

MINUTES OF THE SENATE TRANSPORTATION COMMITTEE

The meeting was called to order by House Transportation Committee Chairman Gary Hayzlett at 1:30 p.m. on January 15, 2004 in Memorial Hall.

All members were present except:

Senator David Adkins- absent
Senator Edward Pugh- absent
Senator Greta Goodwin (RMM)- excused
Senator Larry Salmans- excused

Committee staff present:

Hank Avila, Legislative Research Department
Bruce Kinzie, Revisors of Statutes
Marian F. Holeman, Committee Secretary

Conferees appearing before the committee:

Terry Heidner, Kansas Department Of Transportation (KDOT)
Mike Armour, Director Division of Aviation, KDOT

Others attending:

See Attached List.

House and Senate Transportation Committees held the third in the series of KDOT's legislative information sessions. Chairman Hayzlett introduced today's two KDOT presenters: Terry Heidner, Director, Division of Planning and Development; and Mike Armour, Director, Division of Aviation. Mr. Heidner briefly reviewed materials presented in previous sessions and then provided information on other non-highway transportation modes (i.e., railroads and public transit systems) included in the Comprehensive Transportation Program (CPT). Mr. Armour discussed the Aviation segment of the CPT (Attachment I)

The question and answer period indicated members were especially interested in the railroad and airport improvement projects and the fact that Transportation Enhancement Projects play an important part in preserving the state's infrastructure of non-highway transportation modes. A member of the public wished to thank the Legislature and KDOT for support of public transportation. He advised that KDOT has been extremely cooperative and this program has greatly improved the quality of life for many Kansas citizens.

Meeting adjourned at 2:25 p.m.

The next meeting is scheduled for Wednesday January 21, 2004 at 1:30 p.m. in Memorial Hall.

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

DATE: January 15, 2004

NAME	REPRESENTING
Terry Heidner	KDOT
Krista Roberts	KDOT
MIKE ARMOUR	KDOT-AV
HAROLD BENOIT	KDOT-OES
Denise Pote	KDOT
Chris Wilkins	KDOT
Scott Heidner	KS Consulting Engineers
Row Straight	DSNWK / KPTA
Steve Feigenbaum	KS Public Transit Assn.
Ruth Hammer	KARL
Key Armandaris	KARL
Jess Schwabman	KARL
Al Cathcart	KDOT
Barbara Craft	State Rep
Rehug Jyn	KARL
Derek Schuder	KARL
Leed W. Davis	KDOT
Ethan Erickson	DOB
Iraa Byrnes	Sen. Salinas
Deann Williams	KMCA
Tom Whitaker	KMCA
GARY DAVENPORT	KMCA

JOINT SENATE & HOUSE TRANSPORTATION COMMITTEE
GUEST LIST

DATE: January 15, 2004

NAME	REPRESENTING
Chris A. Trumble	KARL
W. Hulbert	KS RR
Gus & Buehler	Housing 69 Assoc.



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Phyllis Jacobs Griekspoor, *The Wichita Eagle*, June 20, 2003

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(through January 2004)**

Kansas Airport Improvement Program Project Locations FY 2000 – 2003

Transportation Enhancement Projects FFY 2004

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— SENATE TRANSPORTATION COMMITTEE —
DATE 1-15-04
ATTACHMENT: /



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Posted on Fri, Jun. 20, 2003



Railway renaissance

Trains will carry much of harvest -- for a change

BY PHYLLIS JACOBS GRIEKSPoor
The Wichita Eagle

As the first really good wheat harvest in three years moves into full swing across south-central Kansas, the grain cars are rolling on the Kansas & Oklahoma Railroad.

It's a major switch from three years ago, when 65 percent of the wheat in south-central Kansas left elevators on trucks.

The move from roads to rails means more business for the K&O, a short-line railroad organized two years ago.

But it is also good news for the Kansas Department of Transportation, which faces major increases in road repair costs when the wheat harvest moves by truck.

Michael Babcock, a Kansas State University professor of economics, has done extensive studies on the relationship between trucks and highway damage.

In a study released this spring, Babcock estimated that the loss of short-line railroads in the western two-thirds of Kansas would result in an increase of \$58 million a year in highway maintenance.

The study was commissioned in 2000, when the future of the state's short-line railroads was in doubt.

In Sumner County, co-op elevator manager Norbert Gerstenkorn has been loading 40 railcars every day this harvest. Down the road, the privately owned Lange Co. elevator is loading another 12 cars a day.

