

MINUTES OF THE HOUSE TRANSPORTATION COMMITTEE.

The meeting was called to order by Chairperson Gary Hayzlett at 1:30 p.m. on March 20, 2003 in Room 519-S of the Capitol.

All members were present except:

Representative Barbara Ballard
Representative John Ballou
Representative Jerry Henry
Representative David Huff
Representative Bruce Larkin
Representative Don Myers
Representative Valdenia Winn
Representative 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:

Gary Goodheart, Greensburg City Council & SPIRIT Board
Paul Poczobut, Jr., City Administrator, Greensburg
Doyle Conrad, Highway Superintendent, Kiowa County
Curtis Freeland, City Manager, Arkansas City
Kenneth Bernard, Mayor, City of Lansing
Butch Felker, Mayor, City of Topeka
Don Seifert, City of Olathe
John Perdry, LRM Industries
Ron Norris, Director of Public Works, City of Lenexa

Others attending:

See attached list

Chairman Hayzlett called the meeting to order. Most of the conferees are members of Economic Lifelines and are here to discuss the importance of maintaining the Comprehensive Transportation Plan.

The Chairman introduced the first speaker who was Gary Goodheart, Greensburg City Council & SPIRIT Board. (Attachment 1) Mr. Goodheart said there seems to be little difference between their views and those of KDOT on the need for a four-lane highway between Wichita and Liberal. However, he said there is a big difference in the time line for the project, the design concept and the amount of money required to complete the project. According to Mr. Goodheart there needs to be drastic changes in the time line and the design concept. He said they do not need an interstate highway with bypasses and interchanges. He said what they do need from Pratt to Liberal is a four-lane expressway with limited access.

The second speaker was Paul Poczobut Jr., City Administrator for the City of Greensburg. He began with a couple of quotes from the Secretary of Transportation. (Attachment 2) He said the CTP is a true guideline to doing things right and commitments were made to follow those guidelines. Those that make commitments and promises and then break them loose enough of their integrity that they can no longer be trusted. According to Mr. Poczobut, the City of Greensburg relies very heavily on Highway 54/400. The report of the study on the US 54/400 highway developed a concept that would take the highway around Kingman, Cunningham, Pratt and Greensburg. Many of the businesses feel the bypass would slow, stop or even contract the economy of these cities. He concluded by asking the Committee to help their community grow by not reducing the funding for the KDOT and ensuring US 54/400 expansion is funded.

CONTINUATION SHEET

MINUTES OF THE HOUSE TRANSPORTATION COMMITTEE at on March 20, 2003 in Room 519-S of the Capitol.

The written testimony of Thomas V. Corns, President and Chairman of Greensburg State Bank was handed out. Mr. Corns was unable to appear in person. (Attachment 3)

Doyle Conrad, Sr. Road Supervisor, Kiowa County Highway Department was the next speaker. (Attachment 4) According to Mr. Conrad as far back as 1962 a study showed the need for a four-lane highway from Wichita to the Oklahoma border. Mr. Conrad gave several reasons for the purpose and need for the US 54/400 improvements. He concluded that everyone involved in the decisions and projects needs to be accountable for their actions, and the risk of not following through on funding promises would really damage the economic future of the area. He urged the Legislature to avoid cutting into the highway program fund.

Curtis Freeland, City Manager of Arkansas City stated that we are a mobile society that has increasingly come to depend on the safe, reliable and expedient transportation of goods and services on a daily basis. (Attachment 5) According to Mr. Freeland public works construction programs, and particularly highway construction programs, have been an economic stimulus that has been used by federal and state governments to offset the effects of recessionary cycles many times in the past. He said the fact that we have difficult times now is not a good excuse for abandoning Kansas' progressive commitment to our state's future generations in the 1999 Comprehensive Transportation Program. He encouraged the Committee to continue the work of finding solutions to the revenue problems that are necessary to support the 1999 CTP.

The Chairman introduced Mayor Kenneth W. Bernard, City of Lansing. Mayor Bernard came to testify on behalf of a project to widen US Highway 7/73 which serves as Lansing's main street. (Attachment 6) This was the number two project in the State in 1999. Mayor Bernard said this project was not only an economic project but also a safety project as the current highway has no turn lanes, limited signal lights and unlimited access which has resulted in numerous accidents. He also encouraged the Committee to include some funding for the revolving account which would allow cities to borrow monies from the State for local projects at a low interest rate.

Mayor Harry "Butch" Felker, representing a coalition of Shawnee County, the City of Topeka, the Topeka Metropolitan Transit Authority, the Metropolitan Topeka Airport Authority and the Greater Topeka Chamber of Commerce, was the next speaker. (Attachment 7) Mayor Felker said, "Today, we find ourselves wondering about the future of our state and local transportation systems and the effect it will have on our citizens if projects are not completed, jobs are not created, cities and counties are left without the promised dollars to take care of our streets, roads and bridges, our most vulnerable citizens lose public transportation headways made through the '99 plan, and, our local airports are denied funding that once again relegates Kansas to the only state in the U.S. not providing state dollars for airports." He concluded with a request that the Committee carry forward the message to the other members of the Legislature and the Governor, that the consequences of not following through on transportation funding promises will have a dire effect on the entire state.

The next speaker was Donald R. Seifert, Policy Development Leader for the City of Olathe. (Attachment 8) Mr. Seifert said the reason this issue is so important to them is that the Olathe citizens have consistently stated that transportation and traffic issues are at the top of the city's priority list as they accommodate the rapid growth of their community. He said their biggest concern is preservation of the Local Partnership Grade Separation Program, a new component of the 1999 program. He said Olathe is literally split into thirds by the BNSF Railroad and their railroad headaches rank with the worst anywhere in the state. With 100 train movements daily passing through 24 intersections in Olathe, railroad grade separations are vital to more efficient and safer traffic flow. He said they can not afford to lose their funding commitments.

John Pendry, Sales Manager, Lawrence Ready Mix, said the CTP is vitally important for the over 250 member companies represented by the Kansas Ready Mixed Concrete Association. He listed several reasons for staying the course with the CTP. (Attachment 9) Mr. Pendry concluded by urging the Committee to keep the CTP solvent by opposing any attempt to remove any further funds from the program and by taking action to replace those already lost.

CONTINUATION SHEET

MINUTES OF THE HOUSE TRANSPORTATION COMMITTEE at on March 20, 2003 in Room 519-S of the Capitol.

The next speaker was Ron Norris, Director of Public Works, City of Lenexa. (Attachment 10) His remarks were primarily focused on the System Enhancement Projects, however, they strongly supported the entire CTP including the Major Modification Program. He said it was the classic "pay me now or pay me later," except in this case, pay a lot more when you ultimately pay later. He said one has to look only a little way to the east to understand how quickly and how deeply a state can fall into a highway transportation trap that will take many years and billions of dollars to correct. He then briefly discussed his specific enhancement project in Lenexa.

Written testimony from Dean Mann, President of the U. S. Sixty-Nine Highway Association, was handed out to the Committee. (Attachment 11)

After questions and discussion, Chairman Hayzlett thanked Pat Hurley and all the other Economic Lifeline members for making their presentations. He then adjourned the meeting. The next meeting will be on Monday, March 24, 2003.

HOUSE TRANSPORTATION COMMITTEE

DATE 3-20-03

NAME	REPRESENTING
Diane Costello	Olatche Chamber of Commerce
Dan Ramblow	Kansas Contractors Ass'n
HARRY "BUTCH" FECKER	CITY OF TOPEKA
Ted Ernsud	Shuman Co
Row Butts	TOPEKA TRAVEL
Christy Caldwell	Topeka Chamber of Commerce
Curtis Furland	City of Arkansas City
Gary Goodheart	Greensburg, KS
Doyle Conrad	Greensburg, KS 54/400
Paul Poczobut	Greensburg, KS
Alvin Culler	Ks. Good Roads Assn
Tom Whitaker	Ks MOTOR CARRIERS ASSN.
Mary E. Ludwig	T-2000
Steve Johnson	Kansas Gas Service
Wendy Mathews	KAPPA
Wendy Moses	KRMCA
John Pendergast	LRM Industries
Andy Shaw	PRCA of Kansas

TRANSPORTATION COMMITTEE
MARCH 20, 2003

Good afternoon Mr. Chairman and members of the committee.

