

MINUTES OF THE SENATE TRANSPORTATION COMMITTEE

The meeting was called to order by Chairman Dwayne Umbarger at 8:30 a.m. on March 4, 2009, in Room 136-N of the Capitol.

All members were present except:

Senator Anthony Hensley- excused

Committee staff present:

Mike Corrigan, Office of the Revisor of Statutes
Hank Avila, Kansas Legislative Research Department
Jill Shelley, Kansas Legislative Research Department
Cindy Shepard, Committee Assistant

Conferees appearing before the Committee:

Janis Lee, Senator, State of Kansas
Von Rothenberger, Osborne County Tourism
Laura McClure, Osborne County Tourism
Scott Shields, State Scenic Byway Coordinator, Kansas Department of Transportation
Deann Williams, Bureau Chief, Motor Carrier Services Bureau, Kansas Department of Revenue
Kevin Gregg, Director of Industry Relations, Kansas Motor Carriers Association

Others attending:

See attached list.

The Chairman opened the hearing on **SB 274 - Enacting Kansas scenic and heritage backroads act.**

Hank Avila gave an overview of the bill and provided a flowchart of "Georgia Scenic Byway Designation Process" as an example(Attachment 1).

Senator Janis Lee, appeared as a proponent, indicating this bill sets out the qualifications which must be met by a road in order for it to be designated as a Kansas scenic and heritage backroad. Passage of **SB 274** would be an excellent way for our state to assist local tourism committees to better spread the word about their local attractions with very little, if any, cost to the state (Attachment 2).

Von Rothenberger, representing Osborne County Tourism, testified in support of **SB 274**. He stated that Osborne County Tourism has established two heritage backroads, and completed the groundwork needed for state level designation as a "backroad." The assistance of the state is needed to broadly advertise them. Backroads who meet all criteria and gain official state status will be indicated on the Official State Transportation Map and on the Kansas Travel and Tourism website (Attachment 3).

Laura McClure, on behalf of Osborne County Tourism, spoke in favor of **SB 274** Self guided backroad tours compliment the increasing public desire to have an opportunity to experience something "real" and dirt roads are an essential part of the backroad tour experience. Ms McClure stated it is imperative that two directional signs are installed on the State Highway indicating where the backroad tours begin (Attachment 4).

Written testimony in support of **SB 274** was submitted by:

Connie Dougherty, Director, Lucus Area Chamber of Commerce (Attachment 5)
Roger Hrabe, Past-President, Northwest Kansas Travel Council (Attachment 6)
Sheila Lampe, Southeast Kansas Tourism Region and Kansas Sampler Foundation (Attachment 7)
Emma Crites, Fredonia Tourism Committee (Attachment 8)

Scott Shields, State Scenic Byway Coordinator for the Kansas Department of Transportation (KDOT), presented neutral testimony. According to Mr. Shields, KDOT currently administers a Backroads Program. The proposed legislation would make the following changes to the existing program (1) it requires all designated backroads routes to be identified on the state highway map and (2) it allows all public county roads to be eligible not just maintained county roads. KDOT has safety concerns with the state encouraging drivers to travel on unmaintained roads. Adding routes to the state highway map must meet font size requirements to be compliant with the Americans with Disabilities Act. It is KDOT's recommendation that **SB 274** be

CONTINUATION SHEET

Minutes of the Senate Transportation Committee at 8:30 a.m. on March 4, 2009, in Room 136-N of the Capitol.

amended to allow some discretion in these areas (Attachment 9). After his testimony, Mr. Shields provided the committee with a copy of the evaluation criteria and application requirements for the Kansas Backroads Program (Attachment 10).

Following questions and discussion, the committee requested that KDOT, Senator Lee, and Osborne County Tourism representatives meet to figure out the details that concern KDOT. Senator Schmidt suggested an agreement may be reached with changes through Rules and Regulations instead of changing Kansas Statute.

There being no further conferees, the hearing on **SB 274** was closed.

The Chairman opened the hearing on **HB 2023 - Motor carriers, enforcement of state corporation commission orders.**

Deann Williams, Chief of Motor Carrier Services Bureau, Division of Vehicles for the Kansas Department of Revenue (KDOR), appeared in support of **HB 2023**. She indicated that legislation passed in 2006 implementing PRISM (Performance Registration Information Systems Management), a federally funded program that requires states to tie registration and safety together. PRISM allows KDOR to revoke tags from the vehicles of unsafe motor carriers. This bill closes a loophole that allows those carriers to seek registration with their local county treasurer. The loss of the registration plate will contribute to voluntary carrier compliance (Attachment 11).

Kevin Gregg, Director of Industry Relations, for the Kansas Motor Carriers Association testified as a proponent. He stated that **HB 2023**, will help keep unsafe vehicles off our roadways by facilitating communication between the Federal, State, and county regulatory authorities (Attachment 12).

There being no further conferees, the hearing on **HB 2023** was closed.

Following Mr. Gregg's testimony, the Chairman recommended working the bill immediately.

Senator Donovan moved, Senator Kultala seconded, to recommend **HB 2023** favorably for passage. Motion carried.

The meeting was adjourned at 9:25 a.m. The next meeting is scheduled for March 5, 2009.

