

Summaries of T-LINK Public Availability Sessions at the Local Consultation Meetings

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T-LINK

Public Availability Session

Ulysses, Kansas

September 11, 2008

The public availability session for the Kansas T-LINK Task Force meeting in Ulysses, Kansas was convened at 1:00 p.m. on September 11, 2008 in the Grant County Civic Center. T-LINK Co-Chair Tim Rogers called the meeting to order and welcomed the public and local officials to the session. He indicated that persons would be called to speak in the order they signed up but that an opportunity would be provided at the end of the session for anyone else to provide input to the task force.

Presentations to the Task Force:

Paul Joseph, Garden City Chamber of Commerce, spoke to the Task Force about regional priorities for the city of Garden City. He said that meetings in the Garden City area resulted in priorities including (1) a four-lane US-50/400 between Mullinville to Garden City, (2) widening US-83 north to I-70 including passing lanes, (3) funding for public transit, local roads, and creation of rural MPOs, (4) development of Garden City Airport as Southwest Kansas' regional airport, (5) development of BNSF rail infrastructure around Garden City, and (6) funding for KDOT's Local Partnerships Program. He emphasized that the most important need was the first one he mentioned, the four-lane between Mullinville and Garden City. Additionally, Mr. Joseph stated that KDOT should consider the benefits of developing projects regionally instead of the existing piecemeal fashion.

Cliff Mayo, Finney County Commissioner, spoke about road and highway needs in the southwest region of Kansas. He said there is a great deal of cooperation between Dodge City, Garden City/Finney County, and Liberal to identify regional needs. He said there are a large number of needs and Southwest Kansas is willing to fund their share, but could not fund it all themselves. He indicated that Southwest Kansas needs interstate highways to support all the economic activity that benefits Kansas.

Commissioner Mayo stated that US-54 highway needs to be widened to four lanes from where it ends now to Liberal. He also said that US-83 should be widened to four lanes from Garden City to I-70 as well as US-50 highway from Mullinville west to Colorado. Regarding funding, he said he did not have a solution. While he leaned toward the concept of toll roads, he said the whole state needed to help pay for these improvements. He pointed out that economic activity in Southwest Kansas should be considered as important as population.

Clair Bender, Meade County Commissioner, spoke about the need for two projects to provide turning lanes on US-54 in the vicinity of Plains, Kansas. The first project requested was for turning lanes on US-54 at Ontario Street on the west side of Plains. Commissioner Bender described the location as a busy intersection with traffic from the high school, grade school and junior high together with increased heavy grain truck traffic traveling to an ethanol plant. Many trucks traveling from the west on US-54 turn left at this location to proceed north to US-56

highway. In addition, many residents in the area commute to Liberal from the Plains area and use this stretch of highway.

The second project is for turning lanes on US-54 east of Plains at a road leading to the Hobart elevator. This location has a large number of grain trucks traveling to the elevator that create a need for turning lanes at this location.

Steve Phillips, Airport Manager at Syracuse, Kansas, represented the Kansas Association of Airports. Mr. Phillips provided written testimony to the Task Force that requested an increase in funding for the Kansas Airport Improvement Program from \$3 million per year to \$25 million per year.

Mr. Phillips explained that Kansas benefits greatly from aviation. He said the Comprehensive Transportation Program did a great job of meeting the needs for improved pavement condition. He added there is great need for improvements to address concerns for instrument approaches. Many airports in Kansas lack instrument approaches. Providing instrument approaches at these airports would enhance safety and improve air ambulance service to airports that otherwise would not be accessible in bad weather.

Jack Taylor, SPIRIT, spoke to the Task Force about regional projects that would benefit Southwest Kansas. He indicated that a prioritized list of projects was determined at a Southwest Kansas regional meeting in 2007. The top priority was to finish the four lane improvement on US-54/400 from Kingman to Mullinville, complete the four lanes through Liberal to the Oklahoma state line and four lane US-50/400 from Mullinville through Dodge City and Garden City. The second priority was to improve US-83 between Scott City and US-54 at Liberal.

Mr. Taylor also said that real passing lanes should be provided on US-54/400 and US-50. He explained that one mile passing lanes were not sufficient and served to trap vehicles. He also asked for improved shoulders for US-50 west of Garden City.

He indicated that updated traffic volume counts should be taken on US-54 because of the increase in travel resulting from additional industry in the region. He pointed out that similar increases were also seen on US-50 highway.

Dave Bozone, Stevens County Commissioner, provided written and oral testimony to the Task Force. He indicated the written testimony was from Grant, Morton, Stanton, and Stevens counties. Commissioner Bozone's testimony called for continued and increased funding for the state's short line rail program. He indicated that these four counties had made a significant financial commitment to upgrade existing rail infrastructure to assist local businesses. The counties had formed a port authority to procure funding to improve the deteriorated rail line in their area.

Commissioner Bozone indicated that shipping by rail was the most economical method. He said the state should continue the short line rail program that was begun in the CTP.

During questioning, Commissioner Bozone was asked about the need to earmark funding in a new program for specific modes and projects. He indicated that the short line rail program should receive a set amount of funding and that projects such as theirs should also be specified.

Bonnie Burgardt, Finney County Transit, spoke about the need for transit services. She serves as the chair of the Coordinated Transit District that serves Southwest Kansas. She indicated that most of her customers are transit dependent and do not have a choice for the method of transportation they use.

Ms. Burgardt indicated that Garden City and Finney County have cooperated and were successful in increasing the number of rides from 1,500 to 26,000. She said that KDOT was receptive to their request for a fixed route system and it has paid off.

One of the challenges she discussed was transportation of workers to Tyson's meat packing plant west of Garden City. She said their small buses were not capable of handling the number of riders given there are 1,500 employees per shift at the plant. She urged the use of multimodal solutions to provide answers. Answering a question, she indicated that Tyson's was providing some transit services to and from their plant.

Gary Baker, Stevens County Commissioner, clarified information provided earlier by Commissioner Bozone. He said the cost of the ethanol plant that was mentioned was \$500 million. He added that it will be the only cellulose ethanol plant of its kind in the United States. The hope is that it will make Stevens County the energy capital of Kansas.

Larry Blake, Kansas Highway Advisory Commissioner from Dodge City, spoke about shipping by rail. He said that shipping by railroad was "green" since you can ship more freight by the train than by truck.

Earl Willis, Chair of the US-50 Highway Association, spoke about needs on US-50 highway between the Kansas-Colorado state line and Newton. He pointed out that the Colorado DOT was already doing an alignment study between Pueblo, Colorado and the Kansas state line. He said US-50 highway in Kansas carries traffic that requires a four lane improvement. The new casino at Dodge City will further increase traffic on US-50. He indicated that traffic in the area of Hutchinson was also heavy.

Steve Cottrell, City Engineer of Garden City, spoke about the need for funding to respond to emerging needs for Economic Development purposes. He said many times an improvement is needed to respond to an economic opportunity, but KDOT is unable to provide funds quickly. He also spoke of the importance of funds for preservation. He said funding is needed to keep the roads in their current good condition.

**Ulysses Local Consultation Meeting Attendees
September 11, 2008**

Name	Title & Organization	City
Gary Baker	Stevens County	Hugoton
Harry Bartel	Stevens County-Hugoton Airport	Hugoton
Rick Belt	Rick's Lumber	Ulysses
Claire Bender	Meade County	Meade
Chad Blackburn	Director of Public Works, City of Leoti	Leoti
David Bozone	Stevens County Commission	Hugoton
Jennifer Briggs		
Bonnie Burgardt	SW KS Regional Trans. Council	Garden City
Dan Bynum	Grant County Road Department	Ulysses
Bob Carlile	J&R Sand Company	Liberal
Chair	Board Co. Commission Wichita Co	Leoti
Steven Cottrell P.E.	City Engineer, City of Garden City	Garden City
David Crase	Mayor, City of Garden City	Garden City
David Cron	Skyland Grain	Johnson
Sam Curran	Director of Public Works, Garden City	Garden City
Eric Depperschmidt	President, Finney Co. Eco Devo Corp.	Garden City
C. Shannon Dimitt	County Commissioner, Stanton County	Syracuse
Karla Dimitt	Chamber Director, Stanton Co. C of C	Johnson City
Julie Eikenberry	Ex. Director, Scott City Area C of C	Scott City
John Ellermann	Director of Public Works, Finney County	Garden City
Stephanie Farley	Garden City Telegram	Garden City
Joe Finley	Director Public Works, City of Dodge City	Dodge City
Ruben Flores	Director of Public Works, City of Ulysses	Ulysses
Shannon Francis	County Commissioner Seward County	Liberal
David Gaddis	United Prairie Ag, LLC.	Ulysses
Ralph T. Goodnigh	Dir. of Kearny County Community Dev.	Lakin
Henry Hale	Cimarron Valley	Satanta
Daron Hall	City Administrator, City of Ulysses	Ulysses
Delmar Hammond	Road Supervisor, Hamilton County	Syracuse
Todd Hampton	Inspections, City of Ulysses	Ulysses
Tim Hardy	City of Elkhart	Elkhart
Gary Hathway	Grant County	
Marieta Hauser	Chamber of Commerce, Grant County	Ulysses
Tom Hogan	Director of Public Works, Gray County	Cimarron
Nathan Holman	Mgr. Elevator United Prairie Ag, LLC.	Hugoton
James Jarnagin	Mayor, City of Holcomb	Holcomb

**Ulysses Local Consultation Meeting Attendees
September 11, 2008**

Name	Title & Organization	City
Fred Jones	City Manager, City of Lakin	Lakin
Paul Joseph	President, Chamber of Commerce	Garden City
Larry Keples	Kansas Wheat	Ulysses
Curtis Kitson	Monarch Cement Company	Hays
Mike Klein	City of Dodge City	Dodge City
William Kobs	Director of Public Works, Meade County	Meade
Calvin Koehn	Circle K Transport, Inc.	Copeland
Sharla Krenzel	Dir., Wichita Co. Economic Development	Leoti
Bob Kreutzer		Garden City
P. D. LeHpet	SU	Hugoton
Vienna Lee	Ex. Director, Morton County Eco Dev	Elkhart
Paul Lewis	City of Dodge City	Dodge City
Marcia Lohofener	City Council	Oberlin
Mavis Long	Hamilton County VIP's	Syracuse
Larry Love	Road & Bridge Supt., Haskell County	Sublette
Tanner Lucas	Kansas Farm Bureau	Garden City
Wiley McFarland	Gray County	Cimarron
Guy Martin	Skyland Grain, LLC.	Johnson
Cliff Mayo	Finney County Commission	Garden City
Charley McKinley	Road Supervisor, Morton County	Elkhart
Laura Medina	Mayor, City of Leoti	Leoti
Larry Meschke	Chamber of Commerce	Garden City
Mike Mishler	Road & Bridge Supt., Greeley County	Tribune
Boyd Orr	Commissioner, Meade County	Meade
Matt Overturf	Skyland Grain	Johnson
Herby Peters	Wichita County Roads Dept.	Ulysses
Gene Pflughoft	Ex. Director, Grant County Eco Dev	Ulysses
Steve Phillips	Syracuse-Hamilton County Airport	Syracuse
Rachelle Powell	City of Garden City Airport	Garden City
Debbie Pugh	Senator Pat Roberts Office	Dodge City
Richard Rodriguez	Mayor, City of Elkhart	Elkhart
Kathy Sanko	Good Samaritan, Liberal	Liberal
Brock Sloan	Engineer, Greeley County	Tribune
Doug Smith	Pinegar, Smith & Associates	Topeka
Jack Taylor	Executive Director, SPIRIT	Liberal
Colleen Towns	Director of Eco Devo, Rock Island Depot	Liberal

**Ulysses Local Consultation Meeting Attendees
September 11, 2008**

Name	Title & Organization	City
Matt Traster	Grant County	Ulysses
Michael White	Legislature	Hugoton
Jeff Whitham	Representative, Legislature	Garden City
Alan Wineinger	Mayor, City of Tribune	Tribune

T-LINK

Public Availability Session

Hays, Kansas

September 12, 2008

The public availability session for the Kansas T-LINK Task Force meeting in Hays, Kansas was convened at 1:00 p.m. on September 12, 2008 in the Holiday Inn. T-LINK Co-Chair Deb Miller called the meeting to order and welcomed the public and local officials to the session. She indicated that persons would be called to speak in the order they signed up but that an opportunity would be provided at the end of the session for anyone else to provide input to the task force.

Presentations to the Task Force:

Martin Miller, Kansas Association of Airports, spoke to the Task Force about the need for continued funding for airports. Miller said state funding for runway pavement was not available until 10 years ago--- and now, as a result of that funding, many pavements are in good shape. However, he mentioned that there are still 52 counties that lack an approach for air ambulances to serve them during inclement weather. This is a quality of life issue for these communities, he said. Miller also indicated that the cost of making these airports accessible is less than it used to be. GPS technology is getting cheaper all the time. He mentioned that the cost of preserving the pavement on runways continues to increase, and that airports are going to need additional funds in order to preserve the state's investment. Miller concluded by saying that the benefits to serving airports are two-fold: (1) they give communities economic opportunities (2) they are a quality of life issue.

Don Hineman, Kansas House Candidate, said that during his door-to-door campaigning this summer the two issues that came up most frequently were transportation related. The first issue was the need for shoulders on highways 23 and 27. Hineman mentioned that these highways are seeing much more truck traffic due to changing farming practices. The other issue was the loss of the Care Van that would transport northwest Kansas residents primarily to receive medical treatment. Hineman mentioned this was an important resource for people in need of kidney dialysis. He concluded by encouraging the task force to make sure when they establish the benchmarks for project selection that areas with low population are not left out of the equation.

Darrell Sammons, City of Stockton, spoke in regards to the shortline railroad near Stockton that is in danger of being abandoned. Sammons said the community would rather see it restored because it is an important resource. He mentioned that five elevators and a concrete company all rely on this railroad. And Sammons said if it is abandoned it will increase the number of trucks on Stockton's streets. Sammons concluded by mentioning that there are two blocks of Highway 24 in the city which needs to be restored.

Ron Straight, Transit Manager for Developmental Services of Northwest Kansas, spoke about the needs for rural public transit. He currently oversees public/elderly transportation and until recently an intercity bus. Straight mentioned that he has 10 vehicles, which makes him a large provider considering most transit providers in the area only have one. He said there is a

tremendous need for transit and in the last year his ridership has increase from 53,000 to 64,000. Nearly 85% of the riders utilize transit services to get medical treatment. Straight said that the loss of the Care Van has been a huge loss for the community, and that he has not been able to get the local match necessary to have it reinstated. He concluded by asking for additional funds for transit services that could be utilized for computer-aided dispatching services, which would make providers more efficient.

Cheri Rhea, Sharon Springs City Council, spoke about the need for the completion of Highway 27. Rhea mentioned that this highway would complete the corridor and that with increasing truck traffic – it's a safety issue to not have shoulders or additional passing lanes on this highway. She concluded by saying that if there is anything her community can do to provide data to KDOT's freight study she would be happy to oblige. Rhea mentioned that she felt this data would help illustrate the need for more shoulders.

Cindy Wallace, Russell County Economic Development Office, spoke about the need to widen or add shoulders to Highway 281. She mentioned that this is a stretch of state highway that is being ignored—and with the increasing truck traffic it's a major safety issue. Wallace said many trucks are backtracking considerably because of the narrowness of the highway in some stretches. She mentioned that her community has been advocating for this issue to be addressed for at least 20 years, but they've always been told they don't have enough truck traffic on the highway. She concluded by saying this is a deterrent for businesses and industries to locate or stay in the area.

Pam Bremerkamp, Care Van, spoke about the need for the Care Van to be reinstated in northwest Kansas. Bremerkamp drove the Care Van and said she had seen an increase of riders particularly in the Hill City area. She mentioned that the area hospital had stopped funding the service, because they discovered its patients were not using the service.

