

ROADS AND HIGHWAYS COMMITTEE MEETING -- February 10, 1970

The Roads and Highways Committee met in room 529 at 2:45 P. M. on February 10, 1970. Chairman Dierdorff called the meeting to order and all members were present except Representatives Davis, Ratner and Wilcox.

Attached is a list of 225 guests who registered their attendance. Many others were standing outside the room.

Conferees were: Urban Klenke, Ford County Commissioner, new President of the Commissioners; Maloy Quinn, Clay County Engineers; Ray Nelson, Republic County Commissioner, Director; Clarence Smith, Cloud and Republic County Engineer; Francis Rankin, McPherson County Engineers; Joel Gunnels, Thomas County Commissioner, Director; Warren Hardin, Trego County Engineer, Ralph Scott, Ellis County Engineer; Dean Steward, Stafford County Engineer; Wesley Wendt, Edwards and Comanche County Engineer, President; Marvin Cox, former Senator, Kingman, James Ingwersen, Committee of Kansas Farm Organizations; Clarence Rupp, Farm Bureau; Bill Ward, Livestock Association; Fred Killian, Wamego; Cleo Norris, Kansas Federation of Tax Payers; Dale Lyons

The purpose of the meeting was to hear the opponents of House Bill 1747. HOUSE BILL 1747 - AN ACT providing for the apportionment, distribution and expenditure of certain moneys for construction of roads and highways;.....

Remarks of conferees are as follows:

Urban Klenke -- This representation is just an indication of how concerned people are about this bill. We think it is

real bad for county government when we have something that affects 86 counties and is favorable for 19. With the gas tax addition the legislature provided last year, we are all paying this and with revenue being cut down we think this is going to be a real bitter pill to swallow. The advalorem levy on the counties who are gaining is already low. We will have a proportionate loss on the federal aid money. We would like to see the legislature come up with something not so drastic.

Ray Nelson -- I would like to present a little evidence. 670,000 miles of school routes were traveled last year. A large portion of the gaining counties are not up to their levy limit right now. We were enthused about the two-cent tax we received but this bill would make us lose more than we gain. I would like to bring up that a lot of the rural traffic comes from the larger cities during the hunting season, so they are getting benefit from our rural roads. This bill would tend to increase our property tax.

Joel Gunnels -- Very briefly I would like to say the commissioners and engineers present would agree that in our society we emphasize a democratic form of government. This form of government does not necessarily mean the will of the majority. What is best for all our society is what is best for the majority and minority. The only thing we really want is honesty, justice and fairness.

Wesley Wendt -- Besides the roads for our rural school

busses, our recreational areas will suffer, our highway safety projects, and the accidents will increase. They will suffer from the lack of federal aid. We feel the cities in the rural areas will be hurt more than helped. I suggest an extensive study be made by this committee.

Clarence W. Smith -- (Remarks attached)

Marvin Cox -- I, too, am grateful to appear as a taxpayer. It is a little different on this side of the table, gentlemen. I had been looking for this bill for quite a long time as I had heard rumors that it was going to be introduced. I had been looking for it under Roads and Highways but finally found it in the paper Sunday under Crimes and Punishment. I would like to, if I may, go over some of the mechanics of this bill. When you put your name on a bill in the legislature, you are dead serious. This is the future of Kansas. We have worked with this for twenty years. You get into the statutory \$3,600,000. In one fell swoop you are going to take this away. Unless you want to go back to the mud this will not work. The fifth cent tax took us out of the mud. I realize that all your problems are not roads. You have schools, welfare, etc. You even have a bill that will let the Governor drink at home. I just threw that in and my wife told me that I shouldn't say that. You are going to put a ceiling on the property tax. At the same time you are going to take a mill away. The mechanics of this bill will make it impossible to operate under the township or county funds. Another dandy is

in here. The mineral rights go back to the state. You take the \$3,600,000 away. You are going to take the motor carriers fund away too. Regardless of who is right, the mechanics will make it impossible to operate a road at the local level in Kansas. Let's go to the matching funds. They are going to eliminate many of these. Read the Jorgenson Report again. Read page 4, line 12 of the bill - "paid by the proper county from the road and bridge fund of such county, or from any special fund available for such purpose". Where are you going to have any special fund? You are going to lose the FSA matching money. There is no figure as to what you lose in your FSA.

The secondary road program was the finest program ever devised in Kansas to get us out of the mud. We would not have unification. How are you going to get kids to school when you kill the building program? It would be necessary to raise the local levy. When the fifth cent gas tax was written - it is not perfect and I am not here to advocate this - the cities got the money first. They got the first two and one-half million dollars. If there was any left the counties got it. Some years there was none left so the cities did get it.

The cities are crying out for relief - while we are tearing up 54. Without the local roads, how are you going to come out to hunt pheasant? Any system of road building must be to truly integrated that you can get any place in the state.



My plea is the roads serve areas as well as people. We need a factor of some sort to be considered, studied and researched. You need one on area, one on local miles, if we are to serve the schools. There have been refinements in this law periodically.

About the registration of automobiles - there are more state cars registered in Shawnee County because they have to be here - besides the bonanza of state institutions for which you get the registrations. You need the factor of area.

Unless you change the language, the money will not go where you want it to.

Thank you for letting us come today. In any legislative endeavor there has always been a sense of fair play. We have gone along with the legislation last year but I wonder what would have happened had we known this was coming. To fix up a bill is like building a house. If you are going to repair a roof you do not tear the whole house down. You just repair the roof.

Maloy Quinn -- Most of my objections have been given. I believe House Bill 1747 is unfair. I do not think it reflects the needs of Kansas and I think it will ruin our rural system of roads. I ask you to look at area and to make a study in detail.

Francis Rankin -- I can shorten my speech considerably as everything has been said. I have been in the business since 1937 and I can see how this will wreck our county road system in Kansas. I endorse everything that has been said. I would

I would like to emphasize mileage in consideration of this. The vehicle cost has no bearing. It would not be ten times as much for 100 vehicles as it is for ten. In addition to taking money away from us, we have 29 more miles to take care of. I made a recent study of the number of bridges in the counties and we have a lot that are 70 years old. Those bridges serve school busses every day and on the basis of what we can do, it would take us 90 years to replace them. It would take us 45 years to get up to the highway standards on our road system.