SENATE TRANSPORTATION COMMITTEE GUEST LIST

DATE: 3/4/09

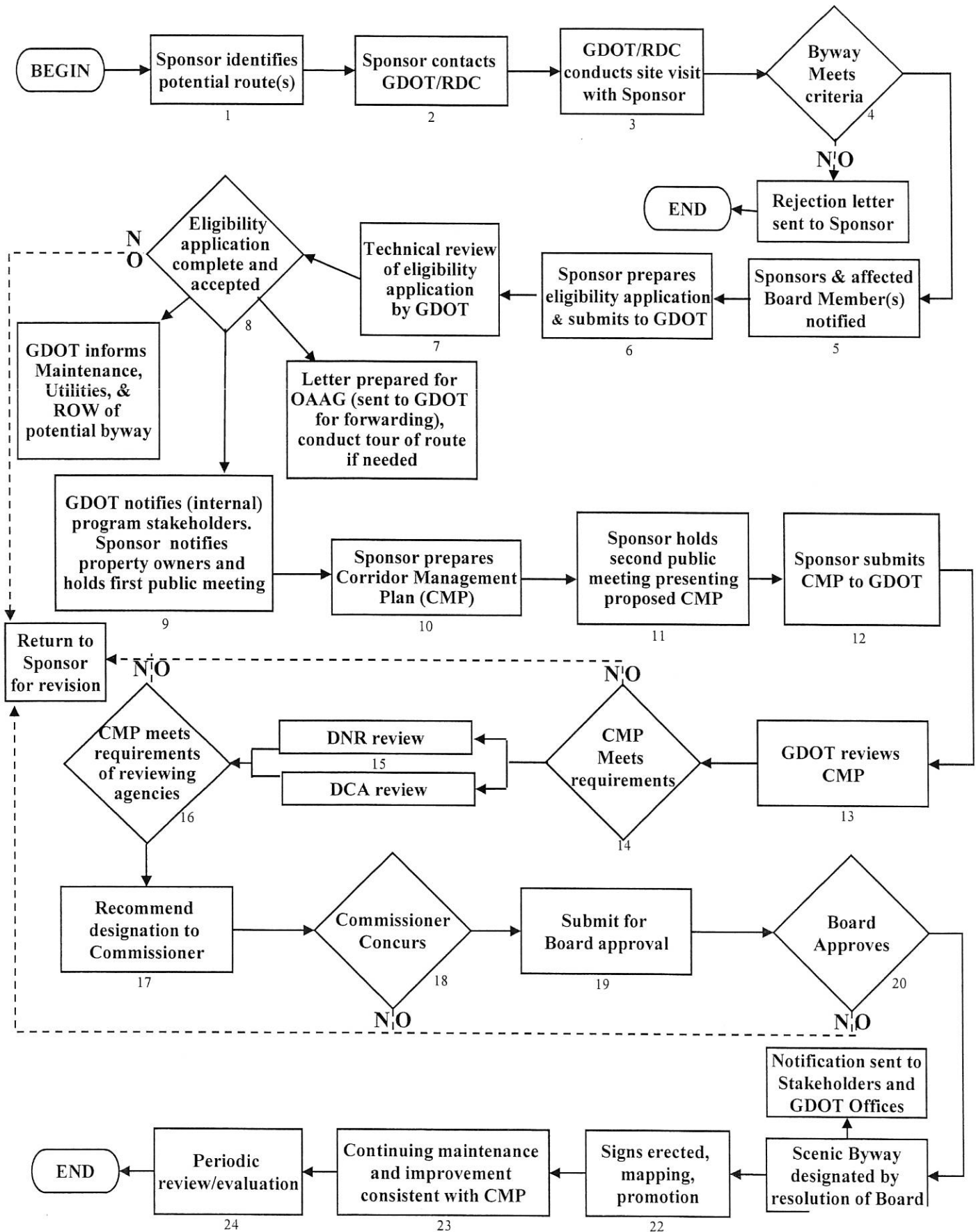
NAME	REPRESENTING
Mary Jane Stankiewicz	KGFA
Leslie Kaufman	Ks Coop Council
Sara Belfry	Kansas Chamber
SEAN MILLER	CAPITOL STRATEGIES
Amy Link	KDOT
Sue Stungen	KDOT
Terry Heidner	* KDOT
Scott Shields	* KDOT
DICK CARTER	TIAR
Sandra Braden	Guehos, Braden & Assoc.
Ashley Datta	Poway, Smith & Assoc.
Tom Whitaker	KMCA
Deann Williams	KDOR
Bob Totten	Ks Contractors Assoc
Sandra McQuire	Osborne County Tourism
Non Rottenbergs	Osborne County Tourism
CAROL ALDRIT	KDOR
Ted Smith	KDOR
Janis Lee	36 th District

SENATE TRANSPORTATION COMMITTEE GUEST LIST

DATE: 3/4/09

NAME	REPRESENTING
KEVIN GREGG	KMCA
GARY DAVENPORT	KEC
MIKE HOEME	RCC
MAT HOLLAND	SEN. SC. KUTELA

GEORGIA SCENIC BYWAY DESIGNATION PROCESS



SENATOR JANIS K. LEE
ASSISTANT MINORITY LEADER
STATE SENATOR, 36TH DISTRICT
ELLIS, HODGEMAN, JEWELL,
MITCHELL, OSBORNE, PAWNEE,
PHILLIPS, RUSH, RUSSELL
AND SMITH COUNTIES
2032 90TH RD.
KENSINGTON, KANSAS 66951
(785) 476-2294 HOME
(785) 296-7366 TOPEKA
jlee@ink.org



TOPEKA

SENATE CHAMBER

COMMITTEE ASSIGNMENTS

RANKING MINORITY MEMBER: UTILITIES
MEMBER: AGRICULTURE
NATURAL RESOURCES
WAYS & MEANS
REAPPORTIONMENT
ADMINISTRATIVE RULES &
REGULATIONS
CORRECTIONS & JUVENILE
JUSTICE OVERSIGHT
KANSAS SECURITY

**SENATE TRANSPORTATION COMMITTEE
MARCH 4, 2009
TESTIMONY ON SB 274**

Chairman Umbarger and Senate Transportation Committee Members;

Thank you for your consideration of SB 274, the Kansas scenic and heritage backroads act.