Senator Ralph Ostmeyer, Kansas Legislature, spoke about the need for 3ft. shoulders on Highway 23 due to increasing truck traffic. He said citizens can't wait 10 years for this to be addressed, because it's a matter of safety. Sen. Ostmeyer added that the bridges on the highway have already been widened. Sen. Ostmeyer mentioned that citizens would be open to other options that are cheaper as long as the safety issues were addressed. He also spoke about the need for the State to provide additional turning lanes for any new businesses that locate in Kansas. He said this should be an obligation of the State because it's good business and it will improve safety.

John Golden, Mid-State Port Authority, spoke about the need for the continuation of the rail revolving loan program. He mentioned that he had utilized the program and it had been very beneficial for rail upgrades. Golden said rail provides an important resource to the state, and that the loan program plays a key role in rail service. Golden concluded by thanking everyone for coming out to central Kansas.

**Hays Local Consultation Meeting Attendees
September 12, 2008**

Name	Title & Organization	City
Brian Atwell	LINK, Inc.	Hays
Craig Augustine	Midwest Energy	Hays
Joan Babec	Twin Valley Transit	Greenleaf
Robert Barker		Hays
Pam Barta	Eco Devo Director, City of Smith Center	Smith Center
Chas C. Beamer	City of Oakley	Oakley
Virginia Beamer	Representative, Legislature	Oakley
Diane Becker	Norton Economic Development	Norton
Amy Bird	High Plains Mental Health Center	Hays
Norm Bowers	Kansas Association of Counties	Topeka
Steve Boxberger	Norton County	Norton
Tom Branner	Russell County Commission	Russell
John Braun	City of Hays	Hays
Pam Bremkamp	Wallace County	Sharon Springs
Bryan Byrd		Osborne
Bruce Busk	Osborne County	Brewster
Joe Cabrinha	City of Atwood	Atwood
Mark S. Coberly	Scott County	Scott City
Richard Cramer	Gove County Commission	
Gary Doane	County Commissioner, Osborne County	Osborne
Arlen Flax	Midwest Energy	Downs
Jack Frick	Scott County	
Randi Gibbs	Chairman, MSPA	
John Golden	SRS/VR	Hays
David Goheen	City of Downs	
Connie Grafel	Director, Oberlin Chamber	Oberlin
Gary Haddock	Director of Public Works, City of Ellis	Ellis
Jerry Haley	Kansas Hwy. Commissioner	Hays
Randy Hattesoehl	APAC-KS	Hays
Don Heiland	Mayor, City of Downs	Downs
Ron Herdt	City of Smith Center	Smith Center
Don Hineman		Dighton
Jeff Hofakek	Phillips County Emergency Preparedness	Phillipsburg
Howdy Howard	City of Wakeeney	Wakeeney
Leo Inglsbee	City of Stockton	Stockton
Curtis Kitson	Monarch Cement County	Hays

**Hays Local Consultation Meeting Attendees
September 12, 2008**

Name	Title & Organization	City
Dan Johnson	KS House of Representatives	Hays
Janis K. Lee	Senator, Legislature	Kensington
Maxine Letson	City of Gove	Gove
Terry Lipp		Kansas City
Marcia Lohofener	City Council	Oberlin
Kelly McGuire	KHP	Hays
Dennis Mersch	Hill City Municipal Airport	Hill City
Betty Mickey	Mayor, City of Atwood	Atwood
Martin Miller	Mgr., Great Bend Municipal Airport	Great Bend
Ron Nuessen	Parsons, Brinckerhoff, Quade	Wichita
Ralph Ostmeyer	Kansas Senator 40 th District	Grinnell
Larry Patee	Road & Bridge Supt., Osborne County	Osborne
Dennis Pfannestiel	Ellis County Commissioner	Hays
Eber Phelps	Representative, Legislature	Hays
Lisa Reed	SRS/VR	Hays
Cheri Rhea	City Council, City of Sharon Springs	Sharon Springs
Rachel Roach	Office of Congressman Jerry Moran	Hays
Scott Robertson	City of Phillipsburg	Phillipsburg
Gene Rogers	SRS	Colby
Larry D. Salmans		Hanston
Darrell Sammons	City of Stockton	Stockton
Clair Schrock	Road Supervisor, Thomas County	Colby
Lea Ann Seiler	Eco Devo, Hodgeman County	Jetmore
Lester Shuck	City of Burdett	Burdett
Troy Sporer	Sporer Land Development, Inc.	Oakley
Dan Steffen	Kansas Department of Commerce	Hays
Ron Straight	Developmental Services NW KS, Inc.	Hays
John Tremdy	NWKCC – KDOC	Hays
Arlyn Unrein	Director of Public Works, City of Russell	Russell
Cindy Wallace	Director, Trego County Eco Devo	Wakeeney
Joe Walter	Department of Commerce	Hays
Karla Waters	Wilson & Company	Salina
Denise Wolf	Gove County Road & Bridge	Gove

T-LINK

Public Availability Session

Abilene, Kansas

September 18, 2008

The public availability session for the Kansas T-LINK Task Force meeting in Abilene, Kansas was convened 1:00 p.m. on September 18, 2008 in Sterl Hall located at the Central Kansas State Fairgrounds. T-LINK Co-Chair Tim Rogers called the meeting to order and welcomed the public and local officials to the session. He indicated that each person would be called to speak in the order they signed up but an opportunity would be provided at the end of the session for anyone else to provide input to the Task Force.

Presentations to the Task Force:

Joe Nold, Dickinson County Commissioner, spoke to the Task Force regarding his thoughts about a new transportation plan, but also more specifically about priority projects he felt was needed in his home county. First of all, Mr. Nold asserted transportation funding must continue as it is important to the State, it must not be over looked. Mr. Nold began his presentation discussing the local limestone quarry and it's affect on the county road system due to the heavy truck traffic. He emphasized the importance of the quarry not only to the County, but the State as well, however he stated the County cannot deal with the road maintenance on its own. Other areas he hopes a new transportation plan will benefit include: 1.) Increases in the county highway funds. 2.) Support transit to and from Ft. Riley. More specifically, the military families located there generally have one vehicle, leaving the families home with no transportation. 3.) Of the 320 County bridges, there is a need for cost-share replacement of 13 local bridges. Mr. Nold emphasized the need to save money by building cost-efficient bridges with the local demographic, population, and bridge use in mind. 4.) Increase access to the local reservoir where recreation centers are available to the public. 5.) Continued support of the Governors Collaborative Organization, particularly, how KDOT and counties can work closely, sharing resources, and allowing counties to tie into existing contractors on State projects which would eliminate some cost for the counties. 6.) Consider trading maintenance of Dickinson County Road 1400 for K-43. 7.) Repair to Smoky Hill dam.

Dale Houdeshell, City of Manhattan, spoke to the Task Force regarding his thoughts about a new transportation plan within the State and what he feels are priority projects within Manhattan and Riley County. He began his presentation by discussing the present growth of Ft. Riley, and its impact on the local roads. He emphasized that the cities growth has far outgrown the city's budget, and help is needed, including the construction of new roads to meet the growth. Tremendous residential and commercial development has caused this budget crunch; he noted that K-18 has more average daily traffic then I-70 in the region. With that said, he spoke of continuing to identify and fund multi-modal projects at all levels, but emphasized some priority projects he hopes to see brought to a reality if a new transportation plan is passed, including: 1.) Support of all Fort Riley build up. 2.) K-18 improvements, such as transition into a controlled-access freeway. 3.) Improvements to the local "scenic drive" (K-18 to Anderson Ave.). 4.)

Anderson Ave. improvements. 5.) Kimball Ave improvements, including widening. 6.) Local connection between Anderson Ave. and Wreath Ave, and local/state road connections in general. 7.) Improvements to Manhattan Regional Airport, such as, extending the runway to allow access by larger aircrafts and airport infrastructure. He points out that the airport provides daily flights to both Kansas City and Denver. He also emphasized that State funding should not be dependent or restricted by Federal support and funding. To close, he stressed the importance of tying transportation needs to local economic development and noted that due to the Ft. Riley build up KDOT has, and will continue to, receive substantial revenue from this development.

***Mr. Houdeshell provided a printed copy of his PowerPoint presentation to Task Force members to refer back to.

Bruce McMillan, Flint Hills Regional Task Force, spoke to the Task Force regarding his thoughts about a new transportation plan within the State and what he feels are priority projects within the Flint Hills region (RL, GR, PT). Mr. McMillan began his discussion by emphasizing the growth of Ft. Riley is projected to end no earlier than 2012. As a result of this tremendous growth, an improved transportation system is vital in this region to allow for continued economic growth and improvement of the regional infrastructure system. Mr. McMillan then spoke of specific projects he believes are priority with continued growth in the Flint Hills region, including: 1.) Improvements of K-18 to accommodate the local/regional traffic. 2.) The need for a US-24 corridor study. 3.) Construction of a bridge over the Blue Moon River. 4.) Modernizing and widening US-24 running north in Riley County. Moreover, he stressed that if this is not acted on then Kansas will be behind the curve, which will make future projects harder due to continued deterioration over time.

Steve Errebo, Lincoln County Commissioner and farmer, spoke to the Task Force regarding his thoughts about a new transportation plan within the State and what he feels are priority projects within his region. He began his discussion by noting that his county is primarily agriculture with the exception of the development of the Smoky Hill wind farm. Moreover, the wind farms have caused stress on the local County roads because of the heavy trucks transporting blades, turbines, and other wind farm needs. The need of a 1 mile by 1 mile maintained grid is most important in a county such as Lincoln County because of the heavy rural traffic by farmers and ranchers. A transition in to a 2 mile by 2 mile grid would be devastating to the local farmers and ranchers. Mr. McMillan then spoke of specific projects he believes are priority in this area, including: 1.) Modernizing and widening of highways K-181 and K-14, they are narrow and dangerous as they are now. 2.) Pushing for revitalization of local short rail lines. The closure of these lines has impacted the local roads adversely due to increased reliability on heavy trucks. 3.) Six to seven local bridges need replaced, preferably at a pace of one bridge per year. Moreover, continued support of pass-by funding is important. 4.) County paved roads are in dire need of overlaying. 5.) The County is in need of expensive machinery to make possible the local mining of all needed mineral for local projects. He closed his presentation with a personal view that the State should not borrow money for this funding, instead raising revenue within.

Mike Haeffele, City of Beloit, Transportation Director, spoke to the Task Force regarding his thoughts about a new transportation plan within the State and what he feels are priority projects within his region. Mr. Haeffele spoke of three major projects needed within his city and

surrounding areas, including: 1.) K-14, specifically 10th street to US-24 junction. Mr. Haeffele noted that commercial development along this route has caused a need for shoulders, widening, geometric improvement, and turning lanes. This project will allow easier access to the commercial development, current and future development, the local hospital, and local nursing home. He also noted that this stretch of road is prone to flooding. 2.) The K-14 subsurface problems, south of Solomon River bridge are severe; this is the only access to the local grain elevator. 3.) The runway at the local airport is in need of lengthening to allow small jet access and development of a regional hub. As for the regional hub development, Mr. Haeffele says the surrounding communities are supportive. In closing, he points out that all projects funded by the FAA, and resurfacing and geometric improvements under the Plank agreement, are possible without additional funding from the special highway fund. Furthermore, any matching funds can be met by Beloit through its capital improvement program.

Tom Chandler, McPherson Airport Manager and Vice President of the Kansas Airport Association, spoke to the Task Force regarding his thoughts about a new transportation plan within the State and what he feels are priority projects within his advocated interest, including: 1.) All-weather access to all local/regional airports across the State. Mr. Chandler is a former air ambulance pilot of 10 years so he feels all-weather access to all local airports is especially important. Time lost in critical situations commuting to accessible airports due to weather can be fatal. He notes that in good weather air ambulance needs roughly 3000' of runway, but wet conditions raise the need to 4000' of runway. 2.) GPS instrument approach is another important need, and is rather inexpensive when comparing the benefit it will provide. Currently this year, in Kansas, the FAA funded 3 of these to only 2 airports. Therefore, extra funding and surveys are critically needed 3.) Implementing automated weather updates to all airports. Without automated weather, or aircraft equipped with radar, pilots must rely on another cities automated weather or contact the sheriff on the ground for weather information. Mr. Chandler noted there are 40+ airports without automated weather or all-weather approaches. Mr. Chandler closed his presentation by giving thanks to the KDOT Aviation Division for doing such a great job appropriating the \$3 million in funds it has had to work with over the last 10 years.

Doug Story, Watco, Inc., spoke to the Task Force regarding his thoughts about a new transportation plan within the State and what he feels are priority projects within rail industry. Mr. Story opened his presentation by talking a little bit about Watco, mainly their ownership of 18 short line railroads nationwide, industrial switches, and mechanic shops. Also, he noted that the rail loan/grant program over the last 10 years has been successful. Mr. Story then spoke of specific projects he believes are priority in this area, including: 1.) Continued promotion of different rail projects. 2.) An increase from \$3M to \$5M the funds available through the program. 3.) Improve all aspects of railroad for the customers, including 50% matching grants from the State for rail improvements, and 25% matching grants to increase capacity, velocity, and relocating rail customers in congested urban areas. 4.) Last of all, improving the ability to borrow money for all-around rail improvements.

John Heckman, Northern Flyer Alliance, spoke to the Task Force regarding his thoughts about a new transportation plan within the State and what he feels are economic alternatives to aviation travel and freight hauling. He began his presentation by telling a little about the NFA, which is a all-volunteer rail support group consisting of, among others, city managers, mayors, and

city/county commissioners that advocate keeping as much track open as possible to help the public travel and to promote economic development. The NFA supports a line up from Oklahoma City which would connect Kansas City with the Dallas-Fort Worth area, a resolution from all affected cities in between as been agreed upon. The existing line from Dallas-Fort Worth to Oklahoma City is called the Heartland Flyer, and runs center-city to center-city. Furthermore, the existing line is economically beneficial, including \$23 million to cities along the existing line. The cost of this line for Kansas would roughly amount to \$8 million dollars over 579 miles of track. Furthermore, this group advocates short distant rail travel for the public as an economically and environmentally efficient way of moving people (and freight). This would ease fuel costs, allow for larger service areas, and also be less destructive on the highways. He stresses T-LINK needs to facilitate a co-existence between the modes of transportation and to give passenger rail a good look, and offered a striking statistic: from Kansas City to Dallas-Fort Worth it is 412 miles, flying would cost \$169 plus all delays that go with flying, driving with a cost of .58 cents per mile would cost \$235, but traveling by rail would cost only \$50.

Dennis Lauver, Saline County Chamber of Commerce, spoke to the Task Force regarding his thoughts about a new transportation plan within the State and, among other topics, what he feels are priority projects within his region. He began his discussion by stressing the importance of developing a multi-modal business model which allows for the tough task of doing more with less. He then noted that in Saline County, the percentage of deficient roads are lower compared to other areas of the State, but they still need State aid to maintain the work they have performed. Mr. Lauver is an advocate of shutting down some roads, or realigning the grid, in favor of developing and maintaining others; he notes there is no need for Kansas to be the 4th largest highway/road system in the U.S. when we don't have the population to back it up. Mr. Lauver then spoke of specific projects, which promote economic development, he believes are priority in this area, including: 1.) Improving the turning radius on I-70 ramps to accommodate the growing wind farm industry. 2.) Support the wind farm industry as a whole, Mr. Lauver asserts Kansas is behind neighboring "wind farm states" in providing adequate infrastructure and transportation planning.

In addition, Mr. Lauver believes strongly a 10 year program is not in the State's best interest. Shorter more frequent programs will allow for more flexibility in planning. In closing, Mr. Lauver inquired into different funding and other ideas, including: 1.) State and local partnering to develop economic development programs. Local features change quickly over a short period of time, such as wind farms and the Smoky Hills bombing range, which supports his argument of a shorter plan versus a 10 year plan. 3.) Funding which allows the Secretary to have substantial discretion in selecting projects that promote economic development, fit with the State's initiatives, and promotes flexibility. 4.) At the local level, if a project is right the citizens will support in various ways, such as local option sales tax.