Warren Hardin -- I would like to relate to you how this would affect Trego County with 900 school miles. We have four small townships. Our budget was \$141,000 last year. We supported the gasoline tax bill. Last year we were happy with the extra. With this bill you tell us you are going to take all of this money away from us, plus more. Our payroll will exceed \$100,000. I would like to know how we can operate on \$32,000.

Ralph Scott -- I would like to know on what basis the \$20,000 base was set.

Lady -- Under the old township and county budget there was an equal amount and I think this was an amount to make it what it was before.

Dean Steward -- (Remarks attached)

Bill Ward -- There is one thing that puzzles me about House Bill 1747. Last year the same group of legislators passed a bill

that they thought was ok and to take care of the needs of the state of Kansas. The same group comes here this year and changes it. There is about \$4 million shifted which last year they thought was right. I think the committee owes the people of Kansas the thorough study of this bill.

James W. Ingwersen -- I was in Washington last week and they were talking about revitalizing rural America. You will not revitalize it if you take these away. You are complicating the urban areas rather than helping them. This bill would wipe out the townships.

Clarence Rupp -- (See attached "SOME OF THE WINNERS UNDER HB 1747.

Fred Killian -- I think we have to turn this around. I am a citizen. The state is looking for more money - the counties - everyone is. What is the source? You have to look at our salaries. The state of Kansas produces 237 million bushels of wheat.

Cleo Norris -- I am with the Kansas Federation of Taxpayers. I would endorse everything said this afternoon and seriously recommend it be given serious study.

Dale Lyons -- I want to acknowledge the sentiments here. I think it is obvious the people here object to this legislation.

Chairman Dierdorff thanked all of the people for taking the time to come to the meeting. The meeting was adjourned.

Fran Stafford, Recording Secretary

APPROVED:

Arden Dierdorff  
ARDEN DIERDORFF, CHAIRMAN  
February 11, 1970

Except as otherwise noted, the individual remarks recorded herein have not been transcribed verbatim and this record has not been approved by the committee or by the individuals making such remarks

ROADS AND HIGHWAYS COMMITTEE MEETING

DATE: 2-10-70

GUESTS

NAME	ADDRESS	FIRM OR CORPORATION REPRESENTED
Sherrill Plummer Brown Co.		Co Comm
J.E. Sunderland Hrawath & Brown Co		Co Commissioner
Francis Hansen		Co Engrs McHenry Co
Lewis Shields		Co Engrs Marshall
William H. Milford	Kingman	Co. Commissioner
Howard Dixon	"	Co " "
F.H. Langley	"	Business
Jim Hansen	Kingman	County Engr.
Warren M. Cox	Longman	self.
Edward Ward	Marion	L.A.
John Prochaska	Mitchell	County Comm.
R.H. Shepherd	Region Emporia, Kan	Business
Wally Nelson	Saline	Business
Art C. Booe	Elkworth-Lincoln	Co. Engr.
Ernest J. Dymon	Larned	Co. Engineer
Harley Selma	Noroma Ks,	Fairlee Co.
Myron Mass	Wakarusa	Rush Co.
Joe Wenter	Lopes	Co. Comm. Trego
Guy L. Allen	Norton	County Commissioner
Nilton H. Nitch	Charlton	Bar
Jim Ungers	Maupsville	Bar
Gene Sorell	Lyns	Co Engr
H.C. McWilliams	Sheridan Co	Co Comm
Elmer J. Butler	Sheridan Co	Rel. Supervisor

DATE: \_\_\_\_\_

GUESTS

NAME	ADDRESS	FIRM OR CORPORATION REPRESENTED
Wayne Worthington		Burton, Mo.
Foren Davidson		Paola Mo
Alfred A. Knorr		Paola Kan
Clarence Driessche		Jam Brown Paolater,
John L. Vickers		" " " "
Nelson Jones		Bucyrus, Mo.
Clarence Birmingham		Rush County Expt.
Juni Walker		Pawnee Co Rd Dept
Jae Bailey		Wichita Area Chamber of Comm. Wichita
Geo. Hansen		Wichita Area Chamber of Comm. Wichita
Edmer Anderson		Dickinson Co.
Eric M. Haberer		Dickinson Co.
Carl Rein		Russell Co.
Martin R. Koch		Russell Co.
W. L. Hansen		cloud co.
Wm R Mohr		Dickinson Co
Russel Speer		Haskell Co
Francis Hark		Lane Co.
Oliver Hansen		Lane co.
John B. K. Conn		Greenleaf, Kan
Francis Robb		Clark County.
Bred Judy		Shesidan Co
		Montrose Jewell Co

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DATE: 2-10-70

GUESTS

NAME	ADDRESS	FIRM OR CORPORATION REPRESENTED
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James W. Ligoniere, Le Roy		Committee Kansas Farm Organization
Olmer Brun	Le Roy	Kansas State Grange
Orval Edse	Washington	Commissioner - Washington Co.
Walter Quinn	Clay County	Engineer
L H Mueller	Washington Co.	Engineer
A. V. Ostlund	Washington Co.	Comm.
Paul Fox	Clay Co	Comm.
Ray Engelsen	Clay County	Ass't. Eng.
Ed Dancer	Clay Co	Comm.
Bob Swenelhart	Barber County	Ass't Eng.
Clarence Rupp	Manhattan	Kansas Farm Bureau
Gust A. Lindholm	McPherson Co.	Comm.
Fred Kilian	Wamego, Ia	farmer
Ed Anderson	Howard Co	Eng Elk Co
Joe A. Hopper	Elk Co	Comm.
Joseph Trentman	Elk Co	Comm.
Paul E. Moore	Elk Co	Comm.
C. J. Chapman	Co. Engr.	Clark County
J. M. Whitehead	City Mgr.	Holton, Kans
Paul C. Susskamp		ret'd. Seep. Springtown
Clyde D. Hemmick	Co. Engr	Jackson County
Paul A. Johnson	Co Engr	Smith Co
M. J. Fletcher	City Comm.	Holton, Ia
R. Quinn	Co Atty	Jackson Co. Kan
Bill Sanbieri	Co Comm.	Smith Co.



