

Kansas



GOVERNMENT JOURNAL

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JULY 2010

Inside:

2010 Conference Registration

Inspiring Words by Governor Mark Parkinson

Downtown Hutchinson Offers Hope for Revitalization



2010 CONFERENCE HOTEL ACCOMMODATIONS & RESERVATION PROCEDURES

October 9-12 • Overland Park Convention Center & Sheraton Hotel • Overland Park



Sheraton Overland Park Hotel**

6100 College Blvd
Overland Park, KS 66211
(913) 234-2100
Single/Double \$134 + tax per night
Cut-off Date: 9/18/10
Connected to the convention center



RESERVATION PROCEDURES:

- LKM has made special arrangements with the hotels listed to provide accommodations during our Annual Conference. Room reservations should be made by contacting the hotels directly.
- Attendees are responsible for making their own reservations.
- Remember to ask for the special LKM conference rate when making reservations.

SPECIAL NOTE:

If you are making hotel reservations for someone else, please confirm with each person that they actually need hotel accommodations and intend to use the accommodations before making the reservation.

**Sheraton Hotel requires a non-refundable deposit equal to one night's stay in order to secure reservations.

Additional Accommodations:

Holiday Inn & Suites - Convention Center

10920 Nall Avenue
Overland Park, KS 66211
(913) 312-0900
Queen/King: \$92 + tax per night
Executive/Suite \$99 + tax per night
Cut-off Date: 9/19/10

Chase Suite Hotel

6300 W 110th Street
Overland Park, KS 66211
(913) 491-3333
Studio/Queen: \$95 + tax per night
2BR/King: \$115 + tax per night
Cut-off Date: 9/01/10

Courtyard by Marriott

11001 Woodson Street
Overland Park, KS 66211
(913) 317-8500
Single/Double \$104 + tax per night
Cut-off Date: 9/17/10

Contents

Volume 96 • Number 7 • July 2010



202



206



212



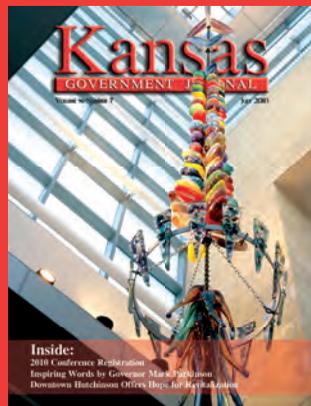
214

Features

- 197 2010 LKM Nominating Committee
- 199 Coming Together: Regional Cooperation in the 21st Century
- 202 Inspiring Words by Governor Mark Parkinson
- 206 Downtown Hutchinson Offers Hope for Revitalization
- 208 New City Library for Bonner Springs
- 210 A New Pool For a New Summer
- 212 Roundabouts v. Signalized Intersections: A Comprehensive Analysis
- 214 Wind Energy Brings New Jobs to Newton

Departments

- 198 Legal Forum
- 205 Mainstreet News
- 209 State Scene
- 211 On the Road
- 216 Best Practices
- 217 Classified Advertising
- 219 Professional Services Advertising
- 222 Moler's Musings



About the Cover:

Artwork featured in the atrium at the Overland Park Convention Center where LKM will host its Annual Conference, October 9-12, 2010. See the conference pull-out brochure or go to www.lkm.org for registration and more conference information. Photo provided by the City of Overland Park.

Kansas

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The mission of the League shall be to unify, strengthen, and advocate for the interests of Kansas municipalities to advance the general welfare and promote the quality of life of the people who live within our cities.



Calendar of Events

August

6,7,13 - MLA: KOMA/KORA

LKM will be offering three MLA core classes, *KOMA/KORA*. The course will be held in Iola on August 6, Concordia on August 7, and Greensburg on August 13.

18, 19, 24, 26 - League Policy Committees

It's that time again for League Policy Committees to start forming. Utilities and Environment will meet on August 18, Finance and Taxation on August 19, Public Officers and Employees on August 24, and the Legislative Policy Committee on August 26. All meetings will be held in Topeka.

27 - KMIT Board Meeting, De Soto

September

10 - Governing Body Meeting, Manhattan

10, 11, 17 - MLA: Sexual Harassment

LKM will be offering three MLA elective classes on *Sexual Harassment*. The course will be held in Scott City on September 10, Minneapolis on September 11, and Westwood on September 17.

October

9-12 - LKM Annual Conference, Overland Park

You are invited to join LKM for their 2010 Annual Conference and 100th Anniversary celebration. This year's conference will be held at the Overland Park Convention Center and Sheraton Hotel, October 9-12.

LKM will also be holding a Governing Body Meeting on October 10 and KMIT will hold an Annual Meeting on October 11 at the conference.

27, 28 - LKM Regional Suppers

Goodland is the first stop for LKM's annual Regional Suppers on October 27. Dodge City will follow as the second stop on October 28.

November

3, 4 - LKM Regional Suppers

LKM will make its third stop in Wichita on November 3 for the annual Regional Suppers. Concordia will follow on November 4.

5, 6 - MLA: Community & Media Relations

LKM will be offering two MLA elective classes on *Community and Media Relations*. This course will be held in Manhattan on November 5, and Fort Scott on November 6.

17, 18 - LKM Regional Suppers

Leavenworth is the fifth stop for LKM's annual Regional Suppers on November 17. Parsons will follow as the sixth stop on November 18.

December

10 - LKM Governing Body Meeting, Topeka

17 - KMIT Board Meeting,

Obituaries

Bob Van Norden, 84, passed away May 4, 2010. He served as a City Councilman in Leoti for two years and as the City's mayor for two terms, which began in 1996 and continued through 2005. He also served as a governing body member at the League of Kansas Municipalities from 2003 to 2005.

Michael Harris, 63, passed away May 30, 2010. He was a Former Kansas State Senator from Wichita. Harris served in the Senate from 1993-1997.

Loren Mathew Brown, 91, passed away June 6, 2010. He was a former Mayor of Protection.

Dr. John Kenneth Arnold, 77, passed away June 7, 2010. He was a former Valley Center Mayor and Councilman.

Graham G. "Scrap" Giblin, Sr., 79, passed away June 11, 2010. He was a Leawood City councilman from 1992-1996. He represented Ward 4.

Vernon K. Clark, 84, passed away June 13, 2010. He served as the Mayor of Denison.

Martha Lou Campbell, 81, passed away June 20, 2010. She served as the Register of Deeds in Kingman County and was a former President of the Kansas Register of Deeds Association.

Donald Kirk Enoch, 94, passed away June 24, 2010. He was the Mayor of Wichita from 1969 to 1970 and a City Commissioner from 1966-1971. His public service also included eight years on the City's planning commission and service on the traffic commission.

He also served on the League of Kansas Municipalities governing body from 1969 to 1971 and was active in the National League of Cities.



GERLACH APPOINTS LKM NOMINATING COMMITTEE

LKM President Carl Gerlach, Mayor from the City of Overland Park, has appointed an eight member committee to serve as the 2010 LKM Nominating Committee. These appointments were confirmed by the LKM Governing Body at its June meeting in Overland Park. The Committee will be chaired by Jack Rowlett, Jr., LKM Past President and Councilmember from Paola. There are four director positions on the Governing Body, each with a three-year term of office, considered each year. In addition, the Committee will consider nominations for President and Vice-president for one-year terms.

LKM encourages officials from all member cities to participate in our organization and to consider serving on the Governing Body. Being part of the Governing Body is an excellent way to shape the

future development of your organization. LKM welcomes officials from both large and small cities, from all regions of Kansas, to nominate their colleagues or even themselves for Governing Body positions. See the guidelines for selection below.

Article 4 of the LKM Bylaws charges the Nominating Committee with submitting a written report at least 24 hours prior to the start of the annual business meeting of the organization. This year's business meeting, including elections, will be held Tuesday, October 12, during the LKM Annual Conference at the Overland Park Convention Center. In order to facilitate the process, we ask that all nominations be received by Friday, September 10, at 5:00 p.m.

2010 NOMINATING COMMITTEE MEMBERS

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Paola, KS 66051

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Mayor
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Clay Center, KS 67432-0117

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Thadd Kistler
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Ulysses, KS 67880

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City Manager
301 N. 8th, PO Box 499
Garden City, KS 67846

Paul Gray
Councilmember
455 N. Main
Wichita, KS 67202

Nomination forms have been mailed to mayors of all LKM member cities. Additional copies are available by contacting Anna DeBusk at adebusk@lkm.org or visit our website at www.lkm.org.

GUIDELINES FOR LKM GOVERNING BODY SELECTION

Pursuant to Article 4, Section 3 of the LKM Bylaws, the Governing Body has established the following guidelines for LKM Governing Body and Officer Elections: **Section 1. Primary Considerations.** The overall strength of the individual candidates for the LKM Governing Body should be the primary consideration of the nominating committee. Candidates should be evaluated based upon the length of term in office, past service to LKM, potential leadership contributions, and their willingness to serve the organization. In addition, the nominating committee should consider the following factors: **A) Class and Size of City.** A concerted effort should be made to provide for diversity on the Governing Body based on city population. As is traditional, there should be a representative on the Governing Body from each of the cities with a population in excess of 120,000. **B) Elected and Appointed Officials.** The large majority of the Governing Body members should be elected officials. The office of city manager/city administrator should be represented by one or two members. Other appointed officials may be represented by one or two

members. **C) Regional Distribution.** It is important to try to reach a regional distribution that is as diverse as possible. The LKM Governing Body has adopted a regional map as a benchmark. Regional diversity is a general goal that we strive to maintain. **D) Gender, Race, and Ethnicity.** The Committee should factor in gender, race, and ethnicity considerations in order to achieve diversity as well. **Section 2. Officer Candidates.** **A) President.** In keeping with long-standing LKM tradition, the Vice President ascends to the position of President. This policy enables the Vice President to participate on the LKM Executive Committee for a year before leading the organization. **B) Vice President.** Candidates for Vice President should be evaluated primarily based upon the length of term in office, past services to LKM, potential leadership contributions, and their willingness to serve the organization. Other considerations include: 1) at least one year of prior service on the LKM Governing Body; 2) alternation between large and small cities; and 3) geographic diversity.



Significant Changes to the STO and UPOC

There were several high-profile statutory changes adopted during the 2010 Legislative Session that affect both the Standard Traffic Ordinance (STO) and the Uniform Public Offense Code (UPOC). It is important that cities understand how the changes have been incorporated in these publications. Some cities adopt the STO and UPOC without amending any of the sections, but some cities choose which infractions or offenses they do not wish to adjudicate in municipal court.

The UPOC contains amendments to the domestic battery section, Section 3.1.1, which limits the number of diversions to two in a five-year period, which had previously been a three-year period. In addition, there are several changes to the weapons sections of the UPOC. In Section 10.1 regarding the criminal use of weapons, language has been added to clarify that ordinary pocket knives that snap shut or open are not the type of spring loaded knives that are unlawful. A couple of other clarifications were made regarding weapons as well.

The most significant change, however, is the addition of the statewide smoking ban to the UPOC. This means that reported violations of the smoking prohibition may be adjudicated in municipal court, rather than in state district court. Also included are the requirements to post the employer's premises and the penalty provisions. These mirror state law.

Many cities made a conscious decision not to adopt smoking ordinances. Those cities may want to omit those UPOC sections when adopting the UPOC or merely write any citations on state law, rather than the UPOC provisions. In addition, some cities had ordinances more restrictive than the new state law. This would require an amendment to the UPOC upon adoption if the city wishes to keep more restrictive provisions.