Christina Cook, Junction City Engineer and Dennis Cox, Geary County Public Works, spoke to the Task Force regarding their thoughts about a new transportation plan within the State and what he feels are priority projects within his region. Mr. Cox and his partner began their discussion by discussing the significant growth in the Junction City area due to the Ft. Riley build-up and informing the task force that the roads are not keeping up with the growth and

additional funding for the area is desperately needed. Mr. Cox then spoke of specific projects he believes are priority in this area, including the continuation of a corridor study of US-77 & K-18. Safety issues have arisen along this corridor and a study is essential long-term. They note that a resolution has been passed for KDOT funds to be used on various US-77 and K-18 projects.

Jeff Bechard, AgMark LLC (Shipper & short line railway advocate), Beloit, KS, spoke to the Task Force regarding his thoughts about a new transportation plan within the State and what he feels is important when considering this new plan. Mr. Bechard began his discussion by detailing the short line rail service as it applies to his company. AgMark ships grain from 13 counties at 130,000 carloads annually (roughly two truckloads are equal to one train car load). Grain is originated in 12 Kansas counties and three Nebraska counties, and the ideal situation for a shipper is to have rail services directly from the area of grain production all the way to the destination. When rail is not available, the customers must travel to the nearest rail point and heavy trucks must be used, causing damage to the States roadways. It is important to maintain the short line industry, not only because of the effect heavy trucks have on the road way but for the beneficial impact rail has on local/state commerce, by keeping prices down. Mr. Bechard believes there needs to be continuing and ongoing support, because bridges, rail, and ballasts are in need of repairs. He mentions a cost/benefit analysis between rail and heavy trucking is needed to determine project and funding. Mr. Bechard closes out his presentation by stressing that rail use is a safety issue as well, simply because less truck traffic equates to safer highways.

Dennis Slimmer, KDOT, speaking on behalf of a Morris County representative who could not stay. The individual left written testimony for the Task Force to consider, but the main emphasis was that the transportation plan must be of significant size allowing for specific transportation capital improvements, such as bridge replacement, and asphalt projects. A resolution by the Morris County commission has been passed.

Jim Duggan, rancher/farmer, commented on an existing bridge project occurring on I-70 at the Niles exit. Mr. Dugan opposes the plan to remove the existing bridge before a new one is constructed to replace it. As a farmer/rancher, this bridge is the only bridge in the area that is reasonable and efficient to use for movement of grain and livestock, the county roads must not be the only way. Other than the bridge project, Mr. Dugan spoke generally about transportation. He advocates lowering the weight limit and speed limit for heavy trucks, because the weight limit has gotten too high and the effect can be seen on the highways. He feels taxing is the way to raise revenue. In closing, he sums up his position as needing a new innovative (European/Autobahn) approach at maintain roads and bridges, such as better bases to sustain the wear and tear of daily traffic.

Abilene Local Consultation Meeting Attendees September 18, 2008		
Name	Title & Organization	City
Phyllis Anderson	OCCK, Inc.	Salina
Nick Arena	City of Manhattan	Manhattan
Andrew Asch	Road & Bridge Supt., Cloud County	Concordia
Debbie Atkinson	OCCK, Inc.	Salina

**Abilene Local Consultation Meeting Attendees
September 18, 2008**

Name	Title & Organization	City
Jeff Bechard	Ag Mark	Beloit
Kenny Bieker	Salina Airport Authority	Salina
Sheila Biggs	County Commissioner, Dickinson County	Abilene
Elaine Bowers	Representative, Kansas Legislature	Concordia
Neil Cable	County Engineer, Saline County	Salina
Tom Chandler	County & City of McPherson	McPherson
Christina Cook	City of Junction City	Junction City
Ron Cople	Director of Public Works, City of Concordia	Concordia
Dennis Cox	Director of Public Works, Geary County	Junction City
Tami Dandliker	City Administrator, City of Seneca	Seneca
Ken Dawson	County Commissioner, Chase County	Chase
Deborah Divine	Program Manager, BWR Corporation	Salina
Allen Dinkel	City of Abilene	Abilene
Tom Dorsey	Salina Journal	Salina
Jim Duggan	Rancher & Farmer	Niles
Lisa Eastep	KDOC - Parole	Salina
Lisa Eickholt	Geary County	Junction City
Troy Eisenbraun	Vice President, Wilson & Company	Salina
Steve Errebo	Lincoln County Commission	
Stup Eurley	Area on Aging	
Sherwin Fast	Great Plains Trucking	Salina
Gary Fees	City of Manhattan	Manhattan
Jerry Fowler	Kirkham Michael & Associates	Ellsworth
Jim Frey	NCFH Area Agency on Aging	Abilene
Nancy Gafford	Ex. Director, Rural Dev. Assn. of NE KS	Sabetha
Bill Garrison	Cloud County Commissioner	Concordia
John Gough	Abilene/Dickinson County	
Julie Govert Walter	Ex. Director, North Central-Flint Hills AAA	Manhattan
Bob Grothoff	Transervice/Exide	Salina
Mike Haeffele	Director of Transportation, City of Beloit	Beloit
Kathleen Harnish-Doucet	CEO, TeamTech, Inc.	Olathe
Richard Hayter	Associate Dean/Professor, KSU	Manhattan
John Heckman	NFA	Newton
Tasha Hollie	Minneapolis Good Samaritan Center	Minneapolis
Brad Homman	Dickinson County	Abilene
Roger Homolka	City of Ellsworth	Ellsworth

**Abilene Local Consultation Meeting Attendees
September 18, 2008**

Name	Title & Organization	City
Linda Honeyman	Seneca Downtown Impact	Seneca
Dale Houdeshell	Director of Public Works, Manhattan	Manhattan
C. Kay Hutchinson	Director, Morris County Development Corp.	Council Grove
James Jamison	City of Manchester	Manchester
Margaret Jamison	City of Manchester	Manchester
David Johnson	VP., Transportation Eng. BWR Corp.	Salina
Doug Kjellin		Marion
Glenn Knak	Vice President, Bucher Willis & Ratliff	Salina
Bob Knudson	City Manager, City of Belleville	Belleville
Everett Kolling	Dickinson County Commissioner	Herington
Rebecca Koster	Mayor, City of Beloit	Beloit
Leslie LaFoy	City of Peabody	Peabody
Dennis Lauver	Pres/CEO, Salina Area C of C	Salina
Christina L'Ecuyer	Washington County Economic Development	Washington
Melvin Leckrom	Area Agency	Abilene
Kirk G.Lowell	Executive Director, Cloud Corp.	Concordia
Darrin McCall		New Cambria
Doug McKinney	NC Regional Planning Commission	Beloit
Larry Meitler	Lincoln County Highway Department	Lincoln
Christine Meyer	Community Foundation of Dickinson County	Abilene
Jonathan Mitchell	City Administrator, City of Ellsworth	Ellsworth
Tom Moxley	Representative, Legislature	Council Grove
Joe Nold	Dickinson County Commissioner	Abilene
David Norlin		Salina
Dan Oldehoeft	City of Manhattan	Manhattan
Robert Ott	City Engineer, City of Manhattan	Manhattan
Duane Patrick	McPherson County Commission	McPherson
Abner Perney	City of Salina	Salina
Dana Peterson	Kansas Wheat	Manhattan
Lyle Peterson	Kansas Department of Commerce	Manhattan
Audrey Philip	Three Rivers, Inc.	Wamego
Gordon Philip	Wasagman Trail Committee	Wamego
Greg Ponton	City of Manchester	Manchester
James Price	City of Abilene	Abilene
Jennifer Rahne	HWS Consulting Group	Manhattan
Kermit Rusk	Ellsworth County	Ellsworth

**Abilene Local Consultation Meeting Attendees
September 18, 2008**

Name	Title & Organization	City
Meredith Sleichter	Community Foundation of Dickinson County	Abilene
Ed Slocombe	Mayor, City of Peabody	Peabody
Anne Smith	Director, Riley Co Area Transportation Agency	Manhattan
Dave Smith	State Representative	Salina
Dan Stack	City of Salina	Salina
Harold Stones	U.S. Sen. Pat Roberts Office	Topeka
Doug Story	Marketing Manager, WATCO	Pittsburg
Mark Taddiken	Senator, Legislature	Clifton
Martin Tannahill	Dickinson County	Abilene
Tim Unruh	Abilene City	
Eugene Velasques	Salina Journal	
Peter VanKuren	Manhattan Regional Airport, Manhattan	Manhattan
Jene Vickrey	Representative, Legislature	Louisburg
Ths Witman	KHP	Salina
Joel Wright	Team Tech, Inc.	Kansas City

T-LINK

Public Availability Session

Topeka, Kansas

September 19, 2008

The public availability session for the Kansas T-LINK task force meeting in Topeka, Kansas was convened at 1:00 p.m. on September 19, 2008, in the Ramada Inn at 420 E. 6th Street. T-LINK member, Shawnee County Commissioner Shelly Buhler, acting in place of Co-Chair Deb Miller, called the meeting to order and welcomed the public and local officials to the session.

Presentations to the Task Force

Gary Heer, Director of Public Works, City of Atchison, provided the task force with a resolution by the City of Atchison calling for enactment of a new Comprehensive Transportation Program sufficient to make several specific improvements in the vicinity of Atchison. Mr. Heer described improvements that included a geometric improvement to four lane US-59 highway from 14th Street to the west city limits, rerouting K-7 highway from 10th Street to 14th Street in an effort to provide a more direct route, and improvements at the Atchison airport including widening runways and constructing a perimeter fence.

Diane Novak, Chair of the WAM-SAG-MAN Trail Project, spoke about that project. She also represented the St. George Safe Routes and the Kan Bike Walk organization. Ms. Novak spoke about the regional aspects the WAM-SAG-MAN project indicating the cooperation between the communities. She said that a great deal of population growth has occurred in the area and traffic counts had increased significantly. She pointed out that Military Trail Road is narrow and is without shoulders so there is no safe place for pedestrians or bicyclists.

Ms. Novak discussed efforts to fund the project from several sources. She mentioned that their project would be further enhanced by efforts on other trails. She mentioned their project would connect with the Quad States Trail that would tie in with trails in other states as well as the Manhattan trail.

She indicated that these trails would provide economic benefits from travelers using the facilities, similar to the success of the Katy Trail in Missouri. She closed by saying their main focus was on improved safety for bicyclists and pedestrians.

Keith Browning, County Engineer and Public Works Director for Douglas County, indicated that the City of Lawrence and Douglas County passed a joint resolution in support of a new Comprehensive Transportation Program and listed several priority projects. He pointed out that one of the projects on the list is the completion of the eastern leg of the South Lawrence Trafficway (K-10). He spoke of the importance of the SLT to Lawrence, Douglas County and the eastern region of Kansas.

Mr. Browning said there were some interesting ideas about funding during the highway breakout earlier in the day. He mentioned that some creative ideas such as dollar incentives for closing local bridges and trading federal funds for state dollars should be explored.

Todd Girdler, Transportation Planner for the Lawrence/Douglas County MPO, spoke about the importance of completion of the freeway system in Lawrence to provide mobility between Topeka and the Kansas City metropolitan area. A critical component of that network is the completion of the South Lawrence Trafficway.

Roger Zalneraitis, Economic Development Planner for Lawrence, talked about the importance of the SLT to Lawrence and the region. He also spoke about the importance of the bus connection between Johnson County and Lawrence on K-10 as a multimodal solution. Mr. Zalneraitis presented a letter from the Chamber of Commerce that supported the projects requested by Lawrence and Douglas County.

Jim Sherow, City Commissioner of Manhattan, spoke about growth in the region around Manhattan and Fort Riley. He pointed out that increased troops at Fort Riley have added additional housing units, students, and traffic in the area. He said the economic impact to the State of Kansas has been approximately \$1.3 billion.

Ron Fehr, City Manager of Manhattan, spoke about the growth in housing resulting from the growth at Fort Riley. He mentioned the region has a goal of building an additional 9,000 houses by 2013.

Mr. Fehr stated key considerations for transportation improvements in a new program included supporting the buildup of Fort Riley, managing growth to protect safety, and aligning transportation to support the Kansas economy.

Dale Houdeshell, Public Works Director of Manhattan, provided information on critical transportation projects in the Manhattan area. Projects listed included (1) intersection improvements at US-24 and McCall Road, (2) McCall Road extension US-24 to 4th Street, (3) north Manhattan improvements – Claflin to Kimball Avenue, (4) intersection improvement at US-24 and Northfield, and (5) improvements to the Manhattan Regional Airport.

Mr. Fehr completed the presentation by identifying several recommendations for a new program including (1) complete the vision of K-18 as a freeway, (2) support local connections to state highways, (3) identify and fund multimodal projects, (4) protect and expand Geometric Improvement projects, (5) protect and expand Economic Development improvements, (6) examine applying local and state sales tax to fuel sales for transportation purposes, and (7) modify the Transportation Development District legislation.

Christy Caldwell, Greater Topeka Chamber of Commerce, and a participant on the Shawnee County project selection committee spoke to the task force. She said that while her group had not yet identified specific high priority projects, they had identified a number of concerns. She said there are significant needs for projects to address safety and economic development needs. She indicated they desire to improve the flow of traffic and freight and improve connections with other communities. She also mentioned that local transportation infrastructure needs are vast and they rely on funding provided by the state. She indicated that transit ridership has increased and is a major need. They see significant possibilities for commuter rail and passenger rail.

Ms. Caldwell indicated the importance of completing the trail system in Topeka as an important benefit to attract young employees. She indicated that rail freight is an important mode of transportation. Finally, she indicated the importance of maintaining the aviation system.

Carey Maynard-Moody, Volunteer member of the Northern Flyer Alliance and member of Lawrence's Mayor's Climate Protection Task Force, spoke about a desire to get back to the days when there were fewer cars and people used passenger rail and buses for transportation. She expressed concern about the impact the transportation system has on the environment. She asked the task force to apply an environmental filter to any project related decisions. She said that each project should be evaluated based on whether the project improves the environment.

Michael Byington, Kansas Association for the Blind and Visually Impaired, spoke about needs for public transit and concerns with the built environment. Mr. Byington asked that both funding for public transportation and the percentage of funding for transit in the overall budget increase in a new program.

He indicated several needs that should be addressed including continuing and increasing after-hours service, and maintaining the Job Access and Reverse Commute programs. He also spoke about the fears of many disabled persons that transit programs will be cut based on news reports and rumors.

Mr. Byington pointed out that long headways should be reduced. These headways dramatically impact the ability of transit riders to make connections to jobs and medical appointments. He also pointed out problems that visually impaired persons have with electric/hybrid cars that are silent. He asked for laws that would require these vehicles to make environmentally friendly sounds.

Regarding city to city transportation, he urged support for passenger rail, AMTRAK and intercity bus transportation.

Dan Mollnow, City Councilman of Osage City, spoke about needs on K-31 highway that connects Osage City to US-75 highway. He mentioned that traffic has increased on this road due to growth and economic development in the area. He said that the lack of sidewalks in the section in Osage City creates safety issues for pedestrians.

Woody Moses, Kansas Aggregate Producers Association, spoke to the task force about the members of his association and their work to supply materials for transportation projects. Mr. Moses spoke about the need for transportation to keep the Kansas economy moving.

He said that the need for transportation continue to grow. He used a map showing truck flows to illustrate the importance of highways to move freight in and beyond Kansas. He indicated that \$400 - \$500 million per year should be spent on new construction in addition to those improvements to maintain the existing system.

Mr. Moses also pointed out challenges to provide sand and rock for transportation improvements. He recommended that policies be established that help in the development and extraction of materials.

Tom Doperalski, Pottawatomie County Commissioner, spoke to the task force about what is happening in Pottawatomie County. He described the impact the growth at Fort Riley has had on Pottawatomie County. He indicated that a regional growth plan was developed that included transportation.

