

MINUTES OF THE SENATE TRANSPORTATION COMMITTEE

The meeting was called to order by Chairman Dwayne Umbarger at 4:05 p.m. on March 17, 2010, in Room 548-S of the Capitol.

All members were present.

Committee staff present:

Bruce Kinzie, Office of the Revisor of Statutes
Jill Shelley, Kansas Legislative Research Department
Cindy Shepard, Committee Assistant

Conferees appearing before the Committee:

Pat Hurley, Economic Lifelines
Andy Sanchez, Executive Secretary-Treasurer, Kansas AFL-CIO
Bernie Koch, Kansas Economic Progress Council
John Cassidy, Topeka Metropolitan Transit Authority
Christy Caldwell, Vice President, Greater Topeka Chamber of Commerce
Whitney Damron, City of Topeka
Joe Erskin, Deputy Secretary of Finance, Kansas Department of Transportation

Others attending:

See attached list.

The Chairman opened the continued hearings on **SB 498 - Transportation works for Kansas program, financing** and **SB 515 - Transportation works for Kansas, financing, sales tax on motor-vehicle fuels.**

Pat Hurley, appeared on behalf of Economic Lifelines, which Mr. Hurley noted, is a large statewide coalition organized in the mid-1980's to provide broad community and industry support for passage of comprehensive transportation programs. His remarks focused on three main areas: the current status of transportation in Kansas, why we need a new program at this time, and the benefits it will bring to the entire state.

According to Mr. Hurley, the result of no new funding would be the deterioration of the state system to the condition it was in during the mid-eighties before either comprehensive program was enacted. More than 100,000 jobs were created by the previous two programs, generating millions of new dollars from sales and income taxes that went into the State General Fund. In the past two decades, each transportation program was the largest single economic development and jobs program in the state of Kansas.

He concluded his testimony stating that the enactment of a new Comprehensive Transportation Program this session is the only permanent action which can truly begin to have an immediate impact on addressing the state's unprecedented economic dilemma. It will jump-start the economy, put thousands of unemployed Kansans back to work, generate substantial new revenue going into the general fund and at the same time continue to maintain the state's and the communities' critical infrastructure and transportation needs (Attachment 1).

Andy Sanchez, Executive Secretary-Treasurer, Kansas AFL-CIO, presented testimony in favor of **SB 498** and **SB 515** as they relate to a new highway program, jobs and the Kansas economy. He stated that his organization is made of union affiliates, and the cornerstone of organized labor is having a job with benefits. Construction, Trade and Transportation are amongst the top three industries reported in statewide job losses over the past year. A poor economy has us mired in the current recession and clearly what is missing is job creation. Mr. Sanchez noted one local union has more than 60% of their membership out of work. He provided statistics for Kansas county unemployment rates for January 2010 (Attachment 2).

Bernie Koch, representing the Kansas Economic Progress Council, stated that they support pro-growth policies for communities and the state, which is why they support a new transportation program. According to Mr. Koch, Area Development Magazine, a leading publication covering corporate site selection and relocation, listed in its latest survey of corporate executives that 92.9% said highway accessibility was either important or very important. Also noted, that if a site does not have good infrastructure access for suppliers, customers and employees, it will be eliminated from consideration.

CONTINUATION SHEET

Minutes of the Senate Transportation Committee at 4:05 p.m. on March 17, 2010, in Room 548-S of the Capitol.

Mr. Koch continued with details about his job elimination in Wichita due to the recession, and his recent employment in Oklahoma at the Tulsa Metro Chamber of Commerce. He commented on the road conditions in Oklahoma being much worse than in Kansas, noting a joint report by the American Association of State Highway and Transportation Officials and The Road Information Program, ranking Tulsa as having the ninth highest percentage of poor roads in the nation, while Oklahoma City ranked fifteenth. Oklahoma roads are so poor because the state does not have the political will to raise the revenue it needs to take care of them.

Mr. Koch noted a statement from the Oklahoma Turnpike Authority web site that the Oklahoma Department of Transportation has been inadequately funded to provide for the maintenance of its existing highway system and also construct new routes required by expanding road usage and the demand for urban expressways. In conclusion, he said that Secretary Miller's statement, regarding a loss of more than a billion dollars to the Kansas Comprehensive Transportation Program due to diversions to other parts of the state budget, worries him that we are becoming like Oklahoma. He urged favorable consideration to the revenue enhancements of **SB 498** or **SB 515** that will allow us to maintain and improve our transportation system (Attachment 3).

John Cassidy, testified on behalf of Janlyn Nesbett-Tucker, CEO of the Topeka Metropolitan Transit Authority. He noted that from 2004 to 2008 the annual ridership totals increased from 1.2 million daily tips to almost two million in a city with only a population of 125,000. Rapidly aging baby boomers will need our transit service more than ever and society is placing ever increasing demands on our limited energy resources. According to Ms. Nesbett-Tucker, Mr. Cassidy stated fully funding public transit is imperative to maintaining the mobility necessary to carry us into a prosperous future (Attachment 4).

Christy Caldwell, Vice President, Greater Topeka Chamber of Commerce, spoke in favor of a new comprehensive transportation plan. She spoke of the leadership of the 1989 Legislature and Governor Mike Hayden had for the first transportation program, and the 1999 Legislature and Governor Bill Graves continued with the second transportation program. She referred to the positive outcome in the Topeka community from both programs, noting the widening of a stretch of South 75, allowing the location of a new industrial park built adjacent to the highway. This brought two national distribution centers to the area, creating approximately 1,000 new jobs, and the Chamber continues to see other companies interested in locating in the park. She stated that the leadership of the previous legislators needs to continue and once again fund a transportation plan that is this legislature's legacy and our state's future.

Ms. Caldwell called attention to further needs in Topeka/Shawnee County beginning with the rebuilding of the Polk-Quincy Viaduct in downtown Topeka. Over the last couple of years, federal funding has been received for KDOT to begin the planning process, and hopefully a new state transportation program can bring both state and federal resources to reconstruct and realign the Polk-Quincy Viaduct. Passage of either **SB 498** or **SB 515** provides a new transportation program, it will take public dollars, and the Topeka Chamber is prepared to support a realistic funding package that assures our state's transportation system is maintained and improved as it has been over the last 20 years. She provided copies of the City of Topeka Resolution NO. 8128, and Shawnee County Resolution NO. 2008-165 (Attachment 5).

Whitney Damron, appeared on behalf of the City of Topeka in support of legislation creating a new comprehensive transportation plan. He discussed the 2008 Joint City of Topeka and Shawnee County Resolution, concerning the enactment by the Kansas Legislature of a new statewide comprehensive transportation program. The resolution expressed support for a broad range of transportation improvements including state and local projects, public transit expansion, aviation improvements, rail service as well as bicycle and pedestrian trails. Mr. Damron referred to the 0.05% sales tax increase adopted by the City of Topeka voters on April 7, 2009, to be used exclusively for costs of maintenance and improvements of existing City streets, gutters, curbs, sidewalks, alleys and street lighting.

According to Mr. Damron, the state's economy is under tremendous pressure, making a new transportation plan challenging to implement. That is why funding mechanisms contained in both **SB 498** and **SB 515** delay increases in traditional funding streams for three years, and passage of a new program will allow cities and counties to plan for the needs of their citizenry and create opportunities for economic growth in the years ahead (Attachment 6).

CONTINUATION SHEET

Minutes of the Senate Transportation Committee at 4:05 p.m. on March 17, 2010, in Room 548-S of the Capitol.

Written testimony in support of was submitted by:

Ashley Sherard, Vice President, Lenexa Chamber of Commerce ([Attachment 7](#))

Ron Gaches, Executive Director, Kansas Society of Professional Engineers ([Attachment 8](#))

Todd M. LaTorella, P.E., Executive Director, MO/KS Chapter, American Concrete Pavement Association ([Attachment 9](#))

Erik Sartorius, on behalf of the City of Overland Park ([Attachment 10](#))

Jack Taylor, Executive Director of S.P.I.R.I.T. (Southwest Passage Initiative for Regional & Interstate Transportation) ([Attachment 11](#))

There being no further conferees, the hearings on **SB 498** and **SB 515** were closed.

The Chairman called on Kansas Department of Transportation (KDOT) for additional information relating to **SB 498** and **SB 515**.

Joe Erskine, Deputy Secretary of Finance, (KDOT), provided information for consideration relating to debt management tools. He stated that due to the raiding of the Highway Fund over the last ten years, there is an estimated \$850 million preservation gap. KDOT needs flexibility to utilize bonding programs such as Build America Bonds, with 25-year debt service verses 20-year debt service. He offered language in a proposed balloon amendment from KDOT which allows that flexibility ([Attachment 12](#)).