The STO contains both the new texting law and the primary seat belt law. There are a couple of other provisions of which cities should be aware. First, there is a new prohibition on covering license plates with any clear or opaque material that reflects or obscures the license plate. Another change is to the section dealing with the equipment for motorcycle riders and passengers. Riders have been required to wear eye protection and this is now extended to passengers under the age of 18. Thus, operators of motorcycles cannot allow their young passengers to be on the motorcycle without eye protection as prescribed. In addition, no person may allow individuals under 18 years of age to operate or be a passenger on a motorcycle without a helmet and eye protection. This just

extends the protections required for passengers and operators of motorcycles who are under the age of 18.

The new texting provisions, which have been well publicized, go beyond just texting. The law makes using a wireless communication device to write, send, or read a written communication unlawful. This would include e-mails as well. There are exceptions for emergency, traffic or weather alert messages; for law enforcement purposes; dialing a cellular telephone call; reporting illegal activity to law enforcement; preventing imminent injury to a person or property; messages relating the operation or navigation of the vehicle; a vehicle stopped off of the regular travelled portion of a road; and relaying information between the dispatcher and transit or vehicles for hire. Warning citations are to be given before January 1, 2011 and that date is in the STO, with regular citations to be issued after that date.

The final major change from the 2010 Legislative Session is the adoption of a primary seat belt law. This incorporates two major departures from previous law. In the past, front seat passengers and the driver were required to wear seat belts. This requirement has been extended to back seat passengers as well. Further, in past years, citations could only be given for seat belt violations if the vehicle was stopped for another infraction. Thus, the seat belt violation was secondary to another traffic offense. With the current amendments to the law, vehicles may be stopped for seat belt violations alone, without another traffic infraction. The exception is that the failure of back seat passengers to wear a seat belt may not be the primary offense. The penalty for seat belt violations is \$5 for the period up to July 1, 2011 and \$10 thereafter, including court costs.

A question has arisen about whether cities may impose greater fines than state law mandates. Because cities may be more restrictive than the state law, it would be permissible to have a fine greater than that allowed in statute. The STO does mirror state law with the minimum fine, so if cities wish to impose a greater fine, they must amend the STO to reflect the greater penalty.

To order the UPOC or STO for your city, please contact Anna DeBusk at adebusk@lkm.org or visit our website at www.lkm.org.

 *Sandy Jacquot is Director of Law/General Counsel for the League of Kansas Municipalities. She can be reached at sjacquot@lkm.org or (785) 354-9565.*



Coming Together: Regional Cooperation in the 21st Century

by Jonathan Fisk

The founding of the New York City subway system may seem like a story inapplicable to most Kansas communities. However, the story exemplifies the interconnectedness of regions and demonstrates how regions often grow or decay together. It began in the early 1900s, when the City was a collection of distinct neighborhoods. Transportation was limited to horse-drawn carts, one's feet, and later, elevated rail service. Because of the City's geographic footprint and population growth, traffic on North-South Streets soon became chaotic and congested.¹ Recognizing the need, New York's Mayor, Robert Van Wyck proclaimed at the subway system's groundbreaking ceremony, "The completion of this undertaking will be second only in importance to that of the Erie Canal...with a population of 3.5 million people, for whose accommodation and comfort this rapid transit underground road is necessary."² The subway connected the City's often separate and distinct neighborhoods in a way that was not previously possible. In many ways, it was an acknowledgment that as a region, New Yorkers would share a common fate and future.

A relatively new term has entered into the lexicon of many public administration scholars and government practitioners, "regional governance." According to the National Association of Regional Councils (NARC), regional governance involves the coordination of two or more individual units of government during the planning and/or execution of public policy. Regional partnerships typically examine issues related to economic development, land use, resource management, transportation, emergency readiness, public safety, housing, and other public management issues.³ They work to develop consensus amongst members, conduct training sessions, provide research and data, and engage in planning studies. By doing so, these regional bodies build partnerships and help to identify and solve problems affecting their member-governments. In addition, they may on occasion be responsible for distributing federal grant dollars.⁴ It should be noted that some federal grants will only award funds to regional bodies or require that applicants be part of such a body. Other agencies may use membership as part of their review criteria.

There is a long continuum in the types and forms of regional governments/coordinating bodies. Structurally, groups can range from extremely political to highly administrative.⁵ Group membership

may be voluntary or required by state/federal law, which can impact whether member governments must cede some of their authority to the group. Despite this variety, successful regional governments are responsive to the political environment in which they exist. Researchers suggest that this sensitivity is evident in the group's bylaws, membership profiles, and structure.⁶ This, in turn, shapes the group's output, accomplishments, and outcomes.

Table I. Membership in Regional Organizations⁷

Member	Examples	Purpose	Power
Political/Elected	Mayor, City Council members or City Commissioners	Represent jurisdiction's interests	Usually on Governing Body (if applicable)
Administrative/Professional/Public Managers	City Manager/Administrator, Planning Director, other Professional Staff	Expertise	Usually on Governing Body (if applicable)
Non-Political Appointees	Developers, Representatives of Businesses, Non-Profits, Educational organizations; Residents	Expertise	Usually not on Governing Council
Staff	Various	Day to Day operation of organization, technical work	Usually not on Governing Council

Because most states do not mandate a particular form or composition, regional organizations vary in membership, size, formality, and purpose. They can rely on a very diverse membership that examines a myriad of issues or be very exclusive and focus on a single policy area.⁸ The Flint Hills Region of Kansas exemplifies the spectrum of regional involvement. For example, the Flint Hills Regional Growth Plan covers the following counties: Clay, Dickinson, Geary, Morris, Pottawatomie, Riley, and Wabaunsee, although the plan is more in depth on issues in Geary, Riley, and

Pottawatomie counties. This plan provides assistance to all seven counties in multiple policy areas including transportation, education, and healthcare.⁹ These governments are also members of more narrowly focused regional efforts. For example, for several years, the City of Manhattan, the Manhattan Area Chamber of Commerce, and other stakeholders have been studying the region's childcare needs. It should be noted that although the majority of regional governance efforts are voluntary, cities should still consult with their city attorney to make sure all applicable state and federal statutes are satisfied.

Benefits of Regional Governance

In order to be effective, regional efforts should take place when members' self-interest and the regional "good" intersect.¹⁰ The emergence of trans-local issues has hastened the intersection of regional and self-interest. As these trans-jurisdictional issues like transportation become more complex and common, a city's ability to unilaterally address them is eroded.¹¹ By cooperating and coordinating with its neighbors, a community can better manage trans-local public policy issues while still retaining its individual identity and sovereignty.¹²

A new retail development in Home City, for example, will likely increase traffic in neighboring communities. In this case, if the new development imposes new transportation costs on nearby cities, using a regional approach, several options become available. Adjacent communities could negotiate compensation with Home City or Great County. They may also choose to work together in an attempt to capture some of the spillover benefits of the new development. They might coordinate a region-wide marketing campaign that promotes their communities.¹³

It is also possible that the project's long term sustainability and Home City's ability to continue to attract future projects may be connected to the region's ability to invest in large-scale infrastructure improvements.¹⁴ Although, area-wide benefits from joint economic developments can be immense, transaction costs are also high, which can dissuade many communities from pursuing collective economic development action.¹⁵

Cooperative efforts can also create economies of scale and other economic benefits for their members. *Extant scholarship* suggests that many local governments enter into partnerships for a service that they do not want to offer by themselves. They may also utilize regional organizations as a way to coordinate new or specialized services that, as individual local units, they would be unable to provide.¹⁶ Several smaller communities may work together, for example, to create a purchasing pool or to provide professional fire/EMS services. By doing so, these communities become interdependent and must learn to trust each other.

Communities that work together effectively build trust.¹⁷ Trust, especially in local government, is critical because it can often lead to information and resource sharing. In other words, trusting one's neighbors and being trustworthy can reduce risk and transaction costs. As the relationship strengthens, it can also develop into a cultural norm for both communities.¹⁸ And, as the network of cooperating communities expands, the opportunities to reduce uncertainty, risk, and expenses will likely increase alongside it. However, jurisdictions that mistrust one another are less likely to disseminate credible information or share resources increasing risk and costs.¹⁹

Obstacles to Regional Approaches

There is a strong misconception that regional coordination requires local governments to cede some of their power and authority to a regional body. Regional efforts, like the Flint Hills Task Force, work to create a dialogue which allows the region to coordinate public



policy for the betterment of the whole group. Despite the possible economic and social benefits derived from membership, the fear of losing too much control and increasing risk is difficult for many jurisdictions. As such, regional governance, as defined by the NARC, produces a difficult political dilemma for many city leaders, whose cities often have different needs.²⁰ According to Kristina Hyland, the Regional Growth Coordinator for the Flint Hills Regional Council, Inc., "One of the biggest challenges for the Flint Hills Regional Council will be to assure that the voices of all members are heard. With members with a population from 450 to 52,000, the needs are different in each community. But as members of the Regional Council, the desire to be at the table to discuss is the same."²¹

Local leaders attempt to balance regional costs and benefits with local costs and benefits. Included in their calculation, is the consideration of the potential political ramifications of discussions and decisions at a regional level. It can be exacerbated if each jurisdiction needs approval of multiple governing body members.²² The hypothetical development example described above exemplifies the risks regional institutions pose to elected officials. In this situation, if the regional body was able to block the popular development, the Home City representatives risk voter backlash even if they voted for the project. However, because the project will likely generate spillover effects, a regional body may still be needed to help coordinate nearby transportation and infrastructure projects.

Implicit in the Home City scenario are two tensions for elected officials. The first, local officials who support regional approaches to public policy risk voter anger if the policy is not favorable to their constituents. The second is the realization that many of today's public problems require multi-jurisdictional support and collaboration.

Finally, collective action requires cooperation, which can incentivize free-riding. *The Economist* defines "free-rider" as an organization or individual which receives the benefit of a service but does not pay for the good or service.²³ Although, in some cases, it is unavoidable, free riding disturbs the fair allocation of costs and benefits. It can be avoided by building trust-based relationships, fair and open negotiation, or through the use of an interlocal agreement.²⁴

Flint Hills Regional Task Force and the Flint Hills Regional Growth Plan

Since 2005, Fort Riley has gained approximately 9,000 personnel.²⁵ The region's total growth is expected to surpass 17,000 new persons.²⁶ Planning for this influx, however, has been happening since 2005. In December 2005, Geary, Riley, and Pottawatomie Counties came together to form the Flint Hills Regional Task Force. Predicated on regional planning and development, the task force sought to assess current regional conditions, study and anticipate future economic, social, and political costs and benefits, and



identify regional priorities.²⁷ The task force considered several areas they expected to be impacted: land use, housing, transportation and infrastructure, utilities, available amenities and quality of life, physical and mental healthcare, public safety, and education.

