

ROADS AND HIGHWAYS COMMITTEE MEETING -- MARCH 23, 1971

The Roads and Highways Committee met in room 535 at 2:45 P. M. on March 23, 1971. Chairman Dierdorff called the meeting to order and all members were present except Representatives Ossmann and Wilson.

Senator Dave Owen was the proponent of Senate Bill 137.

Guests present were: Ed Weilepp, Kansas Contractors' Association, Topeka; Andy Douglass, Lawrence, Student; Joe Bailey, Wichita Area Chamber of Commerce; Ray Lindberg and Mary Turkington, Kansas Motor Carriers' Association; Clarence Rupp, Farm Bureau.

SENATE BILL 137 - AN ACT relating to the state system of modern express highways and freeways; providing for the issuance of highway bonds of the state of Kansas payable from moneys accruing to the state freeway fund for financing the construction, improvement and reconstruction thereof;....

Senator Owen explained the bill. He said this is a proposal to accelerate the freeway system in Kansas by providing bonding. He said it provides a more equitable distribution for money, not only for freeways, but for the other highway funds.

The Senator explained the bill, section by section.

Section 1 is the definition of terms. Section 2 gives the authority of the commission. Section 3 gives the method of bonding. He called attention to page 4, lines 8 & 9 -- "All bonds authorized to be issued by the commission under this act shall be sold at public sale with sealed bids."

The proceeds from the sale of the highway bonds authorized

to be issued under this act shall be paid into the state treasury to the credit of a state freeway construction fund, which fund is hereby created, and the moneys paid into said fund are hereby appropriated for the purpose of providing funds for the construction, reconstruction and improvement of highway projects in the state, subject to the provisions of this act.

This is separate from the freeway fund that we now have. This is where the proceeds of the bond sales will go.

Mr. Dierdorff asked if money could be taken out of it for maintenance and Senator Owen said it is only for construction.

Section 4 designates there will be a pledge of freeway funds to pay off these bonds.

Senator Owen called attention to page 6, line 29 - "The payments provided to be made in any year pursuant to the provisions of this section from the state freeway fund shall be a first lien and claim on the state freeway fund.

Section 6 provides for issuance of refunding bonds. Refunding bonds are used when it seems advantageous - when the rates are lower - it gives the commission the authority to issue new bonds.

Section 7 has to do with limitation of bond holders.

Section 8 provides that all income or interest of bonds, as well as the bonds, will be exempt from all state taxes except inheritance taxes.

Section 10 is very important -- it provides that when money accrues in the fund and is invested, the proceeds shall be used

only for the freeway fund for which the money was raised in the first place.

Senator Owen said they have striken all the language dealing with the priority index. The portion the Attorney General ruled was unconstitutional was on page 16, lines 3-20.

The bill provides that the state highway commission shall report annually to the legislature concerning the status of the state system of modern express highways and freeways established pursuant to the bill. He does not think the legislature should run the engineering department of the Highway Commission.

Senator Owen called attention to the new language on pages 16 and 17.

Mr. Jacobs asked Senator Owen if they ever thought of taking away the corridors and letting the Highway Commission make all the decisions.

Senator Owen said he thought we need to tie it down.

Mr. Ratner said on page 18, lines 20-24 could be omitted.

Mr. Dierdorff asked the Senator if they had any bond people in to testify - that the 6½% seems so high that it would lose its attraction.

The Senator said the reason he put in the 6½% is that he has faith in the money market itself. He thinks market conditions will influence it. When you get in the area of 5% to 6%, you are getting to the maximum and he did not want it to held back on 1/8 of a point difference.

Mr. Ratner asked the Senator how he would feel about

limiting the amount that could be issued to the commission a year rather than the full amount in one year.

Senator Owen said his first choice would be to have them issued as they see fit with the market. He would be opposed to \$30 million a year. He said that is as bad as we are now. We have roughly \$26 million in the freeway fund now and it would be foolish to make all the concessions we have made in the bill and limit it to \$30 million a year. If you limit it to thirty to forty million a year, you are not accelerating the highway building.

Mr. Davis asked if the thirty million dollars is predecated on the fact that is the limit the contractors could handle in a year.

Mr. Weillepp said they can handle a lot more than that and they will give the committee the information on Thursday.

Mr. Weaver asked if you sold \$300 million at once, how would it work?