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GUESTS

<u>NAME</u>	<u>ADDRESS</u>	<u>FIRM OR CORPORATION REPRESENTED</u>
JAMES SOREM	Hodgman Co.	Co. Comm.
W. E. McKinney	Hodgman Co.	Co. Engineer
Walter W. Wendt, P.E.	Edward & Constance Co.	Engineers - Pres. & Co. Engineer Assn.
Leslie B. K.	Hodgman Co.	Comm.
Orlando Ball	Osage Co.	Co. Comm.
Warren Lilly	Osage	Co. Comm.
Frank Blair	Osage	Co. Comm.
Ralph Warner	Minneapolis	Farmers - ?
Jim Robben	Oakley	City Council
Jacob Uhrich	-	Co. Comm.
Clayton D. Randall		Co. Eng. - Lowe Co.
Arthur W. Millington		Co. Comm. Judge
Francis J. Fawcett		Miss Co. Comm.
George Parsons		Trego Co. Comm.
W. Brant		Harper Co. Comm.
Carl H. Frederick		Bee Co. Comm.
Tom Rhodes		Trego Co. Clerk
M. D. Frazier		Phillips Co. Comm.
Sid Woodruff		-
J. F. Henderson		Phillips Co. Eng.
E. M. Dierck		Nemaha County
E. Franklin Hunter		Nemaha County
R. B. Bower		Nemaha County
Kenneth Holt		Nemaha County
Mat Rockel		Nemaha County
Paul E. Dierck		Nemaha County



ROADS AND HIGHWAYS COMMITTEE MEETING

DATE: 2-10-70

GUESTS

NAME	ADDRESS	FIRM OR CORPORATION REPRESENTED
Carson Murray Mankato		Farm Bureau Jewell Co.
Walter Hanson Mankato		Farm Bureau Jewell Co.
Nelson Keele		Farm Bureau Jewell Co.
	Toronto	
Ralph Siegel Farm		Jewell Co. Farm Bureau
Nate Hanson Mankato		Jewell Co. Farm Bureau
Mrs. Richard Waugh Mankato		Jewell Co. Farm Bureau
Earl L. Buckley Burr Oak		Jewell Co. Farm Bureau
Bonnie Buckley Burr Oak		Jewell Co. Farm Bureau
Lawrence H. Botwell, Webster, Mo.		Jewell Co. Farm Bureau
Richard Waugh Mankato, Mo.		Jewell Co. Farm Bureau
Carl V. Oafleaf Comm.		McPherson County
Edward Tacka Comm.		Republic County
Lloyd Sneath Comm.		Meade County
Richard P. Waugh Pres.		Jewell Co. Farm Bureau
Jerry L. Castor		Phillips Co.
Bill Geissler		Martin Tractor Co.
Olson Kellie		Co Comm Cheyenne Co.
George J. Deward		911 <sup>th</sup> Huson County Comm.

ROADS AND HIGHWAYS COMMITTEE MEETING

DATE: 2-10-76

GUESTS

NAME	ADDRESS	FIRM OR CORPORATION REPRESENTED
Everett K. Blair	Benedict	Wilson Co. Comm.
L. P. Pierce	Lyndon	Osage Co. Engr
Carl H. Diepenbrock	Fredonia	Wilson Co. Engr
W. Wiley M. Farland	Camden	Gray Co. Comm.
Chas. W. Chas. Prok		Christen O. & Co.
Ronald Purdy	Russell	Russell Co. Engr.
Vin Tullar	Jewell	Co. Comm. Jewell Co
Howard Thompson	Pawnee	Comm.
Edgar Clark	Pawnee	Co. Comm.
Dwight Jackson	Shawnee	Farmer
Art Horrell	Ham Co., Syracuse City	
Ray M. Ehrlich	Barton Co. Comm.	
M. Daley	Edman	BARTON Co. Engr
Ernest L. Kinsley	Mitchell	Co. Engr.
Malvin Ferguson	Kiowa	Co. Engr.
Wm. G. Heller	Hunter	Watershed
Co. Leo Jensen	Sylvan Grove	Sullivan Creek Watershed
Joe Cheney	Sylvan Grove	Sullivan Creek Watershed
R. W. M. M. M. M.	Hunter	Sullivan Creek Watershed
Alfred A. Vonada	Sylvan Grove	
Gilbert D. W. Bacon	Minneapolis	Ks Comm
Elmer F. Gaddis	Barnard	Kan
Paul Kogebahn		Comm. Chase Co
Arthur Ballou		Comm. Chase Co
Harold Folger		Comm. Chase Co.
O. H. Parker		Ed. Smith. Chase Co.

Otto Schleder Ellis Co Comm.

Lawrence Zettler Lincoln Co Comm

Wilson Marshall Lincoln Co Comm

Francis A. Long Marshall County Comm.

Martin Hemker. Wet Walnut Watershed.

Harry Kerns comm. Edwards Co

Marvin Belcher comm. Comanche

Ykes Lausek comm. Comanche

Mal Eubank comm. Comanche

Van Adams Engr Mast & Gray

William Roberson Sabathe

Ernest Luckert Nemaha

Remon Walcott Meade Co Comm.

H. A. Butz Marrio Co. Engr.

F. Zehrenhauser City of Colby

Don Kahlbeck Comm. Cheyenne Co.

Wayne Ritchey Co Engr Cheyenne Co.

Robert Walz Comm. Cheyenne Co.

(1)

DATE: 2-10-70

GUESTS

NAME	ADDRESS	FIRM OR CORPORATION REPRESENTED
Harold Tucker	Palco	Rooks Co. Comm.
L. F. Moore	STOCKTON	ROOKS Co. Assessor
Ted Gerber	Ellis	Ellis Co Comm
Urban Kluck	Spearville	Ford Co. Comm.
Leo E. Zutter	St. Bend	Farmer
Neal Osborn	Ells Fabr.	Ells County.
Fred Clark	Hawiland	Kiowa Co. Comm.
J. R. Lunnick	Colby	Thomas Co. Comm.
Dean Steward	St. John	Stallard Co. Eng
Ed M. Apich	Medford	Wilson Co. Comm.
Floyd Duan	Russell	Co-Comm.
Arnold Greenwald	La. Puer	Farmer
Basil H. Owen	Hugoton	Co. Engin.
Ralph M. Cline	W. Newell - Stewards	Comm.
Quen Anderson	Hugoton	Shawnee Comm.
Mr. Paul Hansen	Shenley, Kans	
Mrs. David Holbrook	Washington	
Mrs. Urban Doebele	- Hanover, Ks	
Elmer Bontz (Mayor)	Downs Ks	
James L. Lerner	Atton, Mo.	Farmer
William E. Bosch	Gochar	Farm Bureau
Bob Seltman	Nekoma	Rush Co.
Leroy A. Wilson	La Crosse	Rush Co.
James A. Roth	Osborne, Kans	Engr Osborn
Ray Deitz	Jewell Co	Comm.
Avery Post	Osborne Co	Comm.
Herald Finick	Co Comm	Pott Co.