The Flint Hills Regional Growth Plan does not supersede local decision making, but serves as a coordinated guide to address regional needs.²⁸ According to Hyland, “The Flint Hills Regional Growth Plan sparked the application for funds for the Regional Planning Organization Project. The RPO Project studied Regional Councils in Kansas and nationwide and created a set of recommendations for the formation of the Flint Hills Regional Council, Inc. The Flint Hills Regional Council has 12 members: Clay Center, Council Grove, Junction City, Leonardville, Manhattan, Randolph, Riley, Wamego, Geary County, Morris County, Pottawatomie County, and Riley County. Using the Regional Growth Plan as a guide, the Council is working to address the regions needs in a formalized and cooperative manner.”²⁹

In transportation, for example, the Task Force concluded that growth will likely strain existing transportation infrastructure.³⁰ The group identified locations in both Junction City and Manhattan that will likely need to add carrying capacity. They suggested specific intersections that should be improved (along US-77 in Junction City, Tuttle Creek Boulevard, and Scenic Drive in Manhattan). The consortium also determined that the region’s highway infrastructure could absorb the additional vehicles and traffic. It cautioned that as growth patterns are recognized and as additional studies are completed, new configurations and determinations will be made.³¹

The working group also evaluated the impact on the area’s public transportation network. Currently, the region offers 22 providers of public transit. This figure was compared to the forecasted demand increase. Importantly, the group recognized nearly all of these services were “demand response” options that were available to target populations.³² Importantly, this type of public transit offers “general public” riders very few services. As such, the group generated several options for state and local officials to consider: a local bus line, commuter express bussing, and a rural demand response system.³³ The Flint Hills Regional Growth Plan has led to a number of successes already. It has provided lawmakers short and long-term policy recommendations. In the short-term, it advocated improving intersections along both the public street systems and heavily trafficked corridors. Specific recommendations included new and better access modeling, coordinating traffic signals to maximize traffic flow, and implementing transportation demand management practices. In the long-term, the Plan advised expanding “general” public transportation options.³⁴

Regionalism and intergovernmental cooperation is complex. Yet, collaborative efforts can be successful. According to Hyland, “The

Board of Directors of the Flint Hills Regional Council will be working on a top priorities list in the next couple of months. Since the formation in January, as a Kansas non-profit, the Board has hired an Executive Director and finished nearly all the steps necessary to become eligible for several federal funding opportunities. Forming the Flint Hills Regional Council is a huge accomplishment which came out of the Flint Hills Regional Growth Plan through the RPO Project process. But the Growth Plan also initiated several regional efforts in areas such as transportation and housing which were pursued in parallel with the setup of the Regional Council.”³⁵

☀️ *Jonathan Fisk is a Research Associate for the League of Kansas Municipalities. He can be reached at jfisk@lkm.org or (785) 354-9565.*

¹Staff. “Rapid Transit Tunnel Begun; Ground Officially Broken by Mayor with Silver Spade.” New York Times 25 March. 1900. 12 May. 2010 <http://query.nytimes.com/mem/archive-free/pdf?_r=2&res=9F0CE3DE1E3CE433A25756C2A9659C946197D6CF>.

²New York Times <http://query.nytimes.com/mem/archive-free/pdf?_r=2&res=9F0CE3DE1E3CE433A25756C2A9659C946197D6CF>.

³“What is a Regional Council?” 2006 National Association of Regional Councils. 12 May. 2010 <<http://narc.org/regional-councils-mpos/what-is-a-regional-council.html>>.

⁴<http://narc.org/regional-councils-mpos/what-is-a-regional-council.html>.

⁵Gerber, Elisabeth and Clark Gibson. Balancing Regionalism and Localism: Regional Governance in American Transportation Policy.” http://harrisschool.uchicago.edu/Programs/beyond/workshops/pol_econ_papers/spring08-gerber.pdf

⁶Gerber, Elisabeth and Clark Gibson. http://harrisschool.uchicago.edu/Programs/beyond/workshops/pol_econ_papers/spring08-gerber.pdf

⁷Gerber, Elisabeth and Clark Gibson. http://harrisschool.uchicago.edu/Programs/beyond/workshops/pol_econ_papers/spring08-gerber.pdf

⁸Gerber, Elisabeth and Clark Gibson. http://harrisschool.uchicago.edu/Programs/beyond/workshops/pol_econ_papers/spring08-gerber.pdf

⁹Kristina Hyland. “Regional Growth Questions for Magazine Article,” E-mail to Jonathan Fisk. 17 May 2010.

¹⁰Zeemering, Eric. “Governing Interlocal Cooperation: City Council Interests and the Implications for Public Management.” Public Administration Review 68.4 (July 1, 2008): 731-741, 598-599. <http://www.proquest.com.er.lib.k-state.edu/> (accessed May 19, 2010).

¹¹Collins, Scott. “Interlocal Service Sharing Agreements.” IQ Reports 3, no. 38 (2006): 1-14. ICMA Inquiry Service. [Database Online.]

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³³City of Manhattan. <http://www.ci.manhattan.ks.us/DocumentView.aspx?DID=4656>

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Inspiring Words

Governor Parkinson delivers an extraordinary salute to Kansas



Before the music started at the fifth annual Symphony in the Flint Hills, Governor Mark Parkinson presented the audience with a virtuoso performance of his own.

Parkinson's welcoming address at the concert, held on a patch of prairie near Cottonwood Falls, was an extraordinary salute to Kansas. Below is a transcript of his speech as a reminder of how fortunate we are to live in a place with so many outstanding places, things, and people — including a Governor who knows how to give a heck of a speech.

I've been asked to give the welcome speech tonight, and I just can't do it. I can't give that same old ordinary, boring, safe welcome that you've heard me give so many times.

I can't do it because tonight is no ordinary, boring night. Tonight is a night that I can only describe as a pure Kansas night.

So I've decided to do something a little different, because I'd rather you think that I was a little crazy than to think I was boring on a night as special as tonight.

Because tonight is about a synergy that can't exist anywhere else in the world. It's about what happens when you bring the best of what man has to offer — incredibly

talented musicians — and you pair them with the best that God has given us — the Flint Hills.

It's about an event that can't happen on the East or West Coast, and it's about people on the East or West coasts not even knowing about the Flint Hills.

It's a night about not caring that they don't know about the Flint Hills and, after the BP disaster, hoping they never find out.

And because it's a pure Kansas night, it's about sunflowers and wheat, and Jayhawks, and Wildcats. And because it's about the whole State, it's also about Tigers—the Fort Hays kind, not the Missouri kind—it's about Ichabods, it's about Hornets, it's about Gorillas, and it's about Wheat Shockers.

It's about all the unique things we've built in Kansas for the last 150 years, from the Brookville Hotel to the amazing Lindsborg (Sandzen Art) Gallery.

And it's about all the things that God has given us in this incredible State—our incredible state parks, Cheyenne Bottoms, the Chalk Pyramids, and the stunning Flint Hills that we have right here.

It's even about the hokey things in the State that people laugh about. It's about Big Brutus, it's about the Garden

Photos from L to R: (1) One of the many prairies in the Flint Hills. Photo by Symphony in the Flint Hills. (2) Hiking the wild flower trail to the concert site. Photo by Jason Soden. (3) Thousands of people gather to attend the annual concert in Chase County. Photo by Jason Soden. (4) Participants hiking the wild flower trail along a pond in the Flint Hills. Photo by Symphony in the Flint Hills.



of Eden, it's about the five-legged cow in Oakley. Because when they laugh, we know that we can laugh at ourselves and we know it's what makes us real.

It's about the fact that 150 years ago Quantrill really did invade Lawrence and he really did kill 183 innocent men, women, and children because Missouri wanted to make this a slave state. And it's about the fact that the Free Staters pushed them back and made this State what it is today.

It's about the fact that even though that happened 150 years ago, no one here is ever going to forget those raids and most of us do everything we can to avoid Missouri because we might accidentally spend some money in that state that one time invaded us.

It's about everything in Kansas, like Mike Hayden's accent and living in the State so long you don't notice that he has an accent anymore.

Let me tell you what it's not about. It's not about those people who, when they find out you're from Kansas, ask you where Dorothy lives. It's not about those people who, when you cross the State line and you're somewhere unusual, look at you and say, "Toto, I guess we're not in Kansas anymore." Because that was mildly funny when you were 8

years old, but for the last 3,000 times, it's just been downright annoying.

But it is about people who understand that "The Wizard of Oz" has nothing to do with Dorothy and Toto and the red ruby slippers, and it doesn't even have anything to do with the Tin Man and the Scarecrow and the Cowardly Lion. It's about people who understand that "The Wizard of Oz" has everything to do with wisdom and passion and courage, and it makes sense that it's in Kansas because we have an abundance of all three right here in this State.

And tonight is about knowing we've had a progressive past and that through whatever difficulties we encounter in the future we know we're going to make it to the stars.

Tonight is about an incredible synergy that's not possible anywhere else. It's only possible here, now, in Kansas, in the Flint Hills, with you, me, and everyone else who is here.

So please join me in experiencing this unbelievable synergy, a synergy I can only describe as a pure Kansas night.

 *This article was written by The Topeka-Capital Journal Editorial Board. It was reprinted with permission from The Topeka Capital-Journal and can be found at cjonline.com.*



2010 E. A. Mosher Excellence in Local Government Award

The E. A. Mosher Excellence in Local Government Award is presented annually to an elected city official who has not only demonstrated outstanding service to his or her own city, but has also shown an active commitment to strong local government and service to the League of Kansas Municipalities (LKM). Named in honor of E. A. Mosher, League Director from 1960 to 1991, this award is designed to honor excellence and leadership at the highest level.

Nominees for the E. A. Mosher Excellence in Local Government Award must meet the following qualifications:

- Must be an elected official from an LKM member city;
- Must have held elective office for a minimum of four years;
- Must have nomination in at the close of nominations on September 3, 2010;
- Must demonstrate contributions that have had a significant impact on the quality of life of the citizens of his or her city;
- Must demonstrate contributions in promoting positive intergovernmental relationships; and
- Must show involvement with LKM.

Guidelines for the selection of the 2010 award winner are as follows:

- Nominations will not be accepted after 5:00 p.m. on September 3, 2010;
- Nominations may be made by any elected or appointed official of an LKM city;
- The Awards Committee of the LKM Governing Body will select the award recipient;
- The decision of the Awards Committee will be final; and
- The winner's name will be kept confidential until the presentation at the LKM Annual Conference in Overland Park.

For a nomination form, go to www.lkm.org/misc/Excellence-in-Local-Government-2010.pdf, or, contact Kim Winn at (785) 354-9565 or kwinn@lkm.org.



National League of Cities

Interested in Serving on the NLC Board?

The LKM Awards Committee is charged with reviewing applicants who seek the endorsement of LKM with regard to a position on the National League of Cities Board of Directors. If you are interested in being considered for endorsement, please send a cover letter and resume to Kim

Winn at kwinn@lkm.org or 300 SW 8th Ave., Topeka, KS 66603, (785) 354-9565 by 5:00 p.m. on Friday, September 3, 2010. The Awards Committee will review all requests for endorsement and make a recommendation to the LKM Governing Body for final action.



League Policy Committees Forming Now!

League policy committees help to establish the policies that guide the organization's legislative efforts. Any city official is eligible to serve on a single policy committee. The four committees include:

- **Utilities and Environment Policy Committee - August 18**
Reviews and recommends League positions on water supply, water quality, water planning, solid waste, air quality, and other environmental-quality issues.
- **Finance and Taxation Policy Committee - August 19**
Reviews and recommends League positions on finance and taxation issues, including local option taxes, property tax lid, tax exemptions, motor vehicle tax, etc.
- **Public Officers and Employees Policy Committee - August 24**
Reviews and recommends League positions dealing with a range

of employment matters, including wage and hour laws, unions, workers compensation, unemployment insurance, etc; handles League positions relating to public officials, including ethics, elections, and other requirements of holding public office.

- **Legislative Policy Committee - August 26**
Reviews and recommends League positions in all other policy areas and provides general oversight of the policy statement.

For more information about the League policy committees, contact Anna DeBusk at (785) 354-9565 or adebusk@lkm.org.



