, the secondary spending that it encourages is a revenue enhancer.

A study conducted by K-State in 1997 found that the previous highway program had an economic multiplier of 2.6 for every dollar spent and could be credited with a statewide increase of nearly 118,000 private sector jobs and additional income in the amount of \$1.4 billion (Source: Babcock, Michael W., et al. Economic Impacts of the Kansas Comprehensive Highway Program. Kansas State University, 1997). A more recent study conducted by KU concluded that for every dollar spent on transportation, there was a minimum return of three additional dollars into the Kansas economy (Source: Burress, David, et al. Benefits and Costs of the Kansas Comprehensive Highway Program. University of Kansas, 1999).

The Legislature may be reluctant to support a program that requires additional tax dollars, however those tax dollars could provide an immediate boost to the economy by a 3 to 1 ratio while improving the state's transportation system and enhancing economic development efforts. As legislators, if you support transportation, then you must support a revenue mechanism to properly fund the Comprehensive Transportation Program. Fully funding the program will help the state regain economic stability more quickly.

Southeast Kansas, Inc. understands and appreciates the difficult economic times and associated budget shortfall decisions that the state is currently facing. However, we respectfully urge you to support measures that will restore the funding and assure the integrity of the Comprehensive Transportation Program and to oppose efforts which will delay or diminish it.

Thank you for your time and I will be happy to answer any questions.

POSITION STATEMENTS

Economic Development

As southeast Kansas communities strive to maintain and create jobs within our existing industries, we realize certain tools are essential to enhance our economic development efforts regionally and throughout the state. Therefore, Southeast Kansas, Inc. strongly supports the following three components: Continued funding for Economic Development Initiatives, the Implementation of the Kansas Economic Development Strategic Plan and Installation of Broadband Internet Connection.

EDIF Funding

Since the state began receiving funds from gaming activities in the mid 1980's, the Economic Development Initiatives Fund has been the sole means of state financing for economic development. Caps on the Fund and legislative appropriations caused a reduction in state economic development support.

Southeast Kansas Inc. supports the continued use of gaming fund revenues for economic development and economic development agencies and opposes any move to use these funds for expenditures that normally are paid out of the general fund.

The Kansas Economic Development Strategic Plan "Making the Knowledge Economy Work For All Kansans,"

Southeast Kansas, Inc. urges the Governor and Legislature to elevate to top priority the implementation of the updated Kansas, Inc. Strategic Plan. The plan has five strategic objectives with 46 specific goals to stimulate income and employment growth state-wide. As the first step, Southeast Kansas, Inc. calls for implementing Challenge One: Enhancing Economic Development which includes:

- Increase and stabilize investment in economic development by removing the cap on lottery funds.
- Convene the Governor's Economic Development Summit to build consensus.

- Increase support for regional and multi-jurisdictional initiatives.
- Reaffirm the missions of Kansas' economic development agencies.

No less important are Challenges Two through Five:

- An educated, trained and adaptable workforce.
- Information technology and communications plan.
- Rebuilding rural Kansas.
- Competing successfully in the global economy.

Broadband Internet

SEK, Inc. encourages the installation of high-speed "broadband" Internet connections throughout Southeast Kansas. This network should not be limited to areas immediately adjacent to telephone exchanges but should extend to all urban and rural consumers. Broadband providers should cooperate with communities to provide Points of Presence (POP) at locations mutually beneficial to both parties. Additionally, we encourage the Kansas Department of Commerce & Housing to consider establishing a set aside grant for broadband development dedicated to cities with a population less than 30,000 or to counties with a population less than 50,000.

Tourism

Tourism is a vital component of Economic Development to southeast Kansas and the entire state. The southeast region of the state is full of history, natural beauty and warm hospitality. Tourism efforts in our region are coordinated by the Southeast Kansas Tourism Region (SEKTR) and strongly supported by Southeast Kansas, Inc. For Kansas to continue to attract visitors to our state we support the following:

1. An additional \$500,000 to be earmarked to promote the State through media and national publications.
2. We encourage exploration of additional revenue sources through sales or other taxes on the hotel/travel industry.
3. We oppose the use of transient guest tax receipts for purposes other than the promotion of conventions and tourism in the State of Kansas.

Transportation

It is the position of the broad-based membership of Southeast Kansas Inc. that this organization is in support of the Legislature's continued full funding of the program of work set out by Transportation 2000, and subsequently adopted by the Legislature. In recognition of this area-wide support it is requested that all cast votes in favor of continued necessary funding mechanisms.

While the benefits of an efficient and modern transportation systems are well noted in its impact on economic development, it is also well documented that government expenditures on transportation improvements add an immediate return to the economy.