Commissioner Doperalski pointed out the importance of the US-24 corridor study and indicated the growth of travel on US-24. He listed several challenges and opportunities including intersections of Green Valley Road, Excel Road, Flush Road, Black Jack Road, and Columbian Road and US-24. He asked that funding be provided once the US-24 corridor study is complete to address the needs at these intersections.

Peter Van Kuren, Director of the Manhattan Regional Airport, represented the Kansas Association of Airports. He requested increased funding from \$3 million to \$25 million per year for airport improvements. He said that the existing program was handled efficiently by KDOT but was not sufficient to meet all of the preservation needs. He also said that needs for all weather access are critical and should be addressed. He went on to discuss the economic impact and benefits that aviation programs bring to Kansas and local communities.

John Mills, National Association of Railroad Passengers, said that because of the fuel situation and difficulties faced by airlines there is a renewed interest in a reliable train transportation system. He urged support of the findings of a report to extend the Heartland Flyer passenger rail train to Newton and Kansas City.

Mr. Mills then turned his remarks to concerns about safety. He indicated that a recent crash between a passenger train and a freight train in California was apparently caused by a train operator that was distracted by sending text messages on his cell phone. Mr. Mills asked that laws be adopted to prevent the use of cell phones to send text messages by operators of any bus, public transportation, truck, or vehicle moving on the road system.

Heather Morgan, County Administrator for Leavenworth County, spoke about transportation priorities for Leavenworth County. She indicated that cities in the county have cooperated in an effort to identify high priority projects.

She indicated that Leavenworth County's top priority is a realignment of K-5 highway to tie in with I-435. She indicated concerns about safety of the existing K-5 route. The #2 priority project is development of a Leavenworth County Regional Airport. The #3 improvement priority is improvement of the Centennial Bridge as a toll bridge. The next priority is a bypass of Lansing and Leavenworth on K-7. Finally, if a total bypass of Leavenworth and Lansing cannot be done then a bypass on the west side of Leavenworth from Lansing to the north side of Leavenworth should be constructed.

Finally Ms. Morgan discussed the importance of continued sharing of funds with local units of government. She said the City County highway funds must be protected and not allowed to be diverted.

Tom Vlach, Director of Public Works and County Engineer for Shawnee County, spoke to the task force about improvements needed for NW Carlson Road between I-70 and the city of Rossville including the Willard Bridge. Mr. Vlach pointed out the road is a critical link for Rossville and Shawnee County. He stated that the Willard Bridge over the Kansas River is a pin and hanger structure that is fracture critical. He said while the bridge is considered safe, it is a concern that the bridge is of the same type that collapsed last summer in Minneapolis, MN.

Mr. Vlach provided a list of State Highway routes that connect communities to I-70 and indicated that consideration should be given to KDOT taking over responsibility for NW Carlson Road or the state providing assistance in improving the road and the Willard Bridge.

Rod Meredith, Assistant Director of Public Works for Riley County, spoke about the need for funding to improve roads in rural areas. He discussed bridge needs and indicated that the county is unable to address needs fast enough to keep up with needs due to age and deterioration. He asked for accelerated funding for bridges.

Mr. Meredith also discussed several projects supported by Riley County including the improvement of K-18 between Fort Riley and Manhattan, the four lane of K-113 from Manhattan to US-24, and a new bypass route from US-24 east of Manhattan in Pottawatomie County to Marlatt Avenue on the west side of town.

Roy Hallauer, Jackson County Commissioner, said that he appreciated the road and bridge funding from the last program and urged that similar funding be provided in a new program.

Commissioner Hallauer said there is need for improvement to K-16 both east and west of Holton where the road is narrow with no shoulders. He indicated there is also need for improvement on US-75 north of Holton because of development due to an industrial park and traffic to the Holton Hospital.

He also urged dropping the speed limit on gravel roads to 45 mph from 55 mph. He said they have noticed a number of run-off-the-road accidents by vehicles traveling too fast on gravel roads with sharp hills.

Finally, he urged that US-75 be four lanes from Holton to the Nebraska line to accommodate the heavier truck traffic including oversize loads carrying wind generating equipment.

Lois Loecks, volunteer from Onaga, Kansas, spoke to the task force in support of aviation and the efforts of the Kansas Association of Airports. She spoke about efforts to develop properties near the city's landing strip. She said that companies that Onaga is trying to attract to the area have aircraft that cannot use their existing grass landing strip. To be able to attract companies that provide jobs, it will be important for Onaga to improve its landing strip to accommodate these company planes.

There were no other individuals who asked to present information to the task force and Commissioner Buhler adjourned the meeting.

Topeka Local Consult Meeting Attendees September 19, 2008		
Name	Title & Organization	City
Nick Arena	City of Manhattan	Manhattan
Lennie Armstrong	RCIL, Inc	Emporia
Sid Arpin	BG Consultants	Hutchinson
Hank Avils	Legislative Research	Topeka
Barry Billings	Shawnee County Community Corrections	Topeka
Becky Brewer	Resource Center for Independent Living	Osage City
Sharon Brown	Mayor, City of Clay Center	Clay Center
Keith Browning	Dir. of Public Works, Douglas County	Lawrence
Ann Byington	President, KS Assn. of Blind & Visually Impaired	Topeka
Michael Byington	CEO, KIBVI	Topeka
Susan Cadoret	Department of Commerce	Topeka
Christy Caldwell	VP., Government Relations, Greater Topeka C of C	Topeka
David Carrier	USD 420, Osage City	Osage City
David Church	Parson Brinkerhoff	Lenexa
Rosie Cooper	RCIL, Inc	Topeka
Alex Culbreth	Rehab. Center, Blind & Visually Impaired	Wichita
Tom Daperalski	Pottawatomie County	Wamego
Mike Debacker	Burns & McDonnell	Kansas City
Abby Dechant	Wabaunsee County Eco Devo	Alma
Edward Elam	County Administrator, Ford County	Dodge City
Krista Engel	Kansas Department of Aging	Topeka
Ruth Ensley	Transit Mgr., Pratt Co. Transportation	Onaga
Gary Fees	City of Manhattan	Manhattan
Joe Fisher	KS Rehab. for Blind & Visually Impaired	Topeka
Melissa Follmer	Family Service and Guidance Center	Topeka
Shelby Fry	Dir., Employment Services, TARC Inc.	Topeka
Rocky Fund	Representative, Legislature	Hoyt
Johnna Godinez	RCIL, Inc.	Topeka
Jana Goodman	41st House District	Leavenworth
Roy Hallauer	County Commissioner, Jackson County	Holton
Fred Hallowell	Osage City	Osage City
Jason Hammes	Frito Lay	Topeka

**Topeka Local Consult Meeting Attendees
September 19, 2008**

Name	Title & Organization	City
Wendy Harms	KAOA – KRMCA	Topeka
Tom Hawk	Representative, Legislature	Manhattan
Gary Heer	Dir. of Public Works, City of Atchison	Atchison
Kent Heermann	Pres., Regional Dev. Assn. of EC KS	Emporia
Jerry Henry	Representative, Legislature	Cummings
Nick Hernandez	City of Osage City	Osage City
Don Hill	Representative, Legislature	Emporia
Tom Holland	Representative, Legislature	Baldwin City
Dale Houdeshell	Director of Public Works, Manhattan	Manhattan
Jim Irely	Candidate, House of Representatives	Melvorn
Eric Johnson	Metropolitan Topeka Airport Authority	Topeka
Nancy Johnson	Services for the Blind	Topeka
Mary Kerr	United Way	Topeka
Lynne Ladner	City Administrator, City of Hiawatha	Hiawatha
Matthew Long	Topeka Transit	Topeka
Lois Loucks	Kansas Association of Airports	Onaga
Steve Lukert	Representative, Legislature	Sabetha
Jocelyn Lyon	Jayhawk Area Agency on Aging	Topeka
Ann Mah	Representative, Legislature	Topeka
David Mahoney	City Engineer, City of Atchison	Atchison
Carey Maynard-Moody		Lawrence
James McCarty	Planning Labette County Transportation	Parsons
Mike McCary	RCIL, Inc	Topeka
Jeanine McKenna	Pres/CEO Emporia Area C of C	Emporia
Debbie Meador	Kansas Livestock Association	Topeka
Rod Meredith	Riley County	Manhattan
Dan Mollnow	City Council, City of Osage City	Osage City
Barbara Moore	Regional Manager, Industrial Development UP Railroad	Kansas City
Heather Morgan	LVCO	Leavenworth
Janlyn Nesbett-Tucker	CEO/GM, Topeka Transit	Topeka
Diane Novak	WamSagMan Trail Organization	St George
Dan Oldehoeft	City of Manhattan	Manhattan
Joab Oritz	Burns & McDonnell	Olathe
Robert Ott	City Engineer, City of Manhattan	Manhattan
Blanche Parks	Kansas Department of Aging	Topeka
Michael Peterson	Representative, Legislature	Kansas City

**Topeka Local Consult Meeting Attendees
September 19, 2008**

Name	Title & Organization	City
Ernest Pogge	AARP	Lawrence
Warren Porter	City Manager, City of Winfield	Winfield
Connie Potter	Doniphan County Transportation	Troy
Jeff Preisner	Deputy Mayor, City of Topeka	Topeka
Willie Prescott	Osage County Commission	Osage City
Tim Ramirez	Director, Road and Bridge, Prairie Band Potawatomi	Mayetta
Dee Roberts	Chamber of Commerce	Osage City
Heather Ruhkamp	Marshall County Agency on Aging	Marysville
Dennis Smerchek	Kansas Rehabilitation Services	Topeka
Carlton Scroggins	City of Topeka	Topeka
Ron Seeber	Kansas Grain and Feed Association	Topeka
Jill Shelley	Kansas Legislative Research Dept.	Topeka
Jim Sherow	City of Manhattan	Manhattan
Charles Soules	Dir. of Public Works, City of Lawrence	Lawrence
Randy Speaker	Deputy City Manager, City of Topeka	Topeka
Harold Stones	U.S. Sen. Pat Roberts Office	Topeka
Steve Stotts	Kansas Department of Revenue	Topeka
Jim Tobaben	Planning & Engineering Manager, Parsons Brinckerhoff	Lenexa
Shoeb Uddin	City of Lawrence	Lawrence
Terry Urban	City Administrator, City of Valley Falls	Valley Falls
Peter VanKuren	Manhattan Regional Airport, Manhattan	Manhattan
Thomas Vlach	Shawnee County	Topeka
Steph Watson	Osage County	Osage City
Dana Wethington	American Red Cross	Topeka
Deann Williams	KDOR	Topeka
Jack Woelfel	Topeka City Council	Topeka
Doug Wood	Johnson County	Olathe

T-LINK

Public Availability Session

Olathe, Kansas

September 22, 2009

The public availability session for the Kansas T-LINK Task Force meeting in Olathe, Kansas was convened at 1:00 p.m. on September 22, 2008 at the Holiday Inn. T-LINK Co-Chair Tim Rogers called the meeting to order and welcomed the public and local officials to the session. He indicated that persons would be called to speak in the order they signed up but that an opportunity would be provided at the end of the session for anyone else to provide input to the task force.

Presentations to the Task Force

Brad Comell and Beth Felski, Olathe Chamber of Commerce, advocated for a ten year transportation plan. They said that Olathe's two highest priority projects are improving K-10 and realigning and improving K-7

Alonzo Linan, City of Olathe, spoke about the importance of preservation and maintenance. He identified as important the section of I-35 North of 119th ST to the I-435 interchange, the interchange area of I-435, I-35 and K-10, the continuation of K-10 improvements, and K-7 from Olathe to Leavenworth.

Jim Hanni, AAA, discussed traffic safety and driving habits. He stated that we should look at improving our safety culture when planning the next transportation plan. He advocated for a graduated driver's license program to address accident rates among teens, and mentioned that we should consider new options for senior drivers.

Mike Spickelmier, Ken Bernard and Scott Miller, Leavenworth County, City of Lansing, and City of Leavenworth respectively, discussed the importance of I-435 to the region, Centennial Bridge, and funding scenarios. **Steve Jack, Executive Director of Economic Development**, also talked about aviation needs. He said that infrastructure around their airport is not well-developed and there is a plan to build an air and business park in the Leavenworth area.

Penny Evans, Miami County, said that K-7 and US-56 remain priorities for them. There is also some concern about the future Gardner Intermodal Facility and potential increased traffic in the area. She said that preservation, widening, and capacity improvements in the region would be beneficial.

Ron Freyermuth, City of Shawnee, talked about the significance of the K-7 corridor, specifically at 43rd, 47th, and 75th ST intersections. He said that all of these projects will lead to additional economic development in the area and all are identified in the K-7 master plan.

Cindy Green, City of Lenexa, said that the K-10 & Lone Elm interchange is a priority. There is already development there and they estimate that a \$48 Million investment will yield \$1.2

Billion of return. She also identified as important 95th ST & I-35 interchange, US-69 from 75th to 95th ST and the K-7 corridor.

Carl Gerlach, Mayor of Overland Park, discussed US-69 and the importance of finishing what we started. He said that it is important to widen the highway between 119th and 167th streets – this would promote safety, ease congestion, and support economic growth. He also mentioned that it is vital to maintain the US-69 and I-435 interchange.

Rick Worrell, Overland Park Chamber of Commerce, voiced support for the US-69 improvements between 75th and 167th streets. He said that travel times could triple in the next twenty years, and local businesses will feel the impact of those problems.

Lavern Squier, OP Economic Development Council, said that the Overland Park business community is growing and developing rapidly. It needs infrastructure improvements to keep pace with that growth. He said that US-69 improvements are vital for Overland Park and Johnson County.

Fred Backus, Unified Government of Wyandotte-KCK, said that the I-435 corridor is a priority for them. He also stated that the I-35 & Lamar interchange is obsolete and antiquated. There is commercial development in the area and those businesses rely on that interchange heavily.

Martin Rivarola, City of Mission, also expressed support for the I-35 & Lamar interchange. He said that there is a need for commercial redevelopment. He believes that the long term transportation plan should include Bike/Ped and mass transit.

Peggy Sneegas, City of Overland Park, talked about the City's redevelopment plan and "Vision Metcalf." This is a multi-modal effort over a 9-mile corridor from I-35 to 123rd ST. She said that development projects are already being discussed and we have to assume that the future will bring multi-modal alternatives.

Jim Courtney, Executive Director of Mr. Goodcents Foundation, said that we should focus on expanding transit options, creating jobs, and bringing alternative modes of transportation to Kansas. He said that the price of gas will force us to come up with new and more efficient ways of moving people.

David Greene, City of Gardner, talked about the Gardner Intermodal facility and expressed support for a new interchange on I-35 South of Gardner.

Mell Henderson, Mid-America Regional Council, identified some general principles: we should increase modal choice, integrate projects with economic development, improve functionality of existing infrastructure, address environmental concerns, and promote safe travel across the board.

Bernice Duletski, Assistant Manager of Johnson County, discussed regional priorities. She said that Johnson County is growing at 2% every year and they support the local projects already

discussed today. She talked about the success of the K-10 connector from Lawrence to Johnson County, and that their funding ends in 2009. She also mentioned that the Gardner Intermodal facility will generate tremendous revenue and will require a new interchange on I-35.

Rev. Bobby Love, More², discussed the importance of equal access to transportation in the state. He said that we should seriously look at mass transit, which would increase access to jobs for many people.

Marcia Bernard, Unified Government Transit, said that the last plan provided \$400,000/year to UGT. She believes that the new plan must have increased funds due to new commercial development in Wyandotte County. As jobs are created there will be new transit needs. She expressed support for mass transit because the County is seeing increasing ridership and interest in such alternatives.

Bryan Dyer, Community Involvement Director for the City of Merriam, said that the City does not have area to expand and they have nine bridges to maintain. This is difficult because there are not enough resources in terms of staff and funding. They need local funding to perform some much-needed maintenance.