Babcock said those 52 railcars a day will save the state \$29,000

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during harvest season, just on road maintenance from Conway Springs to Wichita. A single railcar can transport as much grain as four trucks.

Other co-ops in south-central Kansas also report an increasing reliance on rail this year.

In Barton County, Great Bend co-op manager Frank Riedl said he expects as much as 70 percent of the harvest in his area to move by rail.

"It's the best way to move wheat," he said.

In Barber County, Charlie Swayze, manager of the Farmer's Equity Co-op, said he's loading railcars as fast as he can, and they are moving out every day.

In Sedgwick County, Garden Plain co-op manager Terry Kohler said he hopes to load at least 200 railcars this year.

"It depends on whether we get the cars," he said. "So far we've gotten good service."

One of the reasons for the big move to rail service this year is a shortage of trucks. A wave of trucking company bankruptcies in the past three years has meant fewer trucks on the road. With the Oklahoma harvest bogged down in rain, many haulers are stalled south of the Kansas border.

But by far the biggest reason, elevator managers say, is the arrival of the Kansas & Oklahoma Railroad, and the improvement in service and dependability that came with it.

Watco Cos., based in Pittsburg, Kan., is the parent company of the K&O. Watco bought the Central Kansas Railway from Denver-based OmniTrax in a deal that closed June 30, 2001. On July 1 of that year, Watco began operating trains on former CKR lines as the K&O.

Gerstenkorn said he loaded 545 cars last year, the first full harvest served by the K&O. In the five years before that, he says, he shipped almost nothing by rail because of poor tracks and poor service by the Central Kansas Railway.

"I've been delighted with the service I've gotten from the K&O," Gerstenkorn said. "They've been terrific. They came in here and did a lot of work to get my sidings shaped up, and it's been fantastic to have rail service."

Another advantage to moving by rail during a bumper crop year is that it is faster, allowing more rapid turnaround at elevators with limited capacity.



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PERSONAL OF THE DAY



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In Kingman County, Aaron Murphy, manager of the Cunningham branch of the Cairo Co-op, is seeing yields ranging from 45 bushels an acre to more than 70 bushels an acre. Murphy said his elevator would be in trouble this year without rail service.

"If we had to truck this, we'd be piling grain on the ground and praying for dry weather," he said. "As it is, we're moving it out pretty steady."

Swayze, manager of the Farmer's Equity Co-op with headquarters at Isabel in Barber County, was one of the leaders in an effort to stop rail abandonment and improve service during the decade that OmniTrax owned the system.

"I would say we now have the best short-line railroad in the country," Swayze said. "We've had daily service this harvest. We didn't even have this kind of service in the best years of the Santa Fe. We're filling grain cars as fast as we can."

K&O general manager Paul Fries said demand for rail service has been stronger than expected.

The railroad geared up for harvest season, he said, and so far there have been no significant problems. Even an engine fire this week between Garden Plain and Cheney caused no significant delays in train movement, Fries said.

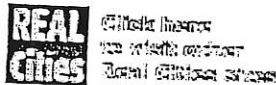
He said the good harvest, along with elevators' support of the railroad, is great news for the K&O.

"The poor harvest last year obviously hurt because there just wasn't that much to ship," he said. "This year is good for the farmers, for the elevators and for the railroads."

Reach P.J. Griekspoor at 268-6660 or pgriekspoor@wichitaeagle.com

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Legislative Information Sessions

Kansas Department of Transportation
January 2004




KDOT Information Sessions

- Transportation Spending Fuels the Economy
- State Highways: Kansas' Economic Lifeline
- Building More Than Roads



Other Transportation Modes Keep People Connected



Comprehensive Transportation Program

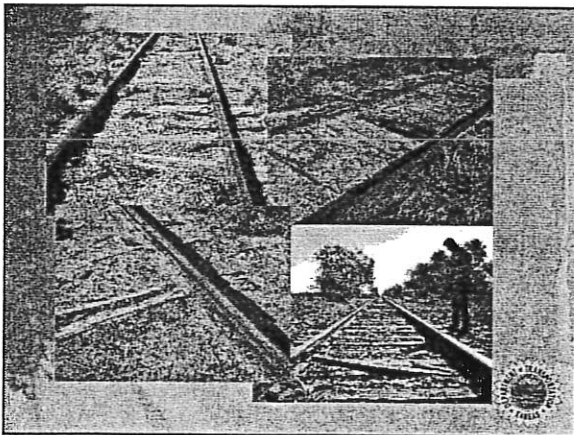
- Includes funding for non-highway modes
- Aviation: \$3 million per year
- Rail: \$3 million per year for 8 years
- Public Transit: \$6 million per year



