



**Legislative Committee
Meeting Agenda
12:00 NOON, October 22, 2010**
Workforce Alliance Administrative Offices
Council Member Jeff Longwell, Chairman

1. Welcome and Introductions: *Council Member Jeff Longwell*
2. Review of Minutes from the September 24, 2010 REAP Legislative Committee Meeting: *Council Member Jeff Longwell*
Recommended Action: Approve or modify minutes as needed.
3. Kansas Affordable Airfares Update and Discussion: *Mr. Joe Yager*
An update on the Kansas Affordable Airfares Program will be provided.
4. ULA Update: *Mr. Joe Yager*
Visioneering has begun the process for building the 2010 Unified Legislative Agenda. An update will be provided.
5. Transportation Update: *Council Member Jeff Longwell*
At the request of the REAP Legislative Committee, REAP staff has compiled a report of the top tier listing of potential projects.
Recommended Action: Determine REAP response for regional transportation local consult meeting.
6. Nonattainment Designation Update: *Mr. Dane Baxa*
On October 5th, 2010, Michael Jay, Environmental Protection Agency (EPA) representative; Tom Gross, Kansas Department of Health and Environment's Bureau of Air; and Carolyn McGinn, 31st District Senator and Chair of the Natural Resources Committee, addressed Wichita City Council Sedgwick County Board of Commissioners about the region's air quality. An update from the meeting and in particular regional implications will be provided.
7. Consensus Revenue Estimating Group Update: *Mr. Joe Yager*
An update will be provided on the latest Consumer Revenue Estimates released on April 16.
8. 2010 REAP Policy Summit: *Mr. Joe Yager*
The Committee is asked to discuss and provide input into the agenda and content of the summit which is scheduled for December 2, 2010.
9. 2011 Issue Identification: *Council Member Jeff Longwell*
The Committee is asked to identify issues of importance in preparation of the annual REAP survey.
10. City-to-City Recap: *Mr. Joe Yager*
The 2010 Visioneering Wichita City-to-City trip was to Louisville, KY on October 10-13. A report on the lessons learned will be provided.
11. Other Business: *Members of the Committee*
12. Adjourn

Reminder: The next Legislative Committee meeting is scheduled for November 19, 2010.

Legislative Committee
Meeting Minutes – September 24, 2010
Workforce Alliance Administrative Offices
Council Member Jeff Longwell, Chair

II. Welcome and Introductions.

Council Member Jeff Longwell, City of Wichita, opened the meeting; members, staff, and guests introduced themselves.

II. Review of Minutes from the August 27, 2010 REAP Legislative Committee Meeting

Mayor Kristey Williams, City of Augusta, moved (Council Member Longwell) to approve the minutes as presented. The motion passed unanimously.

III. REAP Legislative Committee Business

1. Kansas Affordable Airfares Update and Discussion

Mr. Joe Yager, Chief Executive Officer for REAP, informed the committee that REAP has yet to receive the transfer of \$5 million for the KAAP. A transfer letter was sent by the Kansas Department of Commerce and Mr. Yager noted that he has contacted Deputy Secretary Steve Kelly who stated that the Department is working on this and will get the funds transferred as soon as they can.

2. Transportation Update

Council Member Jeff Longwell commented on the Regional Transportation meeting held September 16th, stating that he was unsure if REAP can successfully weigh in on the T-Works project in a manner that represents all of the REAP constituencies. The Committee directed staff to collect feedback from REAP member communities on their project preferences and consolidate this information into one document. It was noted that the preference would be to produce a one-page document that itemized the projects in highest and second highest levels and included language to encourage the State to direct statewide funds towards regional connections as opposed to local determination using local allocations.

3. REAP WRC Request on State Water General Fund Demand Transfer

Mr. Dane Baxa, Executive Officer for the REAP WRC, informed the Committee that the WRC recently reviewed the current Kansas Water Plan budget and noted that the State of Kansas has not honored its statutory commitment to provide \$6 million worth of funds in recent years. Discussion from the members about municipal statutory requirements led the WRC to direct staff to draft a position statement requesting the State to meet their statutory obligation. The Committee directed staff to include this issue in the upcoming REPA and WRC surveys and utilize the feedback collected to direct further action.