Senator Owens said as far as the safety of the investment, he thinks it is as safe as you can make it because it calls for treasury bonds -- page 9, lines 10 and 11.

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SENATE BILL 154 - AN ACT relating to the driver's license act; concerning instruction permits and temporary licenses; amending KSA 1970 Supp. 8-239 and repealing the existing section.

Mr. Hayes made a motion, second by Mr. Jacobs, that Senate Bill 154 be recommended favorably. Motion carried.

The meeting was adjourned.

Fran Stafford, Recording Secretary

APPROVED: 3-29-71

  
ARDEN DIERDORFF, CHAIRMAN

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

## SENATE CHAMBER

MR. PRESIDENT:

Senate Committee)

I move to amend ~~House~~ Senate Bill No. 137 (As Amended by/ Page 16

~~XXXX~~, by striking ~~out~~ all of lines 26 to 31, inclusive; and ~~of the XXXXX~~ on page 17, by striking lines 1 to 5, inclusive, and inserting in lieu thereof the following:

"The allocation and expenditure of funds within said state system in each fiscal year shall be according to need, as determined by a schedule of program analysis numbers assigned to segments of the existing highways which generally delineate the corridors of said state system of express highways and freeways. The state highway commission shall determine the length of each such segment, but in no event shall any segment exceed twenty-five (25) miles in length. The commission shall commence construction on one or more of the segments to which one of the fifteen (15) highest program analysis numbers has been assigned. If, for any reason, the commission is unable to complete the construction of any of such segments, construction may be commenced on any of the other segments to which one of the fifteen (15) highest program analysis numbers has been assigned, but construction excluding design, engineering and right-of-way acquisition shall not be commenced upon any segment which does not have one of the fifteen (15) highest program analysis numbers prior to letting a construction contract for at least one of such fifteen/segments. Upon letting a construction contract for one of such segments, the segment to which the next highest program analysis number has been assigned shall replace such segment for which a contract has been let as one of the segments having the fifteen (15) highest program analysis numbers. Said criteria shall be expressed by the following formula:

"Program Analysis Number =

$C_1 \times (\text{Present Volume-Capacity Ratio}) +$

$C_2 \times (\text{Estimated Future Volume - Capacity Ratio}) +$

$C_3 \times (\text{One Hundred minus Sufficiency Rating}) +$

$C_4 \times (\text{Volume - Trip Length Index}) +$

$C_5 \times (\text{Accident Rate}) +$

$C_6 \times (\text{Fatality Rate}) +$

$C_7 \times (\text{Continuity of Design Value}) +$

$C_8 \times (\text{Preliminary Scheduling Value}) +$

$C_9 \times (\text{Investment Value}).$

"The program analysis numbers shall be updated every four (4) years on the basis of current criteria factors at that time; however, such updated program analysis numbers shall not change the then existing design or construction schedule for the succeeding four (4) years as previously established."

Senator \_\_\_\_\_

## STATE HIGHWAY COMMISSION

## DIVISION FOUR

PROJECT	AMOUNT
<u>FISCAL YEAR 1967:</u>	
K-26 - Cherokee County - Jct. K-96 S. to US-66, 7.1 Miles - C and G, Widen. and Res.	\$ 450,000
US-54 - Allen County - LaHarpe to Moran, 6.5 Miles - Surface	400,000
US-54 - Bourbon County - S. Jct. to N. Jct. US-69, 1.5 Miles Surface	370,000
US-54 - Greenwood County - K-99, East, 10.5 Miles - Surface	600,000
K-57 - Crawford County - W. County Line, East, 9.7 Miles - Surface	550,000
US-59 - Labette County - Oklahoma N. to Chetope, 2.6 Miles - Grading	140,000
US-59 - Labette County - Oklahoma N. to Chetopa, 2.6 Miles - Surface	100,000
US-59 - Labette County - In Chetopa, 1.5 Miles - Resurfacing	40,000
US-66 - Cherokee County - Riverton to Galena, 3.0 Miles - Resurface (2 lanes)	100,000
K-68 - Franklin County - US-59, West in Ottawa, 1.2 Miles, Right of Way and Bridge	350,000
K-68 - Miami County - US-169 to Louisburg, 9.5 Miles - Surface	550,000
US-69 - Bourbon County - In Ft. Scott, 2.2 Miles - Grading	1,200,000
US-69 - Bourbon County - In Ft. Scott, 2.2 Miles - Surface	600,000
US-69 - Miami County - Johnson County Line South, 2.3 Miles - Surface	450,000
US-75 - Wilson County - Altoona, North and South, 6.1 Miles - Surface	350,000
US-75 - Wilson County - In Altoona, 1.6 Miles - Grading and Surface	115,000
	\$ 6,365,000
<u>FISCAL YEAR 1968:</u>	
K-26 - Cherokee County - Jct. US-66 at Riverton North, 7.1 Miles - Grading, Bridge and Surfacing	\$ 415,000
US-54 - Allen County - Iola to LaHarpe, 5.1 Miles - Grading and Surfacing	1,960,000
US-59 - Labette County - In Parsons North to County Line, 3.0 Miles - Widening and Resurfacing	400,000
K-68 - Franklin County - Ottawa City Limits Southwest, 0.5 Mile - Grading and Surfacing	98,000