My name is Gary Goodheart and I live in Greensburg. I have lived there for almost 40 years and during that time I have seen a tremendous transformation in the amount and type of traffic. However, there has been very little change in the highway structure to accommodate these traffic changes.

When I first moved to Greensburg in 1964, Highway 54 was a four lane road from Wichita to about two miles east of Kingman. The word was that in 5 to 7 years it would be four lane to Pratt. However, to this date this four lane highway from Wichita still ends about two miles east of Kingman.

Since my retirement from the school system, six years ago, I have devoted my time to other interests. I am a member of City Council, Chamber of Commerce, Greensburg Development Board and SPIRIT board. All of these organizations have great interest in Highway 54 and I jump at the chance to express my opinion and the opinions of the other members of these organizations.

There seems to be little difference between our views and those of KDOT on the need for a four lane highway between Wichita and Liberal. However, there is a big difference in the time line for the project, the design concept and the amount of money required to complete the project.

We have already spent several hundred thousand dollars to do studies and design concepts for a completely new highway. When I have attended the information meetings on these design concepts and asked questions, I always receive the same answer from the experts -- Don't worry about it, this won't happen for another 15 to 20 years. This highway is an economic lifeline to this area of the state; and, if it takes this long, many of the small communities along its path won't be around to see the end of the project. We feel there needs to be drastic changes in the time line and the design concept. We do not need an interstate highway with bypasses and interchanges.

House Transportation
Date: 3-20-03
Attachment # 1

What we do need from Pratt to Liberal is a four lane expressway with limited access. This highway should be constructed using the existing two lanes of the highway already there and adding two new lanes along the side to complete the new four lane highway. There are also some places along Highway 54 from Pratt to Liberal (in Kiowa county) that the State already owns the additional right-of-way to complete the additional two lanes.

The following is a list of towns along Highway 54 from Pratt to Liberal and a brief description of the highway as it passes these towns:

Cullison - North edge of town, speed limit 55 mph

Wellsford - North edge of town, speed limit 65 mph

Haviland - South edge of town, speed limit 55 mph

Greensburg - Through town, speed limit 40-30 mph, one stop light, from east city limits to west city limits takes 2.5 minutes with a stop at the light.

Mullinville - South of town, speed limit 65 mph

Bloom- South of town, speed limit 65 mph

Minneola - Through town, speed limit 30 mph, no stop light.

Fowler - South of town, speed limit 65 mph

Meade - Through town, speed limit 30 mph, one stop light.

Plains - South edge of town, speed limit 45 mph

Kismet - South of town, speed limit 65 mph

As you can see by this list of towns, they are small communities that cause very little loss of time if a four lane followed the same path as the present two lane highway. The savings in right-of-way, actual paving and time would be almost unbelievable.

As you can see by the attached map, Highway 54 from Pratt to Mullinville is the heaviest traveled two lane highway in the State of

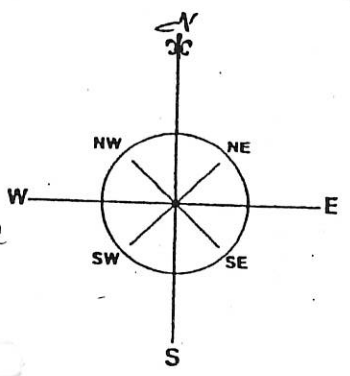
Kansas. The NAFTA bill has had a large influence on the increase in traffic and will probably not change because of travel time saved. Also influencing the increase of traffic are the Snow Birds traveling to the southwest every winter and back in the spring. We also cannot ignore the ever increasing flow of used cars being towed down Highway 54 from the K.C. market to Mexico.

I would like to thank you for allowing me to make this presentation to the Transportation Committee. I also send greetings to you from Max Zimmerman from Liberal who is the chairman of the SPIRIT board. There is a large delegation of SPIRIT board members from Kansas, Oklahoma, Texas and New Mexico meeting this week with legislators from all four states to talk about legislation being introduced at the federal level to make Highway 54 from Wichita to El Paso a national corridor.



A Chicago
B El Paso
C Wichita
D Liberal

----- 54 Highway (Wichita-Liberal to El Paso)
————— Striaight line from Chicago to El Paso



2. EVALUATION OF STUDY CORRIDOR

The first step in conducting the Location Design Concept Study was the collection of existing data and an evaluation of the project area as it currently exists. To complete this step, the previous studies that had been conducted in the corridor were reviewed, existing traffic and accident data was collected and analyzed, environmental issues were inventoried, and socio-economic issues were considered as were drainage and utility locations. The collected data was presented at the study's first public meetings held May 23, 24, and 25, 2000, in order to gather additional input prior to developing corridor concepts.

2.1 - History of Previous Studies

US-54/US-400 is an important link in the Kansas highway network and as such, has been the subject of many studies that have examined the need to improve the corridor, and considered improvement approaches and funding options. Past studies include:

- 1962 - "Jorgensen Report," a needs study of the Kansas State Highway System.
- 1969 - Legislatively adopted "State System of Express Highways and Freeways," included US-54 from Wichita to the Oklahoma border.
- 1973 - "Reconnaissance Report, US-54 Cullison to Kingman," study to establish the location of a freeway-type improvement of US-54.
- 1974 - "Draft Environmental Impact Statement, US-54, Cullison to Kingman."
- 1974 - "US-54 Highway Corridor Study, Wichita, KS to Tucumcari, NM."
- 1975 - "Kansas Highway Needs and Corridor Analysis," a needs study that recommended developing two-lane roadways as future four-lane roadways.
- 1986 - "Western Kansas Turnpike/Freeway Feasibility Study: Oklahoma to Wichita US-54 Corridor," study to look at connecting the Kansas Turnpike in Wichita and proceeding western and southwesternly to a point where US-54 crosses the Kansas-Oklahoma border.
- 1994 - "Transamerica Transportation Corridor," defined as a transcontinental route extending from the East Coast to the West Coast located between I-70 and I-40.
- 1997 - "Traffic and Revenue Study, Kansas Segment of the Transamerica Transportation Corridor," examined the Kansas portion of Transcontinental Transamerica Transportation Corridor.

Refer to Appendix A for a detailed summary of these studies and other events relating to the history of improvements on US-54/US-400.

2.2 - Existing US-54/US-400

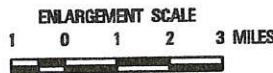
Existing US-54/US-400 is a two-lane highway with paved shoulders from the junction of US-54 and US-400 just east of Mullinville to the existing four-lane section just east of Kingman, except for the

2003 TRAFFIC FLOW MAP KANSAS STATE HIGHWAY SYSTEM

KANSAS DEPARTMENT OF TRANSPORTATION
BUREAU OF TRANSPORTATION PLANNING

IN COOPERATION WITH THE

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION



Annual Average Daily Traffic (AADT)
Traffic counts recorded in FY 2002 (July 2001 – June 2002)
Highway alignments updated as of July 1, 2002