4. Proposed Comprehensive Tax Plan

Mr. Tom Bruno, REAP legislative liaison, provided a brief overview of State Senator Dick Kelsey's proposed tax plan to eliminate many sales tax exemptions to lower the sales tax rate and eliminate corporate income taxes and sales tax on grocery store food. Mr. Yager commented that the purpose of placing this issue on the agenda was to raise awareness of a potential issue for the upcoming session.

5. ULA Update

Council Member Longwell noted that it may be beneficial for REAP and Visioneering to propose a joint legislative agenda in the future and requested that staff coordinate a meeting with Visioneering.

6. Upcoming Legislative Events

Mr. Yager announced several events that will occur in the coming weeks including: the WA Technology Education Panel on September 28th; the WA Board of Directors Congressional Forum on September 30th; and the REAP Congressional Forum on October 4th.

7. 2010 REAP Policy Summit

Mr. Yager directed the committee to page 14 of the agenda packet and illustrated the draft agenda and potential topics to be discussed at the 2010 Policy Summit. Committee members were encouraged to continue to forward ideas to staff.

8. 2011 Issue Identification

Council Member Longwell requested that that committee engage in discussion on potential legislative issues to address during the 2011 legislative session. One suggestion was that REAP weigh in on air quality noting the Wichita MSA is very close to nonattainment. Mr. Yager suggested that the topic of air quality be included in the upcoming REAP survey; committee members agreed that this would be a good method for feedback.

IV. Other Business

Mr. Yager announced that KansasBio will be holding a Hot Team meeting on October 16th at NCAT and that committee members were encouraged to attend.

V. Adjourn

Having no other business the meeting was adjourned.

| REAP Legislative Committee | |
|-------------------------------------|----------------------------|
| <i>Attendance</i> | |
| 9/24/2010 | |
| <i>Name</i> | <i>Jurisdiction</i> |
| Council Member Jeff Longwell, Chair | City of Wichita |
| Mayor Kristey Williams | City of Augusta |
| Mr. Will Johnson | Butler County |
| Commissioner Dave Unruh | Sedgwick County |
| Mayor Carl Brewer | City of Wichita |
| Mr. Bob Myers | City of Newton |
| Mr. Dale Goter | City of Wichita |
| <i>Guests and Staff</i> | |
| Ms. Kathy Sexton | City of Derby |
| Mr. Tom Bruno | Bruno & Associates |
| Ms. Kelly Fuller | Workforce Alliance |
| Dr. Ed Flentje | WSU |
| Mr. Joe Yager | WSU |
| Mr. Dane Baxa | WSU |
| Ms. Becky Eby | WSU |
| Ms. Nicole Bailey | WSU |

The story below was forwarded by Dale Goter, City of Wichita, and is from the Topeka Capitol Journal newspaper. It identifies the value of public/private partnerships to accomplish air service goals. The State of Kansas contributes \$1 million to the Manhattan program, with match from local sources.

Topeka watches Manhattan fly

With 3 daily flights to Dallas, Manhattan has what Forbes Field envies

By [Rick Dean](#)

Created October 16, 2010 at 7:50pm

Updated October 16, 2010 at 11:18pm

MANHATTAN — Cruz Garcia, a military contractor from Pasco, Wash., remembers his first business trip to Fort Riley with the fondness usually reserved for a forced march.

That 2004 visit found him flying into Kansas City International, waiting for the Roadrunner Express, then climbing into a packed multipassenger van and enduring a 2 1/2-hour ride.

"Not much of a choice," grumbled fellow passenger Jeff Guyne, another defense contractor who has made several such trips to Geary County from his home in San Antonio. "Frankly, it's what I was expecting this time around, too."

In 2010, however, both businessmen flew into and out of Manhattan Regional Airport, a mere 20-minute drive to the fort. This time they waited in the relative comfort of a small airport passenger area for the on-time arrival of an American Eagle 45-passenger commuter jet and an easy 90-minute flight to Dallas-Fort Worth, the American Airlines hub through which connecting flights to their final destinations are abundant.