K-68 - Franklin County - Main and Logan S.W. on Relocation in Ottawa (Less Bridges) - 1.2 Miles - Grading and Surfacing	\$ 144,000
K-68 - Franklin County - Main Street N.E. to Poplar Street in Ottawa - 0.3 Mile - Grading and Surfacing	106,000
US-69 - Bourbon County - In Fort Scott, 2.2 Miles - Grading	1,160,000
US-69 - Miami County - Louisburg, North, 5.8 Miles - Grading	1,900,000
	\$ 6,183,000

FISCAL YEAR 1969:

US-50 - Franklin County - US-50 Spur from US-50 to Ottawa, 1.3 Miles - Recon.	100,000
US-54 - Woodson County - Yates Center, East, 10.0 Miles - Grading	800,000
K-57 - Cherokee County - US-69 to Missouri State Line, 4.9 Miles - Grading and Surfacing	580,000
US-59 - Allen County - US-54 at Moran, S. to K-203, 8.3 Miles - Grading and Bridge	242,000
US-59 - Allen County - US-54 at Moran, S. to K-203, 9.2 Miles - Surfacing	240,000
US-59 - Franklin County - North and South of Princeton, 4.0 Miles, Grading and Surfacing	475,000
K-68 - Franklin County - Pomona, East to Richter, 3.5 Miles - Grading and Bridge	1,000,000
US-75 - Coffey County - US-50 North to I-35, 1.8 Miles - Grading and Bridge	91,000
US-75 - Wilson County - Neodesha, North on T. W., 5.6 Miles - Grading and Bridge	274,000
US-75 - Wilson County - Neodesha, N. E., 0.6 Mile - Grading and Bridge	244,000
US-160 - Elk County - Moline to East Jct. K-99, 1.4 Miles - Grading and Surfacing	130,000
US-166 - Chautauqua County - West County Line to Wauneta, 8.0 Miles - Grading	475,000
US-166 - Chautauqua County - S.C.L. of Sedan to E. Jct. K-99, 2.6 Miles - Recon.	125,000
US-166 - Montgomery County - West of Coffeyville, 4.0 Miles - Grading, Bridge, and Surfacing	954,000
US-169 - Allen County - N.C.L. Iola N. 2.1 Miles, 2.1 Miles - Recon.	125,000
US-169 - Miami County - K-68, North 7 Miles, 7.0 Miles - Grading	500,000
	\$ 6,355,000

FISCAL YEAR 1970:

US-54 - Woodson County - Yates Center, East, 10.7 Miles - Grading and Bridge	\$ 795,000
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US-75 - Wilson County - Neodesha, North on Traveled Way, 6.2 Miles - Surfacing	\$ 400,000
US-75 - Wilson County - Neodesha, Northeast, 0.6 Mile - Grading and Bridge	640,000
US-166 - Labette County - Montgomery-Labette Co. Line, East, 7.3 Miles - Overlay Stabilized Shoulders	210,000
US-166 - Montgomery County - Montgomery-Labette Co. Line, West, 3.7 Miles - Overlay Stabilized Shoulders	110,000
US-169 - Miami County - K-68, North, 7.0 Miles - Surfacing	875,000
US-169 - Miami County - 2 Miles S. Paola, North to K-68, 7.0 Miles - Grading, Bridge	<u>1,934,000</u>
	\$ 4,964,000