Deputy Secretary Erskine referred to the Gap Chart provided at the March 10 hearing ([see Attachment 3 in March 10 minutes](#)), and stated that there was revenue available for light duty preservation, but would not have the funds for heavy duty preservation without any new revenue enhancements. He noted KDOT has a strong policy stance to not issue debt for light duty preservation. Bridge replacement and reconstruction of highways would fall under heavy duty preservation, and would be eligible for utilizing bonding.

Summary of funding scenarios were distributed for review ([Attachment 13](#)). Chairman Umbarger requested KDOT be available tomorrow at the regularly scheduled meeting, and at an additional meeting scheduled on adjournment, to work the bills.

The meeting was adjourned at 5:50 p.m. The next meeting is scheduled for March 18, 2010.

SENATE TRANSPORTATION COMMITTEE GUEST LIST

DATE: *3/17/2010 Afternoon*

NAME	REPRESENTING
<i>Reed Davis</i>	<i>KDOT</i>
<i>DAN RAMLOW</i>	<i>KS CONTRACTORS ASSN</i>
<i>Peter Van Sickle</i>	<i>KDOT</i>
<i>Daniel Wadsworth</i>	<i>KDOT</i>
<i>Jerry Younger</i>	<i>KDOT</i>
<i>Terry Heidner</i>	<i>KDOT</i>
<i>Lindsey Douglas</i>	<i>KDOT</i>
<i>Ron Seebur</i>	<i>KGFA</i>
<i>John Cassidy</i>	<i>Topeka Transit</i>
<i>Andy Sanchez</i>	<i>KS AFL-CIO</i>
<i>KEVIN GREGG</i>	<i>KMCA</i>
<i>Tom Whitaker</i>	<i>KMCA</i>
<i>Bernie Koch</i>	<i>Ks Economic Progress Council</i>
<i>Cheryl Caldwell</i>	<i>Topeka Chamber of Commerce</i>
<i>Wally Moses</i>	<i>Strategic Cons of Kansas</i>



700 SW JACKSON ■ SUITE #206 ■ TOPEKA, KANSAS 66603
(785) 233-0220 ■ FAX (785) 233-5440

Mr. Chairman and members of the Senate Transportation Committee:

I am Pat Hurley and appear on behalf of Economic Lifelines which is a large statewide coalition organized in the mid-1980's to provide broad community and industry support for passage of comprehensive transportation programs. We have grown significantly since then and attached is a list of current member organizations. You have heard from many of our members in these hearings .

Our primary role has been to work with cities, counties, local chambers and economic development groups , airports and public transit associations and all segments of the transportation industry to identify the transportation needs of their respective communities over the next several years.

They did so successfully in support of the passage of both the 1989 and 1999 programs and have been doing so again in support of a new program for the future. As a result of their work, formal Resolutions have been adopted by every county and more than 100 cities identifying their future transportation needs and expressing their support for passage of a new comprehensive program.

Attached is a list of those cities and counties and a map showing the same on a statewide basis. We have distributed to each of you those Resolutions from your respective Senatorial Districts.

In the remainder of my remarks I want to focus on three areas : the current status of transportation in Kansas , why we need a new program at this time , and the benefits it will bring to the entire state.

You heard yesterday, that an article was just published ranking the state's road system as #1 in the nation. Some might argue we therefore don't need another program.

But recall KDOT's testimony in these hearings. They told you that without increased funding from a new state program , they will only have sufficient funding available to meet about 50 % of the Preservation needs over the next ten years and NONE of the critical Modernization or Enhancement needs identified by KDOT and the cities , counties, and the modes. And that assumed KDOT would continue to receive federal funding at the current level .

The result of no new funding would be the deterioration of the state system to the condition it was in during the mid-eighties before either comprehensive program was enacted. That is the reality the state is facing without a new transportation program.

Senate Transportation
3-17-10 p.m.
Attachment 1

Some have argued that there are no real economic benefits to the state or local economies from a transportation program. Nothing could be further from the truth. Numerous national and state studies have conclusively demonstrated that such past programs have in fact produced tens of thousands of jobs, had direct and indirect economic impacts both statewide and locally, and as a side benefit have generated millions of new dollars from sales and income taxes going into the general Fund to benefit other programs.

Who in Wichita would argue that the K-96 Northeast Bypass has not produced tremendous economic growth and benefits to that area; or that the I-70 and 110th Street Interchange in Kansas City Kansas was not the key to the phenomenal explosion of NASCAR, and Village West, and The Legends, and now Cerner coming to that area; or that the I-435 & Nall /Roe Interchange was not the conduit to the construction of the gigantic Sprint Campus in Johnson County. And those are just a few examples of the scores of communities that could stand before you and cite similar projects that have been a tremendous boon to their areas and their economic growth.

In short each of the past two Comprehensive Transportation Programs was the largest single economic development / jobs programs in the state of Kansas in the last two decades.

So it appears that the state today is faced with a choice of two paths it can follow in dealing with this unprecedented economic and fiscal crisis .

The first choice is the path of doing nothing but eliminating the \$100 million deficit in FY 2010 and the \$400 to \$500 million deficit in FY 2011 by further budget cuts and/or modest revenue enhancements. But that choice achieves only a zero ending balance in each year and creates further large deficits for at least the following one or more fiscal years with no permanent benefit to the growth of the state's economy.

The other and better choice is to simultaneously enact the model program that has proven to jump start the economy immediately, put thousands of unemployed Kansans back to work, generate substantial new revenue going into the general fund, and at the same time continue to maintain the state's and communities' critical infrastructure and transportation needs . And that can all be achieved by enactment of a new Comprehensive Transportation Program this session.

In the final analysis, that is the only permanent action which can truly begin to have an immediate impact on addressing the state's unprecedented economic dilemma.

You have two bills before you each of which has a controversial new funding component based on much of the testimony you have received.

In one it's the indexing of motor fuels taxes; in the other it the application of the sales tax to motor fuels.

I would simply like to review for you the funding elements of the 1989 and 1999 programs which

proved less controversial. In fact the 1999 program passed by more than seventy percent in each house.

Each of those programs contained a specific increase in the motor fuels tax phased in, a specific increase in registration fees on cars and trucks, a specific percentage of the state sales tax as a direct deposit into the highway fund, and a specific amount of authorized bonding authority.

We believe that for any chance of passage of a truly meaningful transportation program this session, it should contain some amount of each of these elements and it must come out of this committee. For no other committee will have the time to do that amount of analysis and work on a funding package for transportation

If you do so we promise that Economic Lifelines will provide the public support to support you in this endeavor.

Thank you . I would stand for any questions.



ECONOMIC LIFELINES MEMBER ORGANIZATIONS

<p> AAA of Kansas Arkansas City Chamber of Commerce Berry Companies Bowers Civil Engineering (Olathe, KS) City of Great Bend Construction and General Laborers Local 1290 Dodge City Chamber of Commerce Emporia Chamber of Commerce Finney County Economic Development Corporation Great Bend Airport Great Bend Chamber of Commerce Heavy Constructors Association of Greater Kansas City Highway 69 Association Jobs, Inc. Kansas ACEC Kansas AFL-CIO Kansas Aggregate Producers Association Kansas Asphalt Pavement Association Kansas Association of Airports Kansas Association of Counties Kansas Chamber of Commerce Kansas City Chamber of Commerce Kansas City, Kansas Chamber of Commerce Kansas Contractors Association </p>	<p> Kansas Good Roads, Inc. Kansas Motor Carriers Association Kansas Public Transit Association KS Ready Mix Concrete Association Lawrence Chamber of Commerce League of Kansas Municipalities Lenexa Chamber of Commerce MAMTC (Overland Park, KS) Manhattan Chamber of Commerce MO/KS American Concrete Pavement Association Olathe Chamber of Commerce Operating Engineer Local 101 Overland Park Chamber of Commerce Parsons Chamber of Commerce Pittsburg Area Chamber of Commerce Reno Chamber of Commerce Salina Chamber of Commerce Shawnee Chamber of Commerce SouthEast Kansas Inc. Southwestern Association SPIRIT Topeka Chamber of Commerce Watco Companies Wichita Chamber of Commerce </p>
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Statewide Support for Transportation Program: Support in all 105 counties



CITIES

Abilene
Andover
Anthony
Arkansas City
Arma
Atchison
Basehor
Bel Aire
Beloit
Burlington
Caney
Chapman
Cimarron
Clay Center
Clearwater
Coffeyville
Colby
Concordia
Cottonwood
Falls
Deerfield
Derby
Dodge City
Edgerton
Edwardsville
Emporia
Enterprise
Fairway
Fredonia
Ft. Scott
Garden City