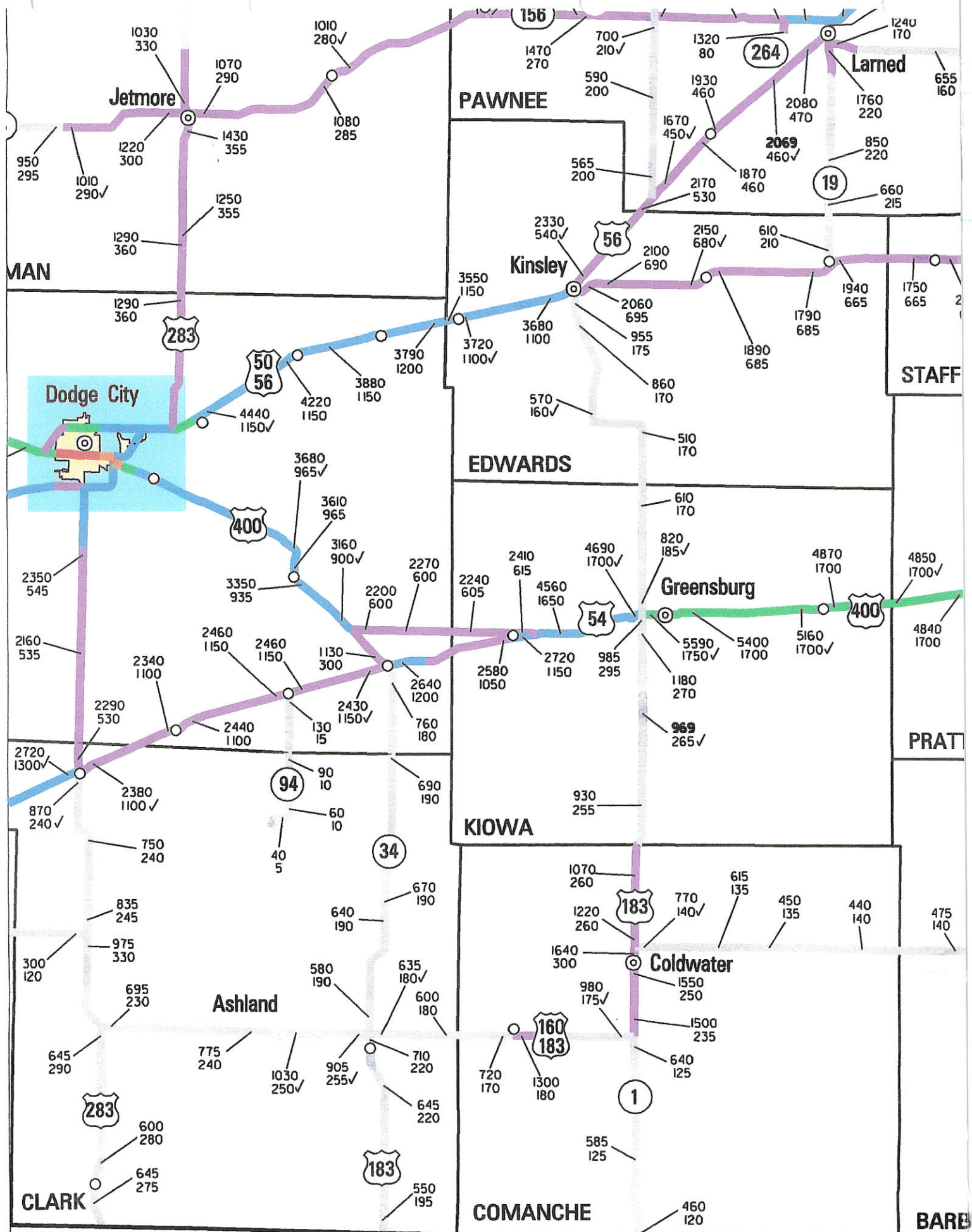
LEGEND

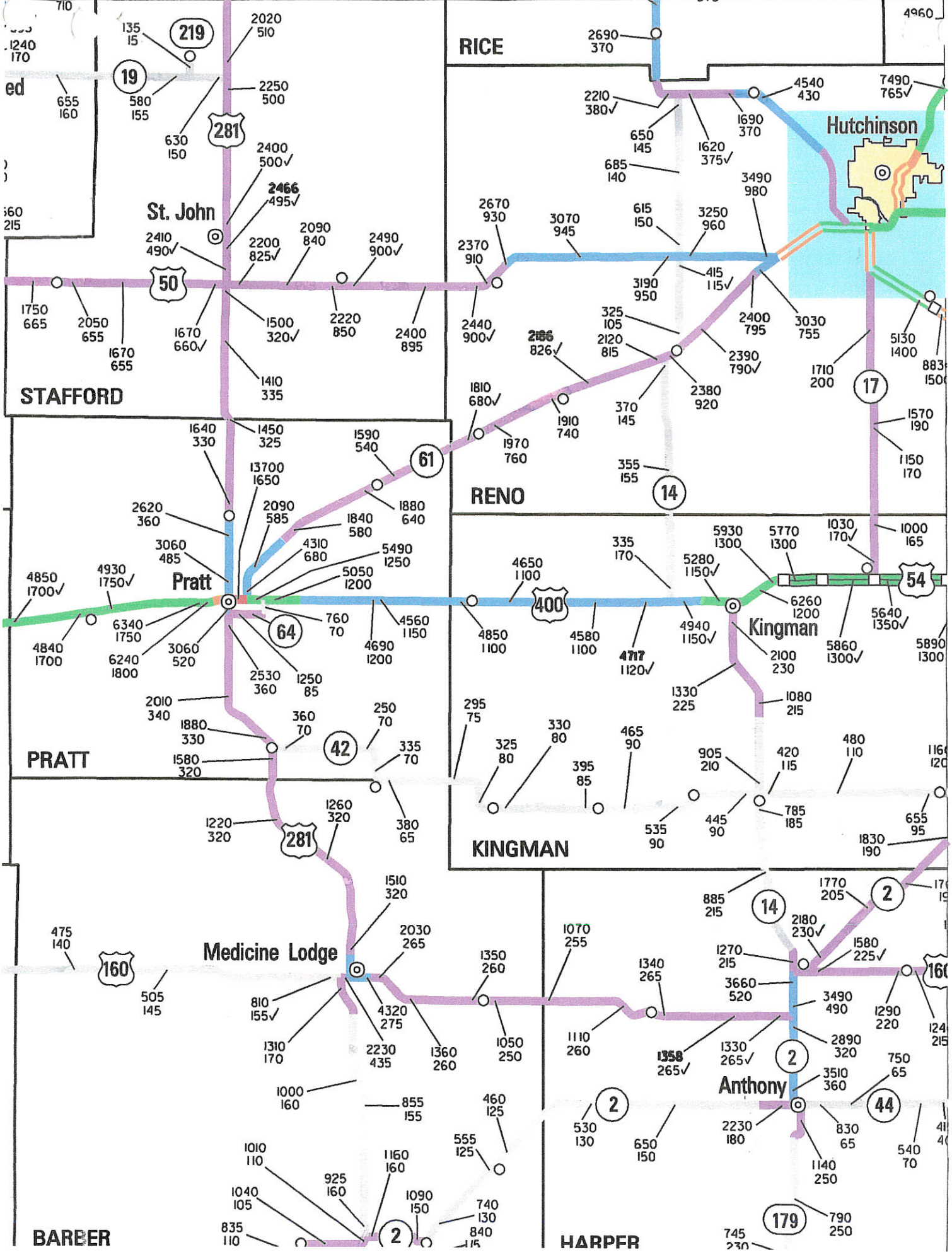
OVER 10,000	-----		TOTAL VOLUME	-----	2220
7,500 – 10,000	-----		HEAVY COMMERCIAL VOLUME	-----	527
5,000 – 7,499	-----				
2,500 – 4,999	-----		AUTOMATIC TRAFFIC RECORDER	-----	2240
1,000 – 2,499	-----		VEHICLE CLASSIFICATION LOCATION	-----	407
UNDER 1,000	-----				

The traffic counts shown on this map represent estimates of the Annual Average Daily Traffic (AADT) for the year ending June 30, 2002. These AADT's are derived primarily from 24-hour traffic volumes recorded with portable, cumulative traffic counters. These short-period counts are adjusted for the day of the week and seasonal variations using data from 83 continuous Automatic Traffic Recorders. An axle correction factor has been applied to each short-period count. A minimal amount of smoothing has been applied where large unexplained changes in traffic volumes were observed.

Heavy commercial volumes were derived from 24 or 48 hour visual or machine vehicle classification counts. These count locations are indicated by a check mark on the map. Heavy commercial AADT's for other locations are estimated from nearby counts on the same route or on other routes judged to have similar traffic characteristics.