Chas. Winters Co. Comm. Fall.

W. H. H. Co. Treasurer Polk County

John S. Tobes Rush Co. Comm.

Jack E. Davis Franklin Co. oil jillie

Geo. H. H. Co. - - -

Gloria Bannan Newman Co. - Farmers Union

John W. W. Co. Chose Co. Farmers Union

Jama H. Smith Co. Comm. 3 Q.

Richard Ryan Rush Co.

Dale Lyon Smith Farmers Union

Winnifred L. Urban La. Co. Rush Co.

Wilbur R. Brack McCracken, Co. Rush Co.

Samuel Reed W. H. H. Co. Comm.

Glen H. Co. Comm. Co. H. H.

Doug H. Ass't County Engr. Cloud Concordia Co.

Frank S. H. Co. Comm. Republic County

L. M. Urban Co. Comm. Rush County

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ROADS AND HIGHWAYS COMMITTEE MEETING

DATE: 2-10-70

GUESTS

NAME	ADDRESS	FIRM OR CORPORATION REPRESENTED
Ray & David #11. Winfield		Individual
Glenn Schniepp Bazine.		Farmer
Warren Stone	Geat Bend	Waterford Waterford
Joe Gagner	Minneapolis	Farmer
Alvin T. Morris	Hot Springs City	Ks Fed Ins pay co
Joe M. Bohner	Darroun Kansas	Russell Co. Taxpayers assoc.
Jack C. Sweet	Anthony, Ks	Harper Co. Engrs.
B. H. Wohlschlegel	Harper	Harper Co. Comm
Ralph H. Scott	HAYS.	ELLIS CO. ENGR.
Warren L. Hardin	Wa Keeney	Trego Co. Engr.
Dallas Kurt	Horton	Kurt Construction
Harold Buel	Marysville	County Clerk
Ward W. Thorsen	Horton	Brown co.
Eugene Bueh	Robinson Kansas	
Harold Bunning	Robinson	Kans.
Oscar Strahn	Salathia K	County Comm
Dale Bunning	Leona Kansas	
Julian L. Reiger	Robinson Kansas	} Wolf River Drainage District nemaha County " " nemaha County nemaha County
Wilbert Rattenghans	Baileysville Ks	
Joe C. Deters	Baileysville Ks	
Arthur Harmon	Baileysville Ks	
John Hulsing	Baileysville Ks	



# KANSAS COUNTY ENGINEERS ASSOCIATION

WESLEY W. WENDT, President

Kinsley, Kansas 67547

VIRGIL T. CHAPMAN, Vice President  
Ashland, Kansas 67831

W. R. SACHSE, Secretary-Treasurer  
Court House, Leavenworth, Kansas 66048

OFFICIAL PUBLICATION - KANSAS GOVERNMENT JOURNAL

*New*  
✓ Urban Klenke, Lea Co. Commissioner **President**  
✓ Maloy Quinn, Clay County Engineer  
✗ Ray Nelson, Republic Co. Commissioner, Director  
✗ Clarence Smith, Cloud & Republic Co's Engineer  
✓ ~~Prof~~ Clark, Kearna Co. Commissioner Sec. - Treas.  
✓ Francis Rankin, McPherson Co. Engineer  
✗ ~~Prof~~ Joel Gunnels, Thomas Co Commissioner Director  
✓ Warren Hardin, Trego Co Engineer  
✓ Ralph Scott, Ellis Co Engineer  
✓ Dean Stewart, Stafford Co Engineer  
✗ Wesley Wendt, Edwards & Comanche Co's Engineer **President**  
✓ Marvin Cox, ex-Senator, Kirgman Co.



Clarence Rupp

SOME OF THE WINNERS UNDER H.B. 1747

<u>COUNTY</u>	<u>MAXIMUM LEVY</u>	<u>ACTUAL LEVIES FOR 1970</u>	<u>DOLLARS GAINED UNDER H.B. 1747</u>	<u>PERCENTAGE GAIN</u>
Wyandotte	5 + 5	1.6713 ----- 5-0-0-0-0 (3)	\$761,916	52 %
Johnson	5 + 5	2.49 + .38 ----- 7-1-0-1-0	839,002	53 %
Sedgwick	5 + 5	2.671 ----- 0-5-9-9-4 (1)	1,139,711	38 %
Finney	10	4.5 -----	7,270	2.6 %
Geary	10	4.6913 + .56 ---	75,706	33.6 %
Seward	10	4.5	31,943	16.6 %
Montgomery	10	7.895 + .97	100,499	23.0 %
Saline	10	7.876	62,234	12.5 %

Legend for the series of five digits separated by hyphens under "Actual Levies for 1970": The first number shows number of townships exceeding a 5 mill levy; the second shows number of townships with a levy between four and five mills; the third shows number of townships with a levy between three and four mills; the fourth with a levy between two and three mills and the fifth the number with a levy of less than two mills. Figures in parenthesis are townships that have voted special levies in addition to the regular levy.