Garnett
Goodland
Gove City
Grainfield
Great Bend
Greensburg
Hesston
Hiawatha
Holton
Hope
Iola
Johnson
Junction City
Kansas City
Kingman
Lakin
Lansing
Larned
Lawrence
Leavenworth
Lenexa
Leoti
Louisburg
Lyons
Manhattan
Marion
McPherson

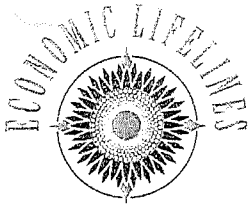
Mission
Mound City
Mulvane
Neodesha
Newton
Oakley
Olathe
Osage City
Osborne
Ottawa
Overland Park
Park City
Parsons
Peabody
Phillipsburg
Pittsburg
Pratt
Russell
Salina
Sedgwick
Seneca
Shawnee
Solomon
Sterling
Stockton
St. George
Strong City
Tipton
Tonganoxie
Topeka
Udall

Ulysses
Valley Center
WaKeeney
Walton
Wamego
Washington
Wellington
Westwood
Wichita
Winfield
Woodbine
Yates Center
COUNTIES
Allen
Anderson
Atchison
Barber
Barton
Bourbon
Brown
Butler
Chase
Chautauqua
Cherokee
Cheyenne
Clark
Clay
Cloud
Coffey
Comanche
Cowley

Crawford
Decatur
Dickinson
Doniphan
Douglas
Edwards
Elk
Ellis
Ellsworth
Finney
Ford
Franklin
Geary
Gove
Graham
Grant
Gray
Greeley
Greenwood
Hamilton
Harper
Harvey
Haskell
Hodgeman
Jackson
Jefferson
Jewell
Johnson
Kearny
Kingman
Kiowa
Labette

Lane
Leavenworth
Lincoln
Linn
Logan
Lyon
Marion
Marshall
McPherson
Meade
Miami
Mitchell
Montgomery
Morris
Morton
Nemaha
Neosho
Ness
Norton
Osage
Osborne
Ottawa
Pawnee
Phillips
Pottawatomie
Pratt
Rawlins
Reno
Republic
Rice
Riley
Rooks

Rush
Russell
Saline
Scott
Stanton
Stevens
Sumner
Thomas
Trego
Wabaunsee
Wallace
Washington
Wichita
Wilson
Woodson
Wyandotte



700 SW JACKSON ■ SUITE #206 ■ TOPEKA, KS 66603
(785) 235-0220 ■ FAX (785) 233-5440

March 16, 2010

Dear Legislators:

We hope that the enclosed documents will be helpful to you as you consider the Transportation Works for Kansas program funding. What you will find in this packet is a resolution signed by your home cities & counties in support of transportation funding and a list of the members of Economic Lifelines.

These resolutions have been signed by the municipalities that you represent because they wanted to be sure that you, their elected officials, understand how important this funding is to energizing the local economies that have been so strained by the recent economic downturn.

Resolutions have been signed in 107 cities and ALL 105 counties in Kansas.

Economic Lifelines is the statewide coalition of organizations and community groups which provide the grassroots support for Comprehensive Transportation Programs in Kansas. Its members, who represent construction companies and a range of economic development groups including more than 20 local chambers of commerce, believe that the economic development and jobs that are generated by such programs are vital to the stability and growth of the Kansas economy and that of individual communities.

Economic Lifelines has been in existence for 25 years to provide the grassroots support for the Kansas Transportation Program. The organization has been instrumental in guiding the passage of the 1989 and 1999 transportation programs.

Thank you in advance for your support of jobs, safety and economic revitalization in Kansas.

Sincerely,

Patrick J. Hurley



President
Steve Rooney

Executive Secretary
Treasurer
Andy Sanchez

Executive Vice
President
Bruce Tunnell

Executive Board

*Jane Carter
Kurt Chaffee
Larry Horseman
Jim Keele
Larry Landwehr
Mark Love
Kevin McClain
Roger Maack
Mike Maloney
Chad Manspeaker
Lisa Ochs
Emil Ramirez
Clay Rodgers
Deb Shepard
Mark Shughart
Richard Taylor
Brian Threadgold
Jason Vellmer*

TESTIMONY

In Support of

Senate Bill 498 Before the

Senate Transportation Committee

By Andy Sanchez, Executive Secretary-Treasurer
Kansas AFL-CIO

Thank you Mr. Chairman and members of the committee. Make no mistake my testimony today in support of the two transportation bills (SB498 and SB515) is about jobs. By way of talking about jobs and a new highway program it is also about the Kansas economy.

In my 15 years of representing organized labor I have observed that more than ever people want accountability for their investment. Competition for jobs between states is fierce. Developers and lawmakers attempt to assess, is there an available, capable and able (trained) workforce. I am here to say that Kansas workers are ready and waiting. At all levels of government much scrutiny is given to whether investments for economic development live up to that investment. This is especially true where tax dollars are involved, and rightly so. You have two bills before you that represent just that, an investment. The positive impact of the past two ten-year transportation programs cannot be ignored.

Our organization is made of union affiliates. A cornerstone of organized labor is having jobs with benefits. Of our affiliates, state transportation programs traditionally employ Laborers, Operating Engineers, Carpenters and Iron Workers in that order of prevalence. In one local union they have over 60% of the membership out of work. Construction, Trade and Transportation are amongst the top three industries reported in statewide job losses over the year.

A poor economy has us mired in the current recession and clearly what is missing is job creation. Kansas' business lost 54,100 jobs over 2009 and the only industry where gains were made was primarily in Health Services. There were 313,032 continued unemployment claims this January compared to 181,697 in January 2009. The jobs in highway construction are decent paying jobs with benefits and these are the type of jobs that will rescue our economy. The facts are undeniable; over 115,000 construction jobs were created and sustained over the 10 years of the CTP. For every dollar invested in the CTP, three dollars were generated in economic growth for our state. There is a reason why communities compete for highway projects in their local communities. They know the value of this type of investment and so too should the state.



There is a cost to putting off funding. One KDOT study found that reducing preservation spending by 60 percent costs the Kansas economy 12,000 jobs. As it is, Heavy and Civil Engineering in Kansas is projected to grow by just 2.8% from 2004 to 2014. This is slower than the 12.3% growth rate for all other industries in the state. That is only adding about 30 jobs per year. These are regular jobs. Laborers make up 25.7 % of the total employment in this industry, followed by Operating Engineers and other Equipment Operators, at 11.6% and then Managers and Supervisors at 8%.

When it comes to Kansas Highways, it takes years of planning, designing and consultation to get to the final product of quality and safety we as Kansans are used to. Much to their credit, the KDOT agency and the stakeholders have done their work. This is a solid investment folks. The numbers are unquestionable and why wouldn't they be. There are 636 employer establishments in Heavy and Civil Engineering. Add a solid workforce that is eager to produce a proven product. They need the help that you can provide. Working people cannot continue waiting for banks to start lending. Whenever we invest in our infrastructure I know you will have to think large. However, this is the engine that serves our state's economy in so many ways. This is not a gamble. We respectfully ask that this committee take the bold step to invest in the future of Kansas and revitalize the state's economy and revitalize the hope of working Kansans.

Annual Unemployment Rates:

2009 – 6.7% ; 2008 – 4.4% ; 2007 – 4.1% ; 2006 – 4.3% ; 2005 – 5.1% ;
2004 – 5.5% ; 2003 – 5.5% ; 2002 – 5.1% ; 2001 – 4.3% ; 2000 – 3.8% ;
1999 – 3.5% ; 1998 – 3.8%