Mainstreet News

Butler County Receives Budget Award

Each year, the Government Finance Officers Association (GFOA) identifies public agencies that produce exemplary budgets. In 2010, the GFOA announced that Butler County's finance department will receive the distinguished budget presentation

award. County Administrator Will Johnson said, "We are only the third county in the State of Kansas to receive this." He added that "This is the first time for us to receive it." The award recognizes budgets that are easy to understand, comprehensive, and innovative.

Topeka Makes Top Ten

Topeka was ranked number 10 by *Kiplinger Magazine's* in its list of "Top Ten Cities for the Next Decade." The magazine cited Topeka's quality schools, business climate, friendly people, good hospitals and healthcare, and low housing costs as factors in its ranking. *Kiplinger's* described Topeka as follows: "In its reserved, Midwestern way, Topeka has engineered a prosperity that most cities of similar size would envy." The article added that because of its role as the capital city, much of its workforce, nearly 25%, is

employed by state government and other public agencies. As a result, the City can boast a fairly stable job market and an unemployment rate hovering around 7%.

Kathryn Walson, a contributor for *Kiplinger*, visited Topeka for three days and met with various elected officials, economic development leaders, and representatives from the City's business, education, entertainment, tourism, and arts communities.

City and University Cooperate to Help Conserve Water

Agricultural communications students at Kansas State University and the City of Manhattan worked together to distribute to the public 300 rain barrels free of charge. The giveaway commemorated Earth Day.

The State Farm Youth Advisory Board funded the project with a \$28,935 grant to help the students reach their goals of promoting

water conservation in the County. The project's organizers said that they had two goals: (1) to provide students with an innovative and experiential-learning opportunity; and (2) to foster water conservation through use of rain harvesting barrels.

Newton Unveils New Website

The City of Newton has launched a new website that is designed to be more user-friendly for citizens and to present a more attractive image of the community to the world. "Our website served us very well as an informational tool," Mayor Racquel Thiesen said, "but the new site gives us the opportunity to better reflect the type of customer service we want to offer in the 21st Century. We want the new site to also be interactive and dynamic and show the world what Newton has to offer."

The redesigned site is organized around the way that citizens intuitively want to access information, rather than based strictly on the City's department structure. The main navigation directs visitors to information based on whether they are residents, businesses, or

potential visitors to Newton. In addition, the "How do I..." menu leads visitors directly to what they want to accomplish.

The site also incorporates new online services such as requests for service, police reports, city calendar items, and e-news subscriptions. "Citizens can now sign up to receive automatic updates about City projects in a variety of categories," Thiesen said. "We think this will be a great way to keep citizens informed about their local government."

Future plans for the website include adding additional online services, such as the ability to pay utility bills and court fines, and pet licenses.

Olathe Bond Rating Improves City, Project Timeline Moved Up

General obligation bonds to finance streets, a new police station, and other improvements in Olathe have received an Aa1 rating from Moody's Investors Service. The ranking is one step below Moody's top AAA grade. Moody's said the rating reflects the City's large tax base, well-managed financial operations, and above-average but affordable debt levels.

As a result, the Santa Fe Streetscape project that had been delayed until 2012, is now planned for 2011.

The new investment-grade rating is applicable to approximately \$212 million in debt. About \$1.7 million in interest costs is being realized from its most recent bond sale, and that savings is allowing the streetscape project to move forward sooner.

Bond ratings are assigned by rating agencies based on a government's financial strength. Typically, the stronger the rating, the less the government will pay in interest on bonds that finance major capital projects.



Hutchinson's revitalized Main Street in the downtown area. Photos provided by Jim Seitnater.

Downtown Hutchinson Offers Hope for Revitalization by Ric Anderson

The poor little old lady was barely breathing, and for some reason the doctor thought the cure was a choke hold.

That's how some people saw Hutchinson's plan to narrow South Main Street from four lanes to three in the mid-1990s. Critics of the project believed it could snuff out what little life remained downtown at the time by bottling up traffic, eliminating parking space, and giving people even more reason to go to the Hutchinson Mall instead of Main.

Lloyd Armstrong heard all about how the plan was a bad idea. But now, he can look down on the three-lane stretch of South Main from his stylish loft apartment and see proof that the skeptics were wrong. Downstairs on a recent afternoon, people were drinking coffee at a sidewalk café. Across the street, patio tables were being wiped down in preparation for the dinner rush at the Anchor Inn Mexican restaurant.

Down the block, shoppers looked over the produce in front of a newly renovated grocery store, a few doors down from a high-end kitchen supply store in another restored building.

There's a heartbeat again in downtown Hutchinson, and Armstrong said the street project was a key to getting it started.

"It's really proved beneficial," he said. "It made our sidewalks three feet wider on both sides, which gave us a lot of possibilities to take business outside. And traffic hasn't been a problem at all."

City Commitment

It's taken 14 years and millions of dollars to produce progress in downtown Hutch, and it still might not have happened if not for a ridiculously unlikely stroke of luck.

More on that later, but the thread throughout the project has been a commitment by the City to keep downtown from blowing away with the constant prairie wind.

"It's your front door. It's your heart," City Manager John Deardoff said. "In order to be a healthy community, you have to have a healthy core."

With a mix of funding from the City and the Kansas Department of Transportation, the City anchored the revitalization project with the \$3.7 million Avenue A Park, a half-block north of Armstrong's loft. Next, starting in 2000, came \$3.5 million in street and sidewalk improvements.

About 11 years ago, the City hired a full-time administrator, Jim Seitnater, to coordinate the downtown redevelopment efforts.

Among Seitnater's duties is to help property owners obtain state and local tax incentives for historical or urban renovation. He also serves as the point man in a public-private partnership to improve downtown.

"You need that person who is the go-to guy, the champion, the 'everything I eat and breathe is downtown' person," Deardoff said. "I'm glad we funded that position."

City officials and downtown business operators say that if any of the parts hadn't fallen into place—the public funding, the hiring of Seitnater, the incentives, the private partners, and so on—the development occurring today wouldn't be happening.

But Cody Heitschmidt, a Hutchinson Internet entrepreneur, said it also took an infusion of new blood to move the project forward.

“We'd been planning for years, and we were still planning,” Heitschmidt said. But in the last five years, it's gone from 0 to 60 here, and I give a lot of the credit for that to Jennifer Randall and Danny Brizendine.”

The Californians

Randall and Brizendine are that stroke of luck mentioned earlier.

The couple moved to Hutchinson from Bakersfield, California, in 2005 after coming to Hutch on a lark. They had exactly one tie to the community—they had bought a stove long-distance from a Hutchinson resident.

By conservative Midwestern standards, Randall and Brizendine aren't the typical civic leaders. They're as California as hemp skirts.

Take the thing they have for animals. One room of their loft at Avenue B and South Main houses stray cats they're committed to keeping out of the animal shelter. Legend has it that after a steer escaped from a sale barn and wandered downtown, Danny paid a guy twice the animal's market value to put it out in the pasture instead of taking it back.

Danny has a pet pigeon that sits on his shoulder sometimes. He'll tell you how he scooped up the bird after it smashed into a glass door at an office supply store, then brought it home and, in his words, “Super Glued its head back together.”

The bird has had no trouble living with the cats and a couple of dogs in the loft, Danny says. That's because “there's a lot of love in this house,” which in turn has created harmony.

Jennifer is an artist and teaches yoga. She and Danny were doing well in California, where he was a homebuilder. He made a mint at it, homes selling so fast he could barely keep up with the demand.

But the sprawl was eating at them, Jennifer said. They hated to see all that land being gobbled up.

So, when they saw the Avenue B building, originally a dance hall, they decided to make it their home. Well, not just like that, but close. Before long, they had purchased the building and started turning the top floor into their residence and the bottom floor into commercial space.

The couple speaks philosophically about the move, echoing Deardoff's sentiments about the importance of a healthy core and touting the environmental benefits of using existing resources instead of building new homes.

“Jennifer is trying to save the world,” Danny said.

In addition to the investment they made at the corner, Jennifer also started a popular attraction known as Third Thursdays. The event, held on the third Thursday of every month, features art displays and live music at sites up and down Main Street.

It's designed to get people downtown on a regular basis and drive commerce to businesses, and it's drawing hundreds of people every month.

Heitschmidt said the couple's community activism and creativity spread, which helped overcome skepticism about revitalization efforts and produced the spark that moved downtown forward.

“The City deserves a lot of the credit, but it took that private group of people who were willing to buck that ‘This is how we've always done it’ mentality,” he said. “Jennifer and Danny had that California mindset of, ‘We really don't care how you've always done it, we're going to do it the way we want.’”

On the rebound

Deardoff, the city manager, says downtown was “nearly dead” not long ago, and he's right.

I grew up in Hutch, where you could buy most of what you needed or wanted downtown when I was a kid. But then came a mall and big box stores and chain restaurants in a wheat field near the east edge of town, and downtown cleared out so fast it was like a farm belt version of the fall of Saigon.

It seemed like every time I came back home from college in the mid-80s, there would be another empty storefront.

At one point, the City staged a contest to name a new festival aimed at bringing people downtown and sparking interest in reviving it. A friend of mine suggested calling it the “You Could Shoot a Cannon Down the Middle of our Fest and Not Hit Anyone Fest.”

But downtown Hutch appears to be on the rebound, and not just in the area near Avenue A Park.

It would be possible for a visitor to eat at a new Italian restaurant and bar in the 200 block of North Main, take in a concert at the renovated Fox Theater just off of Main on East 1st Street, then stop off for a drink at a tony bar that recently moved into a renovated theater building in the 100 block of North Main.

Not that downtown has returned to its pre-mall strength. The nine-story Wiley Building—the district's signature structure—remains vacant, for example. And Heitschmidt recently abandoned an effort to resurrect a concert hall because of disappointing turnout for shows he staged there.

But there's been enough progress that the City justifiably feels it can show off a little.

“When we have a business prospect in town, we go downtown,” Deardoff said. “We really sell downtown now as opposed to what we did five years ago.”

See also a related story on page 216, A Bicycle Built for 40,000, under the Best Practices column.

 Ric Anderson is the Director of Commentary for The Topeka Capital-Journal. He can be reached at ric.anderson@cjonline.com or (785) 295-1282. This article consists of specific excerpts from the original article and was reprinted with permission from The Topeka Capital-Journal. The full article can be found online at cjonline.com.

Entrance to the Bonner Springs City Library.
Photo provided by the City of Bonner Springs.



New City Library for Bonner Springs

by Ryan Lawler

In September 2006, the citizens of Bonner Springs overwhelmingly approved a ballot measure allowing the issuance of bonds totaling \$3.5 million. The funding was dedicated to the design and construction of the new Bonner Springs City Library. Lawrence-based Treanor Architects and Topeka-based Altmar Contractors constructed the 20,000 sq. ft. facility. Once construction was completed, the library staff transitioned from their previous home at the Bonner Springs Community Center, where only 5,000 sq. ft. was available for library purposes.

sessions and group projects, and a technology center with 24 computers. Children have a section strictly for their use, which is composed of a play area and the Reading Roundhouse. The Roundhouse is a circular room that incorporates the design of a train locomotive and caboose. The room hosts story time and craft-making.

As a result of the significant square footage increase, library staff is also able to add to the existing library collection with the leftover funds. The additional items will be helpful since the library has distributed 500 new library cards and nearly doubled the amount of items checked out compared to the old location, all within the first month of opening.