Dale Crawford, KanBikeWalk, talked about funding needs and the rising cost of gas. Some projects he mentioned were: Merriam & Southwest Blvd, K-10 corridor, K-7 corridor, K-32 corridor, K-5 corridor, and the Centennial Bridge.

Mark Corrison, Northern Flyer Alliance, discussed inter-city passenger rail services. He said that local funding is necessary to further develop the rail system in Kansas.

Olathe Local Consultation Meeting Attendees September 22, 2008		
Name	Title & Organization	City
Ron Achelpohl	Asst. Dir. Transp., Mid-Am Reg Council	Kansas City
Alice Amrein	Johnson County Transit	Olathe
John Andrade	Retired Citizen	Olathe
Mac Andrew	County Engineer, Johnson County	Olathe
Becky Ausley	Candidate	Overland Park
Lou Banks	Transit Op. Supt. UG of WYCO/KCK	Kansas City
Cheryl Beatty	City Manager, City of Eudora	Eudora
Marcia Bernard	UG Transit	Kansas City
Rick Biery	Director of Public Works, City of Olathe	Olathe
Bob Boyer	PB World	Kansas City
Joe Brand	HNTB Corporation	Overland Park
Doug Brown	Public Works Director, Overland Park	Overland Park
Angela Burd	Lakemary Center, Inc.	Olathe
Cody Christensen	Johnson County Transit	Olathe

**Olathe Local Consultation Meeting Attendees
September 22, 2008**

Name	Title & Organization	City
Don Clarkson	Clarkson Construction Company	Kansas City
Brad Cooper	Kansas City Star	Kansas City
Brad Cornell	Chamber of Commerce	Olathe
Mark Corriston	Northern Flyer Alliance	Olathe
Jim Courtney	Mr. Goodcents Foundation	Desoto
Dale Crawford	Park Project Cord., JO CO Bicycle Club	Olathe
Mike Crow	KAPA	Topeka
Shellee Currier	Watco Companies, Inc.	Kansas City
Patrick Devine	Johnson County Corrections	Lenexa
Marjie Dubois	City of Paola/Lakemary Center	Paola
Bernice Duletski	Johnson County Government	Olathe
Heather Duncan	Lakemary Center, Inc.	Olathe
Bryan Dyer	Planning Commission, City of Merriam	Merriam
Penny Evans	Director of Engineering, Miami County	Paola
Beth Felski	Chamber of Commerce	Olathe
Chuck Ferguson	Johnson County Transit	Olathe
Darryl Fields	MARC	Kansas City
Marci Francisco	Senator, Legislature	Lawrence
Peter Freund	Majority Leader, Rep. Merrick	Olathe
Ron Freyermuth	Director of Public Works, City of Shawnee	Shawnee
Tom Gerend	Asst. Director of Transportation Mid-America Regional Council	Kansas City
Barb Gerhard	AAA	Kansas City
Todd Girdler	Director, Topeka Metro Planning Org.	Topeka
Bart Goering		Spring Hill
Cindy Green	City of Lenexa	Lenexa
Tim Green	City of Lenexa	Lenexa
David Greene	Director of Public Works, City of Gardner	Gardner
Charles H. Gregor	40th district	Leavenworth
Mick Halter	HNTB	Overland Park
Lisa Harris	Lawrence/Douglas County MPO	Lawrence
Allona Harrison	KDOC	Topeka
Sam Hartle	KC Kansan	Kansas City
Mell Henderson	Director of Transportation, MARC	Kansas City
Mike Herleth	Burns & McDonnell	Kansas City
Dave Hill	Blue Valley Schools	Overland Park
Rita Hoag	City Clerk, City of Bonner Springs	Bonner Springs

**Olathe Local Consultation Meeting Attendees
September 22, 2008**

Name	Title & Organization	City
B. Neil Holman	Parks & Recreation, City of Shawnee	Shawnee
Dave Holtwick	Home Builders Association of KC	Kansas City
Jim Hubbell	MARC	Lawrence
Terrie W. Huntington	Representative, Legislature	Fairway
Steve Jack	Leavenworth County Development Corp.	Leavenworth
Jan Jenkins	Lakemary	Olathe
Mark Jensen	Cambridge Systematics, Inc.	CA
Aleece Johnson	RCIL, Inc.	Overland Park
Trina Johnson	Parole Services	Kansas City
Jennifer Keating	Parole	Olathe
Marvin Kleebe	48th KS House of Representatives	Overland Park
Wendy Koerner	City of Lawrence	Lawrence
Rob Krewson	BHC Rhodes	Overland Park
Dex Kruger	KHP	Olathe
Todd LaTorella	Concrete Pavement Association	Overland Park
Jay Leah	Area on Aging	Olathe
Alonzo Linan	Asst. Director of Public Works, Olathe	Olathe
Dean Loe	Lakemary Center	Olathe
Jim Martin	Ex. Director, Shawnee Eco Devo Council	Shawnee
Barney Mayse	The Whole Person, Inc.	Prairie Village
Mike Mckenna	HWS	Overland Park
Jeff Mckerron	TranSystems	Kansas City
Payne Mendenhall	Laborers Employers Cooperative Trust	Kansas City
Dan Miller	City Engineer, City of Overland Park	Overland Park
J. Scott Miller	City Mgr, City of Leavenworth	Leavenworth
Ken Miller	Lansing	Lansing
Ted Moore	City of Overland Park	Overland Park
Timothy Moran	Private Resident	Lansing
Dale Mueller	Parsons Brinckerhoff	Lenexa
Harry Mullins	Self Employed	Olathe
Andrew Nave	Mgr., Overland Park Eco Devo Council	Overland Park
Adam Norris	City of Overland Park	Overland Park
Ron Norris	Director of Public Works, City of Lenexa	Lenexa
Joe Novak		Shawnee
Tim Owens	Representative, Legislature	Overland Park
John Paden	Chamber of Commerce	Olathe

**Olathe Local Consultation Meeting Attendees
September 22, 2008**

Name	Title & Organization	City
Dean Palos	Johnson County Planning	
John Peinmann	Elizabeth Layton Center	Ottawa
Tom Peterson	City of Olathe	Olathe
Brian Pietig	Johnson County	
Bob Post	Proctor and Gamble	Kansas City
Angela Pritchett	Shockey Consulting	Lenexa
Jill Quigley	Representative, Legislature	Lenexa
Bill Ramsey	BWR Corp	Leawood
Kathy Rankin	City of Olathe	Olathe
Randy Rasa	Kan bike Walk	Olathe
Sean Reilly	City of Overland Park	Overland Park
Martin Rivarola	Community Dev. Director, City of Mission	Mission
Patrick Robinson	The Allen Group	Gardner
Allen Roth	Johnson County Transportation Council	Mission
Bart Rudolph	Lawrence/Douglas County MPO	Lawrence
Mickey Sandifer	City of Shawnee	Shawnee Mission
Bernie Shaner	Overland Park Chamber of Commerce	Overland Park
Ashley Sherard	Lenexa Chamber of Commerce/CVB	Lenexa
Brian Shields	City of Overland Park	Overland Park
John Skubal	City of Overland Park	Overland Park
Dustin Smith	Planning Director, City of Basehor	Basehor
Michael Smith	City Administrator, City of Lansing	Lansing
Anne Snyder	Camp Wood YMCA	Elmdale
Peter Solie	President, Gardner Area C of C	Gardner
Fred Spears	City of Overland Park	Overland Park
Michael Spickelmeir	Leavenworth	Leavenworth
Ron Stiles	Miami County Commission	Spring Hill
Kip Strauss		
Mark Stuecheli	City of Overland Park	Overland Park
Nolan Sunderman	Eco Devo Director, City of Lansing	Lansing
Kim Symansky	RCIL	Overland Park
Amecia Taylor	Shared Youth Vision	Overland Park
Mike Taylor	UG, Wyandotte County/KCK	Kansas City
Chad Tenpenny	Senator Pat Roberts Office	Topeka
Terry Vicinsky	Parent	Spring Hill
Kevin Wallace	HNTB	

**Olathe Local Consultation Meeting Attendees
September 22, 2008**

Name	Title & Organization	City
Stephen Weeks	Director of Public Works, City of Mission	Mission
Doug Wesselschmidt	City of Shawnee	Shawnee
Carly Williams	Lakemary	Olathe
Fedrick Wiman	M&I Bank	Olathe
Ron Wimmer	Candidate, Kansas Senate	Olathe
Kay Wolf	Representative, Legislature	Prairie Village
Ron Worley	Representative, Legislature	Lenexa
Rick Worrel	Affinis Corp.	Overland Park
Michael Yanez	City Administrator, Tonganoxie	Tonganoxie

T-LINK

Public Availability Session

Hutchinson, Kansas

September 23, 2008

The public availability session for the Kansas T-LINK Task Force meeting in Hutchinson, Kansas was convened at 1:00 p.m. on September 23, 2008 in the Convention Center at Grand Prairie. T-LINK Co-Chair Tim Rogers called the meeting to order and welcomed the public and local officials to the session. He indicated that each person would be called to speak in the order they signed up but an opportunity would be provided at the end of the session for anyone else to provide input to the Task Force.

Presentations to the Task Force:

Troy Carlson, Harvey County Economic Development Commission (independent contractor from Initiatives, Inc.), spoke to the Task Force regarding his thoughts about a new transportation plan, but also more specifically about priority projects he believes are needed in Harvey County. He began his presentation by discussing economic development opportunities within the County, such as, development into a regional center as a link between Wichita and north-western Kansas, the emerging economic development triangle between I-35/K-96/US-50, Harvey County growing and integrating into a regional community, and the available regional assets. More specifically about the regional assets, Mr. Harvey noted a strong airport, strong rail infrastructure, Amtrak presence, emerging healthcare industry, and the fundamental in place for a strong intermodal presence. Next, Mr. Harvey discussed safety issues inhibiting growth along the US-50 corridor. US-50 needs widened from Wichita to Hutchinson to remedy the existing congestion and capacity issues. Also, due to growth, a full interchange is needed at I-35/US-50. In closing, Mr. Harvey indicated the urban change Kansas is experiencing beginning with Johnson and Wyandotte Counties, and now the surrounding Wichita area.

Suzanne Loomis, Director of Public Work for the City of Newton, spoke to the Task Force regarding his thoughts about a new transportation plan, but also more specifically about priority projects she believes are needed in Harvey County. Ms. Loomis' presentation was directed toward enhancement of US-50 to 4 lanes from Walton to Hutchinson, pursuant to the US-50 corridor study, due to safety issues. She begins the discussion by asserting the need for a grade separation intersection at US-50 and Anderson, as opposed to the existing at-grade intersection. Also, grade separated rail road crossings along US-50 are much needed. Furthermore, while US-50 is still 2 lanes, there is a need for modifications to ease flow restrictions; such as, more left turn prohibition and acceleration/deceleration lanes. She emphasized these changes are greatly needed to accommodate the growing infrastructure and economic development along this corridor, and that this is just Phase I of a much larger US-50 improvement project. As it stands now, the assets along this corridor are underutilized due to the unimproved highway.

Richard Beckman, Barton County, spoke to the Task Force regarding his thoughts about a new transportation plan, but also more specifically about priority projects he believes are needed in Harvey County. Mr. Beckman begins his discussion by asserting the need for a "northwest" passage (K-96), from Wichita to Hays. He believes this whole corridor is thriving with new

economic development, and needs to be accommodated. Next, Mr. Beckman discusses local issues within affecting Barton County. A continued and increased fund for county road maintenance is needed. Locally in Barton County, the funds are exhausted maintaining paved county roads traveled by heavy trucks. These heavy trucks do not use K-96 due to safety concerns. Nearly 80% of the local road funds go to this type of maintenance. Mr. Beckman then spoke of the traffic study completed along Boyd Rd. which called for less curves and railroad crossing repairs, these improvements have been planned. Finally, Mr. Beckman discusses why Kansas should invest in Barton County. He asserts Barton County provides a great deal of revenue for the State through oil and gas production, low unemployment rates, industry, and a wind farm planned in the near future. If there are no resources to maintain the road system, then Barton County cannot accommodate these revenue suppliers.

Howard Partinson, City Administrator, Great Bend, Kansas, spoke to the Task Force regarding his thoughts about a new transportation plan, but also more specifically about priority projects he believes are needed in the region. He begins his presentation discussing, as did Mr. Beckman, the need for a “northwest” passage from Wichita to Hays/I-70. He also believes the top priority in KDOT District 5 is the improvement of Yaggy Rd. north of Sterling. Now speaking of K-96, he states that from Nickerson to Sterling it is an embarrassment to the State of Kansas, as it does not meet the expectations set for State highways. Because of this dangerous stretch of road, commuters use various other alternate routes to reach their destination. By completing improvements to this stretch of K-96, it would spur economic growth in the area and would help services areas of all types. He notes that the entire region and its communities support this project. Furthermore regarding K-96, bypasses are needed around the small communities along the corridor. Next he spoke specifically of a project in Great Bend that is needed, 4 lanes to K-156 cut off from the east city limits of Great Bend. Next, he spoke of continued improvements to US-56 from Larned to Hutchinson; if nothing else passing lanes are needed in the interim. Last, Mr. Partinson emphasized preservation and enhancement of existing infrastructure, such as: 1.) being logical and affordable when planning project; 2.) maintain and increase programs, such as KLINKS and STP; 3.) continuation of the Federal partnership allowing for cities to receive Federal funds; 4.) protecting the Special City/County Highway Funds from outside “raiding”; 5.) Special City/County Highway Funds; and 6.) maintaining existing facilities. In closing, he asks KDOT to be flexible and take a regional approach when selecting projects in the future.

Jeanette Siemens, Kiowa County Chamber of Commerce, appearing on behalf of Greensburg, KS, spoke to the Task Force regarding her thoughts about a new transportation plan, but also more specifically about priority projects she believes are needed locally. She began her presentation by discussing the importance of rebuilding the tornado ravaged areas of Greensburg, as it is important to the area’s economic development. Widening of US-400/US-54 through the County is especially important to the revitalization. If widening is not possible, at least 7 more miles of passing lanes and the extension of existing passing lanes are needed. Next, she asks for continued support of the airport relocation and stressed the importance of the city/county highway fund. In closing, she says that all local Kiowa cities are committed to the rebuilding of all destroyed areas.

John Sweet, Lyons City Administrator, spoke to the Task Force regarding his thoughts about a new transportation plan, but also more specifically about priority projects he believes are needed in the region. He began his presentation by showing his appreciation of all projects KDOT has done under the previous plans, and stating his community and all surrounding communities support the new CTP. However, he seems to be troubled by the length of the process and speaks of some confusion by the legislature believing the plan was already in place. He then speaks of specific projects, such as: 1.) Kansas Airport Association needs continued and increased support; and 2.) northwest passage along K-96 with a bypass of the towns of Nickerson and Sterling; Lyons must not be bypassed due to salt plant, ethanol plant, feed lots and other economic development. Without a K-96 improvement, lesser roads have increased heavy truck traffic causing significant safety issues. Mr. Sweet then makes two point regarding funding the future plan. He stresses that the public must fund this plan because each of us will benefit from this plan in one or another. Furthermore, he emphasizes that local funds must have continued support. The local communities can't subsidize where the State is lacking. He closes by saying a new CTP is necessary for the preservation, maintenance, and enhancement of the transportation system over the next 10 years.

Martin Miller, KAA & Great Bend Municipal Airport, spoke to the Task Force regarding his thoughts about a new transportation plan, but also more specifically about priority projects he believes are needed in aviation. He began his presentation by expressing his appreciation with the current CTP and the money it provided, but stresses that there are still many counties without all-weather access. He hopes the new plan will fund projects that will allow all Kansans to be within 30 miles of an all-weather airport. This is especially important when air ambulances cannot land due to adverse weather, delaying the time critical patients receive adequate care. Moreover, accessibility of small jets to more airports needs to be a priority. He closes his presentation by stating that the KAA endorses preservation as a priority, but \$3 million in annual funds needs to be increased to \$6 million to preserve existing infrastructure. He notes that airport accessibility is a major component to increased economic development.