Questions or comments concerning this map can be directed to:
Traffic and Field Operations Unit
(785) 296-3841 or e-mail at trafflccounts@ksdot.org
www.ksdot.org (Publications & Maps)





Mr. Chairman and members of the committee. My name is Paul Poczobut Jr. and I am the City Administrator for the City of Greensburg. I would like to start with a few quotes from the Secretary of Transportation testimony last week that I believe are echoed across the state by all concerned citizens. One "There is nothing more important than keeping the commitments we made." The CTP is a true guideline to doing things right and commitments were made to follow those guidelines. Those that make commitments and promises and then break them loose enough of their integrity that they can no longer be trusted. Please remember this when funding for the CTP is encroached. The second quote by the Secretary was "We risk our ability to provide the citizens of the state with the safe highways they need and demand and to provide the state with the basic infrastructure needed for continued economic growth." I been living in Kansas for a little over a year, but when I crisscross the state attending various conference and meetings I see roads and highways that are in very good conditions. I have traveled to Missouri and Oklahoma and feel pride in the conditions of our roads and highways and feel sorry for the citizens of those two states. I know our roads and highways are safe but I don't feel the same in those states. If we let our roads and highways deteriorate like they have, just think of the money that would be needed to get them back up to the conditions they are now. Don't let the children of tomorrow pay for the decision you make today, we have enough of that at the federal level.

The economic impact of the dollars spent on transportation has been presented to you by other presenters, so I will not go into the details, but you have the opportunity to inject an economic stimulus to the state economy by staying the course of the CTP.

The City of Greensburg relies so heavily on Highway 54/400. The report of a study on the US-54/400 highway between Kingman and Mullinville in November 2000 indicated that "funding is now assured to construct some additional capacity." The report issued in April 2001 developed a concept that would take the highway around Kingman, Cunningham, Pratt and Greensburg. Many of the businesses feel the bypass would slow, stop or even contract the economy of these cities. In addition, the requirements to purchase right-of-way for these by-passes would cause a huge dent in the budget. The savings in constructing this four-lane highway would be drastically reduced if the highway went through the cities as they do in the communities of Oklahoma, Texas and New Mexico.

The reason we see such significant growth from Emporia to Kansas City, Wichita to Salina, Wichita to Hutchinson and Salina to Kansas City is because major business must have sufficient transportation. These Interstates and the four-lane between Wichita and Hutchinson have spurred economic growth. Highway 54 from Kingman to Liberal has seen stagnated or declining population growth, with the exception

Liberal and Kismet. This is evident by the population census attached to my testimony.

Along the I-35 corridor, three new municipalities sprung up, Andover, Cassoday, and Auburn over the past fifty years. Five communities more than doubled their populations, and every community had some growth. All but one community, El Dorado, grew more than eighteen percent. On I-135, Hesston's population grew four times its population and Newton, McPherson and Moundridge saw their population grow by 48 percent or more.

Along the I-70 corridor, Salina, Hays and Maple Hill saw their populations more than double over the past 50 years. I did not report on every community along these Interstates and several communities saw their population dwindle, but the growth communities outweigh those that shrank.

The communities along US-54/400, Kingman, Haviland and Cunningham has seen a population growth of two and one percent over the pass fifty years, whereas, Pratt, Cullison, Greensburg and Mullinville have seen declines of between five and 44 percent.

The State of Kansas, and KDOT have done great projects to allow the communities on the east and north side of the state to grow, now it is time to help the central western and southwestern part of the state to grow or you can slowly watch us perish as is evidence of the states populations trends.

You probably know, corporations looking to relocate or expand look to see what type of transportation is available and a four-lane highway would probably give our region the last piece of the puzzle for growth. On October 25th 1999 the City Council of Greensburg passed Resolution 1999-09 requesting U.S. Highway 54 through the City of Greensburg be modified to five lanes, with a center turning lane. This resolution is also attached to my written testimony.

As a sidebar, the Big Well has had 51,496 visitors in 2001 and 41,310 in 2002. A lady from Honduras who brought her child to visit the Big Well because she had visited it when she was a child. We may not have a large community, but we sure make impressions on those who visit us. Please help our community grow by not reducing the funding for the Kansas Department of Transportation and ensuring US-54/400 expansion is funded. Thank you and may God be with you all.

CITY	1950	1960	1970	1980	1990	2000	% up/down
I-35							
Wichita	168,279	254,698	276,554	279,272	304,011	344,284	104
Andover	0	186	1,880	2,801	4,047	6,698	6,698
El Dorado	11,037	12,532	12,308	10,510	11,504	12,057	9
Cassoday	0	0	123	122	95	130	130
Emporia	15,568	18,190	23,327	25,287	25,512	26,760	71
Auburn	0	0	0	0	908	1,121	1,121
Towanda	417	1,031	1,190	1,332	1,289	1,338	220
Lebo	573	498	589	966	835	961	67
Williamsburg	297	255	286	362	261	351	18
Ottawa	10,081	10,673	11,036	11,016	10,667	11,921	18
Wellsville	729	984	1,183	1,612	1,563	1,606	120
Edgerton	266	414	513	1,214	1,244	1,440	441
Gardner	678	1,619	1,839	2,392	3,191	9,396	1,285
I-135							
Newton	11,590	14,877	15,439	16,332	16,700	17,190	48
Hesston	686	1,103	1,926	3,013	3,012	3,509	412
Moundridge	912	1,214	1,271	1,453	1,531	1,593	75
McPherson	8,689	9,996	10,851	11,753	12,422	13,770	58
I-70							
Junction City	13,462	18,700	19,018	19,305	20,604	18,886	40
Maple Hill	176	244	327	381	406	469	166
Paxico	198	276	216	168	174	211	7
Chapman	990	1,095	1,132	1,255	1,264	1,241	25
Enterprise	796	1,015	868	839	865	836	5
Abilene	5,775	6,746	6,661	6,572	6,242	6,543	14
Salina	26,176	43,202	37,714	41,843	42,303	45,679	75
Goodland	4,690	4,459	5,510	5,708	4,983	4,948	6
Dorrance	365	331	234	220	195	205	-43
Bunker Hill	271	1,200	181	124	111	101	-62
Russell	6,483	6,113	5,371	5,427	4,781	4,696	-28
Gorham	375	429	379	355	284	360	-4
Hays	8,625	11,947	15,396	16,301	17,767	20,013	132
Ellis	2,649	2,218	2,137	2,062	1,814	1,853	-30
Wakeeney	2,445	2,808	2,334	2,388	2,161	1,924	-21
Grainfield	271	389	374	417	357	327	20
Colby	2,539	4,210	4,658	5,544	5,396	5,450	115
Brewster	487	317	320	327	296	285	-41
US-54							
Kingman	3,300	3,582	3,622	3,563	3,196	3,387	2
Cunningham	510	618	483	540	535	514	1
Pratt	7,023	8,156	6,736	6,885	6,687	6,570	-7
Greensburg	1,722	1,988	1,907	1,885	1,792	1,574	-9
Haviland	606	725	705	770	624	612	1
Cullison	174	154	117	129	120	98	-44
Bucklin	824	752	771	786	710	725	-6
Minneola	680	679	630	712	705	717	-5
Fowler	778	717	588	592	571	567	-27
Meade	1,763	2,019	1,899	1,797	1,526	1,672	-5
Mullinville	410	385	376	339	289	279	-31
Kesmet	180	150	296	368	421	484	169
Liberal	7,134	13,813	13,862	14,911	16,573	19,666	176

RESOLUTION #1999-09

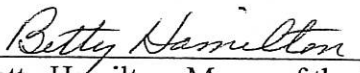
WHEREAS it would appear that changing US Highway 54 through the City of Greensburg, Kiowa County, Kansas to 5 lanes, with a center turning lane, is necessary and beneficial to the citizens of Greensburg, Kiowa County, Kansas.

WHEREFORE the following resolution was presented to the City Council of Greensburg, Kiowa County, Kansas, this 25th day of October 1999.


BE IT HEREBY RESOLVED BY THE CITY COUNCIL OF GREENSBURG, KIOWA COUNTY, KANSAS:

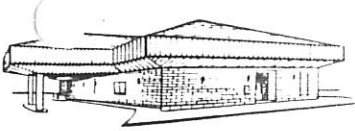
1. That the Mayor of Greensburg communicated to the Kansas Department of Transportation the request and recommendation of the City of Greensburg that U.S. Highway 54 through the City of Greensburg be modified to 5 lanes, with a center turning lane.
2. That upon approval of the change of U.S. Highway 54 through the City of Greensburg to 5 lanes, with a center turning lane, by the Kansas Department of Transportation, that an Ordinance be prepared prohibiting parking along U.S. Highway 54 from Maple Street to Bay Street.