Dividends

- Assistance for local economies
- Transportation alternatives
- Boost for civic pride



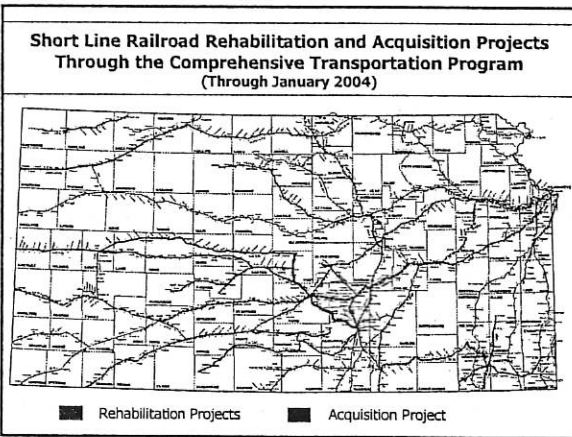


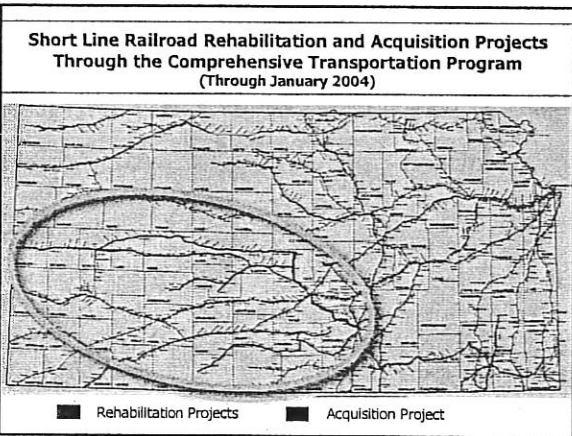
Transportation and handling costs for wheat would be 21 million higher than it is now and road damage would be about 58 million on an annual basis. So, you add those two together and you get pretty close to 80 million dollars which is an annual benefit of having short lines in place. So you can see the inter-relationship between a healthy short line rail system and the state's highway system health. The short lines aren't there anymore then all that wheat has to be moved by truck on county and state roads and it produces a lot of annual damage."

-Michael Babcock, KSU Researcher

"Most of our grain moves to the south to the gulf, through Wichita to the mills, so the railroad really works good for us, so it was so important for us to try to keep the railroads."

-Charles Swayze, Farmers' Co-Op of Isabel





Short Lines in Kansas

- 2003: 44% of area wheat crop moved by K & O
- 2000: 27% of area wheat crop moved on the same lines



"You can get on a rail car... you're getting a little over three semis on one rail car and you've got iron that you're rolling that on. You're not destroying the roads and the cost of asphalt and petroleum, diesel costs and just the pollution, from the emissions, it's the long-term that you're looking at, the railroads have a lot of benefits. There's a lot of success with our organization from having the railroad. It gives us more options to ship to... more markets."

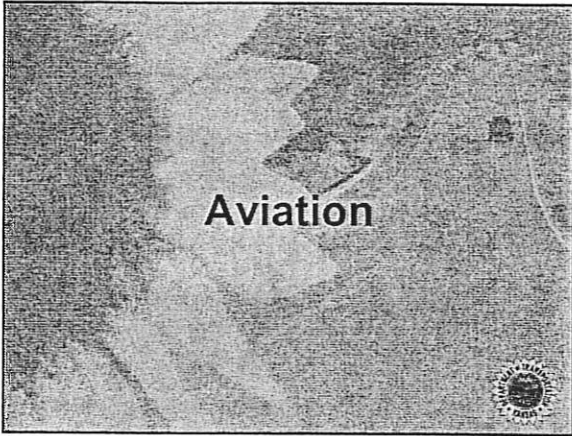
-Charles Swayze, Farmers' Co-Op of Isabel