"Being able to fly into Manhattan," Garcia said as he waited to board a flight with some 40 other passengers, "is very nice."

Peter Van Kuren knew that in 2006 when he began the long process of landing a major air carrier here. That four-year effort culminated in August 2009 when American Eagle, the regional carrier for American Airlines, began two daily flights from Manhattan to DFW, one of America's busiest airports. Immediately pleased with its passenger load, the airline expanded the service to three daily flights in April 2010. In November, it will start daily service from Manhattan to American's busy hub at Chicago's O'Hare Airport, opening the door for direct travel to the Northeast.

"A lot of people thought this would never happen," Van Kuren, Manhattan's airport director, said as he watched the activity in his busy terminal before a mid-week flight.

"We met with a lot of skepticism, people who told me we'd never get air service here," he said. "But I felt strongly that we had the market, so we kept up the tenacious effort. And, we were fortunate. But if we didn't have a good story to tell, we wouldn't have been successful. American would never have talked to us."

Eric Johnson still hears that same skepticism.

As director of the Metropolitan Topeka Airport Authority, Johnson envisions the day when his now-empty terminal at Forbes Field is bustling with the kind of activity Van Kuren sees daily in Manhattan, which is having to consider an upgrade to the terminal it opened in 1997.

"Manhattan is the model," said Johnson, whose only current passenger service is private aviation provided by Million Air.

"Manhattan took advantage of a great opportunity with the (National Bio and Agro Defense Facility) coming along, and the money Gov. (Kathleen) Sebelius made available as a revenue guarantee," he said. "It let them offset start-up costs for an airline, and they've (barely) had to touch that money since then. It worked great for them.

"Frankly, I've spoken with a planner for American Eagle who told me, 'Eric, if you had the same (revenue guarantee) to offer, American Eagle would be in Topeka.' It's as simple as that. We didn't have the same deal, but we're trying to get it."

The Manhattan Miracle

The tale of two Kansas airports, separated by a mere hour's drive, is a contrasting story of what can be done and what needs to be done.

Their recent history of commercial air service is similar. Both were served by now-defunct Air Midwest, which offered puddle-jumper service to KCI on 19-passenger turboprops planes until it folded its various Kansas operations at different times over the past several years. Manhattan then picked up service from Great Lakes, which offered flights to Kansas City and Denver. Topeka — whose major connection to Denver ended cruelly when Frontier Airlines dropped Topeka weeks after the 1985 opening of the new Forbes terminal — most recently had a short relationship with Allegiant, which offered only weekly excursion flights to Las Vegas until July 2007.

The service was hardly what either city wanted, or needed.

"No one wants to travel from here to Denver on a 19-seat plane with no restroom," Johnson said. Topekans — at least the few who bothered flying from Forbes to KCI — had an alternative in the short, hour-plus drive to KCI. That wasn't a good option in Manhattan, as Van Kuren learned immediately upon coming to the city in 2006 with the directive that securing better air service was a top priority. A concerted effort to sell the area's aviation potential to a major carrier began. A large airport catchment area — spanning from Wamego to Abilene, Marysville to Council Grove — was identified. Yet only about 8 percent of the air-travelling population there departed from Manhattan, the majority opting to drive to KCI.

But Van Kuren and local business leaders saw the expanding role of Fort Riley in the Iraq/Afghanistan wars, combined with the developing NBAF project, as opportunities to put the area in the sights of airline planners. Through conventions Van Kuren compared to speed-dating meet-and-greets — airports getting a scant few minutes to make their pitch to airlines agreeing to listen — Manhattan finally caught the eye of American Eagle.

First, however, Manhattan had to put up a dowry.

The gambit involved a minimum revenue guarantee, which is akin to a college athletic department promising to buy a minimum number of tickets to land a preferred bowl game. Manhattan promised compensatory payments should it not fill 70 percent (on average) of available American Eagle seats. "It's risky business (for an airline) to come into a small community, so they ask the community to share in the risk," Van Kuren said of a model first employed successfully in Roswell, N.M. "But we believed in our market so strongly that we were willing to guarantee that (a carrier) wouldn't lose money, that it would be profitable and the revenue guarantee wouldn't be used."