The above and foregoing Resolution #1999-09 was duly moved, seconded, and adopted this 25th day of October 1999.


Betty Hamilton, Mayor of the City
of Greensburg, Kiowa County,
Kansas

ATTEST:


Clay Smith
City Administrator/Clerk



Greensburg STATE Bank

240 South Main / P.O. Box 787 / Greensburg, KS 67054 Phone (620) 723-2131 FAX (620) 723-2611

March 19, 2003

Kansas House Transportation Committee
Topeka KS 66612

Dear Sirs:

I feel that most all of us are in favor of the development of U.S. Highway 54. This will improve our economy, Southwest Kansas and all states along it's route. However, I am specifically writing regarding the impact of a bypass around the community of Greensburg.

I, and many others, serve on the local support and development groups such as the Kiowa County Development Group, the Greensburg Development Committee, the Greensburg Chamber of Commerce, and the area transportation committee. However, as a banker in this community I feel I know the economic impact that a bypass will have on Greensburg. Our business owners are for highway improvement, but many feel that a bypass will deal a death blow to the already ailing economy of the area.

Many merchants of Greensburg strongly feel that the highway should continue to go through our community. Our small town of 1,800 depends on Highway 54 for each of our businesses. Most small towns in western Kansas are struggling, and ours is no exception. Our local merchants can't afford to construct new buildings out at a highway interchange. The upgraded highways of New Mexico, Texas and Oklahoma all go through their towns--not around them. I feel those states understand the economic impact of the roadway on the community.

Our gas stations, our motels, our restaurants, our Big Well, and many others depend on impulse highway traffic for business. The traveler will not get off a four lane and come into a small town of 1,800 for these services. They must see the business, need the service, and stop at the business that catches their eye. The traveling public will not go out of their way to buy in Greensburg. They will go down the road to the next larger town with more choices.

The economic life of our community is in the balance. We ask that the present roadbed of U.S. 54 continue on it's present roadbed through Greensburg.

Sincerely,

Thomas V. Corns
President & Chm.

House Transportation

Date: 3-20-03

Attachment # 3

KIOWA COUNTY HIGHWAY DEPARTMENT

1002 SO GROVE

GREENSBURG, KANSAS 67054

MARCH 20, 2003

DOYLE CONRAD, SR. ROAD SUPERVISOR

Re: This is in behalf of the System Enhancement Project 54/400

Let History Show as far back as 1962 the "Jorgensen Report" was a needs study of the Kansas State Highway system. The Report Recommended potential highways that should be developed into 4-lane Highways. One of the Corridors was "US 54" From Wichita west to the Oklahoma Border.

Throughout the years after this report there was other requests for this 216.7 Miles to be added to the Interstate System but failed to get the necessary attention or funding.

During the period 1970 to 1997 Some updates have been done on the 54/400 corridor. Some four lane has been done west of Wichita to an area east of Kingman, while other areas have received updated two lane roads with passing lanes.

Year 1999--System Enhancement Project Applications for improvement to the 54/400 were submitted from various Cities along the 54/400 Corridor for improvements to the 54/400 corridor , all showing support of the project and offering solutions to help fund the project.

August 4, 2000 Secretary Of Transportation Dean Carlson announced that \$96 million dollars had been set aside for the 54/400 corridor project from the Selected Enhancement Projects. It was stated as follows:

"US 54/400 from Kingman to Mullinville (Location, design, and concept study and four-lane freeway starting east of Kingman to the West as funding permits)."

US 54 Highway spans from Chicago, Illinois to El Paso, Texas passing through Southern Kansas on its route. Highway 54/400 through its daily traffic covers much more than the 3 I's of Industry, Irrigation and Implements, it is a main throughway for tourist traffic, also note that an estimated 33% of the traffic is truck traffic. Highway 54/400 throughout the years has become and is one of the main traveled Highways in the State Of Kansas.

The Purpose and need for the US54/400 Improvements

- TO BETTER SERVE TRAFFIC DEMANDS
- TO IMPROVE SAFETY OF THE HIGHWAY
- TO ADDRESS THE EFFECTS OF HEAVY TRUCK TRAFFIC
- TO PROVIDE TRANSPORTATION SYSTEM CONTINUITY WITH NEIGHBORING STATES.

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The following is FY 2000

Traffic volumes on 54/400 ranged from 4600 vpd up to 5200 vpd, In Pratt US 281 to US 61 experienced a demand of 14,105 vpd. On Average nearly 33% of Traffic on 54/400 from Mullinville to Kingman is heavy commercial traffic.

During the period 1995-1999 Data shows an overall Accident Rate Average of 1.02 Per Million Vehicle Miles traveled on the 54/400 corridor, The Fatality Accident Rate for the same period was an average of 1.485 per 100 Million Vehicle Miles Traveled on US 54/400.

Oklahoma and Texas both have 4 lane Highway Planned Improvements on Highway 54. All things considered without the Improvements needed on the 54/400 project the entire region will be directly affected as a Regional Travel Corridor and to the economic development and tourism in the region.

Above all, Everyone involved in these decisions and projects need to be accountable for their actions, Think about it, The Risk of not following through on Funding Promises really damage the economic future of the area people involved, all small towns and cities along the corridor, business's and contractors, all of these people who put their faith forward according to the promises and comittment of the US 54/400 Project. One study shows a total of 53,000 jobs lost if we don't continue the project as planned.

As I close today I Want to urge the Legislature to Avoid Cutting into the Highway Program Fund, I realize we are talking about one of the biggest State Projects but also realize another thing As We talk about the 54/400 project We are dealing with the Southern Kansas Lifeline.

TESTIMONY BEFORE THE HOUSE TRANSPORTATION COMMITTEE

**By
Curtis Freeland
City Manager
City of Arkansas City
March 20, 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 Curtis Freeland. I currently serve as City Manager of Arkansas City, a post that I have held since 1986. During my time in Arkansas City, I have worked with state and local elected leaders and the leaders of business and industry in our region to support and execute programs for improvement of the transportation system in Kansas and in South Central Kansas. It has been a privilege to have been involved with the State's outstandingly successful 1989 Comprehensive Highway Program and the enactment of the 1999 Comprehensive Transportation Program. These programs as well as the overall activity of the Kansas Department of Transportation to operate and maintain a safe, reliable and expedient highway system for Kansas has been a vital element in spurring the state's economy during growth cycles and in reducing negative impacts during economic downturns.

Kansas has a large and extensive highway and transportation system. I believe the main reason for this is that our whole state is productive, unlike states where there are pockets of prosperity and population surrounded by large areas of undeveloped or unproductive land. The broad productivity of our state requires a safe, reliable and convenient transportation system in order to grow and maximize its economic vitality.

It has been my observation that, as vehicular transportation has become safer, quicker, more convenient and a better value, the range of travel for transporting of goods and services as well as commuting to work, travel for shopping and personal reasons has expanded. We are a mobile society that has increasingly come to depend on the safe, reliable and expedient transportation of goods and services on a daily basis. A good highway system is the foundation for this element of our social and economic system. It is a foundation that must continually be maintained and improved in order to meet the changing needs of our society.

Public works construction programs, and particularly highway construction programs, have been an economic stimulus that has been used by federal and

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state governments to offset the effects of recessionary cycles many times in the past. It continues to be one of the elements helping to undergird our economy during these difficult recessionary times. To reverse course on the Comprehensive Transportation Program would further deteriorate our current financial and economic difficulties. In Cowley County, during the early to mid 1990s, our county lost nearly 2,000 jobs due to closing of various businesses, industries and institutions. However, by the end of the 1990s, the county had added back more jobs than it had lost by virtue of new employers coming to our county or by the expansion of other industries in the county. One of the keys to our county's turnaround was a safe and reliable transportation system and the continued support of the State in improving that system to meet the changing needs of our local and regional economy. Without that investment, our ability to respond to our local economic challenges would have been greatly diminished and the future of our county and the communities in it would be less bright.