Don Gettard, City of Larned and Pawnee County, spoke to the Task Force regarding his thoughts about a new transportation plan, but also more specifically about priority projects he believes are needed in the region. He began his presentation by saying that State funding of a multi-mode transportation plan is critical to our State. The current plan benefited Larned extensively with geometric improvement projects, as well as KLINK. He then spoke of specific areas of importance within the county, such as: 1.) the continued maintenance of highways within the county to support the increase in new jobs in the area; 2.) widening of K-156, as it is close to capacity now, and passing lanes in the interim; 3.) northwest passage must be a priority, as it connects central and northwestern Kansas; 4.) improving the rail system, especially timeliness of freight rail must be a priority; 5.) continued funding and planning of airport improvements; and 6.) continue and supports the Traffic Engineer Assistance programs, as it is beneficial to small communities around the State. In closing, he notes that Larned hospital has a lot of employees who commute to work great distances daily and safe roads and highways are needed to accommodate them.

Roger Friskhenmeyer, Prairie Independent Living Resource Center, spoke to the Task Force regarding his thoughts about a new transportation plan, but more specifically the need of a better

public transit system. He began his presentation by noting that there is a widespread lack of a city-to-city public transit system. He stated then when this transit is available, the times are usually unreasonable; for example, 2:00am or 4:00am in the morning. He hopes the Task Force considers public transit like any other mode of transportation. For some people, public transit is the only means of transportation, especially in smaller or rural areas.

Dave Kerr, Hutchinson and Reno County Chamber of Commerce, spoke to the Task Force regarding his thoughts about a new transportation plan, but also more specifically about priority projects he believes are needed in the region. He began his presentation by stressing the importance of not forgetting what is yet to be done under the current project, such as: 1.) widening K-61, and; 2.) Phase II of US-50, including interchange at Airport Rd. Under the new plan he hopes to see many projects completed, especially the completion of a northwest passage along K-96 up to I-70/Hays. He notes the next phase of the northwest passage will be from north of Hutchinson on the Bob Dole Bypass to Sterling and Nickerson. This passage is needed to accommodate the economic development along the existing corridor. Next, he offers his support of Harvey County and their plan to widen US-50 to Hutchinson. In closing, Mr. Kerr shares his belief that a flexible transportation plan is important, as it allows accommodation of significant economic development opportunities that arise.

Warren Porter, City Manager, Winfield, Kansas, spoke to the Task Force regarding his thoughts about a new transportation plan, but also more specifically about priority projects he believes are needed in the region. He began his presentation by discussing the need to implement the projects the US-77 corridor study revealed, such as a west bypass around the city of Winfield. He then discusses economic development and the need to analyze past project vis-à-vis there promotion of economic development, essentially the return the State received on its project funding. He notes that funding Winfield projects is economically beneficial to the State, as Winfield as contributed \$50 million in revenue over the last 10 years due to its own economic development, such as two Fortune 500 plastics facilities. Regarding other modes of transportation, Mr. Porter believes support must be continued in his region due to the overwhelming benefit it provides the city of Winfield. Furthermore, he spoke of an intermodal facility, needing support, which consists of 4 lane highways, an airport, and rail yard. Moreover, this facility is home to a GE jet engine repair facility. He closes his presentation by asking for continued support in the form of KLINK and the special county highway fund.

Stephanie Sanford, spoke to the Task Force regarding her thoughts about a new transportation plan, but more specifically a philosophical approach to project selection. She began her presentation by stressing that accessible public transit must be given equal consideration as highway, rail and aviation, as mass public transit is more important now than ever. She urges Kansas to use competitive funding, such as 5316 funding and the 5317 Freedom Program, to maintain Kansas' reputation as "Innovative in Disability Accessibility". In closing, she expresses her hope that the Task Force makes a commitment of equal access for all Kansans before the plan is passed, as T-LINK seems to be missing a "voice of the disabled."

**Hutchinson Local Consultation Meeting Attendees
September 23, 2008**

Name	Title & Organization	City
Dwight Adams	Pratt County Commissioner	Pratt
Stan Ahlerich	President, Kansas Inc.	Topeka
T.W. Anderson	City of Newton, Harvey County	Newton
Charles Arensdorf	Director of Public Works, Kingman County	Kingman
Reid Bell	Pratt Airport Authority	Pratt
Richard Boeckman	County Administrator, Barton County	Great Bend
Jack Brag	Rice County Commission	Sterling
Ruth Bumgarner	Creative Community Living	Winfield
Michelle Call	Tech	Hutchinson
Tom Chandler	County & City of McPherson	McPherson
Mary Clarkin	The Hutchinson News	Hutchinson
Brian Clennan	City of Hutchinson	Hutchinson
Dennis Clennan	Wilson & Company	Hutchinson
Tom Collins	Reno County	South Hutchinson
Doyle Condradis	Kiowa County	
Randy Conyers	McPherson HD-73	McPherson
Dauce Dawson	City of Great Bend	Great Bend
Mickey Dean	Ex. Director, Harvey County Eco Devo	Newton
Keith Dehaven	City of Sedgwick	Sedgwick
Kurt Demel	County Hwy. Administrator, Pawnee Co.	Larned
Bob Dixson	Mayor, City of Greensburg	Greensburg
Sue Elliott	Rice County Council on Aging	Lyons
Ronald Freeman	Kiowa County	Mullinville
Roger Frischenmeyer	Prairie Ind. Living	Hutchinson
Don Gaeddert	City Manager, City of Larned	Larned
Frances Garcia	Reno County	Hutchinson
William Girard	APAC/Shears	Hutchinson
Robert Glynn	Hoisington	Hoisington
Gary Goodheart	City of Greensburg	Greensburg
Nick Gregory	Treasurer, City of Great Bend	Great Bend
Jon Halbgewachs	VP Kirkham Michael & Associates	Ellsworth
Bryan Hamel	Reno County	Hutchinson
Brian Hansen	Dustrol, Inc	Towanda
Willis Heck	Mayor, City of Newton	Newton
John Heckman	NFA	Newton
Jim Heinicke	City Manager, City of Newton	Newton

**Hutchinson Local Consultation Meeting Attendees
September 23, 2008**

Name	Title & Organization	City
Wayne Henneke	City Clerk, City of Great Bend	Great Bend
Paul Hiebert	Director of Public Works, S. Hutchinson	South Hutchinson
Richard Hill	North American Salt Company	Lyons
Terry Hoff	City of Great Bend	Great Bend
Reg Jones	Director Of Engineering, Hutchinson	Hutchinson
Ken Kennedy	USD 305	Salina
Lucas Kidd	KSKU Radio	Hutchinson
Erwin Knocke	Chamber of Commerce	South Hutchinson
Glenda Lickteig	Prairie Independent	Garden City
Suzanne Loomis	Public Works, City of Newton	Newton
Kira Mashek	KSN, Great Bend	Great Bend
Lane Massey	City of Arkansas City	Arkansas City
Rachel Mawhirter	Great Bend Chamber of Commerce	Great Bend
Erin McDaniel	City of Newton	Newton
Dennis McKinney	Representative, Legislature	Topeka
Martin Miller	Manager, Great Bend Municipal Airport	Great Bend
Michael Napalten	City of Great Bend	Great Bend
Richard Nealson	Emergency Preparedness Edwards Co.	Kinsley
Jim Nickel	City of Newton	Newton
Mike Olson	Kirkham Michael	Ellsworth
Allene Owen	City of Great Bend	Great Bend
Joe Palacios	PEC	Hutchinson
Howard Partington	City Administrator, City of Great Bend	Great Bend
Robert Peter	City Administrator, City of Ellinwood	Ellinwood
Randy Phillippi	Road & Bridge Supt., Pratt County	Pratt
Dale Phillips	Barton County	Great Bend
Warren Porter	City Manager, City of Winfield	Winfield
Robin Proffitt	BCF, KSU Extension	Ellinwood
Russell Rambat	Director of Public Works, City of Pratt	Pratt
Andy Reichant	PILR	Hutchinson
Joe Reynolds	County Commissioner, Pratt County	Pratt
Marc Rhoades	Representative, Legislature	Newton
Don Richards	Kiowa County Commissioner	Greensburg
Dan Ridder	Cargill Meat Logistics Solutions	Wichita
Charles Rinke	Pratt County	Pratt
Chris Ruder	USD 418	McPherson

**Hutchinson Local Consultation Meeting Attendees
September 23, 2008**

Name	Title & Organization	City
Clark Rusco	County Engineer, Barton County	Great Bend
Stephanie Sanford	PILR	Hutchinson
Jennifer Schartz	Barton County	Great Bend
Francis "Shep" Schoepf	County Commissioner, Reno County	Hutchinson
Ami Schumacher	Hutchinson Airport	Hutchinson
Grant Sechler, Jr.	Director of Public Works, City of Anthony	Anthony
Candy Shannon	Self-sign language interpreter	Little River
Larry Sharp	County Commissioner, Reno County	Hutchinson
Jeanette Siemens	Kiowa County Eco Devo	Greensburg
Nita Simonton	Sumner County	Wellington
Marvin Simonton	Sumner County	Wellington
Frank Soukup	City Manager, City of Kingman	Kingman
David Steffen	City of Cunningham	Cunningham
Dale Steward	County Engineer, Cowley County	Winfield
Robert Suelter	City of Great Bend	Great Bend
Gwen Sweet	City of Lyons	Lyons
John Sweet	City Administrator, City of Lyons	Lyons
Mike Thomas	Barber County	Great Bend
Russ Tomevi	Director of Public Works, City of Winfield	Winfield
John Torline	City Administrator, City of North Newton	North Newton
Mark Treaster	Representative, Legislature	Kingman
Byron Warta	Newton Airport	Newton
Karla Waters	Wilson & Company	Salina
Randy Watson	USD 418	McPherson
Clayton Williamson	Mayor, City of Hoisington	Hoisington
Rod Willis	City Manager, City of Sterling	Sterling
Karin Wisdom	Senator Pat Roberts Office	Wichita
Joe Yager	Executive Officer, REAP	Wichita
Max Zimmerman	Spirit/US-54	Hutchinson

T-LINK

Public Availability Session

Pittsburg, Kansas

September 26, 2008

The public availability session for the Kansas T-LINK Task Force meeting in Pittsburg, Kansas was convened at 1:00 p.m. on September 26, 2008 in the Lamplighter Inn. T-LINK Co-Chair Tim Rogers called the meeting to order and welcomed the public and local officials to the session. He indicated that persons would be called to speak in the order they signed up but that an opportunity would be provided at the end of the session for anyone else to provide input to the task force.

Presentations to the Task Force

Ann Charles, Great Plains Industrial Park, spoke about the Park's proximity to US 400 and its potential for economic development in the region - \$3.8 million has already been committed to the project and it is located close to trucking centers and corridors. Ms. Charles said that one of the keys to the Park's success is transportation, and she expressed concern that the relevant stretch of US 400 will be at maximum capacity by 2030. She stated that 400 should be expanded to four lanes.

Paul Sasse, City Administrator of Independence, said that US 400 should be expanded to four lanes. He also mentioned that he believes HWY 75 is critical to Independence because it carries most of the truck and vehicle traffic out of Southeast Kansas. He asked that the Task Force consider making improvements to HWY 75 for that reason. With regard to aviation he said that the city wants to install a second ILS system at their airport and they are not getting sufficient funding from the FAA.

Rick Knight, Advocacy Coordinator for Southeast Kansas Independent Living (SKIL), spoke about regional transportation priorities. He said that transportation in many cities is not accessible to the elderly and those with disabilities.

Kenny Howard, Kansas Airport Association, commented that growth has caused some problems for the OJC (Johnson County Executive Airport) in Olathe, and there is reason to believe that some of that may move down to the Fort Scott area. He said that they would like to make some improvements, including possibly lengthening runways to accommodate increased jet traffic. He also mentioned that adding GPS approaches has made it easier for aircraft to land, and they have seen a resulting increase in traffic from people who formerly had to divert to other airports.

Penny Evans, Miami County Engineer, said that K68 is important to Miami County and their highest priority is the portion from US 169 to US 69, because there is a lot of truck traffic in that area. She said that they want to preserve the right of way even if we cannot get a four-lane expansion immediately. Ms. Evans stated that they are expecting a significant increase in traffic after the Gardner Intermodal facility is constructed. With regard to transit she said that job connection is important to Miami County and that 47% of their work force travels to Johnson

County regularly. Currently they are serviced by the JO (Johnson County Bus System), but it is already at capacity for that area.

James McCarty, US 400 Association, said that US 400 has exceeded most expectations, and should be expanded to four lanes. Portions of the highway have seen traffic increases of 400%. He stated that cities along US 400 have seen economic development benefits and job growth thanks to increased access. He also said that we should preserve the corridor, and be sure not to turn away commercial traffic that the route was intended to boost.

Dale Bunn, City of Fort Scott, stated that there is concern about safety and economic development caused by the divide in the community due to BNSF trains. He said that there is currently only one crossing for East-West travel when trains are passing through. He suggested that an overpass be constructed, which would alleviate public safety concerns by making it easier for fire, police, and medical services to operate. He also expressed a desire to continue expanding US 69 to four lanes, which he said would help economic development in the region.

Robert Bever, Montgomery County, talked about keeping roads in smaller counties proportional to larger areas. He said that local roads should be maintained because traffic will use them once they leave the arterial system. Many of those roads were not built for the heavy traffic that we see today.

Russell King, Southeast Kansas Inc., expressed support for increased East-West and North-South access for Southeast Kansas. He said that SEK Inc supports the US 400 and 69 associations for inclusion in any future transportation plan. He said that they support fully funding KDOT's maintenance budget, and would support an increase in the motor fuels tax to generate necessary revenue. Among the projects the group supports: US 69 four lane from US 400 to US 54, US 69/400 four lane South of Pittsburg to I-44 in Oklahoma, US 400 four lane from US 69 to US 77, 69 super two from the Oklahoma border to K-7, and K-68 four lane from US 69 to 169, as well as improvements to 75 in District 4.

Lisa Kuehn, Coffeyville Chamber of Commerce, spoke about current priorities. She said that they have some congested two lane roadways near their industrial park. She said that the motor fuels tax presents some issues for border areas because people could potentially go across state lines to get cheaper gas. She also expressed support for aviation funding stating that it is important to several economic development projects.

Ed McKechnie, Watco, discussed railroads and the ability to provide better service to their customers through the existing rail network. He also spoke in favor of a track rehabilitation program and displayed examples to the Task Force. He also said that we should provide grants to financially support communities that invest in economic development.

Fred Gress, Parsons City Administrator, said that the US 400 corridor is the highest priority for Southeast Kansas. He stated that completing US 400 is probably the most important project for the region. He expressed support for the KLINK, ED and GI projects. He said that we should continue our current funding structure and create a marketing campaign for the T-LINK calculator to demonstrate the challenges of creating a new transportation program.

J.D. Cox, City of Neodesha, said that there are many important projects such as HWYs 169, 69, 47, and 75, and it is very difficult to set the right priorities. He said that the City has invested in a new business park near US 400, which will require some geometric improvements. He also requested that we review and enhance the State signage policy.

Lois Carlson, private citizen from Erie, requested improvements for K-47. She stated that she believes it is not reasonable to expect no new taxes; we have to spend money to make money. She also expressed support for US 400 improvements.

Kevin Mitchelson, HWY 69 Association, said that US 69 is a vitally important project to the region and must continue. He also said that the Association supports KDOT's future transportation plan. He said that we have to invest in highway construction because it is the best economic development dollar we can spend.

Julie Menghini, District 3 State Representative, emphasized completing US 69. She said she wants to see US 400 addressed and she appreciates the multi-modal nature of the proceedings. She believes that advancements in railroads and aviation will be helpful to development in the region.