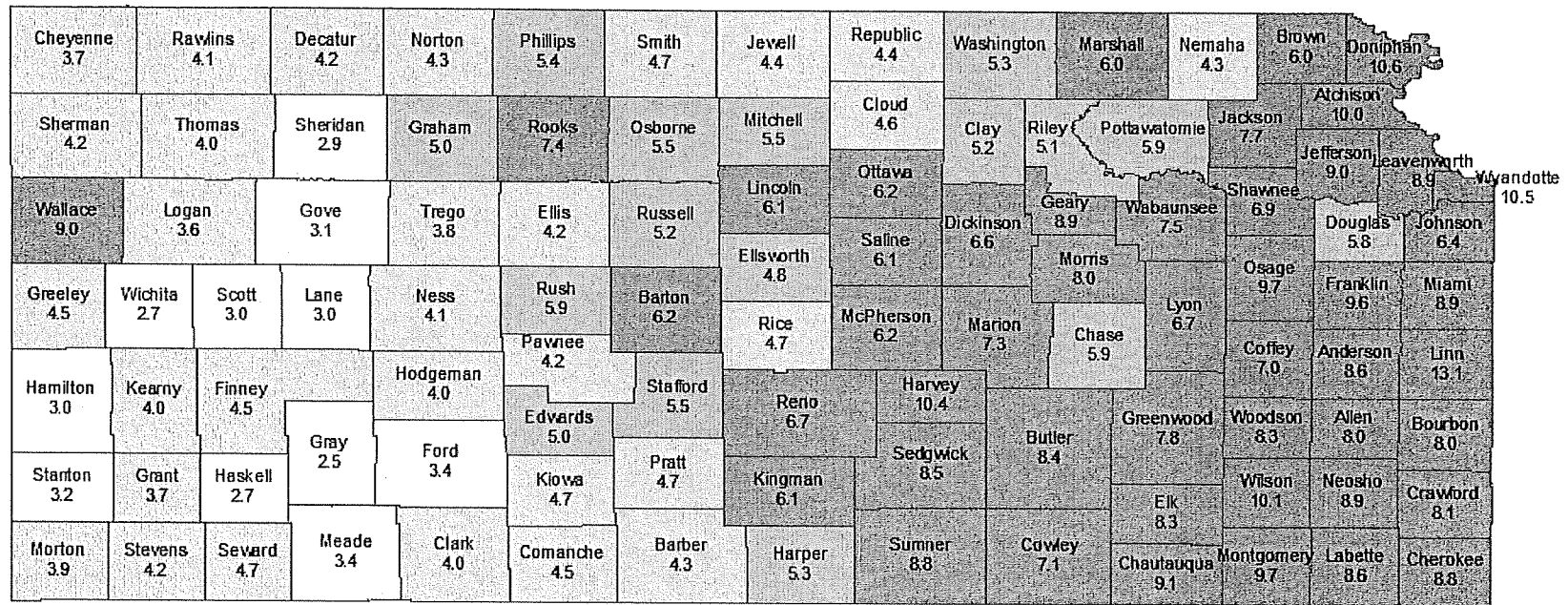
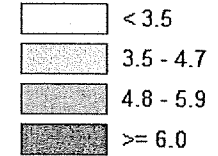
****1989 – 4.2% ; **1988 – 4.6% ; **1987 – 4.9%**

2-3

UNEMPLOYMENT RATES FOR JANUARY 2010

State Rate = 7.1%

Rate





Kansas Economic Progress Council
Suite 200
212 West 8th
Topeka, Kansas 66603

**Testimony on SB 498 and SB 515
Senate Transportation Committee
March 16, 2010**

**Bernie Koch
Executive Director, KEPC**

Senator Umbarger and members of the committee, thank you for the opportunity to testify in support of a new comprehensive transportation program.

I'm Bernie Koch with the Kansas Economic Progress Council, a statewide not for profit organization of businesses, trade associations, and chambers of commerce. The membership includes the Kansas Economic Development Alliance and 12 local chambers of commerce in Kansas. We support pro-growth policies for communities and the state, which is why we support a new transportation program.

Credible research suggests that transportation is very important to expanding businesses. With 45,000 executive subscribers around the world, Area Development magazine is considered by economic developers the leading publication covering corporate site selection and relocation. For 24 years, Area Development has surveyed executives who make location decisions.

In its latest survey of corporate executives, 92.9 percent said highway accessibility was either very important or important. The survey results stated, "If a site does not have good infrastructure access for suppliers, customers, and employees, it will be eliminated from consideration. Highway accessibility has always ranked high in this survey.

I have an unusual perspective to share with you.

As you may know, after 21 years at the Wichita Metro Chamber of Commerce, my position was eliminated at the end of 2008 due to the recession. I had worked with Economic Lifelines in support of the 1989 and 1999 transportation bills and had worked on local and regional transportation projects in South Central Kansas for many years.

I was able to find work as Vice President for Government Affairs at the Tulsa Metro Chamber of Commerce in Oklahoma last year. Because of my experience in Kansas, I was interested in their transportation system.

There is a world of difference between the two states. I would hate to see Kansas devolve to where Oklahoma is, but I see signs that may be happening. They are our neighbor and we are in competition with them for business, so I think this is important.

The roads in Oklahoma are much worse than Kansas. As soon as you cross the border, you immediately sense a difference, even if you have not noticed that you're in another state. The roads get bumpy and more dangerous. I had an Oklahoma Pike Pass, their equivalent of K-TAG. It kept shaking loose from the Velcro on the windshield. My wife told me her Garmin GPS kept falling off the windshield as well.

I read one criticism that said, "Got any fillings you want removed? Drive around Oklahoma City."

Earlier this year, the Tulsa World reported chunks of concrete falling through an eight foot hole in a bridge over Interstate 44 in Tulsa, one of the busiest highways in America. Ten vehicles were damaged. Daylight shone through the gaping hole. In February 2007, several large pieces of concrete dropped onto the street from the same bridge. In 2008 a chunk of concrete broke off of a nearby overpass.

These are not just isolated incidents. A May 8, 2009 joint report by AASHTO (American Association of State Highway and Transportation Officials) and The Road Information Program (TRIP) ranked Tulsa as having the ninth highest percentage of poor roads in the nation, while Oklahoma City ranked fifteenth.

The American Society of Civil Engineers ranks 40% of Oklahoma's major roads in poor to mediocre condition, along with 34% of Missouri's, and only 15% of Kansas.' The same report ranks 33% of Missouri bridges structurally deficient or functionally obsolete, 32 % of Oklahoma's, and 21% in Kansas.

In Tulsa, one of the bridges over the Arkansas River, has a worse rating than the I-35 bridge in Minneapolis, Minnesota that collapsed in 2007, killing 13 people.

Oklahoma roads are so poor because the state does not have the political will to raise the revenue it needs to take care of them. Instead, they have depended on general fund money for improvements, which has resulted in some projects being stopped in mid-stream when the economy is bad. And they will admit openly that's the problem.

Here's part of what the Oklahoma Turnpike Authority says on their web site entitled Why Turnpikes?

The Oklahoma Department of Transportation (ODOT) has been inadequately funded to provide for the maintenance of its existing highway system and also construct new routes required by expanding road usage and the demand for urban expressways. Consider that in 1990, ODOT's share of State Appropriations was 7.2%, but in 2001, ODOT's share shrunk to 5.8% of the total State Appropriation moneys. According to the Federal Highway Administration, of the 31 states that divert Motor Fuel Tax money to non-transportation uses, Oklahoma ranks second, diverting almost 24% of its Motor Fuel Tax collections.

When I read that, I was reminded of what Secretary Miller said to you last week, that there's been a loss of over a billion dollars to the Kansas Comprehensive Transportation Program over the life of the

program due to diversions to other parts of the state budget. The diversion is \$179 million in 2010. I'm worried that we are becoming like Oklahoma.

What they do in Oklahoma to build new roads is to build turnpikes. The Turner Turnpike on I-44 between Tulsa and Oklahoma City, and the Will Rogers Turnpike on I-44 between Tulsa and Joplin are the cash cows that subsidize the eight other turnpikes in the state.

They like to say in Tulsa, "you can't get to Tulsa without driving on a turnpike." Just last week the Oklahoma House passed a bill to create a new turnpike on the West side of Tulsa to complete the city's bypass system.

We don't have the massive traffic that I-44 has, so we don't have that ability.

Are motor fuel taxes less in Oklahoma? Yes they are, but you get what you pay for. Believe me, you do not want a road system in Kansas like Oklahoma's, but it can happen unless we take care of what we've got. I urge you to give favorable consideration to revenue enhancements that will allow us to maintain and improve our transportation system.

Thank you for the opportunity to appear.



The Kansas Economic Progress Council is a not for profit designed to draw together organizations and businesses interested in advancing sound public policy in Kansas to enhance our state's quality of life.

Kansas Economic Progress Council
www.ksepc.org
212 SW 8th Avenue, Suite 200
Topeka KS 66612



TOPEKA METROPOLITAN TRANSIT AUTHORITY

201 N. Kansas Ave. Topeka, Kansas 66603-3622
Phone (785) 233-2011 Fax (785) 233-3063

Quincy Station (785) 783-7000
TDD (785) 233-2019
www.TopekaTransit.com

Testimony Supporting SB 498 and SB 515 - Transportation Works for Kansas

**Kansas Senate Transportation Committee
Tuesday, March 16, 2010**

Appearing in support of SB 498 and SB 515

- Janlyn Nesbett-Tucker, Chief Executive Officer, Topeka Metropolitan Transit Authority, Topeka, Kansas

Dear Chairman Umbarger and Senate Transportation Committee Members:

I am Janlyn Nesbett-Tucker, for the past six years I have had the privilege of serving as CEO of the Topeka Metropolitan Transit Authority, the only metropolitan transit authority in the State. I appear today in support of public transit.

