



**HB 2775 TESTIMONY
BEFORE THE HOUSE TRANSPORTATION COMMITTEE
STEVEN F. COTTRELL, PE,
ASSISTANT TO THE CITY MANAGER
CITY OF GARDEN CITY, KANSAS**

CITY COMMISSION

ROY CESSNA,
Mayor

LINDSAY J. BYRNES

MELVIN L. DALE

DAN FANKHAUSER

TROY R. UNRUH

March 15, 2018

Chairman Proehl and members of the House Transportation Committee:

Thank you for the opportunity to provide written testimony in support of House Bill 2775. I am Steve Cottrell, Assistant to the City Manager of Garden City. Prior to taking this position in 2015, I had been the City Engineer since 1989. We support this bill that creates a joint legislative task force to explore the prioritization of future transportation and infrastructure investments in Kansas.

As you are aware, the City of Garden City is a member of the Southwest Kansas Coalition (SKC), along with the cities of Dodge City and Liberal. Garden City's connectivity to the multi-state region is critical for our local industries and small businesses. Garden City's connectivity to the multi-state region is critical for Kansas.

I specifically want to address this matter from the perspective of Garden City. In Garden City, much of our growth and success as a community can be linked to key transportation and infrastructure improvements that have met the demands of our growing industrial and commercial sectors.

I've provided an attached map that shows how, over the last decade, \$16.5 million in Kansas Department of Transportation funding (from a variety of KDOT programs) has leveraged \$365.3 million in private investments. Without a financially healthy and responsive Department of Transportation, success stories like these will disappear.

Garden City has certainly benefited from the State's long-term transportation plans, and I have been involved in all of them. The time to begin taking steps toward the next long-term transportation plan is now. HB 2775 includes analysis of the obligations under T-Works. Many programmed projects across the state have been postponed, due to the continued depletion of KDOT coffers by past administration and legislatures. In southwest Kansas, there are ten postponed projects identified on an attachment. These include four enhancement/expansion projects and six preservation projects.

Allow me to take you back to prior to the T-WORKS prioritization discussions, the cities of Garden City, Dodge City and Liberal met to identify amongst ourselves the answer to the question, "If there was only one project done in Southwest Kansas in the next ten years, what project should it be?" This was extremely difficult because each community had its favorite project near our respective cities. But when pushed to

CITY ADMINISTRATIVE
CENTER

301 N. 8TH

P.O. BOX 998

GARDEN CITY, KS

67846-0998

620.276.1160

FAX 620.276.1169

www.garden-city.org



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MATTHEW C. ALLEN
City Manager

MELINDA A. HITZ, CPA
Finance Director

RANDALL D. GRISELL
City Counselor

identify one project, our answer caused not only KDOT to pause, but our neighbors in south central Kansas as well. We supported a project in south-central Kansas. Our region, not just the three cities, understood the industrial and commercial benefit of expanding westward the improvements to US54/400.

Our support for this bill is, in large part, due to the significant value we received in the collaborative work with our regional neighbors. And have no doubt we will stand together as we move forward.

Perhaps the two most critical tasks for the proposed task force relate to funding. The main objective of the legislature should be identifying adequate dedicated funding that cannot be diverted to meet other state shortfalls. The legislature should build the framework to complete a carefully researched and responsible multi-modal program that meets the needs of all Kansans, with the flexibility to react to economic development when opportunities arise. When you make a promise to the people of Kansas, keep it.