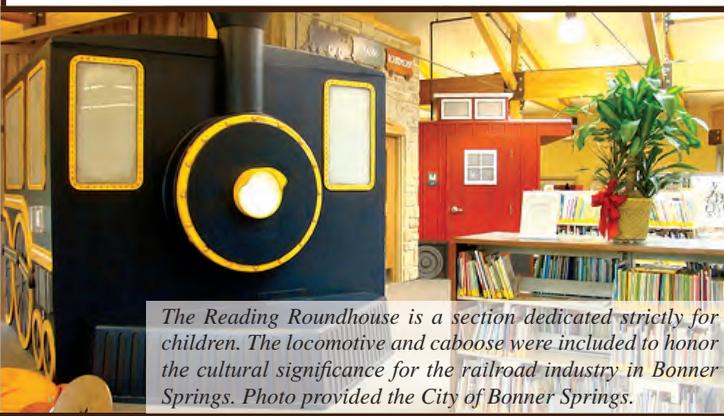
The new library is a welcome addition to the City of Bonner Springs. The services provided for children, teens, and adults are wide-ranging and informative. The community truly values the efforts to improve the facilities and services of the library system and the staff is working hard to ensure its success.

The Bonner Springs City Library is open Monday-Thursday, 9 a.m. to 8 p.m.; Friday, 9 a.m.-5 p.m.; and Sunday, 1-5 p.m.

 Ryan Lawler is an Intern for the City of Bonner Springs. He can be reached at bonnerintern@bonnersprings.org or (630) 695-2887.



Stained glass window in the Kansas Room painted by local artist Lesli Trout. Photo provided by the City of Bonner Springs.



The Reading Roundhouse is a section dedicated strictly for children. The locomotive and caboose were included to honor the cultural significance for the railroad industry in Bonner Springs. Photo provided the City of Bonner Springs.

On July 12, 2009, approximately a year and a half after breaking ground, the new facility opened to library patrons. The building features several areas including fiction and non-fiction stacks, a reading area with fireplace, two study rooms ideal for tutoring



State Scene

State Official Honored

Kansas Juvenile Justice Authority commissioner, Russ Jennings, (former Lakin city councilmember) was named alumnus of the year at a recent statewide meeting of a leadership group run by the Kansas Chamber of Commerce.

Jennings, a 1998 graduate of Leadership Kansas, was presented with the Jim Edwards, Alumnus of the Year Award.

The award is presented annually to a Leadership Kansas alumnus who has distinguished themselves either by their contributions to the

program or through achievement in their profession. The Chamber said it awarded Jennings for his “unselfish contributions of time and talent in support of the Leadership Kansas program.”

Leadership Kansas is a statewide leadership program. It was established by former Governor and LKM Past President Robert Bennett, and supported and administered by the Kansas Chamber of Commerce. The program is marking its 32nd year of educating and motivating leaders from all four corners of the state.

Education Department Receives Verizon Grant

The Kansas State Department of Education announced that it has received a \$34,500 grant from the Verizon Foundation to raise teachers’ awareness of the free educational resources available on Verizon Thinkfinity and to train teachers to use those resources.

Verizon Thinkfinity (www.thinkfinity.org) contains thousands of free, engaging, and educational resources that make learning fun. The site includes K–12 lesson plans, in-class activities, and videos

that can be found quickly and searched by grade level, keyword, or subject. Thinkfinity resources are aligned to meet state and national standards. They offer elementary through high school teachers access to resources across eight academic disciplines, from science to English to mathematics, so that they have additional tools to improve student achievement.

Kansas Department of Commerce Creates New Videos

The Kansas Department of Commerce unveiled 26 new Kansas promotional videos as part of the state’s “Come Home” campaign to help Kansas businesses and organizations with their recruitment and retention efforts.

The videos include a 7-minute centerpiece video and 25 shorter “testimonial” videos that were created by the Department of Commerce as a tool for business leaders, workforce professionals, and other organizations to use in retaining and recruiting workers.

The centerpiece video provides an overview of the State’s quality of life via interviews with various Kansans, including native Kansans, out-of-staters who relocated here, and former Kansans who left but ultimately returned to their home state. The 25 shorter vignettes each feature a particular Kansan and tell that individual’s story about why Kansas is such a great place to live, work, and play.

Magazine Names Kansas a Top 10 State in Competitiveness

Kansas has been listed as a top 10 competitive state for capital investment and new facility development by *Site Selection* magazine. The magazine is a leading publication for site location professionals.

The announcement was part of *Site Selection*’s annual Competitiveness Awards, which were announced in the magazine’s May edition. The Competitiveness Awards evaluate states on a variety of criteria, including capital investment, new facilities

created, existing facilities expanded, as well as jobs created and retained.

This is the second consecutive year Kansas has made the top 10. “Our top 10 finish in the Competitiveness Awards is just another example of how Kansas is one of the best states in the nation for business,” said Bill Thornton, Secretary of the Kansas Department of Commerce. “We’re excited to build on this success, and we look forward to another strong run of business development.”

Department of Corrections Donates to Crime Victims

In an effort to support fellow organizations throughout the state who serve crime victims, Kansas Department of Corrections (KDOC) employees raised \$1,940. The Office of Victim Services (OVS) invited KDOC facilities and parole regions to participate in a jeans day or week to raise awareness and funds.

Organizations receiving the funds include: Court Appointed Special Advocate Associations (CASA of the 14th and 18th Judicial Districts), Cowley County Safe Homes, Inc., the Family Crisis Center, Inc., and the Kansas Network of Visitation Providers.

The City of Washington's new pool completed with a zero depth entrance and diving well. Photos provided by the City of Washington.

A New Pool For a New Summer

by Caroline Scoville



The City of Washington held the grand opening celebration of their new swimming pool on Sunday, May 30, 2010. More than 350 people attended the festivities and the Washington Chamber of Commerce held a ribbon cutting ceremony to help mark the occasion. The project was the culmination of several years of work and planning by the Pool Committee. A 1% city sales tax increase was passed in April 2009 to fund the \$1,000,000 pool.

The original swimming pool was constructed sometime in the early 1950s, and had reached the end of its life span. It had many issues with plumbing, concrete deterioration, and an outdated chemical system.

The new facility features a zero-depth entry which allows for handicap accessibility, and several water features for the younger children, including a slide that features a flying monkey, which ties into the Munchkinland theme of the City's playground. It also has shade structures, and an automated chemical feeding system. The bath house was constructed in 2001, and with very minor modification, continues to be used. The swimming pool employs one manager, one assistant manager, and seven lifeguards.

The Washington Swimming Pool is also home to many aquatic activities. Certified water safety instructors teach Red Cross swimming lessons. Water aerobics classes are held twice a week, led by a local fitness instructor. The Washington County Puddle Jumpers, a swim team newly formed this year and participating in the Kansas/Nebraska swim league, holds practice four mornings a week and plan to use the new facility to host a home meet next season.

The pool was constructed by Continental Pools, Inc., a design/build firm in Gardner, KS. Demolition began August 17, 2009, and though construction was delayed slightly due to weather, the project was completed by the May 30, 2010 deadline.

Representatives from Continental Pools, Inc. were on hand for the grand opening, and continue to provide consulting while staff learn the new operation and procedures.

 Caroline Scoville is an EMT-1 for the City of Washington EMS. She can be reached at washems@washingtonks.net or (785) 325-2284.



...To Elk Falls, Howard and Dexter

It was the day after the last day of school; the Friday before the holiday weekend, as Maddi and I headed south and east on our annual “school’s out” fishing trip. Maddi wanted to go back to Elk Falls (we had stopped by briefly last year)—this time to fish. At Elk Falls (pop. 104; on US-160), the Elk River falls over a limestone dam, right below (actually, just above in river talk) the historic Elk Falls Pratt Truss Bridge <http://bridgehunter.com/ks/elk/elk-falls/>; built in 1893, and posted to the Federal Register in 1994. It had been washed out by a monster rain over three decades ago, and thus has long-since been for walking only. (The recent Arkansas campground flash-flood tragedy reminded me of that Elk River Valley event of the late 70s. I had fished at The Falls a number of times before the flood, and went back a month or so after the water receded. The normal stream bed is about 20 ft. under the bridge, but after that flood, there was an old refrigerator stuck in a big oak tree along the north bank, about 20 ft. higher than the bridge.)

Leaving Elk Falls, we traveled back to the west a bit, and then north on K-99 five miles to Howard (pop. 757), where we grabbed some “fishin’ grub fixins” (white bread and bologna) at the local grocery store before heading out to wonderful old Polk Daniels Lake (also known as Howard City Lake, a 1935 Works Progress Administration [WPA] project; see www.cascity.com/howard/forum/index.php?topic=9509.0 for neat old construction photos), where I fished many times in a prior life long ago. Barson’s grocery/deli/pharmacy/ice cream parlor is one of those small-town entrepreneurial endeavors that has found a formula within which to prosper in this changing era of small-city life. While in Barson’s, we chatted with store folks and found out the big story in town was the closing of the grade schools in nearby Severy (north a few miles, on US-400) and Moline (south about the same distance, on US-160). All the kids in the local district will now be bussed to a common location next year—the West Elk high school complex, located on the south edge of Howard. School had been out several days (early) because of the need to construct more temporary buildings at West Elk. At least temporarily, the “summer’s here” news may be good for the kids, however not so much for the cities of Severy (pop. 328) and Moline (pop. 426).

A couple of weeks later, I took a more formal one-day road trip back to the south and east of the home port. My first stop was on K-15, east of Winfield 20 miles, (just a few miles north of where K-15 connects up with US-166), at Dexter (pop. 336). Nobody was home at city hall this day (wouldn’t you know it...they are open M/W/F, and this was a Thursday). The local pool looked spiffed up and ready to go for the day (a city pool is a HUGE good thing in small towns), and the several parks along Main Street were immaculate. Dexter is nestled down the hillside from the highway, along the west edge of the Flint Hills, and in the lush Grouse Creek valley—a beautiful, bucolic setting for a city. Back up on the highway, before I left town, I stopped in to buy some sweets (as I

have done many times before) at Henry’s Candies (<http://eccok.com/EastCowley/henryCandy>). Evelyn Pudden is the current owner of this unique little candy-making shop, which has been around as a family business since 1956. I was tempted to stop by the intriguing convenience store/café called Crabby Patty’s just across the highway from Henry’s, but it was still way too early in the day for lunch, and I needed to move on down the road.

More stops on this short trip next time...

My “cultural” recommendation this month is comprised of three separate looks at the same story. As may be obvious to anybody who reads this column often, I am a folk music junky. A couple of years ago, one of my favorite folks guys, Arlo Guthrie (whom, as I may have mentioned previously, is ONE DAY younger than me), teamed up with the Dillard Brothers (or what’s left of them... the Dillards are a great mountain music/bluegrass/folk group, originally from the Kansas City area; they have been around since the late 50s, and were featured as the Darlin’ Boys on the old Andy Griffith TV show) to do yet another Woody Guthrie (Arlo’s dad, and a folk icon) retrospective. It is a wonderful CD titled *Thirty-two Cents*. One of those Woody songs is Tom Joad—written in 1940, a balad which tells a shortcut version of the monumental 1939 John Steinbeck classic, and Nobel Prize winning novel, *The Grapes of Wrath*. I had never read the famous book, though it is to this day required for many high school literature classes. The Woody/Arlo song got me interested enough to read the book, and I was stunned with its simplicity of messages, its continued relevance, its overall historical accurateness and importance, and its realism. I had seen the movie on late-night TV of the same name (which was nominated for seven academy awards in 1940; starring a young Henry Fonda as Tom Joad), but that was many years ago. The story centers around the Joad family being pushed off their Oklahoma dust-bowl farm, and heading to California to build a new life living/working in the “Pastures of Plenty” (another Woody song). It is a heart-wrenching examination of the truth of the struggles of an American generation (sometimes, many of us forget how close/relevant this era was to our own lives) of poor people—the over 300,000 migrants who traveled, in bleak and desperate fashion, west, on narrow old Route 66 (the Lincoln Highway), were mostly displaced small-farm families (“Okies”) from Oklahoma, Arkansas, Texas, Missouri, and Kansas. In the book, a couple from Galena, traveled a good deal of the way with the Joads. And, as you might know or surmise, there was no pot of gold at the end of their rainbow and no place for them in the “land of milk and honey.” I highly encourage you first and foremost, to read (or re-read) the book, but do yourself a favor and listen to the music, and also watch the movie...I bought the DVD, too.