For a number of years our metropolitan transit authority has seen unprecedented growth. According to data from the National Transit Database, our system's recent growth and performance efficiencies are unparalleled in the State.

From 2004 to 2008 our ridership increased from 1.2 million daily trips to almost 2 million - this in a city with only a population of approximately 125,000. Our remarkable ridership is proof that when you provide great transit service, people from all walks of life will use it.

With the ongoing help of the last Comprehensive Transportation Plan we have been able to sustain our service and even add buses on some routes to better serve our community. We know, however, that if we had the ability to offer higher frequency routes, even more people would ride.

We approach a time today when rapidly aging baby boomers will need our transit service more than ever and society is placing ever increasing demands on our limited energy resources. It is apparent that fully

Senate Transportation
3-17-10 p.m.
Attachment 4

funding public transit is imperative to maintaining the mobility necessary to carry us into a prosperous future.

Christmas 2009 I suffered a temporary injury that required me to use both our fixed-route service as well as our paratransit service for an extended period of time. While I am not ordinarily a daily transit user, the service was invaluable to me as I recovered.

Each day I talk not only to people who need and use our lift service, but also to people who choose Topeka Transit's fixed route service as an alternative to driving. Ridership remains strong and continues to climb, and our funding needs continue to grow with our service.

Today, I ask that you continue your support of transit as communities across our state grow and as public transit services provided within those communities increase to match.

In closing, on behalf of the Board of Directors of the Topeka Metropolitan Transit Authority, I thank you all for your brave leadership efforts during this difficult financial time for our state and nation.

**Testimony before: Senate Transportation Committee
The Honorable Senator Dwayne Umbarger, Chair
SB 498 & SB 515**

Tuesday, March 16, 2010

**By: Christy Caldwell, Vice President
Greater Topeka Chamber of Commerce
ccaldwell@topekachamber.org**

First, I would like to express the Topeka Chamber's appreciation for the Kansas Legislature and former Governors who approved previous transportation plans and for the citizens of Kansas who funded such plans. In 1989, Topeka/Shawnee County lacked adequate highway transportation around and through our city/county. The community had not received any state transportation investment for many years.

The 1989 Legislature and Governor Mike Hayden listened to our needs and the needs of communities across the state; the outcome was the development and funding of a transportation plan that, in our community:

- Built connecting highways in west Topeka to create efficiencies and reduced travel time,
 - Improved highway safety by widening highways, resurfacing and improving maintenance,
 - Created highways where there were none in north and east Shawnee County' allowing commercial and industrial users to appropriately utilize highways instead of moving goods on residential streets through school zones, and
 - Highway intersections were improved and are now much safer.
- In 1999 with the leadership of the Legislature and Governor Bill Graves:
- final 2 lanes of a 4 lane stretch of South 75 highway completed,
 - This new and improved highway allowed our chamber and local government leaders to locate 2 national distribution centers in the new industrial park built adjacent to the highway
 - Approximately 1000 new jobs were created at these 2 distribution centers,
 - We continue to see other companies interested in locating in the park, and, we have just purchased additional land to support more development and certainly more jobs,
 - Additional highway intersections were made safer,
 - Funding was provided for our quality transit system whose ridership has grown significantly due to the valuable service they give to commuting workers, the elderly and disabled,
 - Dollars were shared with cities and counties to assist with local streets, rural bridges and to accommodate growth, and
 - Although city streets are not now in good shape, Topekans late last year approved a sales tax to augment state dollars and local property taxes to fix our streets
 - We have become accustomed and proud of our quality state highways.

Today I am here to ask you to continue the leadership of previous legislators and once again fund a transportation plan that is this legislature's legacy and our state's future. The transportation needs of a vibrant state and local communities are not static. We have further needs in Topeka/Shawnee County beginning with the rebuilding of the Polk-Quincy Viaduct in downtown Topeka.

- The viaduct, built in 1963, no longer meets transportation standards for a 3,800 foot bridge
- Although designed to carry 13,195 vehicles, it carries 38,200 vehicles almost daily.

- There are narrow or no shoulders and emergency vehicles have difficulty accessing accidents
- There is a dangerous curve with a speed limit well below national interstate norms
- From 1995 through 2008 there have been 140 accidents, 49 of which were injury accidents
- Ramps on and off the viaduct are obsolete and provide little space to merge into oncoming traffic
 - If you have tried to maneuver your car into the I-70 traffic at 3rd St understand the difficulty and risk
- In 2001, \$3.7 million was spent on the deck of the bridge only to have another \$1.5 million spent in 2005 because concrete chunks were falling from the underside of this 47-year-old structure.

This bridge needs to be rebuilt. The city, county and chamber together have requested assistance from our federal delegation and they have responded. Over the last couple years we have received federal funding for KDOT to begin the planning process. We continue to request our federal delegation assist with funding for design, with the hope that a new state T-Works Program can bring state and federal resources to reconstruct and realign the Polk-Quincy Viaduct. Without action, the prospect of maybe someday KDOT and city diverting 38,000+ vehicles from the viaduct to navigate city streets until they are diverted back onto I-70. This is not the future any of us want to consider.

The viaduct is only one of the transportation needs in Shawnee County, attached is a city/county resolution approved in 2008, listing major transportation needs as determined by Topeka, Shawnee County and the Greater Topeka Chamber of Commerce. Our needs include improving access and connectivity to accommodate business growth, continuing to make interchanges safer, rebuilding a bridge and maintaining a road that connects I-70 with small towns. We have a significant need to enhance funding for our transit services. We have conferred with surrounding counties to support together improvements that although not in Shawnee County will enhance the entire transportation system. Our community, like other Kansas communities, provides citizens with recreational trails; the state has been a partner in that endeavor. There remain sizeable local needs; we believe shared funding should continue to cities and counties to address local needs.

A quality transportation system positively impacts our community. Within our chamber of commerce, our member businesses depend on a well maintained transportation infrastructure to move goods and provide public access to services and products. Addressing expectations and assuring modes of transportation that meet the requirements of businesses and citizens is an essential government function. We encourage you to make the decision necessary to support the continuation of a quality transportation system, even during the tough times. The economy will get better and we must progress. It will take public dollars; we anticipate reasonable increased taxes. The Topeka Chamber is prepared to support a realistic funding package that assures our state's transportation system is maintained and improved as it has been over the last 20 years.

Thank you.

1 CITY OF TOPEKA RESOLUTION NO. 8128

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3 SHAWNEE COUNTY RESOLUTION NO. 2008-165

4
5 A JOINT CITY OF TOPEKA AND SHAWNEE COUNTY RESOLUTION introduced by
6 Deputy Mayor Jeff Preisner, endorsing transportation improvements for
7 Shawnee County, Kansas, and the City of Topeka, Kansas, concerning the
8 enactment by the Kansas Legislature of a new state-wide comprehensive
9 transportation program.

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19 WHEREAS, these specific transportation capital improvements are essential to
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22 WHEREAS, the failure to undertake these transportation capital improvements
23 will impede and may prevent the economic needs and goals of Shawnee County and
24 the City of Topeka from being accomplished; and

25 WHEREAS, Shawnee County and the City of Topeka are unable to finance such
26 capital transportation improvements without substantial assistance from the State of
27 Kansas and the Kansas Department of Transportation; and

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29 WHEREAS, the State of Kansas and the Kansas Department of Transportation
30 cannot sufficiently address the transportation needs of Shawnee County and the City of
31 Topeka and other cities and counties across the state without the enactment of a new
32 Comprehensive Transportation Program by the Kansas Legislature.

33 NOW, THEREFORE BE IT JOINTLY RESOLVED BY THE BOARD OF COUNTY
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35 OF THE CITY OF TOPEKA, KANSAS:

36 Section 1. Priority Transportation Projects.

37 After careful investigation of the transportation needs in Shawnee County and the
38 City of Topeka, the following transportation capital improvements are hereby declared to be
39 vital to the future economic growth and development of the county and city and the safety
40 of their citizens and to all those who use the mentioned highways and other means of
41 transportation:

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- 44 1. I-70 Polk Quincy Viaduct – reconstruct and realign for safety reasons and to
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- 48 including improvements west to Manhattan and east to Lawrence.
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- 50 3. Southside Corridor – Connecting local project, 77th St to 15th St to I-70.
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- 52 4. US-75 interchange at 49th St and US-75 corridor improvements south to Lyndon and
- 53 north from Holton to Nebraska.
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- 56 Expressway route & complete the connection from the Oakland Expressway through
- 57 US-24 to northern K-4.
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103 sufficient size and magnitude to address the specific transportation capital improvements
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105 BE IT FURTHER RESOLVED, that the Shawnee County Clerk and the Topeka City
106 Clerk shall send copies of this Resolution and any supporting documents to the following:
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108 State Senator Vicki Schmidt; State Representative Rocky Fund; State Representative Mike
109 Burgess; State Representative Lana Gordon; State Representative Ann Mah; State
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111 Annie Tietze; State Representative Vaughn Flora; State Representative Harold Lane; and,
112 State Representative-Elect Sean Gatewood; all local news media outlets; the Kansas
13 Association of Counties; and the League of Kansas Municipalities.