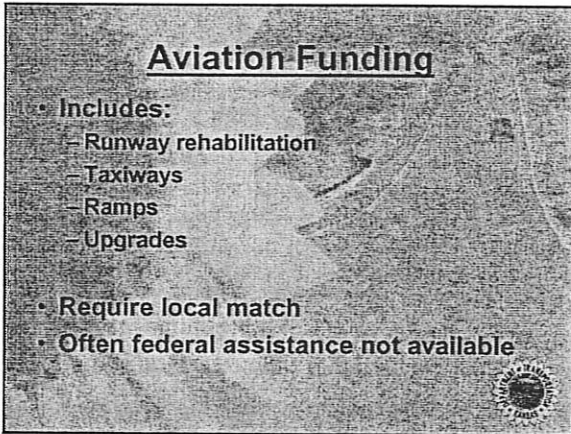


Rail Program Funding

- 6 short lines
- 29 rehabilitation projects
- 1 acquisition project involving 725 miles of track
- 735 miles of rehabilitation projects
- 43 counties

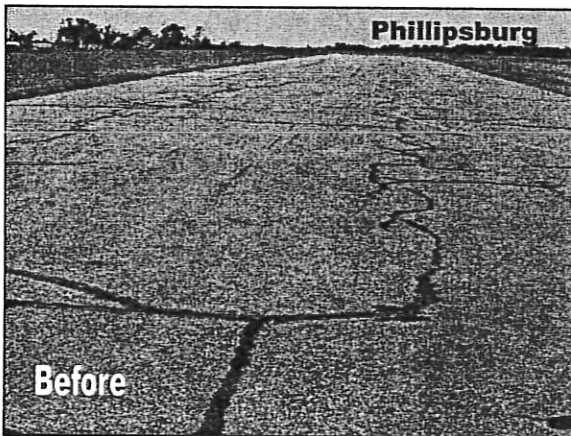


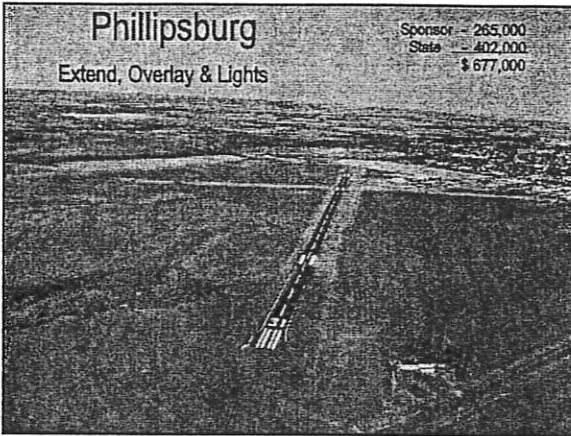




Aviation Funding

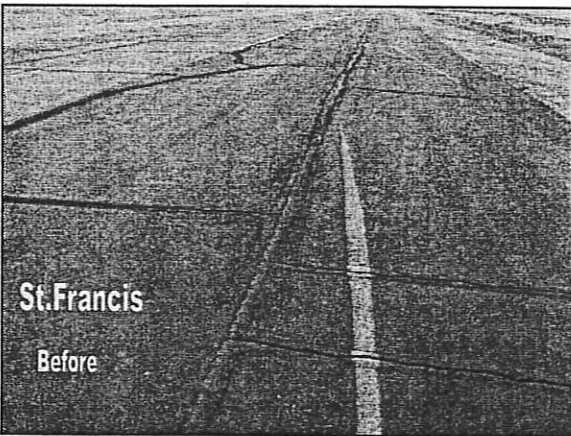
- Includes:
 - Runway rehabilitation
 - Taxiways
 - Ramps
 - Upgrades
- Require local match
- Often federal assistance not available