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SOME OF THE 81 LOSERS UNDER H.B. 1747

<u>COUNTY</u>	<u>MAXIMUM LEVY</u>	<u>ACTUAL LEVIES FOR 1970</u>	<u>DOLLARS LOST UNDER H.B. 1747</u>	<u>PERCENTAGE LOSS</u>
Brown	5 + 5	6.71 + 2.00 ----- 7-3-0-0-0	\$ 23,151	11 %
Chautauqua	10	12.2 + 1.94 -----	20,971	19.5 %
Coffey	5 + 5	5.9 + 1.88 ----- 9-5-0-1-0 (2)	21,064	14 %
* Doniphan	10	13.24 + 2.75 ----- 1-0-4-0-0	14,637	10 %
Edwards	5 + 5	5.11 + .91 ----- 0-4-6-2-0	21,765	19 %
Greenwood	5 + 5	5.49 + 1.97 ----- 8-5-2-0-0	37,054	18.5 %
Jackson	10	13.52 + 2.46	28,097	17 %
Jefferson	10	12.14 + 2.44	23,376	13.6 %
Linn	10	11.42 + 2.07	34,329	23.3 %
Marshall	5 + 5	5.13 + 1.92 ----- 0-15-10-0-0 (10)	47,984	20 %
Nemaha	5 + 5	6.122 + 1.943 ----- 0-12-8-0-0 (6)	50,829	26.5 %
Russell	5 + 5	5.58 + 1.96 ----- 0-8-4-0-0	43,207	21 %
Smith	10	10.64 + 1.66	41,553	27 %
Woodson	10	10.278 + 1.644 -----	14,628	13.8 %
Barber	5 + 5	4.867 + 1.947 ----- 0-13-4-0-2	31,011	19 %
Chase	10	9.37 + 1.88 -----	22,757	23 %
Clay	5 + 5	4.85 + 1.94 ----- 0-17-0-1-0 (13)	36,151	20 %
Cloud	10	9.34 + 1.86	23,353	10 %
Ellsworth	5 + 5	4.85 + 1.51 ----- 0-10-5-2-2	33,525	23.7 %
Elk	10	8.59 + 1.72	26,663	27.0 %
Franklin	10	9.6 + 1.92	434	-0-
Gray	10	8.35 + 1.52	16,689	14.7 %
Harper	10	9.73 + 1.95	41,286	23 %
Jewell	10	9.75 + 1.95	58,793	37 %
Kingman	5 + 5	4.25 + 1.50 ----- 0-8-10-4-1	26,682	14.5 %
Lincoln	10	8.85 + 1.77	41,862	33.3 %
McPherson	5 + 5	4.85 + 1.31 ----- 0-11-1-0-1 (1)	30,445	8 %
Miami	10	9.06 + 1.40	15,350	6.6 %
Mitchell	5 + 5	4.57 + 1.84 ----- 2-15-4-1-0	31,018	18.8 %
Morris	10	9.74 + .97	28,512	21 %
Norton	5 + 5	4.59 + 1.83 ----- 0-20-1-2-0	19,477	13 %
Osage	5 + 5	4.06 + 1.63 ----- 0-4-12-0-0 (7)	12,327	6.2 %

COUNTY	MAXIMUM LEVY	ACTUAL LEVIES FOR 1970	DOLLARS LOST UNDER H.B. 1747	PERCENTAGE LOSS
Osborne	5 + 5	4.35 + 1.02 ----- 0-17-2-4-0	40,510	27 %
Phillips	5 + 5	4.57 + 1.00 ----- 0-18-4-3-0	30,698	19 %
Pottawatomie	5 + 5	4.20 + 1.69 ----- 0-9-14-0-0 (10)	34,180	18 %
Republic	10	9.24 + 1.85	47,626	26 %
Rice	5 + 5	4.86 + 1.94 ----- 1-15-2-1-1	46,678	18 %
Sheridan	10	8.87 + 1.65	27,013	28 %
Stafford	5 + 5	4.84 + .96 ----- 0-20-1-0-0 (1)	39,142	25.5 %
Sumner	5 + 5	4.064 + 1.626 ---- 0-8-19-2-1 (15)	41,374	11 %
Trego	5 + 5	4.62 + 1.85 ----- 0-6-1	30,230	29 %
Wabaunsee	5 + 5	4.863 + 1.945 ---- 0-11-1-0-1 (6)	41,718	33 %
Washington	5 + 5	4.84 + 1.93 ----- 0-23-2-0-0 (12)	69,828	34 %
Wilson	10	9.01 + 1.621 -----	4,303	2.4 %

Legend for the series of five digits separated by hyphens under "Actual Levies for 1970": The first number shows number of townships exceeding 5 mill levy; the second shows number of townships with a levy between four and five mills; the third shows number of townships with a levy between three and four mills; the fourth with a levy between two and three mills and the fifth the number with a levy of less than two mills. Figures in parenthesis are townships that have voted special levies in addition to the regular levy.

\* Townships made levies on their own in county unit counties.

# # #

2-10-70  
Kansas County Engineers Association  
Gasoline Tax Study Committee Meeting of October 17, 1969

It was agreed to at this meeting that it was nearly impossible for a group such as ours to design distribution formulas in the time we would have available. We did feel, however, that we had sufficient knowledge of our subject to recognize the factors involved and to suggest guidelines that could be used in making a study.

The following factors and/or guidelines were written down and agreed to by the members present.

1. That the history of accomplishment of the formulas that now exist be examined to determine what has been workable and good.
2. That a study should be primarily for the purpose of distributing money to the counties, but that the city distribution be kept in perspective at the same time.
3. That the proceeds of one cent of gasoline tax be given to the counties and one cent to the cities.
4. That the study be confined to the distribution of the 5th and 6th cent only. (The 3,600,000 be left as is.)
5. That the refund situation should be carefully examined.
6. That some sub-sidizing be practiced in distributing money.
7. That Ad Valorem tax levies for highway and bridge maintenance and construction be used as one factor in measuring need.
8. That other factors may be considered in measuring need as long as the information is reliable and accurate, and if the data can be obtained with very little expenditure.
9. That we should insist on a formula that automatically updates itself every year.
10. That the history of distribution formulas used in other states be checked into.
11. That a sufficient amount of money out of the fifth cent be allotted to match available federal aid, and the remaining part of the 5th and the 6th cent be deposited in the road and bridge fund.
12. That \$10,000 be allotted to each county that employs a legally qualified county engineer and that this sum be earmarked to defray the cost of engineering salaries.
13. That records be kept and reports made in such a manner so that we would know what each county contributes to motor fuel tax collection. See 79-3410.