For the past couple of years I have worked with the Tourism Committee of Osborne County along with the Dept. of Transportation and the Dept. of Commerce in an attempt to create a backroads program for Kansas. This program would be similar to the Scenic Highways program we currently have in Kansas but the routes would be located on county roads (most of which would be unpaved). This would be much like the jeep trails many of us who travel in Colorado are used to experiencing.

The bill sets out the qualifications which must be met by a road in order for it to be designated as a Kansas scenic and heritage backroad. It would be the responsibility of the local county to design the route, to create the brochure and map, and to have a county website which could be linked to websites at the state level.

Most importantly, once a road had been designated it could be "advertised" to anyone interested through the websites of the Dept. of Transportation and the Dept. of Commerce's Travel and Tourism Division.

This would be an excellent way for our state to assist local tourism committees to better spread the word about their local attractions with very little, if any, cost to the state.

I will now turn to the Tourism Committee from Osborne Co. to better discuss and demonstrate the work they have already done for their scenic and heritage backroads.



OSBORNE COUNTY TOURISM, INC.

A 501(c)3 Non-Profit Organization Since 2000
121 West Washington Street, Osborne KS 67473-2020
Phone: 785-346-5565 Email: vonr5@ruraltel.net

Testimony in Support of Senate Bill 274 Senate Committee on Transportation March 4, 2009

Presented by Von Rothenberger, Secretary and Board of Director, Osborne County Tourism, Inc.

Committee Chair Umbarger and fellow Committee Members:

My name is Von Rothenberger of Osborne, Kansas. I am a former director of the Osborne Area Chamber of Commerce and am the co-owner and general manager of Ad Astra Publishing. I also serve as Secretary of Osborne County Tourism, Inc. and was recently appointed to the Kansas Image and Marketing Advisory Board.

Osborne County Tourism is an all-volunteer, non-profit organization established in 2000 to develop and promote tourism as economic development in Osborne County, Kansas.

Our group started with two goals in mind:

- To educate our local people to know and understand their county and its economic potential
- To bring people into the county to see and enjoy what we have to offer

Among our many activities Osborne County Tourism has erected over 150 interpretive markers across our county since 2001 (see attachment). We raised over \$60,000 in local dollars to fund these markers.

Osborne County is officially designated "The Homestead Literature Capital of Kansas." Under this theme we have established two Heritage Backroads in the county, using these interpretive markers:

- The 20-mile Sod & Stubble Country Heritage Backroad features 22 interpretive markers along rock and dirt public county roads honoring the internationally-acclaimed book "Sod & Stubble," author John Ise's 1936 tale of the Kansas homesteading period.
- The Rediscovering Sod-House Days Heritage Backroad is a 15-mile auto tour featuring 25 markers along rock and dirt public county roads honoring the people and places made famous in author Howard Ruede's 1937 classic Kansas book "*Sod-House Days: Letters of a Kansas Homesteader 1877-1878*."

In both cases Osborne County Tourism has already done the groundwork needed for state level designation as a "Backroad." We have created and installed the interpretive markers needed, created and distributed self-guided tour brochures, and erected information kiosks for each tour. Osborne County is not alone in this regard. Our organization represents the work being done by several other communities and counties in this state who are currently developing their own "Backroad" tours for economic benefit.

92% of all the roads in Kansas are considered "rural." It therefore makes economic sense to consider the use of our public rock and dirt roads, as well as our paved roadways, in aiding and diversifying the rural economy of our state. Kansas public county roads are as good as or even better than any Colorado jeep trail or West Virginia coal path – both of which have been designated in those respective states as Official Byways and/or Backroads.

We support Senate Bill 274 because while we can establish Backroads worthy of the public's interest, we need the state's assistance to broadly advertise them. We feel that it is essential that Senate Bill 274 pass, so that Backroads who meet all criteria and gain official state status will be indicated on the Official State Transportation Map and on the Kansas Travel & Tourism website, and that directional signage be erected as designated on Lines 36 through 38 of the Bill.

On behalf of Osborne County Tourism I strongly encourage you to pass Senate Bill 274 for the economic benefit of all of Kansas.

Senate Transportation

3-4-09

Attachment 3

OSBORNE COUNTY TOURISM INTERPRETIVE SIGNAGE



Osborne County Tourism, Inc. (OCT) is an all-volunteer 501(c)3 non-profit corporation established in 2000 to develop and promote tourism in Osborne County, Kansas. The organization has designed, created, and installed outdoor interpretive markers denoting the sites of famous places, people, and events in the county.

Each OCT marker costs \$400.00. To date OCT has erected over 150 markers since 2001 by raising over \$60,000 in local money. The money for each marker came from both businesses and interested individuals.

Each OCT marker consists of the following:

- An 18" x 24" computer-generated paper text insert that is laminated on both sides.
- Plexiglas encases the text insert.
- The 4x4 wood frame is attached to a 7-foot post of pretreated 4x4 wood.
- The top can be removed to replace text inserts as needed.

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Committee
SB 274 - March 4, 2009**

Osborne County Tourism has created two self guided Heritage Backroad auto tours. They are Sod and Stubble and Sod House Days.