Phillipsburg
Extend, Overlay & Lights

Sponsor - 265,000
State - 402,000
\$ 677,000

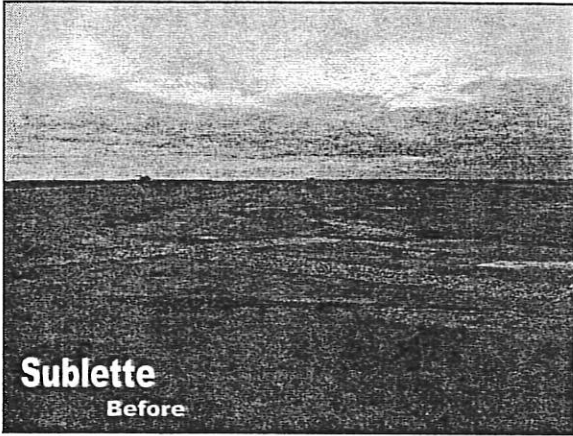


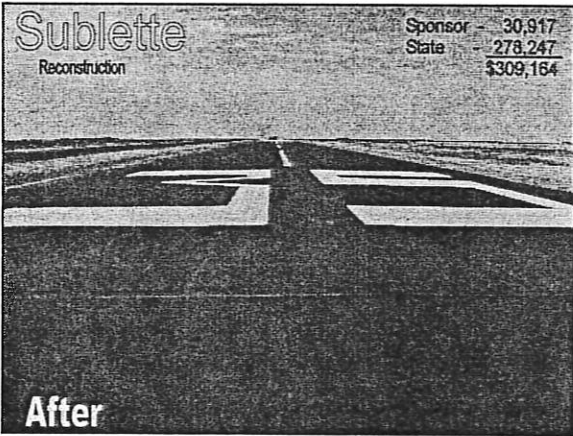
St. Francis
Before

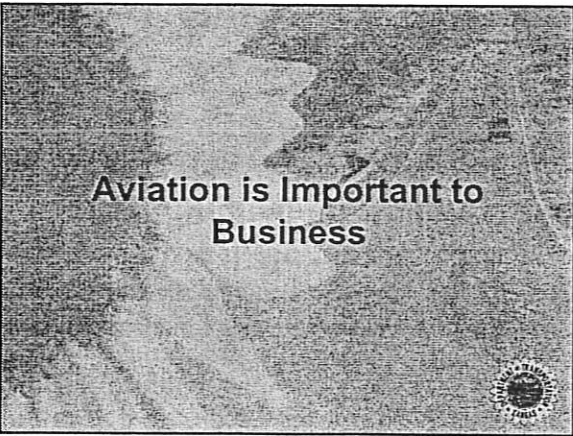


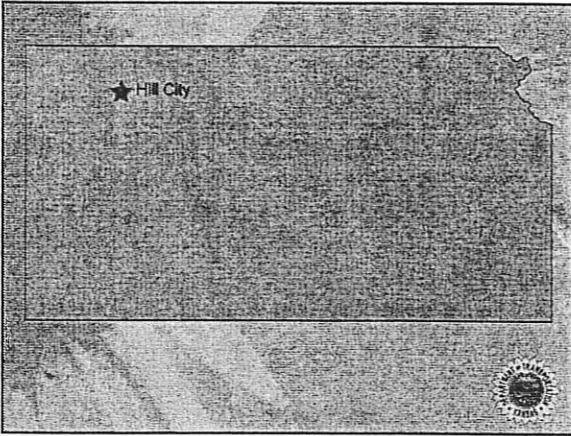
St. Francis
Total Reconstruction

Sponsor - 11,093
State - 180,000
\$ 271,093









"Without this bill, I'm not sure we'd even have the airport. Because like I said, the runway was getting beyond repair. We probably would have overlayed it maybe one time, but it wouldn't have improved our traffic here, and probably community support would have fallen off. So now we can handle bigger planes. Bigger planes mean more opportunities for businesses to come in here. It was getting to the point where just your basic air ambulance: King Air, Eagle Med, some insurance carriers, wouldn't allow those types of aircraft to land on a runway under five thousand feet."

-Reid Bell, Hill City Municipal Airport Manager



"The conclusion of that study was that 60 percent of the 120 businesses said that access to a good airport was essential to their locational decision to pick the place that they did. About 65 percent of those businesses said that access to a good airport was essential to the profitability of their firm."

-Michael Babcock, KSU Researcher

"We've got a number of businesses, like rural telephone, that have their own plane, that do a lot of flying in and out of here. I think it's been fantastic. It's great that KDOT was offering this type of deal. That we were able to receive that type of grant, and put a little bit of money in and get a wonderful runway. It's just been fantastic and I know it's going to help us a great, great deal."

-Ron Radcliffe, Hill City Mayor




Airport Improvements

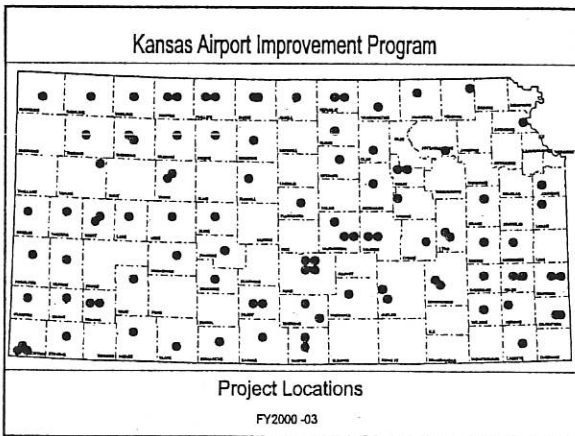
- Offer greater economic opportunities
- Medical assistance



"Eagle Med is always talking about hoping to get a jet. If they get a jet in the future, this airport would give us access to major trauma centers in an emergency. That could mean, well, what's one life worth? If we've got to get somebody to a burn center and we have access to a jet ambulance, this airport will allow them to come in here and do that."

