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3 **Senate Concurrent Resolution No. 1618**

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5 By Senators Umbarger, Kultala and Marshall

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7 5-8

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9 A CONCURRENT RESOLUTION urging the legislature to formulate
10 and implement a comprehensive transportation plan by the 2010 leg-
11 islative session.

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13 WHEREAS, Transportation connects Kansans to their workplaces, to
14 the institutions that matter to them, and to the services upon which they
15 depend. Transportation is also critical to delivering Kansas products to
16 markets, seizing economic opportunities and creating jobs that stimulate
17 our economy; and

18 WHEREAS, Our Kansas transportation system is comprised of rail-
19 roads, airports, passenger rail, transit, roads and bridges; and

20 WHEREAS, The state has successfully completed the 1989 Compre-
21 hensive Highway Program and the 1999 Comprehensive Transportation
22 Program and now faces the challenges of addressing the state's transpor-
23 tation needs for the coming future; and

24 WHEREAS, More than 2,000 people lost their lives on Kansas roads
25 in the last 5 years, demonstrating an ongoing need to improve the con-
26 dition and quality of our public roads and bridges to improve the safety
27 of travelers in our state; and

28 WHEREAS, The state's population is projected to increase by 11 per-
29 cent in the next 20 years, and over the same time period vehicle and truck
30 traffic is expected to increase by 44 and 97 percent respectively; and

31 WHEREAS, Transit ridership is on the rise, the importance of freight
32 movement by railroads is increasing, the state's airports are in need of
33 improvement, county and local roads are in need of repair, and intercity
34 train travel is attracting more interest; and

35 WHEREAS, Transportation revenues are projected to fall short of fu-
36 ture transportation needs as documented in the Kansas Long Range
37 Transportation Plan; and

38 WHEREAS, Over the last 20 years Kansas has made a major invest-
39 ment in our transportation systems and projections indicate that without
40 additional revenue the percent of the state's highways rated in good con-
41 dition will drop from 83 percent in 2008 to less than 50% in 2020. It
42 would be wasteful to lose our investment because we did not responsibly
43 care for our transportation infrastructure; and

1 WHEREAS, The state and the country is in the greatest recession since
2 the Great Depression of the 1930s, and transportation construction would
3 provide an economic stimulus to the state through the employment of
4 thousands of men and women in the improvement of our state's trans-
5 portation infrastructure; and

6 WHEREAS, All 105 Kansas counties and more than 200 Kansas cities
7 have formally adopted resolutions in support of a new comprehensive
8 transportation plan; and

9 WHEREAS, Funding of a new Comprehensive Transportation Pro-
10 gram was not possible this year as a result of the weakened economy of
11 the state; and

12 WHEREAS, The T-LINK Task Force met in 2008 over a period of
13 five months, held statewide meetings attended by over 850 Kansans, con-
14 cluded that a new transportation program is needed and widely sup-
15 ported, and developed a set of recommendations for the state's transpor-
16 tation system; and

17 WHEREAS, The Legislature's Special Committee on a new Compre-
18 hensive Transportation Plan held six meetings across the state, heard tes-
19 timony from over 120 Kansans, and concluded that a new transportation
20 program is needed and supported; and

21 WHEREAS, Any new transportation plan should build on the body of
22 work already created by the T-LINK Task Force and the Special Com-
23 mittee on a new Comprehensive Transportation Plan: Now, therefore,

24 *Be it resolved by the Senate of the State of Kansas, the House of Rep-*
25 *resentatives concurring therein:* That we undertake efforts during the
26 2009 legislative interim to develop a plan to present to the 2010 Session
27 of the Kansas Legislature and Governor for funding a new, multi-year
28 transportation plan that recognizes the needs of both rural and urban
29 Kansas, supports the economic priorities of the state, and uses the
30 strength of all modes of transportation to help stimulate the state's eco-
31 nomic recovery.

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