The foregoing are the recommendations of the Gasoline Tax Committee. As a citizen and as a County Engineer I would like to make a few more comments. I made a tabulation of the mill levies of counties in Kansas for Road & Bridge purposes. These levies were exclusive of any township levies, so the tabulations are in two lists - one for county-unit and one for county-township. The average mill levy for each type of county was computed and the counties with less than the state average were marked on a map. I found a great difference in levies for road and bridge purposes. If a mill levy amount tends to show a need, which I believe it does, this tells us that some counties in Kansas have much less need than others for road and bridge revenue.

It was very disappointing to observe that of the nineteen counties that would receive more money from passage of H.B. 1747, twelve have a mill levy for Road & Bridge purposes below the state average for their respective type. This does not make good sense. Why distribute more money to a county that has available to them much more money than they are collecting?

Vehicle miles and vehicle registration are both good factors to use in a distribution formula, but they are not good alone. I do not have the figures available to compare the two factors, but I would suspect that they somewhat parallel each other. If they do, one would be enough. Another factor the proposed H.B. 1747 does not take into consideration besides the mill levy amount is that roads are necessary even though the traffic count may be low. There should be a factor which considers miles of road as well as the usage. The vehicle miles is the factor which brings the most questions to my mind.

Our County Engineer's Gas Tax Committee agreed to using factors that automatically updated themselves. Also factors for which the data could be collected with very little expenditure, and that the information be reliable and accurate, and may I add applicable.

The data of total vehicle miles is not easy or inexpensive to obtain, nor does it update itself automatically, and certainly it is not very applicable to use the mileage run up on city streets to determine the amount of money the county needs for its roads.

In summary, I would suggest the following:

1. The original 3,600,000 distribution be left as is.
2. The refund situation be studied.
3. The vehicle miles part of the formula be deleted.
4. That the sharing between the cities and counties statewide be maintained as it now exists.
5. The total state money distributed to each county be limited to no more than a 5% decrease for any county.
6. That two factors be added to the formula:
  - a. Miles of road.
  - b. Ad Valorem Tax levies for Road & Bridge purposes in comparison to state totals. The average township levy to be added to the counties in a county-township county.

HOUSE COMMITTEE ON "ROADS AND HIGHWAYS"  
HEARING ON HB 1747

February 10, 1970

By: Clarence W. Smith, P.E.  
Cloud-Republic County  
Engineer

INTRODUCTION

Mr. Chairman and Committee Members, I am Clarence W. Engineer of the Cloud-Republic County Engineer District.

I would like to speak in opposition to the adoption of H.B. 1747 which pertains primarily to the distribution of State collected Gasoline Tax and the allocation Federal Aid Matching Funds for construction and improvement of roads designated as County Federal Aid roads.

STATEMENT  
OF  
OBJECTION

I would object to the adoption of HB 1747 primarily because the proposed distribution formula does not give any consideration to NEEDS or MILES OF ROADS but rather is based almost entirely on population.

NEEDS

When I speak of NEEDS this covers a lot of factors:

1. Need to provide surfaced roads to move people and farm products.

MOVE PEOPLE

a. Move people to and from their places of employment.

(1) Rural people employed in industry.

(2) Urban people operating farms and cattle feeding.

b. Move rural children to unified school districts



teaching centers - (In Republic County we move 500 children in 30 busses a total of 3,000 miles every day.)

c. Move people from highly populated areas to rural recreation and hunting areas.

d. Move farm products - Grain and livestock from rural areas to urban market centers.

e. Move fertilizers, insecticides and feeds to the farm.

#### MOVE PRODUCTS

#### SAFETY NEEDS

2. Need to improve the SAFETY of our local road systems.

#### BRIDGES

a. Bridges - As a result of the catastrophe in West Virginia we have all become more aware of the critical condition of our bridges. As a result the Federal Highway Act of 1968 provides a requirement that an "In Depth Inspection" of bridges shall be conducted by states and counties. As a result of the preliminary inspection it was found that on the County and local roads in the state of Kansas (Based on Report of 72 Counties) we have (20' Span and over)

	<u>FAS RTES</u>	NON <u>FAS RTES</u>	<u>TOTAL</u>
Total	6052	12882	18,934
Less than 20' Rd.	12.3%	53.3%	7,610
Less than H10	15.9%	48.2%	7,160
Poor	5.5%	17.9%	2,647
This is a real critical point in my opinion because a lot of these are bridges that are used by school busses.			
Fair	19.2%	35.9%	5,795
Good	75.1%	46.1%	10,492

This is probably conservative because only a preliminary survey.

GEOMETRIC  
STANDARDS

b. Improve Geometric standards for

1. Better sight distance
2. Wider road bed
3. Flatter shoulder slopes
4. Wider ditches
5. Flatter backslopes
6. More free recovery area

The concern for these safety improvements is naturally to improve the fatality rates on our roads. For example the fatality rates per 100,000,000 vehicle miles are as follows:

FATALITIES

	<u>Rural</u>	<u>Urban</u>
FAS County	6.53	2.29
Local Roads	7.04	2.89

I am sure you are aware the needs for Safety Improvement are great.

TAX LEVIES

When we talk about NEEDS I think an analysis of the tax levies of the various counties will give us an indication of needs.

In reviewing the tax levies for road and bridge purposes of the 19 county road departments which will benefit from the proposed gas tax distribution in HB 1747 I find that 11 of these counties are not presently levying the limit. It would seem to me from the analysis that the additional gas tax would be used to reduce ad valorem tax rather than improve roads which in my opinion is the intent of a gasoline tax.

It has long seemed to me that ad valorem tax has been required to provide too large a share of the cost of local road systems. For example, in Republic County during the period of 1962 thru 1969 the County Road Program has been financed from the following sources:

TAX  
RATIOS

Ad Valorem Tax	67.4%
Sales Tax	2.4%
Gas Tax	18.1%
Federal Aid	12.1%

It is estimated the 7th cent enacted in 1969 would change this ratio as follows: (1970)

Ad Valorem Tax	\$371,900	59.7%
Sales Tax	\$ 8,600	1.4%
Gas Tax	\$156,800	25.1%
Federal Aid	<u>\$ 86,000</u>	13.8%
TOTAL	\$623,300	

If HB 1747 is enacted it will reverse the trend in the ratio of Ad Valorem tax supporting County roads as follows: (1971)

Ad Valorem Tax	\$371,900	72.1%
Sales Tax	\$ 8,600	1.7%
Gas Tax	\$ 93,100	18.1%
Federal Aid	<u>\$ 42,100</u>	8.1%
TOTAL	\$515,700	

These comparison show that the formula proposed in HB 1747 will have the effect of further increasing the ad valorem tax load in supporting the road programs in our more sparsely populated counties.