A recent university study done in Missouri showed that the pains of higher taxes is actually a benefit to the economy. It continues saying that although taxes are generally considered a drain on the economy, when the money is spent on road construction, the secondary spending that it encourages is a revenue enhancer. An interesting point, particularly since Southeast Kansas has a large number of construction, aggregate and cement companies is that, because the spending occurs through the construction industry and its employees, communities with lots of construction firms are likely to see a greater benefit, even if the construction projects occur elsewhere.

These results correspond with findings from both Kansas and national surveys. In 1999 the University of Kansas found that a conservative estimate was that for every tax dollar spent on transportation there was at least a return into the economy of three additional dollars. Furthermore, the previous highway program was credited with increasing nearly 118,000 private sector jobs statewide -- jobs that subsequently provided additional income taxes on their combined paychecks of \$1.4 billion and additional sales taxes to local communities.

Legislators are often reluctant to support a program that requires the addition of tax dollars. However, when those tax dollars can be documented to provide an immediate boost to the local economy of 3:1, as well as improve the state's transportation system and enhance economic development efforts, voting to approve funding for this specific program will help the state regain economic stability more quickly.

SEK, Inc. concludes that it is in the interests of the region and the state to assure that the Transportation 2000 Program is fully funded and completed by 2009 as planned. In so doing, the economic development and growth of the region will be strengthened and all citizens will benefit. Legislators are urged to support legislation that will assure the integrity of the Transportation 2000 Program and to oppose efforts to delay or diminish the program in any manner.

Workforce Development

Optimizing the existing workforce and nurturing potential employees through workforce training and education are critical components for economic development within the state and especially in economically depressed Southeast Kansas.

Private industry and various educational institutions such as Pittsburg State University, the community colleges, the vocational training schools and technical colleges have filled many of the needs for training a qualified workforce. The Local Workforce Investment Board (LWIB) and their associated services have supported these efforts.

While the budgetary shortfalls of the State continue to magnify, there is deep concern that the funding to higher education including the promised funding for community colleges, vocational schools, and universities could be in jeopardy. This would be a critical blow to the ability to train and retrain employees at a time when economic development and expansion are most needed.

Efforts to train existing employees for better jobs and to train unqualified workers for specific vocations remains a statewide challenge. Given the tight fiscal constraints, efficiencies should emerge by combining all workforce programs and streamlining access to them by employers, employees, and the general public.

Consequently, the three basic issues that need to be addressed from the Education and Workforce Development Council of SEK, Inc. are:

- Encourage funding to higher education in Southeast Kansas including universities, community colleges and vocational schools.
- Encourage funding of workforce training grant programs.
- Encourage new strategies that promote existing education and training for the workplace and eliminate duplication of effort in State programs.

Therefore, it is our position that a new, consolidated workforce development strategy be adopted at the State level to reduce duplication by utilizing existing education and training resources. This new strategy must focus on collaboration and coordination of training and retraining efforts to leverage existing funds to the fullest.

Legislative Council Members

*Rochelle Chronister, Co Chair
Neodesha*

Brett Sayre, Co Chair Lawrence

Jerry Carson, Parsons

Ann Charles, Parsons

Jim Dahmen, Columbus

Brad Eilts, Chanute

Tom Foerschler, Mound City

Dick Hedges, Ft. Scott

Jon Hotaling, Burlington

Susan Lynn, Iola

Gwen Martin, Yates Center

Gene Merry, Burlington

Jennifer Schmidt, Independence

Tony Stonerock, Girard

Linda Weldon, Chanute

Southwest Kansas, Inc.

**The Legislative Voice of the
Region
2003 Kansas Legislative Session**



**Mobilizing Leadership and Resources
for Regional Development**

Southwest Kansas, Inc.

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Pittsburg, Kansas 66762-5606

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**Our Legislative
Agenda**

Comments presented to the KS House Transportation Committee

By:

**John S. Armbrust, Vice President
Manhattan Area Chamber of Commerce
(March 13, 2003)**

Chairman Hayzlett, members of the Committee, I am John Armbrust, Vice President of the Manhattan Area Chamber of Commerce. I'm here today to testify in support of completion of all of the projects promised under the 1999 Comprehensive Transportation Plan.

Four years ago our community presented to the Comprehensive Transportation 2000 task force a project that we felt was critical to our community, our region and the State of Kansas. Although our project was not selected for funding under the Comprehensive Transportation program, we appreciated the dedication of the task force and that of the Kansas legislature and governor in their commitment to the needs of our state and its future.

Meeting the transportation needs of our state is absolutely essential for our economic future. As previously indicated, our project was not selected under the program. Nor is our airport eligible for funding under the program. I am not here today to request reconsideration of those decisions.