Bob Grant, District 2 State Representative, spoke about the needs on K-7 and K-47. He mentioned that out of 17 legislators in the region 16 voted for the last comprehensive transportation program.

Bob Marshall, Fort Scott Chamber of Commerce, said that we need to develop our infrastructure in order to attract economic development. To that end he said he supports the expansion of US 69 to four lanes all the way to I-44. He also talked about improvements for airports, especially extending runways in order to make them usable by corporate jets.

Tammy Dickson, Amazon.com, spoke about busing needs for the region. She said that they already have a busing company in mind, but it needs to be cost effective for employees so they can afford to get to and from work. She said that this would create more options for transit in addition to driving. She said that they are trying to get a fuel tax credit for the buses.

Pittsburg Local Consultation Meeting Attendees September 26, 2008		
Name	Title & Organization	City
Rod Allen	USD 368	Paola
Linda Ames	Four Country MHC	Independence
Eric Bailey	Director of Public Works, City of Fort Scott	Fort Scott
Carol Bauer	Monarch Cement Company	Humboldt
Bill Beasley	Director of Public Works, City of Pittsburg	Pittsburg
Blake Benson	President, Chamber of Commerce	Pittsburg
Robert Bever	Montgomery County	Independence

**Pittsburg Local Consultation Meeting Attendees
September 26, 2008**

Name	Title & Organization	City
M. Wayne Blackburn	County Engineer, Coffey County	Burlington
Brian Bryan	Girard Area Chamber	Girard
Dale Bunn	Eco Devo Director, City of Fort Scott	Fort Scott
Jeff Cantrell	City Administrator, City of Louisburg	Louisburg
Lois Carlson	Neosho County	Erie
Don Cash	Retired	Pittsburg
Rita Cassida	City of Louisburg	Louisburg
Ann Charles		Parsons
Sami Cleland	Watco Companies	Pittsburg
Trey Cocking	City Administrator ,City of Cherryvale	Cherryvale
Jouanne Colyer	Skil	Pittsburg
Don Cork	Retired	Pittsburg
J.D. Cox	City of Neodesha	Neodesha
Jim Dahmen	Columbus Telephone Company	Columbus
Susan Dechant	Pittsburg Chamber	Pittsburg
Tammy Dickson	Staff management	Coffeyville
Dan Droste	City of Paola	Paola
Jay Davidson	Crestview Oil	Coffeyville
Brad Eilts	Montgomery County	Independence
Anne Emerson	Senator Brownback	Pittsburg
Gary Emry	City Administrator, City of Girard	Girard
Ed Etzkin	SEK-CAP, Inc.	Girard
Penny Evans	Director of Engineer, Miami County	Paola
Preston Evenson	City of Eureka	Eureka
Steve Fincher	Regional Director, SRS SE Region	Chanute
Tony Fowler	Montgomery County	
Barry Garbrick	Kansas Department of Commerce	Pittsburg
Art Godfrey	Miami County Commissioner	Paola
Robert Grant	Representative, Legislature	Cherokee
Fred Gress	City Manager, City of Parsons	Parsons
Jim Haag	Director of Public Works, Franklin County	Ottawa
Andy Haney	Director of Public Works, City of Ottawa	Ottawa
Ron Hanks	City of Chanute	Chanute
Ryan Harvey	City of Ottawa	Ottawa
Don E Hill	Hwy. Advisory Commission, District Four	Independence
Patty Horgan	Filed for KS Senate Seat	Pittsburg

**Pittsburg Local Consultation Meeting Attendees
September 26, 2008**

Name	Title & Organization	City
Kenny Howard	City of Fort Scott	Fort Scott
Lisa Johnson	County Administrator, Acting, Franklin Co.	Ottawa
Roy Jones		Altamont
Carolyn Kennett	Eco Devo Director, City of Parsons	Parsons
Rick Knight	Skil, Parsons	Parsons
Shane Krull	County Administrator, Miami County	Paola
Lisa Kuehn	Ex. Director, Coffeyville Area C of C	Coffeyville
Frank LaForge	Chamber of Commerce	Caney
Ross Markle	Hwy. Advisory Commission, District One	Leavenworth
Kris Marple	Wilson County	Fredonia
Bob Marshal	Fort Scott Chamber	Fort Scott
Ian Martell	City of Eureka	Eureka
Ed McKechnie	WATCO Companies, Inc.	Pittsburg
Anthony John Menghini	Hwy. Advisory Commission, District Four	Frontenac
Julie Menghini	Representative, Legislature	Pittsburg
Kevin Mitchelson	US 69 Association	Pittsburg
Jay O'Brien	O'Brien Ready Mix	St. Paul
Robert O'Kelly	City of Parsons	Parsons
Bill Otto	Representative, Legislature	Leroy
Shawn Page	Kansas Highway Patrol	Pittsburg
Shirley Palmer	Representative, Legislature	Fort Scott
Max Payne	Mayor, City of Fredonia	Fredonia
Joan Perez	Monarch Cement	Humboldt
Gratz Peters	Petes Corp.	Parsons
Jane Prettyman	Miami County	Louisburg
Richard Proehl	Representative, Legislature	Parsons
Bill Pyle	City of Pittsburg	Pittsburg
Tom Ragonese	Crawford County	Girard
Lester Rhodes	LRPA for KAAP	Parsons
Jack Rowlett	Paola	Paola
Paul Sasse	City Manager, City of Independence	Independence
Jacqueline Sellers	Bourbon County Senior Citizen	Fort Scott
Mary Shields	Labette County, Altamont Council	Altamont
Chuck Shively	Director of Public Works, Coffeyville	Coffeyville
Kurtis Simmons	Montgomery County Community College	Independence
Howard Smith	Pittsburg State University	Pittsburg

**Pittsburg Local Consultation Meeting Attendees
September 26, 2008**

Name	Title & Organization	City
Gary Snawder	Girard Schools	Girard
Andra Stefanoni	Joplin Globe	Pittsburg
Don Stewart	Stewart Realty	Fort Scott
Mike Swartz	Pittsburg Transportation Services	Pittsburg
Kathy Swezey	SEK	Inc.
Arlen Thompson	Mayor, City of Louisburg	Louisburg
Shashh Tsinhahjmie	SKIL	Pittsburg
Mark Turnbull	Dir., Economic Development, Pittsburg	Pittsburg
Shawn Turner	TransSystems Corp.	Independence
Dwayne Umbarger	Senator, Legislature	Thayer
Derrill Unruh	Mayor, City of Independence	Independence
Craig Vanwey	Kansas Department of Commerce	Pittsburg
Rick Wagner	RT Wagner and Associates	Louisburg
Charlene Weiss	Miami County	Paola
Linda Weldon	Ex. Dir. SE KS Regional Planning Comm.	Chanute
Bill Wheat	City of Parsons	Parsons
Brent Wheeler	Dir. of Public Works, City of Neodesha	Neodesha
Verlyn White	City of Galena	Galena
Donald Whitman	City Administrator, City of Caney	Caney
Jerry D. Williams	Representative, Legislature	Chanute
Jim Wise	County Commissioner, Miami County	Paola
John Wright	Mayor, City of Cherryvale	Cherryvale

T-LINK

Public Availability Session

Wichita, Kansas

September 30, 2008

The public availability session for the Kansas T-LINK Task Force meeting in Wichita, Kansas was convened at 1:00 p.m. on September 30, 2008 in the Eugene M. Hughes Metropolitan Complex located on the Wichita State University campus. T-LINK Co-Chair Tim Rogers called the meeting to order and welcomed the public and local officials to the session. He indicated that each person would be called to speak in the order they signed up but an opportunity would be provided at the end of the session for anyone else to provide input to the Task Force.

Presentations to the Task Force:

Steve Phillips & Martin Miller, Kansas Airport Authority, spoke to the Task Force regarding his thoughts about a new transportation plan within the State and what he feels are priority projects within his advocated interest of aviation. He began his discussion by stating they have reduced their thoughts on a new transportation program to four key areas, including: 1.) Continuing the realization of having every Kansas citizen be within 30 miles of an all-weather access airport. This is especially important for the Air Ambulance services provided within the State. With an average cost of \$800,000, airports will be supplied with: GPS instrument approach, automated weather services, and appropriate run-way markings. It is noted that 50 counties in Kansas remain without all-weather access, affecting not only Air Ambulance services but also economic development in the area. They believe \$4 million dollars per year will allow them to provide this benefit over the life of the future plan. 2.) Preservation of existing airport pavements. It is important to maintain the investment made by KDOT Over the last 10 years, but it is especially critical to index for inflation under the new CTP. Mr. Phillips and Mr. Miller estimate \$6 million is needed annually for these projects. 3.) They also stress the need for a flexible transportation program that embraces new economic development in all areas of the State. They are asking for \$2 million per year to enable this goal. 4.) Mr. Phillips and Mr. Miller assert the need for additional funds to modernize the State's airports. They emphasize that under the current plan all money goes to preservation, leaving no money for modernization. They note one major modernization project they wish to see done is parallel taxi-ways on appropriate airports. The cost of a taxi-way is approximately two to three million dollars. Under the current plan, grant requests exceed the current \$3 million funding by an average of \$12 million per year. The gentlemen are asking for \$7.5 million to help accommodate more of these requests. Next they discuss funding consideration they will support, including: 1.) A per gallon aviation fuel tax which is not currently used. They note that currently 63 million gallons (consumed last year) with a .03¢/gallon will provide \$1.9 million in revenue per year. 2.) Reduce or eliminate all exemptions on interstate commercial aviation fuel. This would provide at least \$1.4 million per year. 3.) Requiring a larger sponsor (airport owner/city) match for all-weather projects. 4.) Require a larger sponsor match for revenue-enhancing projects, such as fuel and hangar projects. To conclude their presentation, they bring the Kansas aviation industry into perspective vis-à-vis transportation as a whole. In Kansas, for every \$2.00 in Federal money spent on highway, .10¢ in Federal money is spent on airports. Furthermore, KDOT's aviation budget is currently .0022% of the entire budget, less than ¼ of 1%. They also believe more revenue from aviation fuel should

go to aviation specific projects as opposed to the general highway fund. To close, they ask for a total aviation budget, under the new plan, which will be equal to 1½% of the current CTP, which is significantly more accommodating than the current .0022%

Marvin Peters, McPherson Industrial Development Commission, spoke to the Task Force regarding his thoughts about a new transportation plan within the State and what he feels are priority projects within his region. Mr. Peters only mentions one major project and that is a new interchange at US-56 and I-35. He feels if this project is completed it will further promote industrial development and residential development. He further discusses industrial need of the interchange by informing the Task Force of a new BP Industrial Park that is fully developed in the County and the new construction 440,000 sq ft factory and logistics facility for VICA LLC. Mr. Peters emphasizes that completion of this project would heavily streamline industry shipping. To conclude his presentation, Mr. Peters spoke of funding possibilities he would support, such as increase in fuel tax, property tax, and cost-share by the local entities.

Patrick Quaney, West 21st Business Association, Wichita, spoke to the Task Force regarding one project in the Wichita metro area. The project that he is advocating is a bridge along 21st street in Wichita across the “Big Ditch”. He stresses that his alignment is more practical than a 25th street alignment, and refers to KDOT excluding this project from any long term planning as a “big mistake.” He emphasized the lack of an E/W arterial road in Wichita other than Kellogg and US-96. Furthermore, a 21st St. Bridge would promote economic development as the existing corridor has a lot of existing commercial development. Mr. Quaney notes that the area of Wichita west of the “Big Ditch” has a population of over 60,000 residents, and this 21st St. Bridge would ease traffic congestion from other routes with a projected 45,000 vehicles a day. He closes his presentation by asserting that money spent on other less needed projects should be spent on this bridge, and if it is not built he will rally support to have local officials removed from office.

Mr. Quaney provided literature and a map for further reference

Autumn Heithaus, KS Director of National Flyer Alliance, spoke to the Task Force regarding her thoughts about a new transportation plan within the State and why she feels passenger rail services is a viable economic transportation alternative, particularly extending through Kansas the existing Heartland Flyer that is currently running from Dallas-Fort Worth to Oklahoma City. She began her presentation by noting that 54 resolutions have been collected from all cities along a proposed passenger rail route, including Arkansas City, Winfield, Wichita, and Kansas City. She has also spoken to neighboring states and they have extended their support for a regional rail connection to provide to the travelling public. She believes all parties involved will benefit in some way, and noted that along the existing Heartland Flyer \$23 million has gone to the local communities in just 6 years. Ms. Heithaus believes this rail service would cost roughly nine million in start-up costs, five to seven million (@ \$20,555/mile) in running cost and roughly \$13 million for preservation. Moreover, she noted that Senate Bill 294 will provide a one-time 80% Federal subsidy, and a rail study (\$150,000-\$200,000) has begun to hopefully secure those funds by summer 2009. Other sources of funding Ms. Heithaus spoke of would be rail ticket user fees, sales tax increase, farebox revenue, and local fundraising for depots. Furthermore, Ms. Heithaus expressed her interest, when informed of, rail corridor sales tax.

Curtis Cline, Kansas Department of Corrections, spoke to the Task Force regarding his thoughts about a new transportation plan within the State and what he feels is important when considering this new plan. Mr. Cline's main objective is to advocate for an enhanced transit system, particularly state wide. From a corrections perspective, state-wide transit is desperately needed. Currently, for example, when an inmate is released from Norton Correctional Center the State must pay for him to be transported 90 miles to Hays to the closed bus stop, this has really affected corrections budget especially with rising gas prices. He then spoke generally about the importance of transit, and the benefits of a north/south rail line meeting an east/west bus line. Furthermore, Mr. Cline emphasized the need for adequate transit in low income areas of Wichita. As it is now, transit is not available for individuals heading to work on the first shift, coming off the second shift, or any of the third shift. In the near future, transit will be needed even more, and as it stands now it is at maximum capacity with its current funding.

Pat Cedeno, Watco, Pittsburg, spoke to the Task Force regarding his thoughts about a new transportation plan within the State and what he feels are priority projects within rail industry. He began his presentation by explaining the importance of Watco saving the K&O railroad from near abandonment, mainly the great investment K&O has been for Kansas and the grain industry. Next, Mr. Cedeno spoke of the current CTP's beneficial effect on the rail industry and its increase in rail usage. Mr. Cedeno believes there are benefits still to be had. A recent Parsons-Brinckerhoff cost/benefit analysis revealed an excellent rating of 43:1. Furthermore, the more short rail is utilized the less heavy trucks are on the highways causing safety hazards and destruction to the highways. In closing, he urges the Task Force to propose a new plan that not only supports the rail industry but also the customers of the rail industry.

Mim Wilkey, Health and Wellness Coalition of Wichita, spoke to the Task Force regarding her thoughts about a new transportation plan within the State and what she feels are important when considering this new plan. In a brief presentation to the Task Force, Ms. Wilkey stressed the importance of bike and pedestrian support and the benefits they create for all demographics when utilized. In closing, she urges the Task Force, when putting the new plan together to always consider the effect on bikers and pedestrians.

Warren Porter, Cowley County (Winfield City Manager), spoke to the Task Force regarding their thoughts about a new transportation plan within the State and what he feels are priority projects within his region. Mr. Porter spoke briefly to the Task Force regarding the completion of the west Winfield bypass. He notes that the existing bypass (southeast K-360) cost \$10 million but has returned nearly \$50 million in revenue thus far, and believes completing this project would promote economic development even more. Next Mr. Porter stresses the importance of short rail, and the importance of Watco to the local plastics industry. In closing, Mr. Porter affirms his hope that work will begin on project the US-77 corridor study shows are needed in the area.

Mr. Porter provided a handout to the Task Force that speaks of increasing the Special City/County Highway Fund to catch up with inflation, freeway from south Winfield to north Ark City, completion of southeast K-360 bypass, development of alternative transportation systems, and the continuation of aviation enhancements to support economic development.