FAS  
DISTRIBUTION

Up to now I have been talking about the proposed distribtuition of gasoline tax but there is another proposal in HB 1747 which will further downgrade the road programs in the majority of the counties. On page 4; line 14 "From and after January 1, 1971, federal aid for secondary road shall be allocated by the state highway commission to each of the several counties in the proportion that the moneys received by each county from the special city and county highway fund in the preceding calendar year bears to the total amount of money received by all counties from said fund in such year".

This causes a reduction even more drastic than the gas tax distribution, for example in Republic County this is a reduction of \$44,000 which is 50% and in Cloud County \$27,000 which is 40%.

NEED  
FACTORS

The gasoline tax as it is now distributed takes into consideration the following factors which have a tendency to point towards need:

Area

Number of Farms

Valuation

Avg. Daily Vehicle Miles

Motor Vehicle Registration - Population

Miles of FAS Routes

To me these are factors necessary to develop a formula which has any consideration for needs.

I realize this formula has been in effect since the 1930's but this does not necessarily make the formula obsolete, it may be necessary to up date some of the data used in the formula.

NEEDS  
STUDY  
FACTORS

It would be my recommendation that rather than adopting HB 1747 at this time that a Needs study be conducted that would take into consideration such factors as -

1. Comparative Road and Bridge needs of the State, Counties, and Cities on a long range plan.
2. Ability of State, Counties, and Cities to provide ad valorem taxes to meet these needs.
3. Bonus to Cities and Counties which employ qualified people to head up street and highway departments.
4. Future Federal Aid Matching Programs.
5. Study Distribution formulas other states and results.

In summary it would seem to me the end result of the adoption of HB 1747 would be the virtual end to upgrading the county and local road systems in a majority of the counties in Kansas because it would require all of our road funds for maintenance.

In closing I would like to say that I appreciate the

opportunity to present my views here today. I would further like to say that a number of Cities in our area are not in favor of HB 1747 regardless of the fact that they will gain some gas tax from HB 1747.

THANK YOU.



I am opposed to the passage of House Bill 1747. It is unfair, discriminatory, and will destroy the rural highway program in Kansas.

Clay County which levies the maximum in the road fund and uses all available F.A.S. funds would stand to lose \$87,090.00. This is approximately one third of the highway or rural roads program in Clay County. For the past twenty years we have been upgrading and modernizing our 250 miles of county roads and 1,242 bridges for the use of the general public, no city or county dweller is prohibited from using them. We have over 200 bridges in the county that are too narrow, too small or too weak and need replacement. From a safety and obsolescence standard over 100 miles of road need widening, larger culverts, wider bridges. If we are left with only \$39,000 F.A.S. funds and \$73,000 gas tax our only out is a project every three or four years and maintenance of the best we can. Obsolescence will take place much faster. Accidents on rural roads are rising rapidly, more so than on state roads or city streets.

We know we are being subsidized. The State of Kansas is being subsidized by the Federal Government. How many freeways and state highways would be built if the U.S. distributed the highway funds by this formula, proposed in 1747, to Kansas? New York, Chicago, Los Angeles would really shine. The railroads, air travel are subsidized for the overall use and the general welfare of the population. We must be subsidized in local roads, too, Add this reduction in road funds proposed by 1747 to your tax freeze or lid, etc., where are we to go. We'll still people. We need these roads and bridges. We can't have them without money. We were better off in 1968 before the 6th & 7th cents were added. I for one think we losers would be better off to go back to '68.

The county engineers have for several years recognized that there should be a revision in the distribution but also recognized that there is a basic problem in the small county and that they would have to be favored. I enclose herewith their report.

I do believe if you would check levies and ratio studies of state you will find that the larger counties are well able to increase their funds by just complying with the law of reassessment.

If you must change the formula please look to the needs, not just population. The needs are truly more realistic.

Gentlemen, I just ask you to not wreck our rural road program. Please do not leave us with less than we had in 1968, Gas Tax and Federal Aid Secondary funds, combined.

- 2:15 Report of Watershed Committee- Lewis Shields, Chr.
- 2:30 Report of Irrigation Committee- Ray Lampo, Chr.
- 2:45 Recess & Coffee Break
- 3:00 Report on A.R.B.A. Annual Meeting- Pres. Diepenbrock, K.C.E.A.  
Official Representative
- 3:10 Report on Gasoline Tax Distribution Formula, W.R. Sachse, Chr. *Leavenworth Co.*  
This Committee proposed the following:
1. That the history of accomplishment of the formulas that now exist be examined to determine what has been workable and good.
  2. That a study should be primarily for the purpose of distributing money to the Counties, but that the City distribution be kept in perspective at the same time.
  3. That the proceeds of one cent of Gasoline Tax be given to the Counties and one cent to the Cities.
  4. That the study be confined to the distribution of the 5th and 7th, cent only. (The \$3,600,000. be left as is)/
  5. That the Refund situation be carefully examined.
  6. That some sub-sidizing be practiced in distributing money.
  7. That Ad Valorem Tax Levies for highway and bridge maintenance be used in one factor in measuring need,
  8. That other factors be considered in measuring need as long as the information is reliable and accurate, and if the data can be obtained with very little expenditure.
  9. That we should insist on a formula that updates itself automatically every year.
  10. That the history of distribution formulas used in other ~~States~~ *States* be checked into.
  11. That a sufficient amount of money out of the fifth cent be allotted to match Federal Aid, and the remaining part of the 5th. and the 7th cent be deposited in the Road & Bridge Fund.
  12. That \$10,000. be allotted to each County that employs a legally qualified County Engineer and that this sum be earmarked to defray the cost of engineering salaries.
  13. That records be kept and reports made in such a manner so that we would know what each County contributes to Motor Fuel Tax collection. (See 79-3410). *Republic Co.* *INS Pherson Co.*