That projection was more than wishful thinking.

Armed with a \$1.25 million annual guarantee in seed money for fiscal years 2009, '10 and '11 — \$1 million of which came from the state with the other \$250,000 guaranteed by local governments and businesses in Riley, Geary and Pottawatomie counties — Manhattan waited out the oil price hikes of 2008, when all U.S. airlines trimmed operations, and was in position to be considered for expansion when fuel prices dropped in early 2009.

American Eagle began Manhattan operations in August 2009, then expanded its DFW flights from two to three this past April. Filling seats at a rate exceeding 80 percent of capacity, Manhattan barely had to dip into its revenue guarantee pool.

"The revenue guarantee did exactly what it was supposed to do — it gave (American Eagle) a comfort level about coming into a new market," Van Kuren said. "We had to tap into the guarantee only for the first three months of service, but we never reached a level where we had to use state money. All shortfalls were handled with the local share. And from November (2009) to now, we've been receiving credit on the guarantee. They don't hand us a

check, but they give us a credit — over \$600,000 right now — that we can tap if we ever again fall below the minimum level (of passengers) in our contract."

Offering free parking and convenience as major offsets to the lower-priced tickets available in Kansas City, Manhattan now sees a steady stream of soldiers, students, teachers and business travelers queue up daily at its single Transportation Security Administration screening point.

Topeka's turn?

Eric Johnson has seen what worked in Manhattan. He also knows what didn't work in Topeka when commercial flights did land at Forbes.

The options for the capital city — one of only three state capitals in the United States without commercial air service — are obvious, Johnson said.

"We can't be happy with service just to KCI," said Johnson, whose previous job as airport director in Elmira-Corning (upstate New York) included daily regional air service to an area with half the population of Topeka. "That doesn't work, and it never will. We've had offers for that, and we've said no. We're not going to repeat what we did in the past when we know that it failed."

To make regular airline service work at Forbes, Johnson says, Topekans need to fly directly to an airline hub — to Dallas, Denver, Chicago, even Minneapolis or Memphis. The convenience and cost factors must be such that a traveler would pay a little more to fly out of Topeka than to drive an hour-plus for a slightly less expensive ticket at KCI.

"Tickets here would cost a little more, but you save travel costs in your gas, your parking, your tolls and your time," Johnson said. "Add in all those extra costs, and it's a \$75 extra cost (on a flight from KCI)."

Topeka also would need a revenue guarantee, Johnson said. And though not eligible for the state aid Manhattan received — having lost its designation as an Essential Air Service city because of its proximity to Kansas City — Topeka has applied for seed money via a federal Small Community Air Service Development Grant.

"The grant could be enough to attract a carrier here," Johnson said. "You bring in a carrier, then do what Manhattan did in proving that it can work. The grant goes away, the service stays and people are happy.

"We know this airport is not going to board 400 people a day. We know we can't fill a 737 or an Airbus 320. But, you fly an Embraer 50-seat plane in here, that we can do."

"It's doable," he insisted, "if we can offer the airline a package that reduces their risk, one where they know the community is acting as a partner. We make money, they make money. It's my goal to reduce our burden to the taxpayers, at the very least, by tapping new revenue sources in car rentals, hotels, parking and fees that would still be considerably cheaper than anything in Kansas City.

"Kansas City is a great airport, but I think we can serve people just as well locally and provide enough options to make it worth paying a few extra dollars for a ticket here knowing that, overall, you'll be saving time and money."

Yager, Joseph

From: info@visioneeringwichita.com
Sent: Monday, October 18, 2010 4:30 PM
To: Yager, Joseph
Subject: Visioneering Unified Legislative Agenda



VISIONEERING WICHITA

The Unified Legislative Agenda Alliance invites submission of issues for consideration on the 2011 unified legislative agenda. The potential issues must advance Visioneering Wichita initiatives found within the Visioneering Document. The issues submitted should impact Visioneering's key benchmarks of job growth, per capita income and education.