☀ Don Osenbaugh is the Director of Finance and Field Services for the League of Kansas Municipalities. He can be reached at dosenbaugh@lkm.org



Roundabouts v. Signalized Intersections: A Comprehensive Analysis

by Scott Alisoglu

For many Americans, the sight of a roundabout in one's driving path, particularly a newly built one, is rife with uncertainty based on a lifetime of stop/start signalized intersection routines. There are so few roundabouts in this part of the United States that the learning curve has been a steep one for the average driver, especially those unaware of or unwilling to recognize the benefits of reduced fuel consumption and green house gas emissions, lower injury and fatality rates, decreased maintenance costs, and the eye-pleasing aesthetics of roundabouts in comparison to signalized intersections. As the presence of roundabouts increases in this country, drivers will get used to them and like their Canadian and European counterparts, will eventually cease to give them much thought, if any, just as they don't think twice about signals changing from green to yellow to red.

First comes educating the public about the financial, safety, and environmental benefits associated with roundabouts. Anecdotal tales of confused drivers in the roundabout often fueled by fear of breaks in the routine mask what much of the rest of the industrialized world has known for years: the benefits of roundabouts far outweigh the costs compared to signalized

intersections. The following analysis examines associated financial, human, and environmental costs of replacement of a dilapidated roundabout at the intersection of 29th Street and Urish Road in Topeka, Kansas compared to the hypothetical construction of a signalized intersection at the same location.

Assuming a 30-year life, the analysis compared startup/construction costs, annual maintenance, accident frequency and severity, gasoline consumption costs, and associated CO2 emissions. It should be noted that year one is considered only for initial construction costs; the remaining 29 years assume a fully functioning roundabout or signalized intersection.

Year one construction costs are comparable. Roundabout construction costs are estimated at \$735,855 compared to \$707,492 for a signalized intersection.¹ Advantage: signalized intersection.

It is in the cost for annual maintenance beginning in year two where the advantage of roundabouts over signalized intersections becomes clear. Though the difference is slight (\$2,000 for the former versus \$5,000 annually for the latter),² over a 29-year period, cost savings for roundabouts versus signalized intersections amount to \$90,000. (Note: for purposes of this analysis yearly inflation factors were not applied, as it would impact the costs

Photos Clockwise: Roundabout at 21st Street & Urish Road in Topeka; Roundabout at 6th Street & Wanamaker Road in Topeka; Roundabout at U.S. 77 & U.S. 50 Highways in Florence. All photos provided by the Kansas Department of Transportation.

equally for the roundabout and signalized intersection, resulting in an identical cost differential).

The safety advantages of roundabouts over signalized intersections are staggering. A drastic reduction in the severity and frequency of accidents is found at roundabouts compared to signalized intersections, based in large part on the virtual nonexistence of head-on, high speed accidents at the former. Rather, accidents in roundabouts tend toward only those related to lane interference between vehicles, yet even side-swiping at low speeds does not reach anywhere near the level of seriousness of t-bone accidents that occur when a driver runs a red light at high speed and hits a vehicle broadside.

Actual accident data from the existing roundabout at 29th and Urish was compared to data averaged from several comparable signalized intersections in Topeka to arrive at an estimate of injury/fatality and property damage only (PDO) accidents were a signalized intersection to be installed at that location. According to www.roundaboutsusa.com, "roundabouts have been shown to reduce fatal and injury accidents as much as 76% in the USA, 75% in Australia, and 86% in Great Britain," attributing the reduction to "slower speeds and reduced number of conflict points."³ Similarly, "a 2001 Insurance Institute for Highway Safety (IIHS) study of 23 intersections in the United States reported that converting intersections from traffic signals or stop signs to roundabouts reduced injury crashes by 80% and all crashes by 40%.⁴

An average of accident data, which was assumed to remain unchanged for the 29-year period, indicated that a signalized intersection at 29th and Urish could be expected to see six PDOs and one injury accident per year (in this case non-fatality). A PDO accident results in a total societal average cost of \$2,900 and \$179,250 for a fatal/injury accident.⁵ Using the IIHS's estimated average accident reduction figures (with injury/fatality accidents deemed inclusive of PDOs), the 29-year comparative cost savings attributed to the roundabout is \$313,200 for PDOs and \$4,302,000 for injury/fatality, a striking monetary differential, but one that is even more pronounced when safety value is considered.

Where the dollars and cents advantage of roundabouts over signalized intersections accrues to taxpayers is in the savings achieved through drastic reductions in gasoline consumption, also resulting in substantial decreases in CO2 emissions. According to the IIHS, "a study of 11 intersections in Kansas found a 65% average reduction in delays and a 52% reduction in vehicle stops after roundabouts were installed. Translated to fuel savings, the IIHS then indicates that "constructing roundabouts in place of traffic signals can reduce fuel consumption by about 30%," the figure used in this analysis.⁶

Taking actual traffic volume of 8,398,650 vehicles annually traveling through the existing roundabout total gasoline consumed is 292,000 gallons, which equates to \$794,240 in fuel costs, assuming an average price per gallon of \$2.72.⁷ The associated annual CO2 emission total is 5,712,688 lbs. The 29-year gasoline costs and CO2 emissions would be \$25,982,355 and 171,380,640 lbs., respectively. Assuming a 30% increase in gas consumption, based on the same traffic volume, for a signalized intersection,

estimated increases for the 29-year period would be \$7,148,160 in today's dollars and 399,888,160 lbs. of CO2, respectively,

In conclusion, one can debate the start-up and maintenance costs of roundabouts versus signalized intersections and arrive at relatively comparable figures, the lower annual maintenance cost for roundabouts notwithstanding. However, it is when societal costs associated with drastic reductions in the number and severity of accidents, as well as the sharply lower CO2 emissions and gasoline consumption costs, are considered that the comparative benefits of roundabouts stand out.

 *Scott Alisoglu is a Funding Resource Analyst for the Department of Public Works for the City of Topeka. He can be reached at salisoglu@Topeka.org or (785) 368-1611.*

¹City of Topeka, Kansas, Engineering Division

²City of Topeka, Kansas, Engineering Division

³www.roundaboutsusa.com

⁴Insurance Institute for Highway Safety. www.iihs.org

⁵Federal Highway Administration: Roundabouts: An Information Guide, FHWA-RD-00-067

⁶Insurance Institute for Highway Safety. www.iihs.org

⁷www.gasbuddy.com

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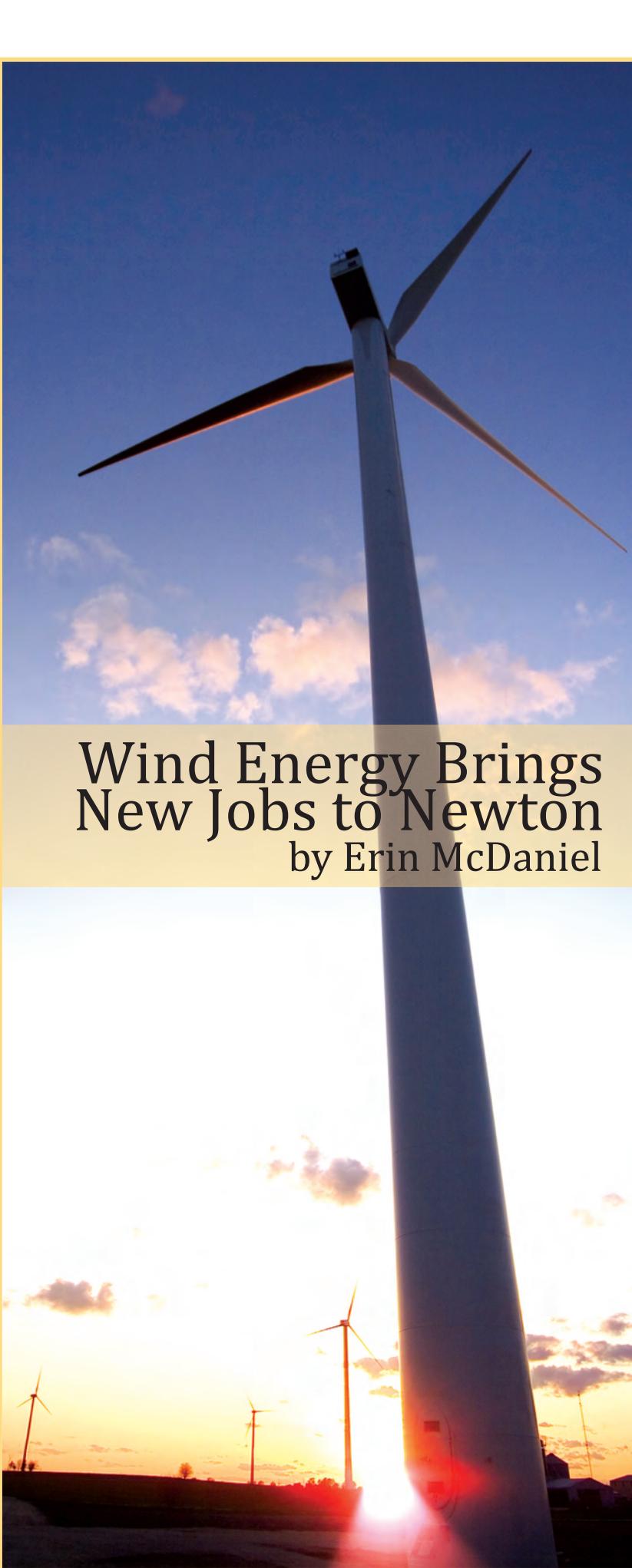
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Wind Energy Brings New Jobs to Newton by Erin McDaniel

While some communities may be trying to lay low until the economy recovers, Newton is taking one of its biggest steps ever in economic development.

Over the past year, the City of Newton and Harvey County have been working to establish the Kansas Logistics Park.

A logistics park is a hub for companies to manage the flow of their goods and resources. The park in Newton will be about manufacturing things, storing things, and shipping things out.

The project has the potential to be transformational for the Harvey County economy.

Local officials are working rapidly to take advantage of national trends. In the next year, the United States is expected to experience a “wind rush.” States are setting new energy standards, and the federal government is making it very attractive for companies to invest in wind energy. Many large companies are already seeking sites for new facilities to serve the wind energy demand. Newton is in a race with other cities and states to secure those companies.

Fortunately, Newton is uniquely positioned to take advantage of what’s happening:

- Kansas is the No. 2 state for wind energy potential.¹
- Newton’s transportation assets are ideal for logistics: U.S. Highway 50, I-135, and rail access, including short-line rail.
- Newton is close to a major manufacturing region, but is located in a large, open, uncongested area.

“This project has the potential to be a tremendous benefit to the entire county,” City Commissioner Jim Nickel said. “This could be as big for our community as when the railroad came to Harvey County.”