114 ADOPTED and APPROVED by City Council November 25, 2008.

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ADOPTED and APPROVED by City Council November 25, 2008.

CITY OF TOPEKA, KANSAS



William W. Bunten
William W. Bunten, Mayor

ATTEST:

Brenda Younger
Brenda Younger, City Clerk

APPROVED AS TO FORM AND LEGALITY
DATE 11/26/08 BY BBC

ADOPTED and APPROVED by the Board of County Commissioners, Shawnee

County, Kansas _____.

BOARD OF COUNTY COMMISSIONERS
Shawnee County, Kansas

Michelle Buhler, Chair

Vic Miller, Vice Chair

Theodore Ensley, Member

ATTEST:

Cynthia Beck, County Clerk

APPROVED AS TO FORM AND LEGALITY
DATE _____ BY _____

BOARD OF COUNTY COMMISSIONERS
SHAWNEE COUNTY, KANSAS



Michele A. Buhler
Michele A. Buhler, Chair

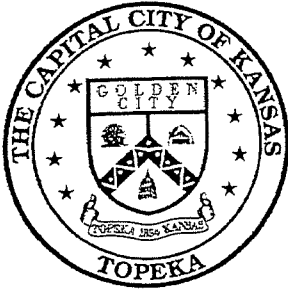
Vic Miller
Vic Miller, Vice-Chair

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ATTEST:

Cynthia A. Beck
Cynthia A. Beck, Shawnee County Clerk

APPROVED AS TO FORM AND LEGALITY
BY THE SHAWNEE COUNTY COUNSELOR'S OFFICE
DATE 11-20-08 BY [Signature]



CITY OF TOPEKA

CITY COUNCIL
215 SE 7th St, Room 255
Topeka, KS 66603-3914
Tel: (785) 368-3710
Fax: (785) 368-3958
www.topeka.org

TESTIMONY

TO: The Honorable Dwayne Umbarger, Chair
And Members of the Senate Committee on Transportation

FROM: Whitney Damron
On behalf of the City of Topeka

RE: SB 498/SB 515 – Transportation Works for Kansas

DATE: March 18, 2010

Good morning Chairman Umbarger and Members of the Senate Committee on Transportation. I am Whitney Damron and I appear before you today on behalf of the City of Topeka in support of legislation creating a new comprehensive transportation plan.

In 2008, just prior to the 2009 session, the City of Topeka and Shawnee County both adopted resolutions in support of a new comprehensive transportation plan as the state's ten-year plan adopted in 1999 was nearing completion. In that document, the City and the County identified specific transportation capital improvements deemed essential to the economic well-being of our community.

The resolution expressed support for a broad range of transportation improvements including state and local projects, public transit expansion, aviation improvements, rail service as well as bicycle and pedestrian trails. A copy of Topeka Resolution 8128/Shawnee County Resolution No. 2008-165 is attached to this statement.

Major infrastructure initiatives are expensive and challenging to implement absent proper planning, citizen support and adequate funding.

By way of information to the Committee, the voters in the City of Topeka adopted the following ballot initiative on April 7, 2009 by a vote of 57.22 percent to 42.78 percent:

“Shall the City of Topeka levy an additional retailers’ sales tax in the amount of five-tenths of one percent (0.5%) to be used exclusively for costs of maintenance and improvements of existing City streets, gutters, curbs, sidewalks, alleys and street lighting, provided such tax shall take effect October 1, 2009, and expire ten (10) years from the date of imposition?”

Senate Transportation
3-17-10 p.m.
Attachment 6

The sales tax proceeds, estimated to product \$12 million annually, will be used for maintenance and repair of existing roads as well as widening of existing roadways. Most of the money will be spend on asphalt mill and overlay projects. Other projects will include curb and gutter replacement, sidewalk repairs and other street improvement.

The state's economy is under tremendous pressure, making a new transportation plan challenging to implement. That is why funding mechanisms contained in both SB 498 and SB 515 delay increases in traditional funding streams for three years. It is important for the state and local units of government to be able to plan for transportation improvements when times will improve. Adoption of a comprehensive transportation plan in 2010 will help insure that past investments made into our state's infrastructure system will not degrade and that we can continue to provide for an appropriate investment of resources in our state's transportation system.

A new comprehensive transportation program will allow cities and counties to plan for the needs of their citizenry and create opportunities for economic growth in the years ahead, working in partnership with Federal and State transportation agencies.

On behalf of the City of Topeka, we thank you for the opportunity to present these comments in support of the Transportation Works for Kansas initiative.

WBD

Attachment

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114 ADOPTED and APPROVED by City Council November 25, 2008.

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CITY OF TOPEKA, KANSAS

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William W. Bunten, Mayor

122 ATTEST:

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APPROVED AS TO FORM AND LEGALITY	
DATE _____	BY _____

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Brenda Younger, City Clerk

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ADOPTED and APPROVED by the Board of County Commissioners, Shawnee

132 County, Kansas _____

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BOARD OF COUNTY COMMISSIONERS
Shawnee County, Kansas

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Michelle Buhler, Chair

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Vic Miller, Vice Chair

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Theodore Ensley, Member

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Cynthia Beck, County Clerk

APPROVED AS TO FORM AND LEGALITY	
DATE _____	BY _____



The Historic Lackman-Thompson Estate

11180 Lackman Road

Lenexa, KS 66219-1236

913.888.1414

Fax 913.888.3770

www.lenexa.org

To: Senator Umbarger, Chairman
Members, Senate Transportation Committee

From: Ashley Sherard, Vice-President
Lenexa Chamber of Commerce

Date: March 16, 2010

Re: Support for A New Comprehensive Transportation Program

The Lenexa Chamber of Commerce would like to express its support for a new statewide comprehensive transportation program. While we fully appreciate the serious nature of the budgetary crisis facing the State of Kansas, we believe that maintaining transportation spending will provide important long-term economic benefits at the state and local levels that justify continued investment in this program.

The City of Lenexa is fortunate to know first-hand how important transportation projects can be to the safety and continued economic development of a community. The 1999 CTP contributed state funds to reconfigure 87th Street at Interstate 35 in Johnson County – a major gateway to Lenexa. With over 105,000 vehicles already passing through the intersection each weekday, a number expected to increase to 130,000 vehicles by 2020, serving thousands of homes and businesses, the reconfiguration was critical to ensuring the continued safe and timely movement of both people and goods.

Now growth and development on Lenexa's western edge are hastening the need for an interchange planned at K-10 and Lone Elm Road, a project currently in final design. The interchange would facilitate major commercial development to the north, improve access to schools and the new bioscience park to the south, and help control a growing bottleneck at the Woodland Road access point. But with transportation funds uncertain, construction of the interchange is on hold – along with all the economic value it would unlock.

Of course the impact of transportation projects goes beyond simply meeting important community needs. Transportation-related construction also provides direct economic benefits through jobs and tax revenues generated locally and for the state by contractors, suppliers, and other support businesses, estimated by KDOT to result in as much as \$3 overall for every \$1 invested. During a difficult recession that will take some time from which to recover, a transportation program would be an immediate means to help support the economy and create jobs.

For all of these reasons, we strongly encourage the legislature to continue to invest in transportation infrastructure priorities that provide significant financial returns and maintain essential state assets, funded through reasonable and balanced means that would not unduly inhibit statewide economic recovery. Thank you for your consideration.

Senate Transportation
3-17-10 p.m.
Attachment 7



Kansas Society of Professional Engineers

A state society of the National Society of Professional Engineers

Senate Transportation Committee

Testimony of Kansas Society of Professional Engineers

Submitted by Ron Gaches, Executive Director

Supporting a New Comprehensive Transportation Plan – SB 498 and SB 515

Over the past twenty years Kansas has built and maintained one of the most safe, efficient and effective transportation systems of any State. Since passage of the first comprehensive transportation plan in 1989, countless lives have been saved and thousands of injuries have been averted due to design improvements and improved maintenance.