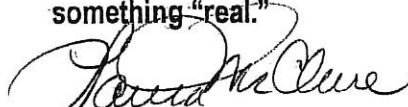
The attached brochures provide a map, and highlights of these self-guided Heritage Backroad tours.

SB 274 was introduced to authorize the Backroads program. It is critical that the Backroads be indicated on the Official State Transportation Map and be linked to the State's Travel and Tourism Web-site.

It is imperative that two small directional signs be installed on the State Highway indicating where the Backroad tours begin.

Dirt roads are an essential part of the Backroad tour experience, and dirt must remain in SB 274.

Backroad tours compliment the increasing public desire to have an opportunity to experience something "real."


Laura McClure, President.

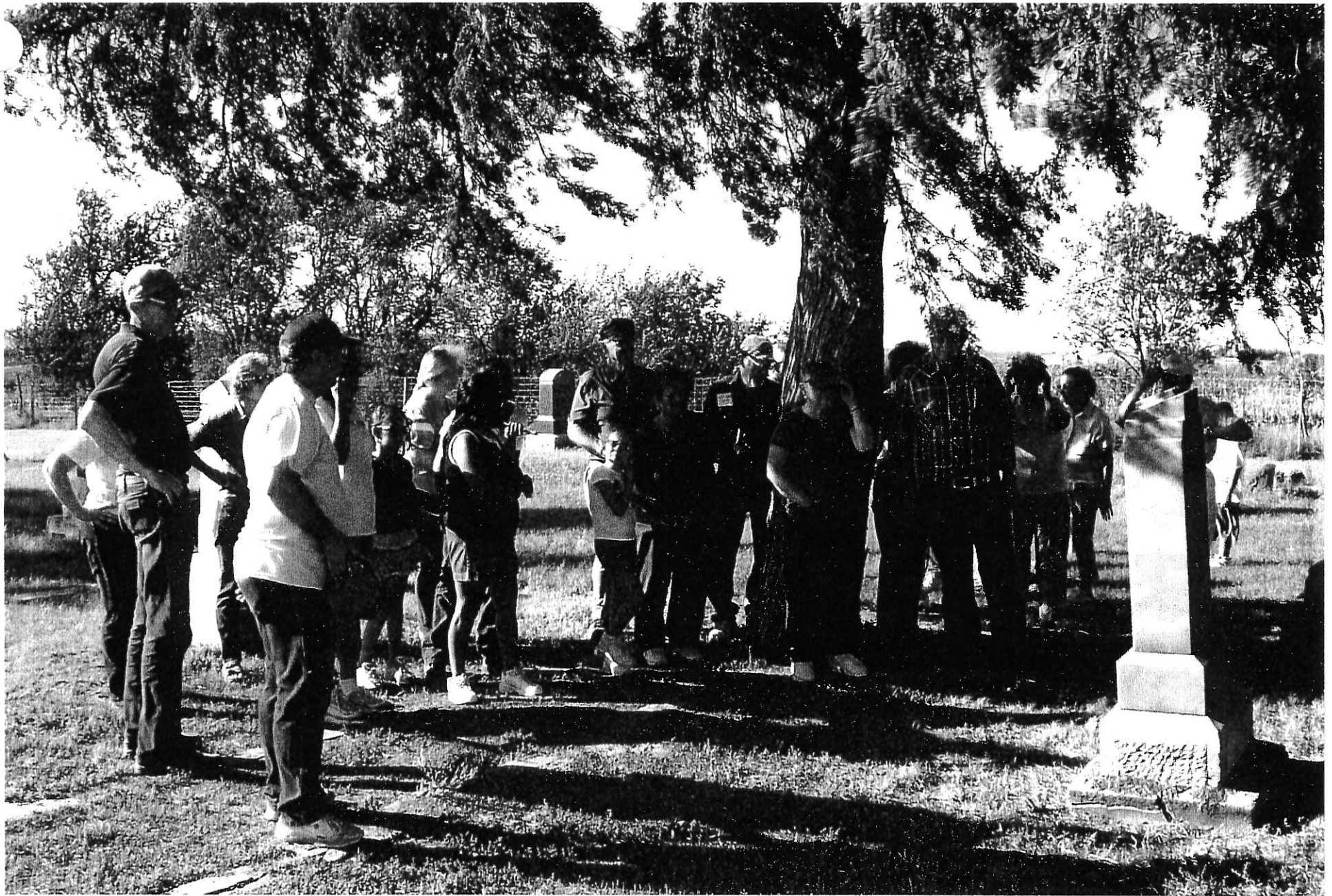


4-2

Guided Car Tour on the Sod & Stubble Country Heritage Backroad



Examining Ise Homestead interpretive marker at Stop #4 on the Sod & Stubble Country Heritage Backroad



Learning of the history of the Rose Valley Cemetery – Stop #12 on the Sod & Stubble Country Heritage Backroad



Rose Valley United Methodist Church, Stop #15 on the Sod & Stubble Country Heritage Backroad



Erecting the Kill Creek Shelterhouse & Picnic Area for the Rediscovering Sod-House Days Heritage Backroad



Kill Creek Shelterhouse & Picnic Area, starting point for the Rediscovering Sod-House Days Heritage Backroad. Note the four interpretive marker kiosks. RIGHT FOREGROUND: the 1949-era Kill Creek Store Monument.



Kill Creek Shelterhouse & Picnic Area, starting point for the Rediscovering Sod-House Days Heritage Backroad, Kill Creek Township, Osborne County, Kansas.