Governor Mark Parkinson has said that taking advantage of the wind potential in Kansas is one of his top priorities and that he envisions Wichita to Salina as a renewable energy corridor, with facilities throughout the State.

In December, the Kansas Logistics Park announced its first tenant, Tindall Corp. of Spartanburg, S.C., one of the largest privately held pre-cast manufacturing companies in the United States. Tindall is now exploring new technologies to improve the wind industry.

Tindall’s new facility in Newton will manufacture concrete bases for wind turbines that will enable the towers to be raised to optimal heights for maximum power generation. It was not previously economically feasible to construct conventional steel towers to these heights.

Tindall’s plans call for a 150,000 to 200,000 sq. ft., state-of-the-art facility for this product, with a total capital investment of about \$66 million.

The new facility is projected to employ 200 people by the end of the first year of operations, at an estimated annual payroll (including benefits) of \$11 million. Employment is projected to reach 405 people at an annual payroll of \$21 million by the end of the third year.

Based on an Impact Analysis and Planning (IMPLAN) study, the fully operational Tindall facility will result in an overall economic impact of \$44.8 million per year in Harvey County.

Governor Parkinson called the Tindall announcement “great news for the entire state.”

“Tindall is an excellent company that will bring hundreds of good-paying jobs to Harvey County and facilitate Kansas’s wind energy potential,” he said. “This news is also further evidence that our state’s investment in high-quality infrastructure pays off. Companies of this magnitude look closely at the quality of our roads



kansas logistics park

and rail systems, schools, and worker training programs. To continue to attract companies like Tindall to Kansas, it is important that we invest in areas that drive business development.”

And Tindall is expected to be just the first of many new wind energy companies in Harvey County. Six other companies are currently considering the Kansas

Logistics Park for a new facility. These companies would bring in hundreds of new jobs – jobs that would make up for the area’s recent layoffs and more. In addition, these are higher-skill, higher-wage jobs that will help raise the region’s community wealth and standard of living, plus additional revenue for local government, which will help keep tax rates low.

Wind energy is the catalyst to move quickly on this logistics park, but even without it, logistics will provide a long-term business model. Goods and supplies will always have to be managed and shipped. The agriculture industry, for example, has been looking into logistics for some time. With Newton’s rare transportation assets, a logistics park just makes sense.

An illustration of Tindall Corporation’s newest product, the Atlas CTB. Photo provided by Tindall Corporation.

To make the park a reality, the City and County have to make significant infrastructure investments. Newton has already lost out on some companies because the infrastructure was not in place and the projects were on tight timelines.

The City of Newton and Harvey County have signed an interlocal agreement for the development of the park, dividing up the costs for land acquisition, road work, water and sewer lines, and drainage improvements, creating a true interlocal partnership.

“We know this project involves a certain amount of risk,” Newton Mayor Willis Heck said. “But every project we do has some risk. We believe this logistics park is a once-in-a-lifetime opportunity for Harvey County.”

 Erin McDaniel is the Public Information Officer for the City of Newton. She can be reached at emcdaniel@newtonkansas.com or (316) 284-6055.

¹Everly, Steve. “Kansas is Blowing Wind Energy Options, Say Advocates.” *The Kansas City Star* 24 May, 2010 <<http://www.mcclatchy-dc.com/2010/05/24/94686/kansas-is-blowing-wind-energy.html>>.



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A Bicycle Built for 40,000

When I was growing up, my mother wisely insisted upon piano lessons for my siblings and me. Despite our incessant complaints, we all stuck with piano and learned the instrument with some degree of proficiency. Early on in the learning process, I remember learning the song, “Bicycle Built for Two.”

The lyrics started with, “Daisy, Daisy, give me your answer do. I’m half crazy all for the love of you.” The young lad who professed his love was a bit shy on money, and he concluded his declaration by asking her to run away with him on a bicycle built for two. Perhaps this imagery is a bit saccharine sweet, but the pleasant picture of sharing a bike immediately came to mind when news emerged from Hutchinson that the community would soon have a public bike program available to its residents.

Earlier this year, citizens in Hutchinson launched a plan called the “Publik Bike Projekt.” Local artist, Jennifer Randall and her husband, Dan Brizendine initiated the program, which they describe as a public effort, not just a single-person initiative. In a May interview with the *Hutchinson News*, Randall noted that the project is “not an original idea. There are other communities that have implemented something like this. It basically just encourages people to bike and also encourages a sense of community in the sense that these aren’t any one person’s bike—they belong to all of us.”

In addition to the community players, the City of Hutchinson also played a role in starting the project. The City bolstered the number of bike racks on main street and donated five abandoned bikes. Harley’s Bicycle Shop, a local business, and local volunteer Lloyd Armstrong, reconditioned the bikes for community use. Randall then painted the bikes to make each one a unique piece of functional art.

Once the bikes were road-ready (Hutchinson disallows bike-riding on sidewalks), the project essentially began. Each bike contains a laminated greeting that informs the rider that the bike is community property. It continues to note the importance of treating the bike with care and leaving it in the same condition as originally found.

The project leaders have dubbed the greeting the “Publik Bike Projekt Manifesto,” which reads:

This bicycle is for publik use.
You are riding this bicycle
at your own risk, and we
encourage you to take great care
with yourself and the bike,
follow all bicycle riding guidelines,
and to use a helmet.

Ride this bicycle where you need to go downtown, and leave it where someone can also find and use it, preferably in a bike rack, if available. We hope this is an enjoyable and functional experience for you.
Publik Bike Projekt.

After sharing the bikes with the community, the leaders of the project then asked local-business owners to bring the Publik Bikes into their respective buildings at night and to return them to the streets after they open in the morning.

The request to local businesses came after an unfortunate episode earlier this year. During Memorial Day weekend, thieves stole the entire fleet of bikes, and local officials suspected their intent was to strip the bikes for aluminum. Fortunately, the resulting media blitz led to the return of three and a half of the original five bikes.

Brizendine and the other Publik Bike Projekt leaders deemed the experience beneficial from a research and development standpoint. In another *Hutchinson News* article, Brizendine trumpeted the benefits of awareness. Between the project launch and the bicycle thefts, Brizendine noted that “there has been more bicycle talk in the last two or three weeks than the whole time I’ve lived here.” The subsequent return of the bikes put the project back on course.

Volunteers repaired several of the abandoned bikes to replenish the fleet and additional donations from the public added to the inventory. Currently, the project is back at full strength. Locals ride the bikes in the downtown district and occasionally to adjacent neighborhoods. The bike project essentially achieves a trifecta of success by promoting beauty, individual wellness, and an enhanced sense of community.

A search on Facebook for “Publik Bike Projekt” will take you to the group’s information page. There are pictures of the bikes in addition to community participants, biking events, and general information on the project.

It is clear when listening to the participants and seeing their project in action, that the endeavor has prompted great enthusiasm. The Publik Bike Projekt is a practical and economical example encouraging community ownership. And though poets may find more inspiration writing about pocket-poor, love-rich couples sharing a bike, there are few things sweeter than individuals who come together to embrace the kinship of community.

 *Nathan Eberline is the Intergovernmental Relations Associate for the League of Kansas Municipalities. He can be reached at neberline@lkm.org or (785) 354-9565.*



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Chief of Police

The City of Abilene (pop. 6,893) is accepting applications for the position of Chief of Police. The Chief of Police is responsible for planning, organizing, and directing all activities of the Police Department for this community located in North Central Kansas. This position requires experience, education, and training in modern law enforcement with an ability to provide active leadership for the department and support for the City administration.

The Chief will supervise a department that includes 14 full-time officers, an animal control officer, and 2 police clerks. The selected candidate will be required to pass an extensive background investigation, pre-employment physical and drug screening. Starting salary range is \$51,600 to \$69,825 annually DOQ. The City offers a competitive compensation package.

Review of applications will begin on August 10, 2010 and the position will remain open until filled. Cover letter, which includes explanation of your leadership style and/or philosophy, and resume including three references should be submitted to Allen Dinkel, City Manager, City of Abilene, P.O. Box 519, Abilene, KS 67410. Electronic submittals can be made to citymgr@abilenecityhall.com.

Chief of Police

The City of Andale (pop. 850) is accepting applications for the position of Chief of Police. This position is responsible for managing, organizing, and directing all activities of the Police Department. This position requires experience, education, and training in modern law enforcement with an ability to provide active leadership for the department and support to the governing body. This position also involves budget preparation, personnel supervision (1 full time, 5 part time), public relations, and capital planning. Salary based on qualifications. Must be 21 years of age, a high school graduate, have a valid driver's license, and no criminal history. Please send resume to P.O. Box 338, Andale, KS 67001; or e-mail to vedwards2351@prodigy.net. Further details may be obtained by calling the City Clerk at (316) 444-2351 or Chief of Police at (316) 444-2461. Deadline is August 15, 2010.

City Administrator

The City of Smithville, MO (pop. 8,000), located in northwest Missouri and the Kansas City region, seeks a candidate for the position of City Administrator. Five years experience in public or private sector management, including supervisory responsibility; Bachelors degree in business or public administration, or related field from accredited university; evidence of stable employment history and progressive career advancement required. Five years experience in local government as manager or administrator, or assistant manager or administrator; Masters degree in public administration or related field from accredited university; experience in small but growing suburban community; experience in business recruitment; record of obtaining external funds; and ICMA membership preferred. Salary, benefits, and employment agreement are negotiable and competitive with Missouri cities. Application letter including resume, salary history, four work-related references, in one e-file, in confidence to search advisor: mflentje@austinpeters.com. Preference to resumes received before July 30. Finalists subject to disclosure. Recruitment profile is available at www.smithvillemo.org.

City Administrator

Situated at the "Crossroads of Northeast Kansas," Valley Falls (pop. 1,254) is seeking a City Administrator for this small community that looks forward to preserving the best quality of life for all residents with the same can-do spirit that drove the pioneers. This full service community sets in the rolling hills of northeast Kansas, halfway between Topeka and Atchison at the junction of Highways K-4 & K-16. Valley Falls is a full-service City, with a \$1.5 million budget with water, sewer, and solid waste utilities. Community-supported amenities include a library, Pre-K through 12 school system, swimming pool, and recreation commission.

A Bachelor's degree in public administration, business or the equivalent combination of education and experience required. Good interpersonal and communication skills, budget management needed. Experience in economic development and public works is a plus. Residency in Valley Falls is required. Competitive salary, benefit package, DOQ and experience. Send cover letter, resume, salary

history, and four professional references to City of Valley Falls, 421 Mary St., Valley Falls, KS, 66088, or vfcity@giantcomm.net Position open until filled.

City Manager

The City of Fort Scott (pop. 8,400) is seeking candidates for the position of City Manager. Fort Scott is a full-service, county seat community in Southeast Kansas located 85 miles south of Overland Park and 26 miles north of Pittsburg. The City is a historic community operating police, fire, streets, parks, and utility departments. The City operates under a five member commission/manager form of government with a \$12 million budget and 85 full-time employees. The candidate should have knowledge and experience in government finance and budgeting, human resources, project development, and growth management. Essential qualities should include strong communication, leadership, and consensus building. A Bachelor's degree is required; a Master's degree in public administration is preferred, but will substitute with a minimum of three years of experience as a City Manager, Assistant City Manager or City Administrator. Salary is negotiable. Residency shall be required within 180 days. Submit cover letter, resume, salary history, and three work related references to Robert Farmer, City Attorney, PO Box 630, Fort Scott, Kansas 66701. This position will remain open until filled.