Almost as important as the safety improvements, our modern and well maintained highway system has made Kansas an ideal location for manufacturers, processors and numerous transportation firms. It is no accident that the first two transportation plans were strongly endorsed by local chambers of commerce and economic development agencies from across the state. Those economic development professionals know firsthand the importance of our transportation systems to their job development efforts. Many important road enhancements have been completed in the past 20 years and it would be reasonable to expect that many chambers and agencies enthusiasm and support for a new comprehensive transportation system might be diminished, but that's not the case. Those responsible for establishing the local infrastructure and environment needed for private sector job growth understand the importance of the next transportation system whether they have a high priority project in the pipeline or not.

If anything, these needs are compounded during the current recessionary times. All corners of the state appreciate the need to have Kansas in the best possible position to jumpstart our economy when the recovery starts to gather momentum. Communities are working together in regional efforts, prioritizing the efforts of their region and putting Kansas first. Their needs go beyond new highways and road maintenance to include public transportation investments, rail improvements, access to commercial and private airports and expansion of our critical air ambulance services.

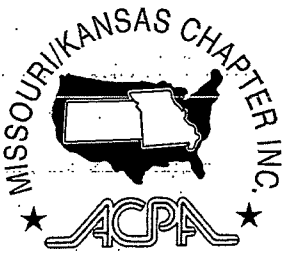
Opponents to a new comprehensive transportation plan have made the argument that Kansans should not have to pay higher taxes to support a new plan, and that a recession is the worst

possible time to increase taxes, any taxes. These arguments strike a chord with those most interested in protecting their own businesses against any increased costs, but are not in the best interests of Kansas. There is no evidence that our tax and fee structure that has supported the past two transportation plans have been the cause of any lost investment in the state. Similarly, there is no waiting list of firms waiting to make an investment in the state only after they are certain that a new transportation plan will not be funded.

To mitigate any such possibility, the funding systems proposed in both of these bills fall most heavily on users of our transportation systems and the increases are deferred for three years when our state's economy should already be on the rebound.

Underappreciated is the importance of a new comprehensive transportation plan as a state-led jobs program. As the 2010 Legislature works to balance this year and next year's budgets, remember that private sector job creation should be a top state priority. Economic growth is essential to funding future services. Passage of a new comprehensive transportation plan this session should be an essential part of your 2010 efforts.

The Kansas Society of Professional Engineers is the state professional society for licensed Professional Engineers of all disciplines. Our members work in consulting engineering firms, state and local government agencies, and major industries and utilities across the state.



TESTIMONY

Date: March 15, 2010

Before: The Senate Transportation Committee

By: Todd M. LaTorella, P.E., Executive Director
MO/KS Chapter, American Concrete Pavement Association

Regarding: SB 498 & SB 515 – Enacting a new transportation program for Kansas

Good morning Mr. Chairman and Members of the Committee:

Thank you for the opportunity to appear before you today and provide our comments with respect to the need for a new transportation program in Kansas. I am Todd LaTorella, Executive Director of the Missouri/Kansas Chapter of the American Concrete Pavement Association. Our Association has been in existence since 1987 and represents over 117 member companies, 37 which reside in the state of Kansas, directly involved in the highway and transportation construction industry. Missouri/Kansas Chapter, American Concrete Pavement Association members construct the highways, streets and roads, bridges, and airport concrete pavements, as well as manufacture and supply the materials and equipment such as Portland cement, aggregates, steel, paving machines, trucks, concrete batch plants, etc. to accomplish this task.

Missouri/Kansas Chapter, American Concrete Pavement Association member companies have been an essential component over the years in Kansas having one of the top transportation networks in the country. The Kansas concrete pavement, concrete, and cement industry employ **over 4800 Kansans** and have an **annual payroll of over \$110 million**. The Kansas concrete pavement, concrete, and cement industry **annually invest over \$85 million** in Kansas. The Kansas concrete pavement, concrete, and cement industry has a **capital investment of over \$2.5 billion** in Kansas.

The construction industry has been hard hit by this recession. Unemployment is 27.1% as of February, 2010, while the rest of the country combined was 9.7%. This has an even more significant impact on our member companies in Kansas as approximately \$250 million has been removed from the current transportation program this fiscal year and over a half a billion dollars has been removed since the inception of the CTP. Our member companies hired staff and made investments in Kansas based on these funds going towards transportation. No other program area in state spending has seen as many cuts to its budget as transportation. This has directly resulted in reduced maintenance and a reduction in contracts to our contractors and has reduced

10707 Barkley, Suite A
Overland Park, Kansas 66211
Phone 913-381-2251
FAX 913-381-4958

Cour Senate Transportation
3-17-10 pm.
Attachment 9

the employment and output by our underlying suppliers. Construction has an economic impact of at least 3 to 1. For every dollar spent on construction, the economy conservatively benefits \$3. Where else can the state gain such returns? Loss of these transportation funds means that \$750 million has been or will be taken out of the Kansas economy. Imagine what this means in reduced tax revenue and increased unemployment benefits??

We urge to take action now to reverse this trend by doing two things:

1. End the raids on the State Highway Fund, and
2. Pass a meaningful new Comprehensive Transportation Program that is responsibly funded.

You must fund transportation. Good transportation benefits and improves quality of life for all Kansas citizens and visitors in many ways:

- Employment – A well sized and well funded program will get Kansas back on its feet. Imagine if you will, the \$ 750 million going the other way.
- Safety - fewer traffic deaths, better emergency mobility and improved school bus safety.
- Enhanced economic development - creates jobs and allows delivery of goods and services supporting consumers, business and industry.
- Reduced costs - for car repairs, fuel, and goods and services.
- Expanded life choices - increases access to jobs, housing, recreation, health care, shopping and other amenities.

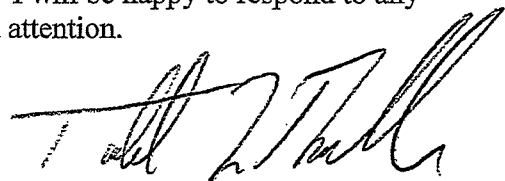
Not funding transportation will result in inadequate and structurally deficient roads, leading to:

- Increased traffic deaths.
- Wasted time caused by traffic delays and congestion - reducing quality family time and increasing shipping and business costs.
- Reduced mobility, freedom and lifestyle choices.
- Inability to meet emergency mobility needs in a natural disaster or national defense crisis.

It should be obvious; the costs of not having a Comprehensive Transportation Program far outweigh the relatively small investment. You have the choice to act on behalf of all Kansans by supporting a new transportation in this session.

Having one of the premiere transportation networks in the country is one of Kansas' greatest assets and draws for existing and new business coming to our state. If we do not continue to provide a modern well maintained transportation network Kansas will certainly lose business to competing states.

The Missouri/Kansas Chapter of the American Concrete Pavement Association greatly appreciates the opportunity to express support for enacting and funding a new comprehensive transportation program, and for Senate Bills 498 and 515. I will be happy to respond to any questions at any time. Thank you again for your time and attention.



10707 Barkley, Suite A
Overland Park, Kansas 66211
Phone 913-381-2251
FAX 913-381-4958

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Testimony Before The
Senate Transportation Committee
Regarding Senate Bills 498 and 515
By Erik Sartorius

March 16, 2010

The City of Overland Park appreciates the opportunity to offer testimony regarding Senate Bills 498 & 515. The Kansas legislature in 1989 and again in 1999 committed to programs to maintain and expand the state's transportation system. By most any measure, the two, ten-year programs have been enormous successes. Maintaining momentum from the two prior plans will help ensure that progress made over the past two decades will not be lost.

The City of Overland Park has developed a strong relationship with the Kansas Department of Transportation working jointly to successfully complete projects – both in planning and cost-sharing. A prime example is the \$48 million I-435 & Nall interchange completed in Overland Park. This helped the City and, in turn, the State retain one of the largest employers in the state. Additional growth spurred by this needed improvement reached over 17,000 jobs, and saw the Overland Park Convention Center and myriad commercial buildings sited in close proximity.

In difficult economic times, investment in infrastructure is one of the most valuable areas for the state to place limited resources. A new, comprehensive transportation program will provide needed jobs for the state's current economy. Meanwhile, the necessary infrastructure being created will benefit the state in the future in terms of efficient movement of people and goods and the retention and expansion of businesses.

In this vein, the highest priority for the City is US 69 Highway, widely regarded as the "backbone" of Overland Park. In the next 20 years, significant commercial and residential growth is expected along the highway, with this area becoming the most populous part of the metropolitan area by 2020. Current traffic counts are already at 2020 projections, with travel times expected to more than double by 2030 without needed capacity improvements. Moreover, the original portions of US 69 are reaching the end of their projected lifespan and will need to be completely rebuilt in the next ten years.