Timeline:

1. Complete the *Preparing for Submission* form and return by 5 pm October 25th. Email to info@visioneeringwichita.com or mail to Visioneering Wichita, 350 W Douglas, Wichita, 67202.
<http://www.visioneeringwichita.com/minutes/ula/Preparing%20for%20Submission%202010.doc>
2. Upon review of your *Preparing for Submission* form you will receive via email the *2011 Legislative Proposal* form. **This form must be received by noon on November 5th - email to info@visioneeringwichita.com or mail to Visioneering Wichita, 350 W Douglas, Wichita.**
3. Attend alliance meeting on Nov 8th from 2 to 4 pm at the Wichita Metro Chamber of Commerce, 350 W Douglas. There will not be formal presentations at the meeting, however it is advised that individuals or groups submitting an issue for consideration have a representative(s) at the meeting to respond to possible questions.
4. Attendees at the Nov 8th meeting will review each issue submitted and score issues.
5. The scoring process by attendees is one of many evaluation sources. This evaluation is not a guarantee that a particular issue will be automatically included or excluded from the unified agenda.
6. The issues and all evaluation sources will be analyzed by the Resource Team and submitted to the Visioneering Wichita Steering Committee for final action the end of November.
7. Issue submitters will be notified by November 24th if their proposal will be placed on the 2011 Unified Legislative Agenda.

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Good morning –

Based on various reports, I understand that the first 2010 Local Consult meeting in Independence went well last Friday. We learned a lot that day – both about projects and process and have concluded it's important to make one major adjustment:

TIME CHANGE

October 22 – Kansas City

October 28 – Hutchinson

9:30 a.m. - breakout session begins (please arrive 15 minutes early so you can be assigned to your group). Breakouts will conclude by noon.

1:00 pm – report back session begins where each group reports its Tier 1 and Tier 2 list and you can see the similarities and differences between groups.

The time change only applies to the Kansas City and Hutchinson meetings. Our concern is that there are so many projects to discuss and so many groups for the report back, that there will not be enough time for all projects to be discussed adequately. Although the breakout groups in Independence were certainly pushed for time, a morning-only session was possible for that location and should be possible for the other locations.

There are a few other kinks to be worked out (click [here](#) to read Julie Lorenz's blog for more info), but the breakout discussions were informative for both KDOT and the participants and they gave KDOT a good opportunity to dialogue with leaders from across Southeast Kansas. Though a clear consensus wasn't reached around a specific group of projects, we know more today than we did before the meeting and these discussions will inform KDOT's decisions going forward. I want to remind everyone; however, that these discussions are only one factor among many (including system condition and previous work) that KDOT will consider over the coming months. We'll also examine and take into consideration the economic impacts associated with various sets of projects. I'll send an email notification as summaries of the Local Consult meetings are posted, for your review and comment.

I appreciate everyone's hard work and look forward to seeing many of you at the upcoming meetings.

Thank you,

Deb Miller

Agenda Item 6 **Nonattainment Designation Update**

Nonattainment Designation Will Affect REAP Members

On October 5th, 2010, Michael Jay, Environmental Protection Agency (EPA) representative; Tom Gross, Kansas Department of Health and Environment’s Bureau of Air; and Carolyn McGinn, 31st District Senator and Chair of the Natural Resources Committee, addressed Wichita City Council Sedgwick County Board of Commissioners about the region’s air quality.

The EPA evaluates National Ambient Air Quality Standards (NAAQS) every 5 years. On October 31st, EPA will sign their final rule for the new NAAQS. The new standard for ozone will likely be set at 60-70 parts per million, which will designate nonattainment status for the Wichita Metropolitan Statistic Area (MSA). With this designation, the Wichita MSA must adhere to a State Implementation Plan (SIP).

By default, the EPA uses the MSA boundaries to determine where nonattainment status is, but the state of Kansas can use an 11 criteria process to recommend designating a different boundary. Factors may include air quality monitor readings, emissions data, population density, traffic and commuting factors, growth rates, meteorology, topography, and jurisdictional boundaries.