Director of Emergency Communications

The City of Hutchinson is seeking candidates for its Director of Emergency Communications position. The Hutchinson Reno County Emergency Communications Center (HRCECC) provides emergency communication services to all public safety entities in Reno County (pop.65,000) with 17.5 budgeted staff.

Essential Functions Include: Planning, and directing the operations for HRCECC including various telephone, radio, teletype (CRT) and other communications systems serving Law Enforcement, Fire Service, Sherriff's Department and Emergency Medical response agencies serving Reno County. Analyzes and evaluates law enforcement, fire service and emergency medical service response protocols and makes recommendations to public safety officials for the effective



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delivery of emergency communications services. Overseeing the selection, supervision, and development of departmental staff. Developing/providing effective training programs for new and current dispatchers to maintain and improve HRCECC operations. Developing the HRCECC's annual budget as well as monitoring and approving all HRCECC expenditures, purchase agreements, and service contracts.

Candidates should possess an Associate of Arts degree or equivalent with major course work in public administration, criminal justice, or a related field with a minimum of five years of public safety dispatching experience along with three plus years experience in a managerial/supervisory capacity. Two additional years of qualifying experience may be substituted for the Associate of Arts degree. Candidates must also possess National Crime Information Center and Emergency Medical Dispatcher certifications.

Pay range is \$54,705 to \$77,523 depending upon qualifications. Interested persons may apply at www.hrepartners.com or send resume to toms@hutchgov.com.

Economic Development Coordinator

The City of Ogallala, NE (pop. 5,107) is looking for a dynamic leader to serve as its economic development coordinator. The City is poised for economic growth as it looks to focus its energy on its economy. While the position will seek to recruit businesses to the community, it will also need to be filled by an individual who can help create programs that provide entrepreneurial opportunities and that grow and retain current employers of the community. The position will require someone with good communication and collaborative skills. Complete job description and an application may be viewed at www.ogallala-ne.gov. Application and Resume may be submitted to: Harold Stewart, City Manager, at 411 East 2nd Street, Ogallala, NE, 69153; or harold.stewart@ogallala-ne.gov. The position will remain open until filled. Salary \$57,203-\$81,471, DOQ.

Energy Manager

Franklin County is currently seeking to fill the position of Energy Manager. This is a two year grant funded position. The individual filling this position will work with a coalition

comprised of Franklin County (50% of time), the City of Ottawa (25% of time) and USD 290 (25% of time) to develop energy plans and implement approved projects.

Bachelor's Degree in mechanical engineering, engineering technology, architecture, business/marketing or related field with emphasis on facilities management; professional designation of Certified Energy Manager (CEM), Professional Engineer (P.E.), or Registered Architect (R.A.), preferred. Five years experience in energy management, mechanical systems design, construction, commercial energy auditing, and/or maintenance, or closely related field required.

Apply by August 6, 2010 at the Office of Human Resources, 1428 S. Main, Suite 2, Ottawa, KS 66067 or at www.HRePartners.com. Phone: 785-229-3444.

Police Officer

The McLouth Police Department is accepting applications for a full-time police officer. Applicants must be 21 years of age, possess a valid driver's license and a high school diploma or equivalent, have no criminal history or lengthy traffic record, be in good physical condition, KLETC certified and preferably, patrol and investigation experienced. Wages are dependent on experience and qualifications. City benefits include BC&BS health insurance, paid vacation and sick leave and KPERS retirement plan. To obtain an application form visit cityofmclouth.org or the McLouth City Hall at 110 North Union Street, McLouth, Kansas 66054. Completed applications with resumes will be accepted until the position is filled. The City of McLouth is an E.O.E.

Power Plant Operator, City of Anthony

Some experience and mechanical training preferred. High School diploma or GED and valid drivers license required. Excellent benefits. Applications available at 124 S. Bluff, Anthony Ks 67003. Phone 620-842-5434. Position open until filled. EOE

Public Works Director

The City of Parkville, MO is seeking a career minded, qualified applicant for the position of Public Works Director. Qualifications include a Bachelor's degree in Civil Engineering, Construction, Public

Administration, Business Administration, or closely related field required.

Visit our web site at www.parkvillemo.com and click the Employment Opportunities tab for more information.

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Under the supervision of the Water Distribution/Wastewater Collection Superintendent, the WD/WC Assistant Superintendent performs supervisory and manual labor in maintaining water and sewer lines for the City of Ottawa. Responsibilities include installing new water and sewer service, repairing sewer lines, and manholes. Employee is responsible for the operation of heavy equipment used in the performance of assigned tasks. Duties are carried out with little supervision following established policies and procedures. The WD/WC Assistant Superintendent will assume the supervisory responsibilities during superintendent absence.

Must be a Franklin County resident within one year of employment. High School Diploma/GED required. Requires possession of a valid Kansas Commercial Driver's License (CDL). three plus years of water distribution, sewer collection system maintenance and construction experience required. Knowledge of water and sewer construction materials, measurements, and equipment maintenance is required.

The ability to read blueprints and operate related equipment is required. Must have knowledge of the operation and maintenance of televised sewer inspection systems and other inspection methods. Knowledge of how to lay sewer and water lines and a working knowledge of all aspects of position is required. Adverse weather conditions and exposure to sewer gas when working underground are factors in this position. Salary range is \$38,126 to \$53,373 annually DOQD. Position is open until filled. Hours are from 7 a.m. to 4:00 p.m., M-F. Some overtime may be needed.

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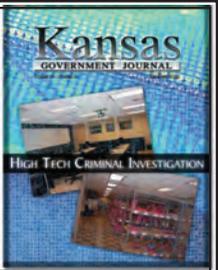
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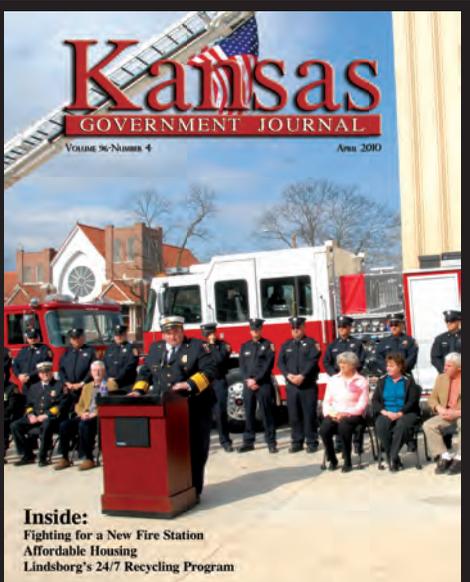


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Moler's Musings

by Don Moler

Time Flies



Twenty-five years ago today, July 2, 1985, I started work as the junior attorney at the League of Kansas Municipalities. The League headquarters building was in those days located over at 112 SW 7th Street in Topeka, where it had been located since about 1960. I worked in that building for almost 10 years. At that point, the League determined that either we needed to extensively update the existing building on 7th Street, or search for a new headquarters building. As good fortune would have it, the League moved to the current location at 300 SW 8th Ave., directly across the street from the State Capitol, in the Spring of 1995. There is a wild story involved in how we ended up in the current building, which I will be happy to relate face to face.

In those 25 years we have seen many changes. It is of interest, perhaps only to me, that I have seen first-hand exactly one-quarter of the history of this fine organization. I think it is something of a coincidence that I started working here in the organization's 75th year, and as luck would have it, I am still here to help celebrate the 100th anniversary of the League as well as my 25th year of service to the League. While many things have changed, as one would expect over that period of time, many things have remained the same. Those things we were doing when I started here, we are still doing 25 years latter.

While we represent cities before the Kansas Legislature, and some think that is our primary focus, League members will know, of course, that the League has many important priorities and services which it provides to its member cities. We have been publishing the *Kansas Government Journal*, as provided in state statute, since 1914. We have been editing, revising, and updating municipal codes in Kansas since the mid-1920's. We have provided a legal inquiry service, in which we routinely answer well in excess of 6,000 legal inquiries per year, for as long as anyone can remember. The organization, at its core, continues to provide a focus on quality local government service, and the training of local government officials. The mission statement of the organization remains much the same today as it was 100 years ago: "The mission of the League shall be to unify, strengthen, and advocate for the interests of Kansas municipalities to advance the general welfare and promote the quality of life of the people who live within our cities."

The League membership remains strong and diverse. It has always fascinated me that the power of the organization comes not from a few voices, but from the unified voices of cities, and city officials, from across this great state. While issues will come, and issues will go, the central focus of the League, and the cities in

Kansas, remains a commitment not only to quality local government, and local government services, but also to a belief that government closest to the people is best able to serve those people, and to understand the needs of the general public.

The focus on local control, and decision-making at the local level, is demonstrated by the organization's commitment throughout its entire history to the home rule powers of cities. In reviewing the earliest literature of the organization, it becomes clear that the concept of home rule was present from the very beginning. The organization worked tirelessly over many years, in concert with generations of city officials from across the state, to achieve passage of the Constitutional Home Rule Amendment that we now enjoy in Kansas. The work culminated with three final steps, beginning in 1959, when the Kansas Legislature passed legislation to put on the ballot a constitutional home rule amendment. After the citizens of Kansas overwhelmingly voted in favor of this amendment in November of 1960, the constitutional home rule authority of cities went into effect on July, 1 1961. That ultimately became Article 12, Section 5, of the Kansas Constitution. So here we are on the eve of the 50th anniversary of the implementation of Constitutional Home Rule which has enabled the cities and citizens of Kansas to chart their own course for the past 50 years. It is interesting that the citizens of this state have intuitively known that it is good to allow cities the ability to make choices at the local level which are custom tailored to the needs, desires, and wishes of the citizens who are residents of that city.

As a League staffer for the past 25 years, I have seen how cities have been able to use their local authority to build, develop, and improve their communities. City officials will continue to strive on a daily basis to improve the quality of life in their cities, and to further improve the well-being of their citizens.

While times, and people, continue to change with the never ending ebb and flow of government, there remains a steadfast belief that cities are the natural community foundations upon which society is built. There remains an unshakable belief that the citizens will continue to support efforts to improve their communities and to work toward that goal.

The League of Kansas Municipalities remains at the forefront of good government in Kansas. We remain committed to our ongoing mission to unify, strengthen, and advocate for the interests of Kansas municipalities in an effort to promote and advance the general welfare of the public. We will continue to do this as we proceed into the second century of service in this organization. It has been a privilege for me to serve the cities of Kansas for the past 25 years at the League, and I look forward to many more years of service to the organization. Thank you all for allowing me to be the Executive Director of this fine organization, and to work with you to create the finest city governments in the world.

2010 LKM Regional Suppers

Please join us for the 2010 Regional Suppers!

These informative sessions will feature a discussion of the LKM 2011 Legislative Priorities. We hope you will take this important opportunity to network with local officials to discuss the upcoming Legislative session.

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Dinner - 6:30 p.m. CST

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Oct. 28, Dodge City

Cowtown Steakhouse
503 E. Trail

Registration - 5:30 p.m.

Dinner - 6:00 p.m.

Nov. 3, Wichita

Wichita Art Museum
1400 W. Museum Blvd.
Beren Conference Room

Registration - 5:30 p.m.

Dinner - 6:00 p.m.

Nov. 4, Concordia

City Hall

701 Washington

Registration - 5:30 p.m.

Dinner - 6:00 p.m.

Nov. 17, Leavenworth

Riverfront Community Center
(RFCC)

123 S. Esplanade

Registration - 5:30 p.m.

Dinner - 6:00 p.m.

Nov. 18, Parsons

City Hall Basement

112 S. 17th Street

Registration - 5:30 p.m.

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