-Reid Bell, Hill City Municipal Airport Manager





State Aviation Program

- \$3 million set aside annually in CTP
- \$4.5 million in total improvements
- Runway rating of "very good" by 2008



Federal Aviation Program

- Broader scope of projects
- Limited assistance to smaller airports
- Changes in eligibility
- Compliments state program
- Enhanced projects




Other Transportation Modes Keep People Connected




"It's just a great program. I don't know what I'd do without it."
--Leonard Hahn, public transit rider

"So they'd come and get me and they'd take me home when it was over and it was wonderful because I didn't know what I would do because my mother's handicapped so she couldn't help me get around and there wasn't anybody else to do it... so I really appreciate this"
--Zelma Guimm, public transit rider




"Right now we are the only transportation providers in Garden City, Finney County. Our local taxicab closed down about 2 weeks ago, so we're it. Our county is about the size of Rhode Island, so we have quite a big service area. Last year it was about 25-thousand rides that we provided and I'm suspecting that this year it's going to be more because of the taxicab. We saw a 237 person increase in just 2 weeks, so I'm expecting our numbers will jump."
--Bonnie Burgardt, Transportation Director

"The service is fantastic. They're prompt. When they say they'll be there at a certain time, they're always there. The drivers are courteous and I think they know every bump on every street in town, because they take it easy across them. It'd be awfully hard to do without."
--John Young, public transit rider

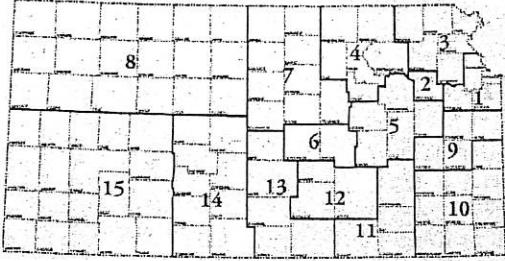


"We get a population of patients that have little or no resources to provide transportation and in this community the bus service is the only source of transportation here. So at any given time I may have up to 20 patients who rely on this as their only way to get to treatments."
--Sandi Scaia, Garden City Dialysis Unit

"It really saves the state money in the long run because it's keeping these people independent and in their homes and out of the nursing home. When they go in the nursing home our costs skyrocket for us as taxpayers."
--Bonnie Burgardt, Transportation Director



Kansas Coordinated Transit District Map



State Transit Program

- Assists communities in meeting matching fund requirements of federal programs
- Offsets the need to increase local mill levies or reduce service
- Offers opportunity to partner with other State Agencies



Public Transit Program

- Approximately 190 providers with which KDOT contracts
- 15 Coordinated Transit Districts
- 3 federal programs & 1 state program



Public Transit Program

- \$6 million per year in state funds
- Nearly \$8 million in federal funds for FFY 2003 for rural areas (less than 50,000 population)
- 2,350,000 rides provided in rural areas in FY 2002



Transportation Enhancement Program



"The project was about a 2 million dollars project to renovate downtown: new sidewalks, decorative lighting, trees, irrigation system... to really improve the looks of downtown."

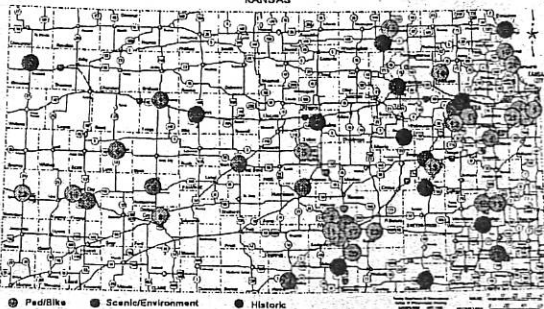
--Chuck Bartlett, Great Bend City Engineer

"In the last couple of years, I can't tell you how many new businesses we've had that have come downtown. Some of them are brand new, others are ones that have been located in other parts of the city that have moved downtown to the location because of the atmosphere downtown. It's just incredible to come in and see the difference that it's made. It's made a real positive impact."