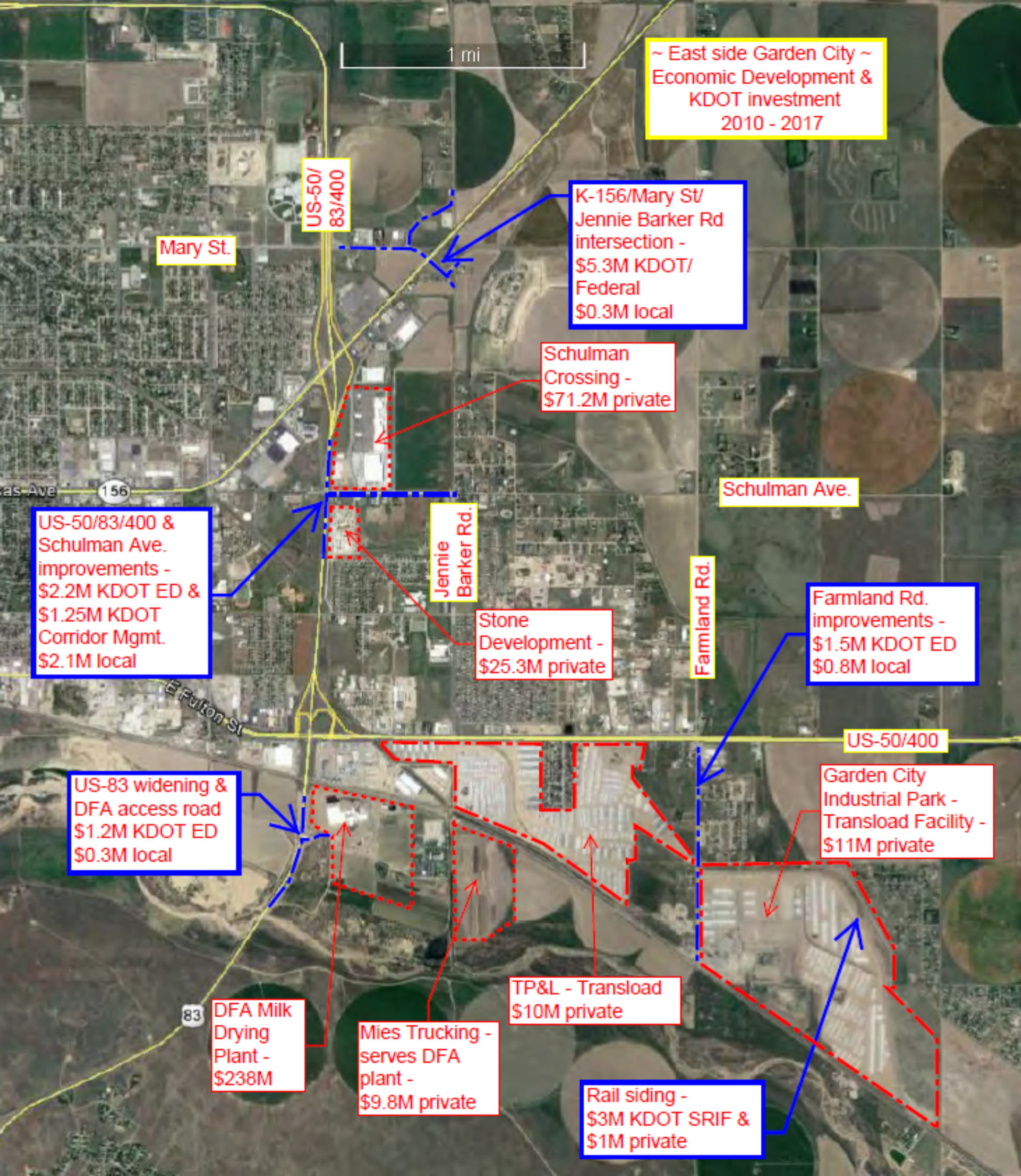
It's imperative that we build a vision to complete the T-WORKS program and address new and emerging needs that are important to communities such as Garden City. For these reasons, the City of Garden City strongly supports HB2775. We respectfully ask that you do the same.

Respectfully,

Steven F. Cottrell, PE
Assistant to the City Manager

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1 mi

~ East side Garden City ~
Economic Development &
KDOT investment
2010 - 2017

US-50/
83/400

Mary St.

K-156/Mary St/
Jennie Barker Rd
intersection -
\$5.3M KDOT/
Federal
\$0.3M local

Schulman
Crossing -
\$71.2M private

Schulman Ave.

US-50/83/400 &
Schulman Ave.
improvements -
\$2.2M KDOT ED &
\$1.25M KDOT
Corridor Mgmt.
\$2.1M local

Jennie
Barker Rd.

Stone
Development -
\$25.3M private

Famland Rd.

Famland Rd.
improvements -
\$1.5M KDOT ED
\$0.8M local

E Fulton St

US-50/400

US-83 widening &
DFA access road
\$1.2M KDOT ED
\$0.3M local

Garden City
Industrial Park -
Transload Facility -
\$11M private

83

DFA Milk
Drying
Plant -
\$238M

Mies Trucking -
serves DFA
plant -
\$9.8M private

TP&L - Transload
\$10M private

Rail siding -
\$3M KDOT SRIF &
\$1M private