## STATE HIGHWAY COMMISSION

## DIVISION FOUR

PROJECT	AMOUNT
<u>FISCAL YEAR 1970:</u>	
K-68 - Miami County, 0.3 Miles - 3.5 Miles East of Louisburg, East to State Line	\$ 40,000
US-75 - Wilson County, 5.5 Miles - East of Neodesha, Northeast and North	743,000
US-169 - Miami County, 7.3 Miles - K-68, North	<u>3,020,000</u>
	\$ 3,803,000
<u>FISCAL YEAR 1971:</u>	
US-54 - Woodson County, 9.0 Miles - Yates Center, East	1,450,000
K-57 - Neosho County, 0.9 Miles - Thru St. Paul (Urban Renewal)	300,000
K-68 - Franklin County, 0.5 Miles - Poplar and Logan, East to East County Line of Ottawa	200,000
K-68 - Franklin County, 1.1 Miles - East County Line of Ottawa, East to I-35	450,000
US-75 - Coffey County, 1.8 Miles - Junction US-50, North to Junction I-35	55,000
US-75 - Wilson County, 1.1 Miles - Altoona Alternate Route	200,000
US-169 - Miami County, 7.3 Miles - K-68 North	1,100,000
US-169 - Miami County, 7.2 Miles - 2 Miles South of Paola, North to K-68	3,350,000
K-263 - Miami County, 0.4 Miles - Paola to New US-169	<u>60,000</u>
	\$ 7,165,000
<u>FISCAL YEAR 1972:</u>	
K-39 - Neosho County, 3.3 Miles - Wilson-Neosho County Line, East to Chanute	155,000
K-39 - Wilson County, 6.7 Miles - US-75, East to Wilson- Neosho County Line	305,000
US-59 - Coffey County, 24.6 Miles - Lyon-Coffey County Line, East of Coffey-Franklin County Line	745,000
US-54 - Woodson County, 1.3 Miles - Through Yates Center	320,000
US-54 - Woodson County, 9.0 Miles - Yates Center, East	995,000
US-169 - Miami County, 7.3 Miles - 2 Miles South of Paola, North of K-68	1,485,000
K-263 - Miami County, 0.4 Miles - Paola to New US-169	<u>50,000</u>
	\$ 4,055,000

PROJECT	AMOUNT
<u>FISCAL YEAR 1973:</u>	
US-54 - Greenwood County, 5.5 Miles - Eureka, East to East Junction K-99	\$ 255,000
US-75 - Coffey County, 5.8 Miles - Burlington, South	495,000
US-75 - Woodson County, 10.0 Miles - Yates Center, North to County Line	455,000
	\$ <u>1,205,000</u>
<u>FISCAL YEAR 1974:</u>	
US-169 - Miami County, 1.0 Mile - North, Miami County Line, South	\$ 200,000
US-169 - Miami County, 7.1 Miles - Junction US-169 and K-7 to North of Osawatomie	5,795,000
	\$ <u>5,995,000</u>
<u>FISCAL YEAR 1975:</u>	
US-169 - Miami County, 1.0 Mile - North, Miami County Line, South	685,000
US-169 - Miami County, 7.1 Miles - Junction US-169 and K-7 to North of Osawatomie	1,650,000
	\$ <u>2,335,000</u>
<u>FISCAL YEAR 1976:</u>	
US-75 - Wilson County, 5.8 Miles - 5 Miles North of Altoona, North to East Junction K-39	\$ 1,040,000
US-166 - Labette County, 8.0 Miles - 7.3 Miles East of Montgomery-Labette County Line, East	1,680,000
US-169 - Miami County, 1.0 Mile - North Miami County Line, South	305,000
	\$ <u>3,025,000</u>
TOTAL CONSTRUCTION FUNDS FOR FY 1970 TO FY 1976	\$ 27,583,000
TOTAL CONSTRUCTION FUNDS FOR FY 1970 TO FY 1976 - MIAMI CO.	\$ 17,740,000

The counties in the Fourth Highway District are:

Cherokee	Crawford
Greenwood	Elk
Chautauqua	Coffey
Woodson	Wilson
Montgomery	Franklin
Anderson	Allen
Neosho	Labette
Miami	Linn
Bourbon	