In the progress of any society, there are times of difficulty, times that challenge the progress that is hoped for. However, it is often the progress that we make during these difficult times that serves as the greatest legacy and benefit to future generations. Kansas is a great state and we should have confidence in its future and in its need for future improvements. Our state's motto is "Ad Astra Per Aspera", "To the stars through difficulty". The fact that we have difficult times now is not a good excuse for abandoning Kansas' progressive commitment to our state's future generations in the 1999 Comprehensive Transportation Program. I encourage you to continue the work of finding solutions to the revenue problems that are necessary to support the 1999 CTP.

Thank you for allowing me this opportunity to express Arkansas City's support for Kansas' transportation future.



1999
Comprehensive Transportation Program

**Testimony Before the
House Transportation Committee**

By

Mayor Kenneth W. Bernard

City of Lansing

800 1st Terrace

Lansing, Kansas 66043

913-727-3233 Fax: 913-727-1538

March 20, 2003

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Testimony Before the House Transportation Committee

by

Mayor Kenneth W. Bernard

In support of the

Comprehensive Transportation Program of 1999

Chairman Gary Hayzlett and members of the House Transportation Committee, it is my pleasure to testify on behalf of a major project within the City of Lansing as part of the Comprehensive Transportation Plan of 1999 and to encourage you to begin the revolving transportation fund immediately.

When the former Lt. Governor Gary Sherrer toured Kansas gathering testimony for various projects within the State the project in Lansing was evaluated very high, in fact it was the number two project in the State of Kansas. The project involved the widening of U.S. Highway 7/73 that is also our Main Street.

The background on this project goes back to the early 1970's and involved the Kansas Department of Transportation (KDOT). At that time U.S. Highway 7/73 was widened from a two lane road to a four lane highway. In doing this project many of the businesses were removed to get sufficient right-of-way for the project. These businesses have never rebuilt. In the early 70's when the highway was widened, Lansing had a population of about 3,000 people.

The City of Lansing has experienced tremendous growth since that time frame. The growth is most evident along U.S. Highway 7/73. In 1990, the only traffic signal was at the very northern edge of Lansing where the City of Leavenworth begins. The City now has four additional traffic signals along the highway. Our population has increased to 9,500 and the traffic count provided to the city by KDOT is 33,000 cars in a 24 hour period.

The City has spent approximately \$4 million of our own funds in the past two years to begin economic development and establish a new Towne Centre that is imperative to future economic success of our community. These expenditures were predicated on the widening of the highway to complete the corridor. We have also committed to a 20% share of the overall funding for the widening of U.S. Highway 7/73. The community cannot widen the highway on our own and the KDOT support is critical for the overall success of the project.

This particular project is not only an economic project but also a safety project. The current highway has no turn lanes, limited signal lights, and unlimited access thus resulting in numerous accidents.

We have conducted several hearings with our business community and residence showing them the preliminary plans and making changes. The community is now solidly behind

this project and we are all anxious for the project to begin.

While I am here I would also encourage you to include some funding for the revolving account which would allow cities to borrow monies from the State for local projects at a low interest rates much like the Kansas Water Pollution Control Revolving Fund is currently being conducted. With the loss of Demand Transfers communities would greatly appreciate another source of revenue at a low interest rate. This program would be beneficial to all communities in the State, large or small.

As the economy turns around those states, counties, and communities that have the infrastructure in place will be the first to benefit. It is an absolute necessity for the State of Kansas to continue funding the Comprehensive Transportation Program of 1999 to be in a position to benefit from the rapid expansion of economy.

-----End of Testimony-----

Testimony before the House Transportation Committee
March 20, 2003

By Mayor Harry "Butch" Felker, representing a coalition of Shawnee County, the City of Topeka, the Topeka Metropolitan Transit Authority, the Metropolitan Topeka Airport Authority and the Greater Topeka Chamber of Commerce

Chairman Hayzlett and members of the Transportation Committee, I am Butch Felker, Mayor of the City of Topeka. I would like to express our community's appreciation to you for providing this opportunity to address concerns we have with the future of the 1999 Comprehensive Transportation Plan funding.

First, let me introduce our coalition; we have joined together to express the following views.

Commissioner Ted Ensley, Chairman of the Shawnee County Commission
David Stremming, President, Metropolitan Topeka Airport Authority
Ron Butts, General Manager, Topeka Metropolitan Transit Authority
Christy Caldwell, Vice President Government Relations, Greater Topeka Chamber of Commerce

Beginning in September, 1998, we have addressed various committees and panels, including a previous House Transportation Committee, urging the passage and the subsequent continuation of the 1999 Comprehensive Transportation Plan. At the beginning of the process we brought forward several projects that were local priorities and we pledged that we would work for the passage of the Comprehensive Transportation Plan and would support reasonable tax increases to fund the plan. At the end of the 1999 legislative session we celebrated with the rest of the state the successful transportation plan and funding package and we looked forward to the completion of statewide projects that would benefit the traveling public, commerce, and create good construction jobs in the process. We also knew that our local public works departments, the Topeka Transit Authority and small airports across the state would receive needed capital to improve important local projects.

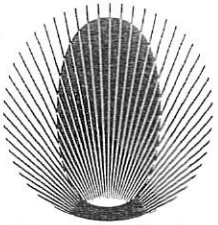
Today we find ourselves wondering about the future of our state and local transportation systems and the effect it will have on our citizens if projects are not completed, jobs are not created, cities and counties are left without the promised dollars to take care of our streets, roads and bridges, our most vulnerable citizens lose public transportation headways made through the '99 plan, and, our local airports are denied funding that once again relegates Kansas to the only state in the U.S. not providing state dollars for airports.

The City of Topeka receives \$5.5 million annually from the motor fuels tax transfer and this last year received over \$5 million from TEA21 and Federal STP funds. Shawnee County receives \$1.533 million annually in motor fuels tax transfers and another \$1.4 million in federal STP funds. Topeka Transit's state appropriation from the Comprehensive Plan is over \$460,000. Over 100 airport projects across the state have been completed improving airport infrastructure utilizing the Comprehensive Transportation dollars. When the Plan is not fully funded as we experienced the last two years, and it now appears this year, we feel threatened that some or all of these local CTP transfer dollars could be in jeopardy. Continued lack of promised transportation funds will seriously affect the state's ability to provide improved public transportation programs which most directly affect the elderly, individuals with disabilities, and low income citizens who are using public transit to meet their mobility needs. Continued lack of promised transportation funds will limit the state's ability to participate in economic development. Continued lack of promised transportation funds will seriously impact construction jobs. These construction workers live in our communities, their livelihood is dependent on infrastructure improvements. Continued lack of promised transportation funds will affect our ability to maintain our city and county streets and roads, and repair bridges badly in need of attention. And finally, continued lack of promised transportation funds will impact all of us who have come to expect safe and well maintained streets, roads, highways, and airports.

We have six years left in this Comprehensive Transportation Plan, for the state and communities such as ours, that is multi-millions of dollars in investment in our future. We respectfully request that you carry forward the message to the other members of the legislature and the governor, that the consequences of not following through on transportation funding promises will have a dire effect on the entire state. Funding the state's general fund should be dealt with directly; continuing in future years to raid the transportation fund is not the answer. We need you our state leaders to keep the commitments that were made to Kansans when the 1999 Comprehensive Transportation Plan was passed. Transportation infrastructure is too important to let idle, we only have to look at neighboring states to know that. The Topeka/Shawnee County community is together on this issue – good transportation is critical for all of us.

Thank you.

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City of Olathe

MEMORANDUM

TO: Members of the House Transportation Committee

FROM: Donald R. Seifert, Policy Development Leader *MS*

SUBJECT: 1999 Comprehensive Transportation Program

DATE: March 20, 2003

On behalf of the city of Olathe, thank you for the opportunity to appear today to continue our city's longstanding support for the Comprehensive Transportation Program (CTP). Beginning 15 years ago, the city has appeared at nearly every opportunity to support both the 1989 and the 1999 programs. Why is this issue so important to the city? Through our strategic plan and annual surveys, Olathe citizens have consistently stated that transportation and traffic issues are at the top of the city's priority list as we accommodate the rapid growth of this community. Transportation is also critical in our economic development efforts. However, no community can build and maintain a vital transportation system without the fine partnership we have enjoyed with the state of Kansas.