My reason for attending is to show our support for keeping the comprehensive program intact.

Although the Manhattan area will not benefit directly from the program, we feel that the entire state will be served through an improved transportation system of rail, air and highways. Manhattan and our surrounding area will indeed benefit as will all communities and regions in the state. Good transportation is essential for good commerce and the economic future of our state is dependent on good commerce.

We must be able to move people and goods in an efficient and safe manner and the comprehensive transportation program will make that happen. It is absolutely essential that the program not be reduced in scope nor delayed in its execution.

Because of the initiative four years ago, communities and regions throughout the state were encouraged to assess their transportation needs; including Manhattan. Even though our project was not selected, we have continued to pursue it. Since the time of the initial hearings, significant financial support has been given by our local units of government for engineering services on our project. In addition, valuable direction has been provided by the Kansas Department of Transportation. We wish to publicly thank KDOT for their valuable support. With the information developed with local support and that of KDOT, we have now made a request of the federal government as part of the TEA 21 Reauthorization.

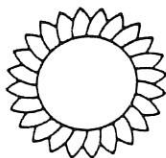
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The comprehensive transportation program is critical for the future of our state. Commitments that were made by the legislature must be fulfilled. In Kansas we take pride in our legislature and the trust that citizens put in the decisions made by our elected bodies. We must that keep that promise to our citizens.

If the program is reduced in scope we will lose an essential component for a strong economy. In addition we would undoubtedly see an erosion of funds identified for other projects as we attempt to complete projects under the comprehensive transportation program.

I urge each of you to support the comprehensive transportation program as it was originally defined.

Thank you for your service to our state and thank you for your commitment to help our Kansas economy grow and prosper.



Date: March 13, 2003

To: Members of House Transportation Committee

From: Norman L. Bowers, L.S. & P.E.
Johnson County Director of Public Works

RE: Transportation Funding

Members of the Committee: My name is Norm Bowers. I am the Director of Public Works of Johnson County, and speaking to you today on behalf of Johnson County. I appreciate the opportunity to speak with you about the transportation program in Kansas. I will not take much of your time as our position is simple, we support the existing comprehensive transportation program and do not want to see it reduced.

The population of Johnson County is over 450,000. We are considered an urban county. However, I do want to point out that many of our citizens, like myself, moved to Johnson County from rural areas of the state. I am sure you have children, family or friends that have moved to Johnson County. This demographic provides us with an appreciation of the need for a good transportation system throughout the state of Kansas. Our citizens understand the need for a good transportation network consisting of interstate highways, state highways, county roads and city streets.

We have an added perspective of bordering Missouri and seeing a contrast between Missouri and Kansas transportation networks. A number of years ago Missouri passed a highway improvement program and made promises to their residents that they did not keep. Although their roads are now crumbling the residents of the state do not trust their government and the situation is just getting worse.

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In contrast Kansas approached has always been to fulfill the promises made to the citizens. When the Comprehensive Transportation Program (CTP) was passed in 1999, promises were made to our citizens when taxes were raised. It is vital that we follow through and deliver on those promises. The CTP consisted of a balanced approach to all the road needs in Kansas, not just the state highway system. The needs of the cities and counties were an integral part of the 1999 CTP and we did receive additional funding. The local governments need the funds allotted in the 1999 CTP to carry out the commitments that were made by counties and cities. Although not as well publicized city and county revenues are also down. We also have a budget crisis, and shorting transportation funds will aggravate a bad situation at the local level.

Johnson County supports full funding of the 1999 CTP. The need is still there, and the promises are still out there. Our county population is growing at the rate of 10,000 per year. The county and our cities struggle to provide capacity and at the same time properly maintain our streets. Our county has projects in both the system enhancement category as well as regular highway projects. I will not list these projects. They are vital to our economic well being, but we support the entire program, not just the projects in Johnson County. Both rural and urban areas need a good transportation network to be competitive with other regions so our industries can prosper and provide jobs. Our children need a good education; they also need a job when they graduate. A good transportation network is vital to providing a favorable environment for private industry, so our children have job opportunities in Kansas. Good highways are truly our economic lifeline.

We would also like to point out that the state, counties, and cities do not save any money by cutting back on highway construction and maintenance. Road improvements can last 50 years or more, they are not an expense but an investment in our future. The bad road will still be there if not fixed now; cutting back is just delaying the expense. It is borrowing against the future and the interest to be paid is additional maintenance costs, higher prices when the projects are done, and loss of life in vehicle collisions. Construction prices are down, people need work, **now** is the right time to invest in our road infrastructure, not cut back.

Thank you for this opportunity to support transportation programs in Kansas.