When the Wichita MSA is determined nonattainment, monitors will likely be added in Hutchinson (Reno County) and El Dorado (Butler County). These monitors may contribute to determining the nonattainment boundaries. The general timeline from the final rule until the achievable attainment date is below:

| EPA Expected Timeline for Nonattainment Designation | |
|--|------------------|
| Milestones | Date |
| EPA Finalizes Rule for Ozone Standards | October 31, 2010 |
| Governor Recommends Ozone Nonattainment Areas to EPA | March 2011 |
| EPA Makes Final Area Designation | September 2011 |
| Final Designation Become Effective | October 2011 |
| Highway Conformity Analysis Required | October 2012 |
| Attainment State Implementation Plans (SIP) Due to EPA | February 2014 |
| Attainment Date | 2014-2031 |

The economic consequences of nonattainment affect the region. The SIP will outline enforceable emission reduction strategies for implementation, require upgrading local emission inventory equipment (monitoring). Communities must also conduct “Transportation Conformity,” which requires all transportation projects to demonstrate they will not contribute negatively to regional air quality.

Agenda Item 7

Consensus Revenue Estimating Group Update

Consensus Revenue Schedule

The following is a report from the October 15, 2010 Hawver's Capitol Flash:

The Consensus Revenue Estimating Group will meet Nov. 2—that's election day—to divine and release its revenue estimate for Fiscal Year 2012, plus touch-up the April estimate of State General Fund revenues for the remainder of the current fiscal year. The big number to watch, of course, is the CRE for the fiscal year which starts July 1, 2011, because that's the official estimate on which the incoming governor must base his budget for the fiscal year. The touch-up of the current fiscal year estimate is also a key figure because it determines what's necessary in the way of budget adjustments to end the fiscal year in the black.

There are three other key revenue estimates that will be big news and cast a sizable shadow over the upcoming Legislature and the first year of the new governor's term:

- Human services caseloads, expected to be released on Oct. 28. That's the estimate of how much (more) money is going to be needed to finance entitlements for services to the poor. Roughly \$60 million in increase is tentatively included in the revenue/spending projections for the remainder of this fiscal year, but there won't be a "hard" number until after the caseloads estimate. That current fiscal year estimate carries over to FY '12 and could be increased next spring.
- Nov. 1 is the expected date for estimating new revenue demands for K-12 education. That's expected to increase substantially because of increased numbers of pupils receiving free lunches which increase the state's aid to districts where those pupils attend. Also, the property valuation in Kansas is expected to shrink this year, which means that the statewide 20 mill property tax for education is likely to produce less revenue than was predicted last session.
- No firm date, but after Nov. 2 will be the Comprehensive Transportation Plan estimate of how much tax sources will yield to the Kansas Department of Transportation. Key there is that under the new CTP, KDOT can obligate up to 18% of its projected revenues to bond and interest payments, which means more bonding authority for KDOT for roadwork. It's a matter of computing how much in debt service 18% of the KDOT revenue will support, and then, probably, issuing that amount of bonds.

Due to federal stimulus funding—and, of course, the new 1-cent sales tax—the current fiscal year budget is predicted to show a \$46.4 million surplus next June 30, but the school and caseload estimates are likely to gobble up that surplus.

For the upcoming fiscal year—FY '12—and assuming what most believe is an unrealistic 4% growth in state revenues, the best estimates are a \$307.5 million shortfall of revenues to cover expenses. That shortfall includes a rough estimate of \$60 million for caseloads, \$40 million for an increase in KPERS employer contributions and \$8.5 million in catch-up pay for state workers who are now earning substantially below private market wages.

Rough estimates of the FY '12 shortfall with no increase in receipts sky the estimate deficit to about \$500 million.

***2010 Policy Summit Overview
Thursday, December 2, 2010
Courtyard Marriott in Old Town***

The issues that have been identified below are looked at as an opportunity to highlight the strengths and needs of South Central Kansas. Many of the issues will be simple updates, but some will be more in depth discussions. Following is a draft schedule and those potential issues:

Tentative Schedule

| | |
|----------|--|
| 9:30 AM | Registration and Breakfast |
| 10:00 AM | Welcome and Introductory Remarks |
| 10:15 AM | General Sessions |
| Noon | Lunch with Keynote (Incoming Gov or Lt. Gov.) or Panel |
| 1:00 PM | General Sessions |
| 5:00 PM | Closing Remarks with Reception to immediately follow |

General Session Issues

Affordable Airfares – Provide a general overview of the benefits of REAP’s Top Priority.

