



SB285 TESTIMONY BEFORE THE SENATE WAYS AND MEANS COMMITTEE
JENNIFER CUNNINGHAM
ASSISTANT CITY MANAGER
CITY OF GARDEN CITY, KANSAS

January 24, 2018

CITY COMMISSION

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Mayor

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Chairwoman McGinn and Members of the Committee,

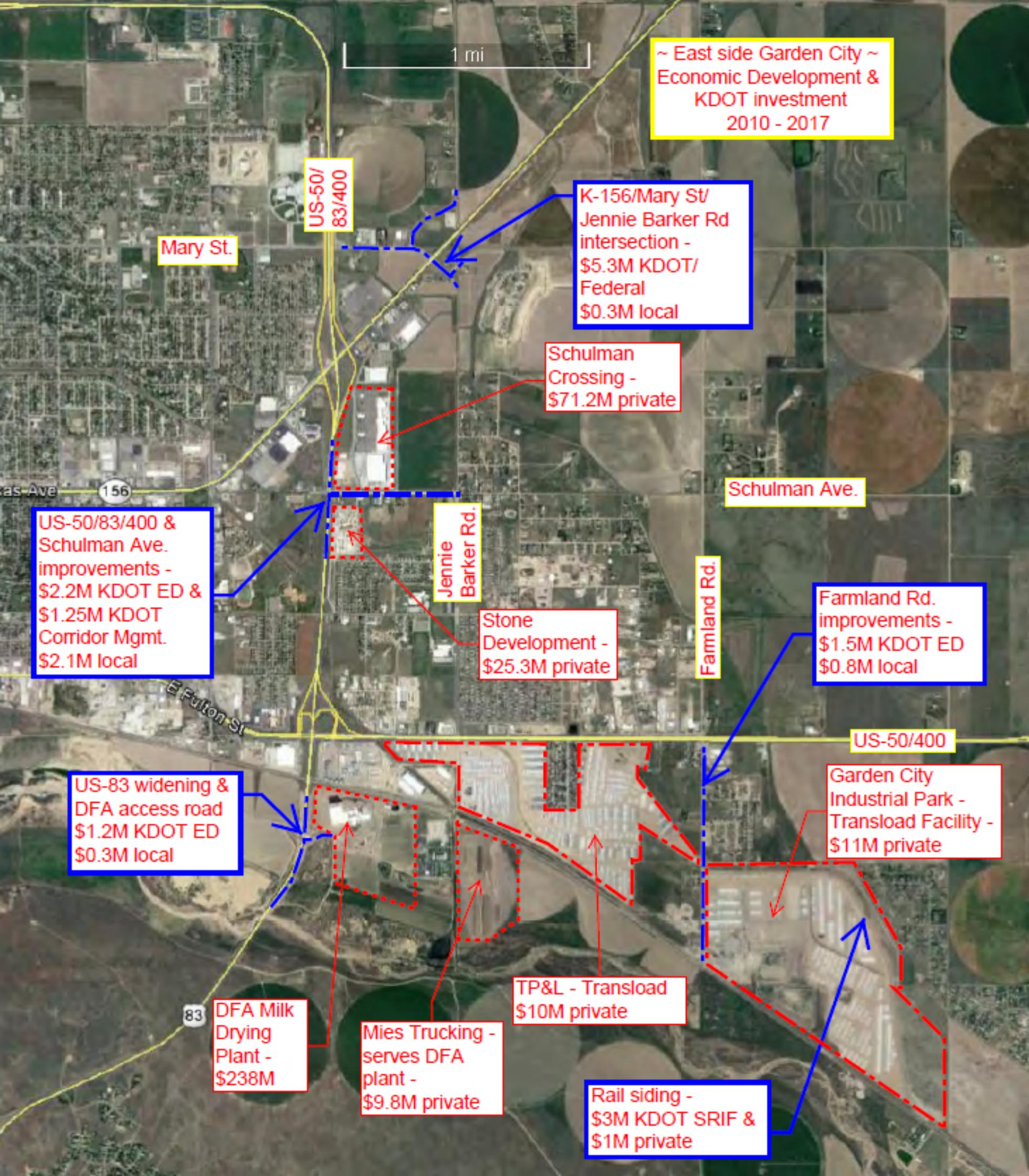
Thank you for the opportunity to stand before you today on behalf of the City of Garden City in support of Senate Bill 285. We are in support of the bill that allows a joint legislative task force to explore the prioritization of future transportation and infrastructure investments in Kansas.

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.

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 identify one project, our region answered with a project in south-central Kansas. Our region understood the industrial and commercial benefit of expanding westward the improvements to US54/400. Our support for a bill allowing a joint legislative task force to explore the prioritization of future transportation and infrastructure investments in Kansas is, in large part, due to the significant value we received in the collaborative work with our regional neighbors.

Kansas has benefited from a long-term transportation plan, and the time to begin taking steps toward the next long-term transportation plan is now. However, in your consideration of SB285, please do not forget the obligations under the previous plan. Several counties in KDOT's Southwest Kansas District have not received the minimum promises to their infrastructure systems. Roads don't end at the city limits or county lines, and Garden City's connectivity to the region is critical for industries and small businesses. Garden City's connectivity to the region is critical for Kansas.

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 SB285. We respectfully ask that you do the same.



1 mi

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

US-50/
83/400

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

Mary St.

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.

Farmland 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