Lucas Area Chamber of Commerce
201 S. Main, P O Box 186
Lucas, KS 67648

Senator Janis Lee
Kansas State Capitol
300 SW 10th
Room 162 – E
Topeka, KS 66612

Dear Senator Lee,

The Lucas Area Chamber of Commerce would like to show our support for SB 274, the Kansas Scenic and Heritage Backroad's act.

The State Designated Post Rock Scenic Byway starts at Lucas and runs 16 miles to Interstate 70. In the middle of the scenic byway in the Smoky Hills region sits Wilson Lake.

Southshore Drive, that winds along the south side of Wilson Lake, is a very beautiful drive and would make a wonderful addition to the Post Rock Scenic Byway. The winding, rolling road starts out as asphalt and ends up as gravel. Along the road are many points of interest such as, Hoodoos (rock formations), an old coal mine, ruins of stone farms and a double arched stone bridge.

The Lucas Area Chamber of Commerce would like to have this road designated a scenic drive as an addition to the Post Rock Scenic Byway. The Kansas Scenic and Heritage Backroad act would enable us to accomplish this.

Your support of SB 274 would be greatly appreciated.

Sincerely,

Connie Dougherty, Director
Lucas Area Chamber of Commerce
201 S. Main, P O Box 186
Lucas, KS 67648

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3-4-09
Attachment 5



Northwest Kansas Travel Council, Inc.
317 N. Pomeroy
P.O. Box 248
Hill City, KS 67642
www.northwestkansas.org

Testimony in Support of Sub SB 274

to the

Senate Committee on Transportation
March 1, 2009

Presented By

Roger Hrabe, Immediate Past-President, Northwest Kansas Travel Council

Committee Chair Umbarger and fellow Committee Members:

My name is Roger Hrabe, and I am Director of Rooks County Economic Development located in Stockton, Kansas. I have been a member of the Northwest Kansas Travel Council (NWKTC) for over 8 years, most recently serving as President in 2008. The NWKTC is an organization of 18 counties in Northwest Kansas stretching from U.S. Highway 281 on the east to the Colorado border on the west, and from Interstate 70 on the south, to the Nebraska border on the north.

With a membership of over 50, the Travel Council has representatives from CVB's, Chambers of Commerce, Economic Development, highway organizations, attractions, and private business. Even though the majority of our membership is from NW Kansas, we also have members from as far away as Salina, Wichita, and Ulysses.

While our mission statement reads, "Committed to the Promotion and Development of Travel in Northwest Kansas," our vision for promoting tourism goes well beyond just the northwest part of the state. It is our belief that the state of Kansas has just scratched the surface on what it can accomplish by increasing promotion of the many things that Kansas has to offer.

I am in support of SB 274 as a means of increasing historical and experiential tourism in Kansas. While scenic "byways" have proven to be popular in Kansas, many of our scenic and historical areas of Kansas will never be a part of the scenic byways program simply because of the requirements of the program. However, many tourists, whether local or out-of-state, would be willing to venture off the beaten path if given the guidance and if given good reason.

By establishing a scenic "backways" program in Kansas, the Kansas Legislature will empower local tourism entities to establish driving routes in their area that will provide

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Attachment 6

the hardy tourist with an educational and authentic experience. After all, when does one really see the "true Kansas" unless they get off the beaten path?

The guidelines for the program have been carefully considered and have proven to very workable by entities such as Osborne County Tourism. Not only have they developed routes that are of interest to local and visitors alike, but they have raised the money to provide the interpretation that is such a necessary part of scenic byways and backways.

The Northwest Kansas Travel Council has always taken the "pull em' up by the boot straps" kind of attitude and has not waited on others to act on our behalf when it comes to tourism development. We know what we have to offer, and we set out each year to not only promote our assets, but also to build on them. With the help of the Kansas Legislature, it is our belief that this program will allow us to build our tourism assets.

I speak for all of Northwest Kansas and the Travel Council when I ask for your support of SB 274 and the creation of a Scenic Backways Program in Kansas.

Thank you for your time and consideration of this proposal.

Roger Hrabe, Director
Rooks County Economic Development

Testimony in Support of Sub SB 274

to the

Senate Committee on Transportation

March 1, 2009

Presented By

Shelia Lampe, Member of The Kansas Sampler Foundation Board of Directors

Past President of Southeast Kansas Tourism Region

Committee Chair Umbarger and fellow Committee Members:

My name is Shelia Lampe; I am a member of the Southeast Kansas Tourism Region and sit on the Board of Directors of the Kansas Sampler Foundation. I have been involved with tourism in the State of Kansas for around 20 years in one capacity or another. I have the pleasure of working with people in 12 counties of Southeast Kansas; Including Allen, Anderson, Bourbon, Cherokee Crawford, Labette, Linn, Miami, Montgomery, Neosho, Wilson and Woodson. I also, have the distinct honor of working with The Kansas Sampler Foundation which has no boundaries. It represents all rural communities in Kansas. The Sampler's mission statement is simply this: "Our mission is to preserve, sustain, and grow rural culture by educating Kansans about Kansas and by networking and supporting rural communities. The cause is to keep every town viable that shows the will and spirit to help itself."

These organizations represent people from Chambers of Commerce, CVB to attractions and private citizens and businesses. Many of these very small cities and rural communities have wonderful attractions with no means to promote them. What better way to help our communities to "help themselves" than to encourage people to get off the beaten path! Our economy is in a crisis. The silver lining of this is, that people are exploring closer to home. One very good example is the Heritage trail, The Blood on Ice Trail. (The saga of the Creek Indian Opothle Yahola) This trail stretches from Coffee, through Allen, Woodson and Wilson counties. It could become a very viable tourist destination. Steps have been taken to start it on its way, but as of today it still needs signage to be erected in parts of the trail. The funds are slowly being accumulated, but much of this trail is off the beaten path and has to be traveled on gravel county roads. This requires more signage than it would on a highway or well traveled road.