As you know, the CTP has many components. Admittedly, we were disappointed when our two candidates for system enhancement funding were not selected. These projects, an overpass at I-35/127th Street and a new interchange at I-35/Lone Elm, are the most important traffic flow improvement, and the most important economic development improvement, respectively in our community. However, with support from KDOT, we are diligently pursuing federal funds to supplement local funding for these projects from the city and Johnson County. We have invested millions in the preliminary design of these projects, and are confident they will become reality.

Our biggest concern with the CTP is preservation of the Local Partnership Grade Separation Program, a new component of the 1999 program. During these hearings, the committee has heard of worthy rail projects in other communities. However, Olathe is literally a community split into thirds by the BNSF Railroad, and our railroad headaches rank with the worst anywhere in the state. With 100 train movements daily passing through 24 intersections in Olathe, railroad grade separations are vital to more efficient and safer traffic flow.

The city has a \$5.9 million CTP commitment from KDOT for a railroad underpass on the west track of the BNSF at College Boulevard to provide safer access for our youth at the new Olathe Northwest High School opening this fall. This project is in final design but has not been let for bid. We cannot afford to lose this funding commitment. In addition, an \$18.2 million application for a unique project to elevate the east BNSF tracks over four other railroad grade crossings is pending. This project alone would eliminate nearly 55,000 vehicular crossings per day in Olathe. As the committee knows, last month KDOT delayed its scheduled project selection under this program. We desperately need to keep this program in place so our project has an opportunity to compete for funds.

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The city applauds this committee's efforts to serve as a voice for the transportation needs of Kansas communities. We recognize the state budget is under severe stress, threatening the long term viability of the transportation program. However, we cannot emphasize enough the importance of transportation to the Kansas economy and the importance of honoring prior commitments. One only has to drive across our nearby state line to experience the impact of failed state transportation commitments and the resulting erosion of public trust in government.

Thank you again for the opportunity to add our voice of support for the CTP.

DATE: March 20, 2003
BEFORE: The House Committee on Transportation
FROM: John Pendry, Sales Manager, Lawrence Ready Mix, Lawrence
SUBJECT: Preserving the Comprehensive Transportation Program (CTP)

Good afternoon, Mr. Chairman and members of the committee, my name John Pendry, Sales Manager of LRM Industries in Lawrence, and I am also currently serving as the President of the Kansas Ready Mixed Concrete Association. Thank you for the opportunity to appear before you today regarding the Comprehensive Transportation Program.

Lawrence Ready Mix is a ready mixed concrete production company serving the Lawrence community, along with markets in Douglas, Jefferson, Leavenworth and western Johnson counties. We employ 50 people at our main production facility and operate 25 mixer trucks. As the majority of our business is to provide quality concrete for the construction of public infrastructure, we are highly dependent upon the successful completion of the Comprehensive Transportation Program passed by the 1999 Kansas Legislature. The CTP is vitally important for the over 250 member companies represented by the Kansas Ready Mixed Concrete Association.

The CTP has lost almost \$231 million through legislative transfer or the outright failure of the legislature to make the promised demand transfers. In 2002 the legislature took steps to correct this error by passing a supplemental revenue package. This package essentially restored the CTP to solvency, but only on the assumption that the loan and future demand transfers are made on time. Now the promise, only made last year, is to be broken again.

While we understand and sympathize with your current efforts to correct the state's finances. We strongly urge this committee to consider other methods of financing state government and end the constant raids upon the State Highway Fund.

Even in these difficult times we think there are several good reasons for staying the course:

- **The CTP stabilizes and stimulates the state's economy during all times but especially during difficult economic times.**
- From an October 12, 1992 *U.S. News and World Report* article discussing states facing a downturn in their economic fortunes: "As the nation slid into recession during the second half of 1990, highway money began to course through the Kansas economy. Road expenditures leapt from 293 million dollars in 1989 to 429 million in 1991, sending a torrent of dollars through checkbooks and cash registers. In what economists call the multiplier effect, construction workers started buying tools, contractors leased new equipment, and engineering firms started placing help-wanted ads. As highway money worked its way through Kansas's economic bloodstream, personal income climbed at 2.4 percent, more than twice the national average (in 1991)."

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➤ **Our investment in roads must be maintained.**

- Thanks to the CTP, Kansas currently ranks " 4th in the nation in pavement condition, while ranking only 24-26th in per capita dollars spent to maintain the system." Source: Stidger, Ruth W., *Better Roads*, May 2002.
- Not only do Kansans benefit from the use of their outstanding highway system, upgrading the system as originally intended generates thousands of jobs each year, bringing financial benefits to the State.

➤ **Millions of dollars of unmet transportation needs remain to be addressed.**

- According to an article appearing January 17, 2003 in *USA Today*. " Highway traffic up 37% in decade but systems mileage grew only 5%"The economy of our State and local municipalities depends upon a reliable transportation infrastructure, providing not only a means to distribute products, but also jobs, and income resulting in revenue. The cost of construction only increases over time, and maintaining an adequate and consistent investment in the transportation infrastructure is a strategy that pays high returns over a long period. Deferring highway projects only increases costs and adds to pool of unmet needs.

➤ **Kansans, in overwhelming numbers, support completion of the CTP on time.**

- "The citizens of Kansas overwhelmingly support the Comprehensive Transportation Program (CTP), are opposed to any funding reductions in CTP, are alarmed at how the State Highway Fund (SHF) dollars are being used to balance the state budget, and are demanding that the promises made when the CTP was passed in 1999 be kept." T-2000, *A Program in Jeopardy*, Report to the Governor, December 9, 2002. Four public meetings were held to gather input from citizens regarding the CTP. Approximately 800 city and county leaders, business people, and citizens attended the four meetings. About 150 people spoke or gave presentations in favor of the CTP.

➤ **Completion of the CTP will save lives and provide a higher level of public safety.**

- According to the Burress economic impact analysis, **\$1.3 billion** funding loss will cost the state **\$4.7 billion** in travel time and accidents. Source: Dr. David Burress, University of Kansas, Presentation to Transportation 2000, September, 2002
- Public Transit, already cut \$500,000 in FY03, provides many disabled citizens throughout the state with their only means of transportation. Vital to the maintenance of independent lives.

For these, any many other reasons, we urge you to keep the CTP solvent by opposing any attempt to remove any further funds from the program and by taking action to replace those already lost. We stand ready to work with you in identifying more appropriate ways to fund state government. We recognize the need to be a part of the solution.

Thank you once again for allowing me to provide these comments. I will be happy to respond to any questions at this point.

The City of Lenexa

Testimony for the House Transportation Committee March 20, 2003

Mr. Chairman and members of the committee, the City of Lenexa appreciates the opportunity to present testimony with regard to the budgetary alternatives suggested for funding, or more to the point, not funding, the 1999 Comprehensive Transportation Program (CTP). These alternatives, if adopted would have a devastating impact on the City of Lenexa, and indeed on the entire state of Kansas. The City of Lenexa strongly supports full funding of the CTP throughout the lifespan of the plan. While my remarks will be focused on the System Enhancement Projects, we also strongly support the entire CTP including the Major Modification Program.

Over the past several decades, Lenexa and all of Johnson County has developed into a diverse region that offers numerous amenities to businesses and residents looking for a place to relocate; this is in large part due to the quality infrastructure in this region. Just like the state and our sister cities, Lenexa feels the strain of the economic slow down. However, we strongly feel that failure to keep faith with the public by not implementing this transportation plan will result in increased maintenance costs, increased delays and congestion, and lost productivity, resulting in loss of economic development potential. Further, and perhaps more costly, failure to deliver as promised will result in loss of faith with our citizens and ultimately lost confidence in state government. In the long run this will mean additional costs in the form of lost opportunity, increased debt financing and ultimately higher taxes. It is the classic "pay me now or pay me later," except in this case, pay a lot more when you ultimately pay later.