Mayor Kristey Williams and Jason Watkins

Understanding our Economy: Budget Challenges & Opportunities

State Budget Overview – understanding of where the money comes from.

State Spending Policy Discussion – understanding of where priorities for spending are.

State Budget Outlook and Expectations with a New Governor – *Alan Conroy*

The South Central Kansas Economy – *Jeremy Hill*

Exporting Goods – Understanding the importance of trade in South Central Kansas.

Kansas World Trade Center/ KS Department of Commerce

Aviation/Manufacturing (Current and Future Outlook) – Panel of industry experts that will provide insight into what is going on with aviation and manufacturing in our region and what to expect in the future.

Jeff Turner (similar to presentation to Outlook Conference)

Training/Workforce Development – Tech and Higher Ed (Investment and value) – This could be a nice follow-up to the Workforce Alliance panel discussion that is planned for Sept 28 on technical education.

Transitioning Economy – Manufacturing of the Future (CIBOR and Green Tech – Siemens, Tindall, etc.). This would provide an opportunity to highlight the opportunities that our region is and can take advantage of moving forward, especially with a focus on the medical and wind industries.

Healthcare in Kansas – Medical Sector (Dental and Pharmacy schools).

KU Med Center, Dental School, Via Christi rep

Perspective on Water Issues – Update on ASR and other potential water issues for the region.

Kansas Water Office Official



REAP LC Agenda Packet
October 22, 2010
ANDOVER, ARKANSAS CITY, AUGUSTA, BEL AIRE, BENTLEY, BENTON, BUTLER COUNTY,
CHENEY, CLEARWATER, COLWICH, CONWAY SPRINGS, DERBY, EL DORADO, GARDEN PLAIN,
GODDARD, HALSTEAD, HARVEY COUNTY, HAYSVILLE, HESSTON, HUTCHINSON, KECHI,
KINGMAN COUNTY, MAIZE, MCPHERSON COUNTY, MOUNT HOPE, MULVANE, NEWTON,
PARK CITY, RENO COUNTY, ROSE HILL, SEDGWICK, SEDGWICK COUNTY, SUMNER COUNTY,
VALLEY CENTER, WELLINGTON, WICHITA, WINFIELD

REAP Legislative Committee 2010 Work Plan

Adopted December 14, 2009

Legislative Priorities

- Maintain Kansas Affordable Airfares Program to assure more flight options, more competition for air travel, and affordable airfares for Kansas.
- Advance legislative action to establish the next phase of a comprehensive transportation plan for Kansas.
- Advance legislative and administrative action to secure state financial participation in:
 - business-driven technical education and training that supports the regional economy.
 - the Equus Beds Aquifer Storage and Recovery (ASR) Project to preserve the aquifer for agricultural, industrial, and municipal use that is essential to the regional economy.
 - aviation research at the National Institute for Aviation Research at Wichita State University.
 - orthopedic research at a Center of Excellence on Composites Research and Development at Wichita State University.
 - graduate medical education program at the Wichita Center for Graduate Medical Education.
- Support amicable resolution to the territorial disputes between rural water districts and municipalities.
- Support federal reauthorization of the Workforce Investment Act of 1998 to include maintaining local control through private sector and employer driven Local Workforce Investment Boards.

Legislative Committee Work

- Monitor progress on legislative priorities for 2010 and give guidance to legislative liaison as issues arise.
- Monitor legislative action related to annexation for any threats to economic development in the region.
- Monitor legislative action that may limit the use of eminent domain for local economic development.
- Develop and sponsor regional legislative policy summit.
- Develop and implement ongoing communication procedures between REAP and area legislators.
- Identify and make REAP members aware of legislative issues of significance to South Central Kansas and promote engagement.
- Recommend legislative priorities to REAP for the 2011 legislative session.

Agenda Item 10 City-to-City Recap

Lessons from Louisville

More than 50 business, academic, civic and government leaders participated in a four-day Visioneering Wichita city-to-city visit to Louisville, Ky, October 10-13. The focus of the trip was to examine how Louisville undertook an effort to revitalize its downtown and economy through public and private initiatives.