Motion made by Clarence Smith, Seconded by F. Rankin to accept the report of this committee and furnish this information to the Legislative Coordinating Committee and other Committees or Consultants appointed or hired to further consider this matter,  
**MOTION CARRIED BY VOICE VOTE**

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### 3:40 Business Session

Nominating Committee- Warren Hardin, Chr. presented the following:

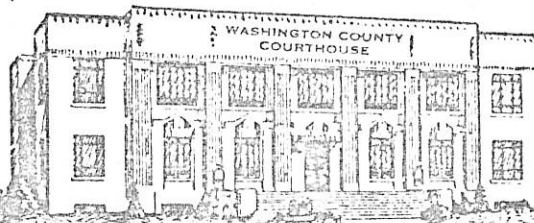
- V.P. Dist. 2 - E.L. Walker, Jewell Co.
- V.P. Dist. 4 - Robert Lister, Franklin Co.
- V.P. Dist. 6 - Claud Sholor, Rinney Co.
- Sec.-Treas. - W.R. Sachse, Leavenworth Co.
- Vice Pres. - Virgil T. Chapman, Clark Co.
- President - Wesley W. Wendt, Edwards-Commanche Co's.

No further nominations being presented and on Motion by W. Hardin, Seconded by Virgil Holdridge these nominees were elected by unanimous voice vote.

DOLLENE HILLYER  
County Clerk

EILEEN TERPENING  
Deputy

FLORENCE McCRAWLEY  
Clerk



ELMER BRUN  
Commissioner 1st Dist.

OTHAL ELSE  
Commissioner 2nd Dist.

A. V. OSTLUND  
Commissioner 3rd Dist.

WASHINGTON COUNTY COURTHOUSE

## WASHINGTON COUNTY

WASHINGTON, KANSAS 66968

OFFICE OF COUNTY CLERK  
AND COUNTY ASSESSOR

WASHINGTON, KANSAS 66968

February 9, 1970

To Whom it may Concern:

Following is a breakdown of the miles driven by Washington County school buses for one school term.

Washington Unified School District # 222	62,100
North Central Unified School District # 221	152,680
Barnes Unified School District # 223	402,633
Republican Valley Schools Unified District # 224	52,920
(Miles driven in Washington County) Total	<u>670,333</u>

There are two other districts (455 and 498) that do some driving within the County.

These levies for Highway and Bridge and Special Bridge are taken from the Government Journal.

The following Counties will gain under House Bill 1747.

	Highway	Sp. Bridge		Highway	Sp. Bridge
Butler T	4.29	1.76	Lyon C	8.56	1.45
Cherokee C	8.31	1.30	Montgomery C	7.89	.97
Crawford C	8.09	1.93	Reno T	3.68	.44
Douglas T	4.61	1.89	Riley T	4.05	.97
Ford T	3.85	.82	Saline C	7.87	0.00
Geary C	4.69	.56	Sedwick T	2.67	0.00
Harvey T	4.54	1.12	Seward C	4.50	0.00
Johnson T	2.49	.38	Shawnee T	4.17	.48
Labette C	6.70	0.00	Wyandotte T	1.67	0.00

These Counties will lose under House Bill 1747, Plus 75 Other Counties.

Washington T	4.84	1.93	Brown T	6.71	2.00
Republic C	9.26	1.85	Doniphan C	13.24	2.75
Cloud C	9.34	1.86	Nemaha T	6.12	1.94
Clay T	4.85	1.94	Smith C	10.64	1.66
Marshall T	5.13	1.92	Mitchell T	4.57	1.84
Jewell C	9.75	1.95	Lincoln C	11.42	2.07

Sincerely,

Chairman Board of Commissioners

TRANSPORTATION COMMITTEE HEARING HB 1747

To TRANSPORTATION COMMITTEE  
From Kingman County Engineer

Kingman County is against HB 1747 as proposed for the following reasons:

1. The gas tax distribution formula does not provide adequate funds to maintain and construct the County, City, and Township road systems.

Road Class	Kingman County		Proposed Distribution
	Milage	%	
Federal and State Hwys	109	7.0	65%
County Roads	230	14.8	35%
City Streets	34	2.2	
Townships	1181	76.0	none

2. The proposed distribution formula does not consider the area factor.
3. Federal aid secondary funds should be apportioned from the State Highway Fund 27% of all motor fuel tax revenues, not from the 35% special city-county highway fund.
4. School unification has increased the traffic on rural roads requiring buses to use hazardous bridges, intersections, and road alignments. In Unified Districts 331 and 332, 19% of the school bus mileage is on County roads, 71% on Township roads, and 10% on Federal and State Highways.
5. The Farm to Market Transportation system is vital to our economy and should be provided a fair share of Highway User Funds. Efficient agricultural operations must necessarily be of a large scale making it necessary to construct rural roads that will handle 30,000 lb axles in bad weather.

6. Property taxes are discouraging growth and capital investment in rural areas. A more favorable distribution of gas taxes to rural areas will relieve the property owners.

7. The populated areas receiving most under the proposed HB 1747 have the lowest tax levy for road and bridge funds.

*Jim Blane, P.E.*

RESOLUTION

Now on this 9<sup>th</sup> day of Feb, 1970, the same being a regular meeting day of the Ellsworth County Commission:

It is hereby resolved that the Ellsworth County Commission go on record as being opposed to the passage of House Bill 1747.

Passage of this House Bill 1747 would decrease distribution of motor fuel tax to Ellsworth County from \$1,415.77 to \$1,080.52 assuming similar statistics for both 1969 and 1970.

Passage of this House Bill 1747 would work an extreme hardship on Ellsworth County in that Ellsworth County is presently faced with a tax protest by Northern Natural which will reduce taxes collected by over \$75,000.00.

An Amendment of the distribution ratio as reflected by House Bill 1747 will adversely affect planning already in effect by Ellsworth County.

Amendment of this act after only one year of effective operation will provide an example which can only discourage County Commissions from attempting to make long range plans based on acts of the legislation.

Dated this 9<sup>th</sup> day of February, 1970.

Carl Juncak

George Zaverky

Richard A. B...

County Commissioners