One has to look only a little way to the east to understand how quickly and how deeply a state can fall into a highway transportation trap that will take many years and billions of dollars to correct. One can also understand how difficult a job it would be to correct that problem once the confidence and faith of the citizens has been breached. In the meantime, economic opportunities are being lost due to poor infrastructure and hidden costs in the form of congestion, delays, vehicle repair and highway safety are being paid.

I would like to address our specific enhancement project today looking at **needs**, **benefits** and **commitments**. While I am focusing on the Lenexa project specifically, the general thoughts are, I believe applicable to transportation projects throughout the state.

THE PROJECT

87th Street is a major traffic corridor through the Cities of Lenexa and Overland Park and is a main entryway into the cities. This interchange improvement project from Quiviria Road to Goddard is approximately $\frac{3}{4}$ mile long. Within this corridor there are 5 traffic signals, a full interchange with I-35 and a partial interchange with U.S. 69. The Kansas Department of Transportation Major Investment Study identified this project as vital to the future transportation needs in the I-35 – U.S. 69 corridor.

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The project includes bridge improvements and reconstruction to provide significant increases in capacity. The project will add additional through lanes in each direction; replace the I-35 existing, conventional diamond interchange with a Single Point Urban Interchange (SPUI) and dual left turn lanes, reconstruct the Burlington Northern-Santa Fe Railway (BNSF) overpass; reconstruct the existing U.S. 69 overpass, relocate Neiman Road further west of U.S. 69; and add a new ramp from eastbound 87th Street to southbound U.S. 69.

NEEDS:

One hundred five thousand (105,000) vehicles enter the 87th Street corridor every day and the projected volume of traffic through the corridor is estimated to be over 130,000 vehicles per day by the year 2020. The corridor is plagued with problems including long delays, traffic congestion and high accident rates. During the peak traffic periods, the average commuter will spend 30.5 hours per year in the corridor with approximately 70% of that travel time caused by delay and congestion. In 2020 those delays are projected to cost the traveling public more than \$10 million per year in gasoline and lost time. The congestion also contributes to air pollution problems in the region.

BENEFITS

Economic Development

The 87th Street Corridor is a key entryway into Lenexa and Overland Park. The interchanges with I-35 and U.S. 69 provide access to businesses and homes in both cities.

The following figures demonstrate the economic demand from development within a three-mile radius of the 87th Street and I-35 intersection. Annually:

- ☆Over 44,784 households - 103,559 people contributing to the economy
 - ☆Over \$277 M spent on food
 - ☆Over \$769 M spent on housing and associated expenses
 - ☆Over \$411 M spent on transportation
- ☆Over 4,500 business establishments employing 91,000 employees

Revamping this spine will help sustain the current households and businesses, thus maintaining the economic vitality of the heart of Johnson County and its contribution to the overall economy of Kansas. It is also a key in unlocking the potential of this growth area that is poised to lead Johnson County over the next 25 years.

Current Economic Conditions

The State's current economic outlook is a major reason why it is critical that the CTP be fully funded. Transportation spending stabilizes and stimulates the State's economy during all times, but especially during difficult economic times. One of the most tangible benefits of highway investment is the immediate employment generated by construction. Federal Highway

Administration (FHWA) research indicates that every \$1 billion of highway investment supports approximately 8,390 full-time, on-site highway construction jobs. Material purchases support 20,924 jobs in supplying industries. Another 15,395 jobs are supported in industries benefiting from these direct or indirect employments. The impact of \$1 billion of highway investment is 44,709 full-time jobs.ⁱ The CTP in addition to providing vitally needed infrastructure will also provide an economic stimulus that we desperately need at this time.

Commitment

The total project cost is estimated to be approximately \$51.9 million (nearly \$5 million of the local commitment has already been expended.) The project cost is split between the different government levels as follows:

Federal Funding:	\$10.4 M	20%
Local Funding:	\$15.2 M	30%
State Funding	\$26.2 M	50%

If this project is delayed, the \$10.4 million federal money is at risk, as well as the continuation of local funding. In addition, it should also be stated that Overland Park and Lenexa have proceeded in *good faith* and have **already expended almost \$5 million** of their local commitment.

This represents an excellent investment for all partners, and an excellent return on investment for the taxpayers of the state and of the region. Failure to move forward may result in loss of the federal participation, as well as local funding. This would be a great loss for the state of Kansas as well as for the citizens who depend upon us to create and maintain the infrastructure they must have to sustain our state's economic vitality and our quality of life.

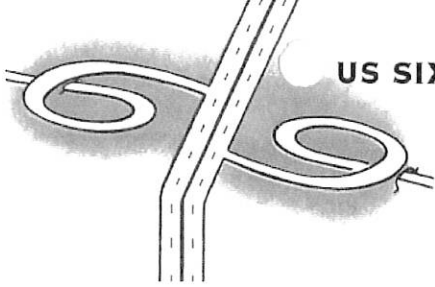
Conclusion

The CTP is an excellent partnership between the state and local governments, to the benefit of all our citizens. The project I have spoken of today is, I believe, an excellent example of all levels of government partnering to provide the best possible return on the taxpayers' dollar. At this time, there are partners ready and willing to pay for one half the project costs. It should also be pointed out again that the cities, Overland Park and Lenexa have proceeded in good faith and have already expended almost \$5 Million of their commitment. More funds are being expended every day.

In closing, thank you for listening to our thoughts on this matter. We urge the administration and Legislature to fully fund the Comprehensive Transportation Program and to stay the course. This about the future, and not "eating the seed corn" that provides for that future. We understand very clearly the budget constraints facing the state. We at the local level are currently facing them as well. It is imperative, however, that the current crisis not define the future for us. As Missouri has discovered, actions we take or fail to take now will dictate what our future will be. Kansas has an enviable record of making the right choices, even though sometimes difficult. The result has been a record of steady growth and quality of life that everyone should be proud of. Now it is time to step up and insure that future through the continued basic provision of

quality transportation infrastructure. Do not sacrifice the future in the form of the CTP in order to avoid hard choices at this difficult moment. Thank you for allowing me to address you today and for your concern in this matter.

Federal Highway Administration web site; Frequently Asked Questions: <http://www.fhwa.dot.gov/policy/12a-faq.htm#anchor259272>



HOUSE TRANSPORTATION COMMITTEE
Thursday, March 20, 2003

Mr. Chairman and Members of the Committee: My name is Dean Mann and I appear today as President of the U. S. Sixty-Nine Highway Association to ask that you continue to support and preserve the Comprehensive Transportation Plan, T – 2000. Our particular concern is the completion of the 4-lane modification to U. S. Sixty-Nine Highway from Louisburg to Fort Scott as outlined in the T – 2000 plan.

Our concerns are **SAFETY** and **ECONOMIC DEVELOPMENT**.

SAFETY

There continues to be too many fatalities, wrecks, and near misses on the current two lane highway that exist from Louisburg south. The completion of the current modification as outlined in the T – 2000 will go a long way in saving the lives of our citizens especially the young students that travel from Kansas City metropolitan area to Pittsburg State University.

ECONOMIC DEVELOPMENT

Southeast Kansas has the lowest income per capita in our state. The completion of a four-lane from Johnson County to Interstate 44 in Oklahoma will have a tremendous impact on improving the economic prosperity of this region.

The money spent on this construction will impact our communities in Southeast Kansas both through more employment for our citizens and work for the contractors and material suppliers located here.

U. S. SIXTY-NINE HIGHWAY ASSOCIATION

This association has been in existence for over 40 years and has representatives from Johnson, Miami, Linn, Bourbon, Crawford, and Cherokee counties. Over these years our members have worked hard to bring the State's attention to the need for this four-lane

highway. We can already see the growth of the areas along the current four-lane portion from Overland Park to Louisburg. But our mission is the completion of the four-lanes to Interstate 44 in Oklahoma. Let us not let their work be in vain but continue together to complete this vital and important four-lane highway for our State and our citizens of Southeast Kansas.

Thank you for the opportunity to share these thoughts with you today.

H. Dean Mann, President
U. S. Sixty-Nine Highway Association
P. O. Box 899
Fort Scott, KS 66701
620/223-1200 ext. 2362