REAP and local government was represented by REAP Chair Mayor Kristey Williams of Augusta, Sedgwick County Commissioner Tim Norton, Council Member Janet Miller of Wichita; Ron Holt and Kristi Zukovich, Sedgwick County; and REAP CEO Joe Yager. Several REAP partners also attended, including Keith Lawing, WA; Anne Corrison, WA; Jeremy Hill, CEDBR; Vicki Pratt Gerbino, GWEDC; and Andy Schlapp, WSU.

The following are a few observations from the trip:

- This was the sixth city-to-city trip, and unlike the previous trips, this one shifted the discussion from evaluating and planning to **action** and **implementation**.
- The Louisville area (13 counties in two states) has focused its efforts on generating a **livable community** that serves as a center to attract people and businesses. Although the City and County consolidated in the early 2000s, there are numerous surrounding cities that maintain their own identity. The connection with Indiana is also interesting due to the differences in State laws and approaches to economic development, but the state line is largely ignored when looking at attracting businesses.
- The **main themes** throughout the trip were: *Be patient. Develop a plan and follow it through. Get private industry involved as much and as often as you can.*
- Louisville Mayor Jerry Abramson noted that downtown revitalization takes a lot of time, requires a long-term strategic plan and the cooperation of private industry.
- A strong message of the importance of partnerships, relationships with business and industry. The Mayor noted that the city was somewhat complacent when it came to tackling projects important to growth and had to develop a **can-do attitude** to become a busy, active hub. By focusing on the City core and revitalizing downtown with a plan that included the business community support and sticking to that plan was necessary because it took more than a decade to show signs of life. *In addition, revitalizing downtown wasn't undertaken solely for the sake of benefiting the city's core. The effort — as well as one to redevelop the riverbank along the Ohio River and create a system of parks and recreational areas — was more about economic development.*
- **Quality of life** has become an increasingly significant factor when recruiting companies to relocate to Louisville. The Mayor noted: "What I now find in the economic development field is that decision makers ask me about the parks. Decision makers ask me about the opera and the ballet. Decision makers ask me about the neighborhoods."
- According to Greater Louisville (metro area's chamber of commerce) CEO Joe Reagan discussed tackling problems from a **regional**, rather than a Louisville-centric, **perspective**. He noted that the challenges before their region are stronger than any one community can solve. He also said the region has been successful in convincing 14 companies to relocate their headquarters to the Louisville area since 2005.

- **Residential development** has come along slowly but steadily. About 2,200 residential units have been created in the city's downtown since the effort began.
- Dan Jones, chairman and CEO of 21st Century Parks, discussed the development of nearly 4,000 new acres of parkland on the edge of Jefferson County. He noted that the project has a capital budget of \$113 million, \$103 million of which his nonprofit group has raised. He said \$60 million of the total will come from private sources. His focus was that the **park land** is a key part of the area's **economic development**. He said "At the end of the day this is all about making Louisville a great place to live and work."
- Louisville has made enormous **investments in quality of life** through parks, recreation, and entertainment in an effort to differentiate itself from competition. *Several speakers noted that there is no difference between the cities in the Mid-West when it comes to what they have to offer naturally, the only difference comes from the investment of the communities to create an environment worth living and working in.*

The following are a few outcomes from the trip:

- The idea of some regular but informal gathering of city, county, downtown development and chamber officials to help shepherd along implementation of the plan was discussed.
- In addition, it was suggested that as the redevelopment of downtown Wichita occurs, it will be important to continue talking about the progress of the master plan and the process, because a lot of time could go by in which it appears nothing is being done.
- Some in the group also reminded others that when it comes to discussing Wichita's downtown and economic development that the broader metropolitan area needs to be included. "It needs to be a regional effort," said Kori Gregg, special assistant to the president of Butler Community College. "Every time we go on these trips (the efforts of the cities Visioneering examines) are very regional focused. I think we need to build that synergy out amongst the outlying areas."
- An added benefit of the trip is that it served as an opportunity to spend high-quality time with community and business leaders that may not know of our efforts and continues to build partnerships for building a stronger region.