--Kim Gossard, Downtown Development Inc.



TRANSPORTATION ENHANCEMENT PROEJCTS
(FFY 2004)



**Federal Funding of
Kansas TE Program**

- Approximately \$ 8 million per year
- Since the program began in 1991:
 - Historic Preservation 71 projects
(33% of total funding)
 - Scenic & Environmental 52 projects
(26% of total funding)
 - Pedestrian & Bicycle 95 projects
(41% of total funding)
- 80% federal – 20% local

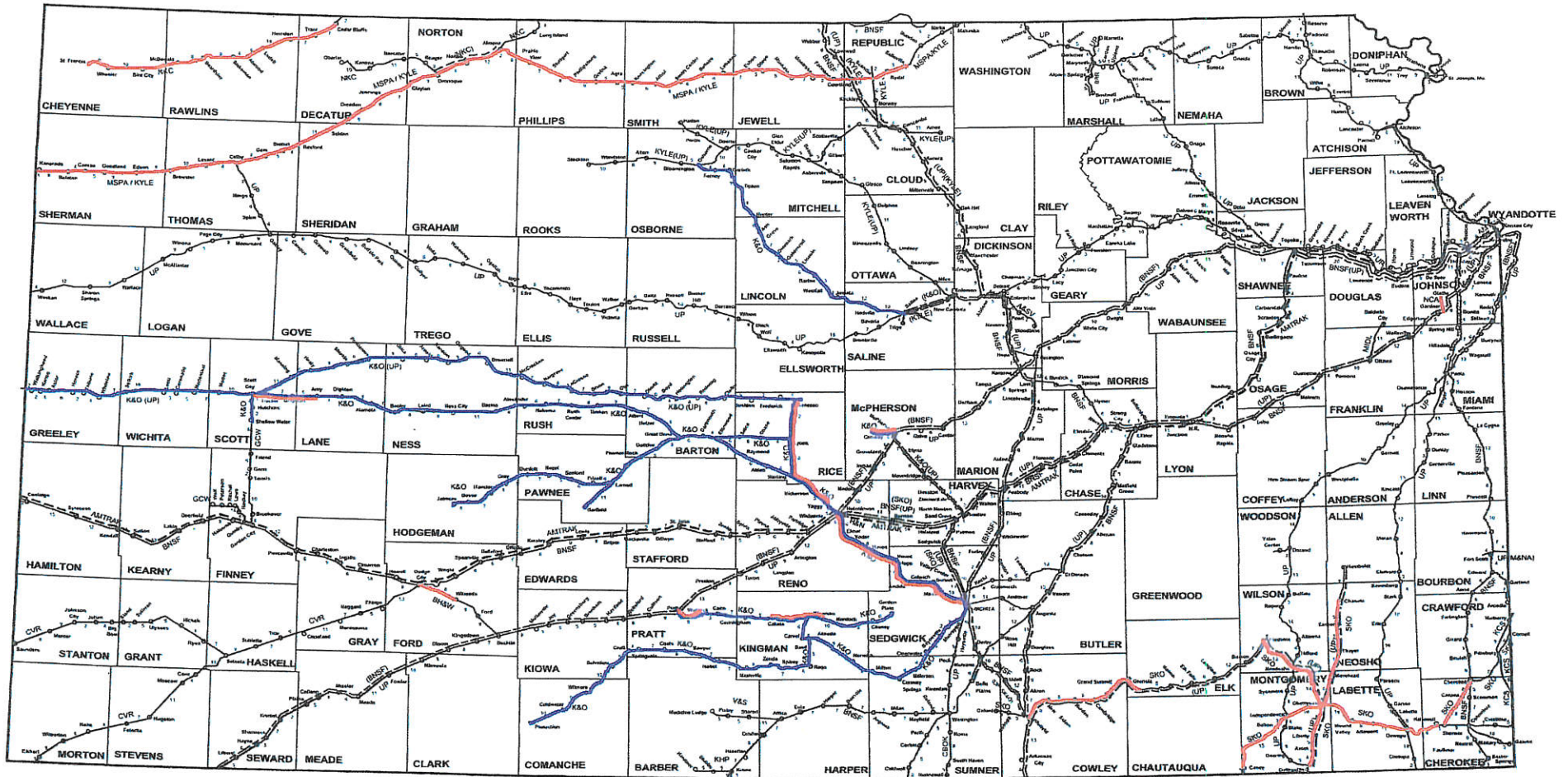


Non-Highway Modes

- Transportation is more than building roads
- Important part of preserving state's transportation infrastructure
- Positive impact on Kansans' quality of life