The Kansas Sampler Foundation has a motto "Dare to Dirt" what better way to be able to "Do Dirt" than to allow those areas that may not meet the criteria for a Scenic-By-Way

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Attachment 7

to empower themselves to be a part of a "Backways" program. This program would help to continue to grow our local economies. By empowering local Agri-tourism programs, small R.V. parks, nature based venues ECT. This would allow exploring tourist to find many of our small towns that don't have a major highway access, but wonderful restaurants and attractions. With the help of the Kansas Legislature, I believe that we can help build, not only the tourism industry, but help our rural areas in the process!

I ask for your support of SB 274 and the creation of the Scenic Backways Program in Kansas.

Thank you for your time and consideration of this proposal.

Shelia Lampe

Kansas Sampler Board Member

SEKTR Member

Main Identity from Jleeacernb

From: "Emma Crites" <decrites@twinmounds.com>
To: <Janis.Lee@senate.ks.gov>
Sent: Saturday, February 28, 2009 5:18 PM
Subject: Testimony for Senate Bill 274

My name is Emma Crites, I live in Wilson County in Southeast Kansas and serve on the Freedom's Frontier National Heritage Area Planning Committee.

The Wilson County story that ties into the Heritage Area concerns the thousands of residents in Indian Territory in 1861 who did not sympathize with the Confederates and had to begin an exodus into Kansas Territory to escape being drawn into the already declared war.

Our rivers, Fall and Verdigris, were the highways out of Indian Territory that nearly 10,000 escapees had to use to find their way to what they thought would be sanctuary provided by President Lincoln and his military. They had been attacked while still in Indian Territory and had to flee without their belongings, clothing and food into the worst weather imaginable.

There are only gravel roads along these very scenic rivers into Wilson County where Ft. Row once stood. The frozen refugees were later taken to Woodson and Coffee Counties for medical attention and food such as it was.

These roads now lead merely along beautiful scenes and quiet country as time as left nothing behind to mark where the supposed sanctuaries were. At the present time these scenes will not meet the criteria set up by the committee but are we to leave them unmarked and unseen?

I ask that you consider there are other forms of tourism as well as those with a carrot dangling at the end.

Sincerely,
Emma Crites
Member of Fredonia Tourism Committee

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Attachment 8

**TESTIMONY BEFORE
SENATE TRANSPORTATION COMMITTEE
REGARDING SENATE BILL 274
RELATED TO SCENIC AND HERITAGE BACKROADS**

March 4, 2009

Mr. Chairman and Committee Members:

I am Scott Shields, State Scenic Byway Coordinator for the Kansas Department of Transportation (KDOT). I am here to provide testimony about Senate Bill 274 concerning the establishment of a Kansas Scenic and Heritage Backroads Act.

KDOT currently administers a Backroads Program. The proposed legislation would make the following changes to the existing program (1) it requires all designated backroads routes to be identified on the state highway map and (2) it allows all public county roads to be eligible not just maintained county roads.

KDOT has some concerns about the mapping requirement. Our state map focuses on state highways and although it does identify major county roads, their route numbers are not labeled. Many routes eligible to be backroads are not currently identified on the map and would be difficult to display in a meaningful way. Our concern is that having to identify these additional routes will cause the map to become cluttered and hinder the overall effectiveness of it. Adding these routes to the legend would create some difficulties as well since there is limited space and font-size requirements that must be met to be compliant with the Americans with Disabilities Act. It's our recommendation that SB 274 be amended to allow some discretion with the mapping requirements.

State maps are issued every two years and the latest map is currently being printed. Thus, if SB 274 as currently drafted passes, the earliest backroads would appear on the map would be in 2011. Or the maps would have to be redesigned and printed, which would cost approximately \$231,000.

Finally, we also have concerns about allowing all county roads to be eligible. Currently, we require that the roads be maintained, which means the county must at a minimum grade them. We have some safety concerns with the state encouraging drivers to travel on unmaintained roads. Again, we would recommend amending the bill to allow some discretion in this area.

Thank you for your time, I will gladly stand for questions.



Choose a Byway to explore or find out more about the Byways [Home](#) | [About](#) | [Calendar](#) | [News](#) | [Links](#)

- Flint Hills
- Frontier Military
- Glacial Hills
- Gypsum Hills
- Native Stone
- Post Rock
- Prairie Trail
- Smoky Valley
- Wetlands & Wildlife

Visit Kansas Scenic Byways on America's Byways site:



Visit Kansas Dept. of Commerce Travel & Tourism:



For more information about Kansas Scenic Byways, contact:

Kansas Department of Transportation
700 SW Harrison Street
Topeka, KS 66603-3754

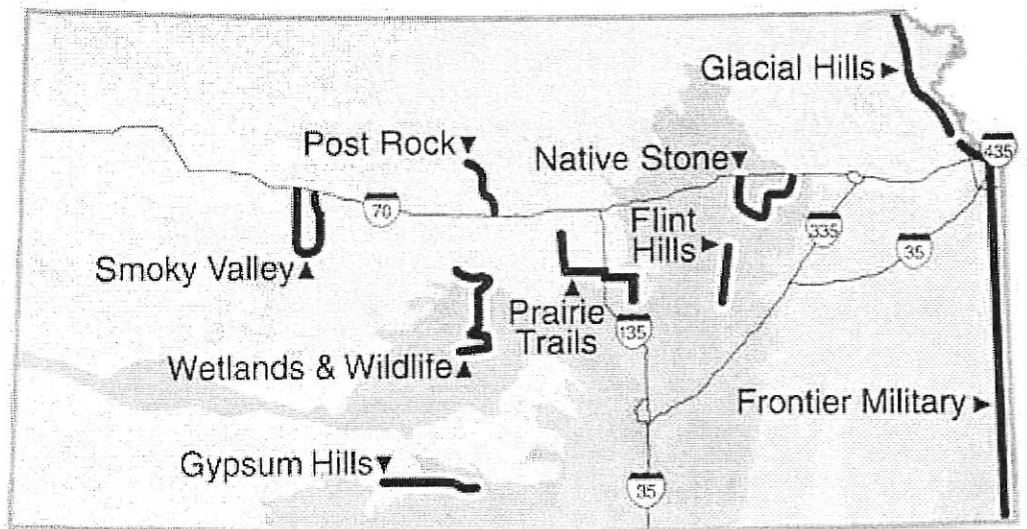
Sue Stringer
KDOT Local Byway Liaison



Welcome to Kansas Scenic Byways

Kansas has nine scenic byways, two of which are National Scenic Byways. In addition to being beautiful drives, the byways each have a fascinating history and an abundance of activities to enjoy.

If you were to travel all of Kansas you'd encounter 11 physiographic regions that represent an amazing variety in terrain, wildlife, and living styles. The Kansas Scenic Byways traverse eight of these regions.



See larger map.

Download Kansas Scenic Byways brochures (PDFs, about 2MB each)

- Flint Hills Scenic Byway
- Frontier Military Scenic Byway
- Glacial Hills Scenic Byway
- Gypsum Hills Scenic Byway
- Native Stone Scenic Byway
- Post Rock Scenic Byway
- Prairie Trail Scenic Byway
- Smoky Valley Scenic Byway
- Wetlands & Wildlife Scenic Byway

787 6-8669
800 1-6966

Scott Shields
KDOT State Byway
Coordinator
785-296-0853

Download Kansas Scenic Byways Fun Facts brochures (PDFs, about 2MB each)

- Kansas Wildflower Poster
- Farms & Ranches
- Birds & Wildlife
- Grasses, Trees, Wildflowers & Shrubs
- Roads, Highways & Byways of Kansas
- Architecture
- Weather
- Rocks, Fossils and the Landscape of Kansas

Kansas Scenic Byways offer all kinds of adventures.

Every byway offers something special -- here are some ideas if you're just starting out.

- **Art:** Post Rock Scenic Byway
- **Birds and wildlife:** Wetlands & Wildlife National Scenic Byway
- **Civil War history:** Frontier Military Scenic Byway
- **Kansas Native American history:** Gypsum Hills Scenic Byway
- **Native limestone:** Native Stone Scenic Byway
- **Oldest Kansas:** Glacial Hills Scenic Byway
- **Prairie transition:** Smoky Valley Scenic Byway
- **Ranch lands and the tallgrass prairie:** Flint Hills National Scenic Byway
- **Ethnic heritage:** Prairie Trail Scenic Byway

Did you know that Kansas...

- has 9 scenic byways, 2 of which are national scenic byways
- scenic byways total 578 miles
- roads total approximately 135,000 miles
- ranks 4th in public road miles
- is 83,000 square miles in area
- has a population of 2.7 million people
- ranks 32nd in population among the 50 states

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Kansas Backroads Program

KANSAS SCENIC BYWAYS COMMITTEE

Kansas Backroads Vision Statement

Adopted July 22, 2008

The Kansas Backroads Program is an initiative to help local sponsors identify and promote local routes offering unique, rewarding experiences for visitors traveling off the state highway system. Local sponsors are responsible for maintaining or improving the roads, as well as preserving or enhancing the visitor experience and marketing their designated backroads. While many local roads are enjoyable drives, the focus of this program is the special backroads in the State; that is, those routes that provide unique, rewarding experiences for the visitor willing to get "off the beaten path."

Evaluation Criteria and Application Requirements

- Public county roads designated as backroads must be wide enough for two-way traffic.
- Designated roads shall meet low volume rural road maintenance standards established by the county and signed according to the MUTCD. Minimum maintained/or private roads will not be considered.
See <http://mutcd.fhwa.dot.gov/pdfs/2003r1r2/ch5.pdf>
- The route should be lightly traveled (minimal commercial and industrial traffic except for seasonal harvest).
- The route must be clearly defined with a starting and ending point.
- The route should have outstanding natural features, vistas, and/or native vegetation that set it apart from other county roads in the eyes of the traveler.
- An application form shall be submitted to the Kansas Scenic Byways Committee for their evaluation and approval. Application forms may be obtained from the Kansas Scenic Byways Program.
- Intrinsic qualities must be clearly defined (i.e. scenic, cultural, archeological, historical, heritage, etc...). The local community sponsors shall provide an inventory of the intrinsic qualities, attractions, visitor's experiences (positive and negative) and amenities.
- The length of the back road should be appealing to the visitor.
- Documentation of local support and public involvement must be provided. A signed county commission resolution that includes documentation on how the route's intrinsic qualities are going to be preserved, enhanced and promoted, and how the route is to be maintained shall be submitted. The plan should also address safety issues like traveling on wet or snow packed roads and off-road parking for viewing attractions or scenic vistas. A marketing plan with a map showing the route and attractions shall also be provided.
- A flyer (map included) of the designated route should be provided. The flyer must be available on a local website for visitors to download. If a proposed route is approved by the Kansas Scenic Byways Committee, a link will be available on the Kansas Department of Commerce Travel and Tourism and Kansas Department of Transportation Scenic Byway websites. Additionally, printed copies should be available for the traveling public.
- The KSBC reserves the right to limit the number of approved Backroads per county.
- The State will conduct regular reviews of the status of the Backroads.
- Route markers shall be provided by local sponsors.
- If the backroad intersects a state or federal highway system, then the State may consider signage at those intersections with a travel attraction application submitted by the local sponsors to Kansas Department of Commerce Travel and Tourism for approval.