Improvements to US 69, along with the improvement and widening of I-435 from I-35 to US 69, will serve the City's economic center, transporting people daily both to jobs inside and outside overland Park. Also of note is the fact that improvements to the southern portions of

Senate Transportation
3-17-10 p.m.
Attachment 10

US 69 in Overland Park will tie into the broader priority of the state of making the entire stretch of US 69 in Kansas a preferred economic route.

Though implementing a full-fledged comprehensive transportation plan at this moment may be difficult, steps can be taken to ensure that the State's transportation system not begin to slip backward. Historically, the legislature has authorized a specific amount of debt to be issued. The City believes KDOT's proposal to instead impose a debt service to revenue cap at 18% would allow needed flexibility to manage revenues and "get the most bang for the buck."

Similarly, the City of Overland Park encourages the legislature to take advantage of the federal Build America Bond program. Bonds issued this year under the program are eligible for a 35% subsidy toward the interest payments, which would save the state \$20 million through the bonds' maturity.

The legislature should give careful consideration to one of the new programs proposed in these bills, namely Transportation – Economic Development Loans (T-EDL). As the state looks to leverage infrastructure spending to grow the Kansas economy, this innovative program holds much promise. T-EDLs create a funding structure which will allow local governments to partner with the state to fund needed infrastructure improvements to transform areas for development or redevelopment.

The concept of T-EDLs is similar to that found in STAR bonds, tax-increment financing, and community improvement districts. Infrastructure is put in place in a timely manner, via financing from the State Highway Fund. Then, as development occurs and begins producing tax revenue, those funds are used to repay the state. Infrastructure is funded by the new economic development, and Kansans benefit from the growth in available jobs.

The City of Overland Park appreciates the hard work of KDOT, the T-LINK Task Force, the Interim Transportation Committee, and this committee to give careful consideration to innovative ways to maintain the momentum Kansas has developed for transportation infrastructure over the past twenty years.

**S.P.I.R.I.T.**

PO Box 158
Liberal, KS 67905-0158
Phone 620-624-1540
Fax 620-626-9725

March 8, 2010

Kansas Senate Transportation Committee

I am Jack Taylor, Executive Director of S.P.I.R.I.T. (Southwest Passage Initiative for Regional & Interstate Transportation). I and the Board of Directors of S.P.I.R.I.T. support the development and funding of a multi-year transportation plan for the State of Kansas.

Our region of Southwest Kansas will suffer significantly through the loss of jobs, lost revenue by highway construction suppliers and the significant loss of tax dollars to the cities, counties and the State of Kansas if a new transportation plan is not implemented very soon.

If the Legislature were to enact a multi-year transportation program it would actually be a massive economic/jobs development program - one which would immediately begin to create thousands of new jobs, immediately begin to significantly expand the state's economy, and immediately begin to generate new revenue going into the general fund from increased sales and income taxes.

The past two Comprehensive Transportation Plans have produced 114,000 to 118,000 new jobs, \$1.5 billion in increased wages. Every \$1 invested in the programs had a \$3 impact on Statewide economy, millions in increased sales and income taxes, significant local job expansion plus retail and industrial growth. This would be a massive jobs plan for the state.

When an industry or large business considers expanding or building in a new location, they oftentimes immediately eliminate regions which do not have a four-lane highway. They depend on good transportation infrastructure for their deliveries in and out. A new multi-year transportation plan would allow more four-lane highways to be built in rural areas so that we can compete with others for our economic future.

Please strongly consider passing and funding a multi-year transportation plan for the safety of all travelers and the economic development future of Kansas. We need to continue what Ike started over 55 years ago.

Sincerely,

Jack Taylor, Executive Director
S.P.I.R.I.T.

Senate Transportation

3-17-10 p.m.

Attachment 11

26 Sec. 30. K.S.A. 68-2321 is hereby amended to read as follows: 68-
27 2321. (a) Bonds issued shall be authorized by resolution of the secretary.
28 The secretary shall determine the form and manner of the execution of
29 the bonds and the bonds may be made exchangeable for bonds of another
30 denomination or in another form. The bonds shall be dated. Bonds issued
31 under subsections (a) and (b) of K.S.A. 68-2320, and amendments
32 thereto, shall mature not more than 20 years from their date. *Bonds issued*
33 *under subsection (c) of K.S.A. 68-2320, and amendments thereto, shall*
34 *mature not more than ~~20~~ 25 years from their date except that bonds issued under*
35 *subsection (c) of K.S.A. 68-2320, and amendments thereto, the interest on which is*
36 *eligible for subsidy by the federal government, shall mature not more than 25 years from*
37 *their date.* *Bonds issued for the*
38 *purpose of refunding bonds under K.S.A. 68-2328, and amendments*
39 *thereto, shall mature not more than ~~25~~ 20 years from their date.* The bonds
40 may be in such form and denominations, may bear interest payable at
41 such times and at such rate or rates, may be payable at such places within
42 or without the state, may be subject to such terms of redemption in
43 advance of maturity at such prices, and may contain such terms and con-
44 ditions, all as the secretary shall determine. The bonds shall have all the
45 qualities of and shall be deemed to be negotiable instruments under the
46 laws of the state of Kansas. The authorizing resolution may contain any
47
48
49

Summary of Funding Scenarios

	SB 515 - Sales Tax on Motor Fuel beginning 1/1/2013	SB 498 - Increase & Indexing of Motor Fuel Tax beginning 1/1/2013	Scenario A - 0.2% State Sales Tax Deposit and Reg. Fees beginning 1/1/2013	Scenario B - 0.2% State Sales Tax Deposit, 6¢ Motor Fuel Tax and Reg. Fees beginning 1/1/2013	Scenario C - 0.2% State Sales Tax Deposit, 4¢ Motor Fuel Tax and Reg. Fees beginning 1/1/2013	Scenario D - 0.2% State Sales Tax Deposit, 2¢ Motor Fuel Tax and Reg. Fees beginning 1/1/2013	Scenario E - 0.3% State Sales Tax Deposit and Reg. Fees beginning 1/1/2013
Motor Fuel Tax	-5¢	7¢	NO	6¢	4¢	2¢	NO
Indexing Motor Fuel Tax	NO	YES (+7.9¢)**	NO	NO	NO	NO	NO
Car Registration	\$20	\$20	\$20	\$20	\$20	\$20	\$20
Truck Registration	\$100	\$100	\$100	\$100	\$100	\$100	\$100
Sales Tax on Fuel	YES	NO	NO	NO	NO	NO	NO
State Sales Tax	NO	NO	0.2% Deposit	0.2% Deposit	0.2% Deposit	0.2% Deposit	0.3% Deposit
Bonds Issued	\$2.0B	\$2.0B	\$1.6B	\$1.7B	\$1.65B	\$1.6B	\$1.7B
KDOT New Revenue*	\$3.4B	\$2.77B	\$2.28B	\$2.84B	\$2.66B	\$2.47B	\$2.74B
% of T-LINK Gap Filled	60%	48%	40%	49%	46%	43%	48%
Change in SCCHF** Distribution	NO	NO	NO	NO	NO	NO	NO
SCCHF Net Difference	-\$235M	\$471M	-	\$246M	\$176M	\$94M	-
City and County Sales Tax on Fuel Revenue	\$588M	-	-	-	-	-	-
City and County New Revenue Total	\$384M	\$471M	\$0	\$246M	\$176M	\$94M	\$0
Total New Revenue	\$3.8B	\$3.2B	\$2.28B	\$3.08B	\$2.83B	\$2.57B	\$2.74B

* Local Partnership Programs such as KLINK, GI, CCL, ED and Priority Road Network are included in the KDOT administered programs and thus reflected under "KDOT New Revenue"

** SB 515 and HB 2628 begin Indexing 1 year later than in the original scenario

** Special City County Highway Fund (SCCHF) provides direct transportation funding to Cities and Counties.

All Estimates Assume:

100% of Preservation needs are funded

18% Bonding Cap in place

Federal Funding remains flat at non-reduced SAFETEA-LU levels

Both bills also include the following Debt Management Tools:

25 year bonding from the date of any issue

Ability to refund both principal and/or interest

18% Debt Service Cap

T-EDL (Transportation - Economic Development Loans) would provide low cost loans to local governments for infrastructure projects needed to unlock economic development and allows them to capitalize on incremental revenues to repay the loans.

OTHER REVENUE CONSIDERATIONS:

Overweight/Overweight Permits (per legislative request) - \$100 Increase would equal \$64.9M for the life of the program (2013 - 2020).

Kansas Motor Carriers Association - Proposed amendment would remove the \$35 annual registration fee for trailers and apply the annual fee to power unit registration while including a one-time fee of \$10 for trailer license registration. The implications of such an amendment have not been incorporated into the above scenarios and would not materially impact the figures over the life of the program.