Short Line Railroad Rehabilitation and Acquisition Projects Through the Comprehensive Transportation Program (Through January 2004)

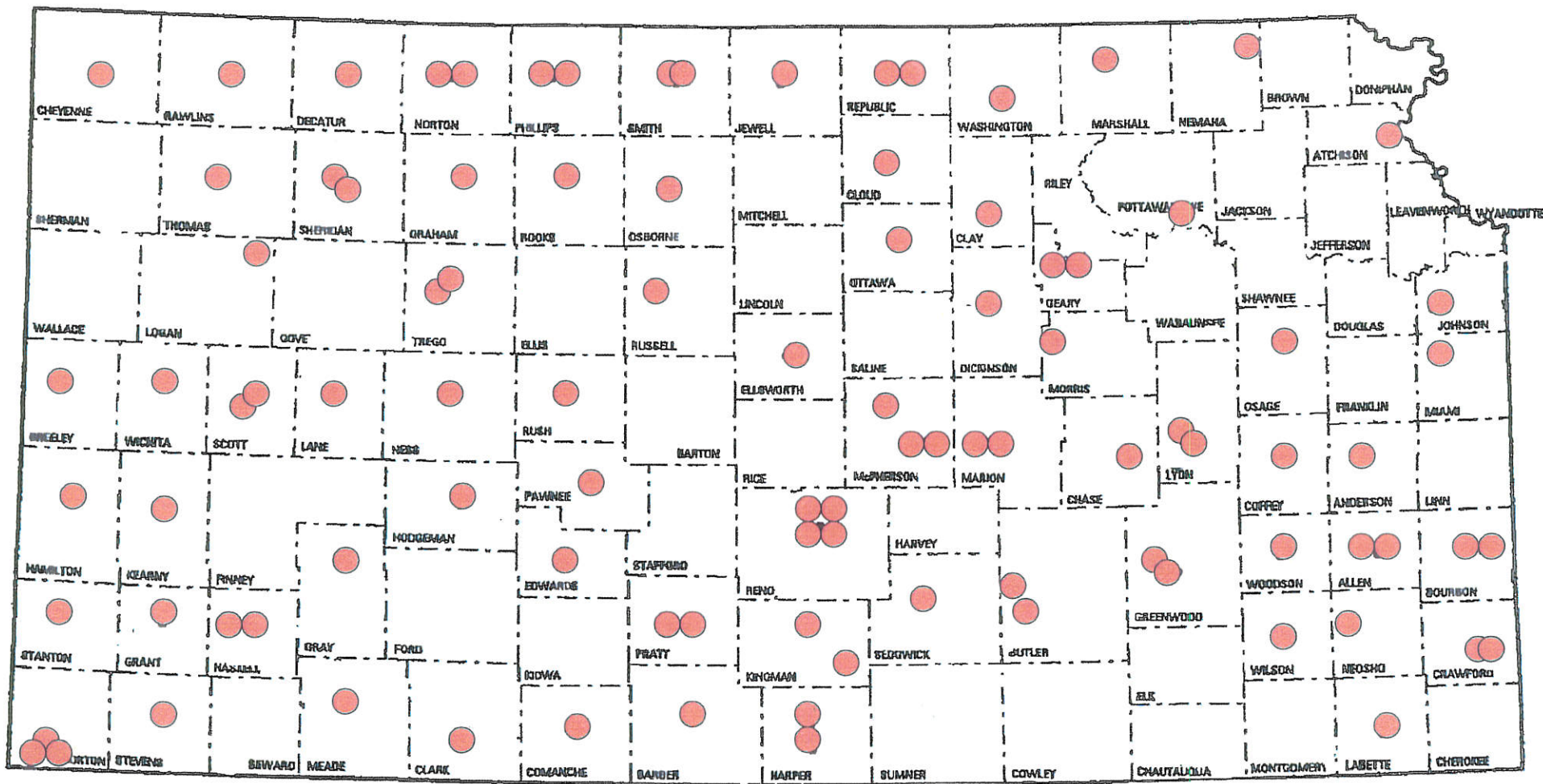


Rehabilitation Projects



Acquisition Project

Kansas Airport Improvement Program



Project Locations

FY2000 -03