Steve Archer, Arkansas City, spoke to the Task Force regarding their thoughts about a new transportation plan within the State and what he feels are priority projects within his region. Mr. Archer spoke mainly about one project, a southwest bypass around Arkansas City. With the completion of this project, traffic congestion would be reduced to and from the industrial park and for heavy truck traffic. Moreover, the current route floods easily causing delays. Also, the completion of this project would accommodate “casino traffic” coming north from Oklahoma. Mr. Archer notes that the current bridge that could be used qualifies for Federal funding.

Troy Carlson, Harvey County Economic Development Commission (independent contractor from Initiatives, Inc.), spoke to the Task Force regarding his thoughts about a new transportation plan, but also more specifically about priority projects he believes are needed in Harvey County. He began his presentation by discussing economic development opportunities within the County, such as, development into a regional center as a link between Wichita and north-western Kansas, the emerging economic development triangle between I-35/K-96/US-50, Harvey County growing and integrating into a regional community, and the available regional assets. More specifically about the regional assets, Mr. Harvey noted a strong airport, strong rail infrastructure, Amtrak presence, emerging healthcare industry, and the fundamental in place for a strong intermodal presence. Next, Mr. Harvey discussed safety issues inhibiting growth along the US-50 corridor. US-50 needs widened from Wichita to Hutchinson to remedy the existing congestion and capacity issues. Also, due to growth, a full interchange is needed at I-35/US-50. In closing, Mr. Harvey indicated the urban change Kansas is experiencing beginning with Johnson and Wyandotte Counties, and now the surrounding Wichita area.

Kathy Sexton, Regional Economic Area Partnership (REAP), spoke to the Task Force regarding her thoughts about a new transportation plan within the State and what she feels are important when considering this new plan. She began her discussion by explaining REAP and its members. REAP was formed in 1997 as a voluntary council of local governments located in south central Kansas. Its main goal is to promote economic development within the region. Within REAP’s region, 41% of all manufacturing jobs within in Kansas are located. Moreover, 28% of the states income tax is received, and 27% of all sales tax revenue, from REAP’s region. To expand on promoting economic development, REAP wants to make Kansas economically competitive in a global market. To help achieve this, REAP organized a transportation task force to investigate the objective and present it to T-LINK. Next, Ms. Sexton spoke of priorities to be considered for the new CTP. She spoke of no specific projects to be done, but gave insight on what needs to be considered moving forward, including: 1.) Focusing on regional and State wide projects as opposed to city and county. Doing this will promote economic development on a larger scale. 2.) Preservation of the existing transportation system. With no guaranteed funding in place moving forward for new projects, it is especially important to maintain the 20 years of projects. 3.) Continuation of the Special County Highway Fund and KLINK, both indexed to inflation. 4.) Keep up with all advances in technology which can benefit the transportation system. 5.) Consider environmental impact. 6.) If funding is not available for specific project, empowering local officials to levy taxes to raise revenue. In closing Ms. Sexton spoke of funding options REAP is supportive of. She encourages public partnerships outside of the 80/20, across the board, match. She opined that adding conditions to the funds paid to local projects could allow for larger portions paid. Also, she encourages a development of parameters that allows for

the selection of projects that recognizes economic development created by investing in transportation as an important factor.

Paul Faber, Kansas Public Transit Association, spoke to the Task Force regarding his thoughts about a new transportation plan within the State and what he feels are important when considering this new plan. Mr. Faber began his presentation with a little background information on the KPTA, mainly its representation of 140+ transit agencies, and those agencies provided 10,000,000 rides to Kansans in 2007. Mr. Faber then spoke of the important need of giving transit the same consideration in the new CTP as the highways. As it stands now, transit gets \$6,000,000 in statewide funding, which roughly averages out to \$4,000 per agency regardless of size. Furthermore, the \$6,000,000 has been static since the beginning of the current plan. The current needs of the transit system under the next CTP amount to \$15,000,000 with an increase due to inflation over time. Demand for transit is greater now than at the inception of the current plan, and the demand will continue to grow.

Harlan Priddley, K-96 Corridor Development Association, spoke to the Task Force regarding their thoughts about a new transportation plan within the State and what he feels are priority projects within his region. Mr. Priddley began his presentation by discussing the importance of passing a new CTP, whether it is in whole or in phases. It is not only important to the safety of the public using the transportation system, but transportation dollars spent bring a hefty return. For example, for every dollar spent on highway development, three dollars is made in return. Furthermore, the importance of maintaining transportation lines is important to economic development, due to the attractiveness of developing along heavily travelled routes. Mr. Priddley discusses the importance of the new plan, although costing substantial amounts of money, but its ability to create many new jobs for Kansans. He then discusses the K-96 corridor and its affect on economic development in the region, including: 1.) subdivisions; 2.) cement plant; and 3.) aviation industry growth. After these projects are completed, he stresses the importance of maintaining these corridors and allowing access from both sides of the corridor to accommodate as much economic development as can be. In closing, he urges KDOT and the Department of Commerce to coexist to maximize the investment backed returns on all projects within the State.

Eldon Miller, Valley Center Community Development Officer, spoke briefly to the Task Force regarding their thoughts about a new transportation plan within the State and what he feels are priority projects within his region. Mr. Miller only remarks were emphasizing the importance on maintaining and preserving the existing system as we have it now. When questioned about funding, he accepted the idea of tolling I-135 to help fund projects. Also, he asserted the need for Transportation Development Districts to be taxed region wide, as it is now, people to other communities to avoid the sales tax.

Mike Barnett, De Bruce Grain, spoke to the Task Force regarding the importance of short rail to the grain industry. He notes that on the K&O rail alone, over 10,000 carloads of grain has been transported since Watco assumed control of the line. It is interesting to point out that, every railcar load equals roughly 3 ½ truck trailers. He concludes his discussion by speaking of the importance of short line not only to move grain intrastate, but interstate as well.

Charlie Swaze, Farmers Union Co-Op, Isabel, Kansas, spoke to the Task Force regarding the importance of short rail to the State. Mr. Swaze spoke of the importance of short line rail, not only to the Kansas economy but also the safety of its citizens. He emphasizes improvements must be done in the Wichita area to improve the bottlenecks and timeliness of transporting by rail through the city. When grain is moved in an efficient manner more revenue is brought to the State and the local economies. He also noted in closing that US-54 improvements are a necessity for hauling freight and grain on the highways.

Kelly Parks, Sedgwick County Commissioner, spoke to the Task Force regarding their thoughts about a new transportation plan within the State and what he feels are priority projects within his region. Mr. Parks only priority project he wants to see brought to a reality with the new CTP is the northwest bypass from Wichita up to Hays/I-70. He says it has been discussed for over 30 years. He believes the ultimate completion of this project will maximize economic development in the region as did the northeast bypass.

At this time, Sen. Donovan, Task Force Member, in regards to the northwest bypass project. He believe right-of-way should be bought now to save money; the right-of-way may cost \$45,000,000 now but in a few years the right-of-way could surpass \$100,000,000. The completion of this project would reduce the tendency of flooding. Sen. Donovan then noted that gas sales tax is an unavoidable funding measure. In closing, Senator spoke briefly about installing cable dividers along 2 land undivided roadways as a safety measures and that he has individuals investigating that more thoroughly.

In closing, Mr. Parks fielded questions regarding funding from the Task Force. When questioned about a property tax TIF. Mr. Parks doesn't believe that is the best method; however he believes a tax credit is more in line with what the constituents would support. When questioned about being supportive of increasing taxes/reducing exemptions, Mr. Parks avoided the question and spoke about obtaining right-of-way in advance to save State dollars. Finally, Mr. Parks is questioned about whether bonding or an increase in sales tax is more likely to be supported by his constituents. Mr. Parks said bonding is probably a safer avenue, as the people are still getting over the sales tax increase for the new arena.

Wichita Local Consultation Meeting Attendees September 30, 2008		
Name	Title & Organization	City
Kim Alsip	RCIL, Inc.	Arkansas City
T.W. Anderson	City of Newton, Harvey County	Newton
Steve Archer	City of Arkansas City	Arkansas City
Sonja Armbruster	Sedgwick County Health	Wichita
Jim Armour	City of Wichita	Wichita
David Babich	Wichita	
Bob Bethell	Representative, Legislature	Alden
Kent Brown	City Administrator, City of Clearwater	Clearwater
Ruth Bumgarner	Creative Community Living, SC KS	Winfield

**Wichita Local Consultation Meeting Attendees
September 30, 2008**

Name	Title & Organization	City
Gary Calkins	4 Star Real Estate	Wichita
Troy Carisow	Harvey County	Lenexa
Pat Cedeno	Watco Companies	Pittsburg
Tom Chandler	County & City Of McPherson	McPherson
Charlie Claycoms	DAB 6	Wichita
Dennis Clennan	Wilson & Company	Salina
Curtis Cline	Kansas Department of Corrections	Wichita
Mitch Coffman	WAMPO	Wichita
Beth Combes	Resource Center for Independent Living	El Dorado
Tiffany Cook	Envision, Wichita	Wichita
Brian Coon	City of Wichita	Wichita
David Corbin	KDOR	Towanda
Kenya Cox	Wichita	
Melissa Crawford	American Red Cross	Wichita
Brad Davis	Wichita Transit	Wichita
Nile Dilmore	92 nd District State Representative	Wichita
Dennis Dye	Retired	Wichita
Brad Eilts	Montgomery County	Independence
Carl Enber	Kansas Public Transit Association	Wichita
Mike Englert	Engineered Machine Tool Company, Inc.	Wichita
Oletha Faust-Goudeau	Representative, Legislature	Wichita
Sharon Fearey	City of Wichita	Wichita
Gail Finney	Representative, 84th District	Wichita
Geraldine Flaharty	Representative, Legislature	Wichita
Jeanie Flaming	Harvey County Transportation	Newton
Mickey Fornaro-Dea	Ex. Dir. Harvey Co. Eco Dev Council, Inc.	Newton
Debra Foster	Associate, Rice Foster Associates	Wichita
Gary Gates	Sedgwick	Bullinger
Douglas Gerber	City Administrator, City of Beloit	Beloit
Justin Givens	City of Goddard	Goddard
William Goering	Mayor, City of McPherson	McPherson
Dale Goter	Wichita	Wichita
Jim Gregory	James Gregory Consultancy	Wichita
Paul Gunzelman	City of Wichita	Wichita
Bice Hake	City of North Newton	Newton
Rich Hanley	Harvey County	Harvey

**Wichita Local Consultation Meeting Attendees
September 30, 2008**

Name	Title & Organization	City
Brian Hansen	Dustrol, Inc	Towanda
Mark Hardison	House Dist 81 Candidate	Mulvane
George Harris	Starkey, Inc.	Wichita
Irene Hart	Dir., Sedgwick County Community Dev.	Wichita
Willis Heck	Mayor, City of Newton	Newton
Jim Heinicke	City Manager, Harvey County Eco Devo	Newton
Autumn Heithaus	Northern Flyer Alliance	Wichita
Brenton Holper	Wichita Area MPO	Wichita
David Hubbard	PEC	Wichita
Mike Jacobs	Special Projects Engineer, City of Wichita	Wichita
Jeff Johnson	Cargill Meat Logistics	Wichita
Cecile Kellenberger	Prairie Transit	Valley Center
Richard Kelsey	Representative, Legislature	Goddard
Donald King	King Construction Company	Hesston
Jake Klaver	Klaver Construction Company, Inc.	Kingman
Scott Knebel	Principal Planner, Wichita/SG Co. MAPO	Wichita
Tom Kneil	Sierra Club	Wichita
Billie Knighton	Candidate for State Representative	Wichita
Bernie Koch	Wichita Metro C of C	Wichita
Steve Lackey	TranSystems	Wichita
Ty Lasher	City Administrator, City of Bel Aire	Bel Aire
Steve Law	Wichita State University	Wichita
Ron Loomis	McPherson County	McPherson
Bev Lucas	Candidate for State Rep	Wichita
Darryl Lutz	County Engineer, Butler County	El Dorado
Larry Mangan	City of Wellington	Wellington
Leslie Mangus	Director of Public Works, City of Andover	Andover
Dennis Marten	KNP	Wichita
Lane Massey	City of Arkansas City	Arkansas City
Jerry May	Retired	Wichita
Bill McKinley	City of Maize	Maize
Shawn McGrew	Manager, Strother Field Commission	Winfield
Gary Meagher	City Administrator, City of McPherson	McPherson
Eldon Miller	Comm. Dev. Officer, Valley Center	Valley Center
Janet Miller		Wichita
Martin Miller	Mgr., Great Bend Municipal Airport	Great Bend

**Wichita Local Consultation Meeting Attendees
September 30, 2008**

Name	Title & Organization	City
Don V Myers	Representative, Legislature	Derby
Forrest Nagley	WT	Wichita
Crystal Noles	Butler County	Augusta
Ron Nuessen	Parsons Brinckerhoff	Wichita
John Oswald	City of Wichita	Wichita
Kelly Parks	Sedgwick County	Wichita
Ron Pasmore	KETCH	Wichita
Shala Perez	Perez for Kansas	Wichita
Marvin Peters	McPherson Ind. Dev. Co.	McPherson
Kristen Phillips	The Arc of Sedgwick County	Wichita
Steve Phillips	Syracuse-Hamilton County Airport	Syracuse
Valerhy Powers	Transportation Dir., SG Co. Dept. on Aging	Wichita
Homer Price	River City Trolley	Wichita
Harland Priddle	GM Priddle & Associates	Burrton
Patrick Quaney	West 21st St. Business Association, LLC.	Wichita
Jim Ralston	APAC-Kansas, Inc	Wichita
Annette Rice	Sedgwick County	Wichita
Denee Rice	Futures Unlimited, Inc.	Wellington
Scott Rickard	Asst. City Engineer, City of El Dorado	El Dorado
Mary Lou Rivers	Ex. Director, Valley Center C of C	Valley Center
Susan Robinson	Cerebral Palsy Research Foundation	Wichita
Larry Ross		Derby
La Rae Santiago	Independent Living Resource Center	Wichita
John Schlegel	Planning Director, Wichita/Sedgwick County Metro Area Planning Department	Wichita
Kathy Sexton	City Manager, City of Derby	Derby
Brad Shores	Parsons Brinckerhoff	Wichita
Brian Silcott	City Manager, City of Goddard	Goddard
Harold Smith	Bel Aire	
David Spears	County Engineer, Sedgwick County	Wichita
Kimberly Spielman	Wichita Area MPO	Wichita
Steve Stambaugh	Envision	Wichita
Matt Stiles	City of Bel Aire	Bel Aire
Sasha Stiles	City of Andover	Andover
Joyce Stockham	City of Wichita	Wichita
Charles Swayze	Farmers Co-op Equity	Isabel
Name	Title & Organization	City

**Wichita Local Consultation Meeting Attendees
September 30, 2008**

Harris Terry	McPherson County	McPherson
Erik Tharp	City of El Dorado	El Dorado
Danielle Thomas	Senior Services of SE Kansas, Inc.	Coffeyville
Mike Thompson	Poe & Associates	Wichita
Stacy Thompson	City of Beloit	Beloit
Mickey Thull	Public Works Eng., City of Wichita	Wichita
Linda Turley	Wichita Airport Authority	Wichita
Dave Unruh	Sedgwick County	Wichita
Michael Vinson	Interim Transit GM, City of Wichita	Wichita
Jeff Wacker	Kansas Turnpike	Wichita
Cecil Walker	Topeka Independent Living Resource Ctr.	Wichita
Gwen Welshimer	Sedgwick County	Wichita
Mim Wilkey	Wichita YMCA	Wichita
Laronta Williams	City Council of Wichita	Wichita
Shirley Wilson	Wichita Transit	Wichita
Cathie Yager	Senator Pat Roberts Office	Wichita
Joe Yager	Executive Officer, REAP	Wichita
Alan Young	Horizon Milling, LLC.	Wichita