TO: Senate Transportation Committee

FROM: Deann Williams, Bureau Chief
Motor Carrier Services Bureau

DATE: March 4, 2009

SUBJECT: House Bill 2023

Mr. Chairman and members of the Senate Transportation Committee:

My name is Deann Williams, Bureau Chief, Motor Carrier Services, Division of Vehicles, Kansas Department of Revenue. I appear here today in support of House Bill 2023.

During the 2006 legislative session the passage of SB 373 required Kansas to implement PRISM (Performance Registration Information Systems Management). PRISM is a federally funded program that requires states to tie registration and safety together. Below is a brief program overview... a motor carrier may be placed out of service by the Federal Motor Carrier Safety Administration (FMCSA) for serious safety violations, such as failure to pay fines, failure to comply with findings of a safety investigation, imminent hazard declaration, etc. This is not something that happens overnight, the process may take six months or longer. The motor carrier has been given ample opportunities to comply with FMCSA, but for some reason the carrier does not to comply and an out of service order is issued. Once the out of service order is issued, my office is notified and we issue a "tag pick up order" to the Kansas Highway Patrol. The Patrol then picks up all listed apportioned IRP (or International Registration Program) tags and cab cards and returns them to my office. Once the motor carrier has come into compliance with the Federal Out of Service Order, a reinstatement letter is then issued, and the motor carrier may apply to have their apportioned tags reissued.

The language in HB 2023 is very simple and addresses a loophole that we have witnessed over the past two years. If the apportioned tag office revokes registration, some carriers will request their local county treasurer to issue registration to the same vehicles that have been placed out of service by FMCSA. We have also placed language in this bill that would prohibit a carrier from operating intrastate if a carrier's authority has been cancelled, or if a KCC order has been generated ordering the carrier to cease intrastate operations. KDOR would notify the county treasurers' office of the order and they would issue a "tag pick up" order requesting local law enforcement to pick up the county tags and return them to their office. The loss of the registration plate will make the carrier a target to law enforcement and contribute to voluntary carrier compliance. We have observed successes in compliance from the IRP revocations through PRISM. Once again, when compliance has been achieved, the motor carrier will receive reinstatement papers and tags can be reissued. We believe this will enhance the states' ability to keep the unsafe motor carriers off the road.

The Kansas Corporation Commission, Kansas Highway Patrol and the Kansas Motor Carriers Association have worked together on the language of this bill.

This concludes my testimony; I would be pleased to respond to questions at the appropriate time.

KANSAS TRUCKING CONNECTION – MOTOR CARRIER
KANSAS CORPORATION COMMISSION (KCC) BUILDING
1500 SW ARROWHEAD ROAD, TOPEKA, KS 66614
Voice 785-271-3145 Fax 785-271-3283 <http://www.ksrevenue.org>

Senate Transportation
3-4-09
Attachment 11



Kansas Motor Carriers Association

Trucking Solutions Since 1936

LEGISLATIVE TESTIMONY

By the

Kansas Motor Carriers Association

Before the

Senate Transportation Committee

Senator Dwayne Umbarger, Chairman

Wednesday, March 4, 2009

Michael Topp
TT&T Salvage & Towing, Inc.
President

Mike Miller
Miller Trucking, LTD
Chairman of the Board

Larry Dinkel
Mitten Trucking, Inc.
First Vice President

Jason Hammes
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Distribution
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Larry "Doc" Criqui
Kansas Van & Storage
Criqui Corp.
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Ken Leicht
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Circle K Transport, Inc.
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Mike Ross
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ProTruck PAC Chairman

Tony Gaston
Rawhide Trucking
Foundation Chairman

Bill Johnston
Northcutt, Inc.
Allied Industries Chairman

Tom Whitaker
Executive Director

MR. CHAIRMAN AND MEMBERS OF THE SENATE TRANSPORTATION COMMITTEE:

I am Kevin Gregg, Director of Industry Relations for the Kansas Motor Carriers Association. I appear before you today in support of HB 2023, a bill which will serve the trucking industry and the motoring public by adding one more tool for enforcement officials to use in getting unsafe carriers off the road.

The PRISM (Performance Registration Information Systems Management) program is a national initiative that couples a carrier's registration privilege with the safe operation of their vehicles. PRISM allows the Kansas Department of Revenue (KDOR) to revoke the tags from the vehicles of unsafe carriers. However, the prior legislation does not prevent that same carrier from going to their county office after the Kansas Highway Patrol has removed the carriers tags, registering the vehicles at the county level and continuing to operate. HB 2023 would permit KDOR to notify the county office of the tag revocation to prevent the re-registration of a vehicle that has been placed out of service, until such time as the carrier can prove that the vehicle has been brought back into compliance with FMCSA (Federal Motor Carrier Safety Administration) and Kansas Corporation Commission (KCC) guidelines.

HB 2023, very simply, will help keep unsafe vehicles off of our roadways by facilitating communication between the Federal, State and county regulatory authorities.

Thank you for your consideration, and I would be pleased to respond to any questions from the Committee.