

Approved 2/24/87  
Date

MINUTES OF THE SENATE COMMITTEE ON TRANSPORTATION AND UTILITIES

The meeting was called to order by Sen. Bill Morris at  
Chairperson

9:00 a.m. ~~pm~~ on February 18, 1987 in room 254-E of the Capitol.

All members were present except: Sen. Doyen and Sen. Francisco

Committee staff present:

Hank Avila, Legislative Research Department  
Ben Barrett, Legislative Research Department  
Robin Hunn, Legislative Research Department  
Bruce Kinzie, Revisor  
Louise Cunningham, Committee Secretary

Conferees appearing before the committee:

Don Munsell, Executive Vice-President, Mid-America, Inc., Parsons  
Jim Kelly, Mayor, Independence  
Rudy Taylor, Editor, The Caney Chronicle, Caney  
Erwin Knocke, Arkansas City Area Chamber of Commerce  
Lee Gregg, Mayor of Arkansas City  
Steve Montgomery, Kansas Oil Marketers Association  
George Barbee, Executive Director, Kansas Consulting Engineers  
Joe Lieber, Kansas Cooperative Council  
Jon Josserand, Wichita Chamber of Commerce  
C. James Mans, Chairman of the Board, Wichita Chamber of Commerce  
R.H. Becker, President, Checkpoint Budget Fuel Stops, Wichita  
Charles Newell, Newton  
Bob Collins, Hays Area Chamber of Commerce  
Ron Pflughoft, Fort Hays State University  
Bill Henry, Kansas Engineering Society  
Bev Bradley, Kansas Association of Counties

CONTINUED HEARING ON S.B. 137 - Construction, improvement and funding of  
Highways.

Don Munsell, Executive Vice-President, Mid-America, Inc., Parsons, spoke of the sluggish economy in the Southeastern part of the state and said lack of adequate highway facilities was a documented weakness and a barrier to future development. They strongly support S.B. 137. A copy of his statement is attached. (Att. 1).

Jim Kelly, Mayor, City of Independence, said they support S.B. 137 and that these roads are much overdue. Now is the time to take advantage of the low interest rates and go forward. He also spoke of the importance of the supplemental improvements in the bill. A copy of his statement is attached. (Att. 2).

Rudy Taylor, Editor, The Caney Chronicle, said he had taken many photos of accidents along Highway 166 between Sedan and Caney and safety alone would justify the building of new highways. He spoke of his concern that the supplemental routes be left intact in S.B. 137. A copy of his statement is attached. (Att. 3).

Erwin Knocke, Arkansas City Area Chamber of Commerce, spoke of the need to act now and of the dangerous road conditions in Chautauqua County which has constant no-passing zones, sharp curves, one-lane bridges and no hint of shoulders. He submitted resolutions from County of Cowley, Winfield Area Chamber of Commerce and City of Winfield to urge the implementation of highway construction in their area. A copy of his statement and resolutions are attached. (Att. 4).

Lee Gregg, Mayor of Arkansas City, said he would like to take a busload of committee members down their roads so they can see just what the local people are going through every day. They need improvements and would be

CONTINUATION SHEET

MINUTES OF THE SENATE COMMITTEE ON TRANSPORTATION AND UTILITIES,  
 room 254-E, Statehouse, at 9:00 a.m./~~pm~~ on February 18, 1987

pleased with just about anything. They desperately need the supplemental improvements.

Steve Montgomery, Kansas Oil Marketers Association, said they support the concept of S.B. 137 but do not support the method of funding the highway construction by a 5¢ per gallon increase in motor fuel. Oklahoma and Missouri have lower fuel prices than Kansas and there would be a loss of business to their members. A copy of his statement is attached. (Att. 5).

George Barbee, Executive Director, Kansas Consulting Engineers, said they support S.B. 137. He suggested that Kansas engineering consultants be used in the design of the highways as they were used in 1956 when the Kansas Turnpike was built. A copy of his statement is attached. (Att. 6).

Joe Lieber, Kansas Cooperative Council, said they support the construction of the new highways as proposed in S.B. 137 but the 5¢ per gallon fuel tax would be harmful to rural Kansas and it is not a good time to impose additional taxes on the farmers. He suggested the state look for alternative methods of funding. A copy of his statement is attached. (Att. 7).

Jon Josserand, Wichita Chamber of Commerce, introduced the next speaker.

C. James Mans, Chairman of the Board, Wichita Chamber of Commerce, said they strongly urge passage of this bill which would improve highway conditions for almost 50% of the state. A copy of his statement is attached. (Att. 8).

R. H. Becker, President, Checkpoint Budget Fuel Stops, Wichita, spoke of the competitive disadvantage his shops have because of the difference in fuel prices compared to Missouri and Oklahoma. By increasing the fuel tax the destruction of the independent retail petroleum marketing industry would become imminent. When a trucker stops for fuel he also buys meals, repairs, truck accessories and services, tires and a motel to sleep in. As an industry they are trying to maintain their jobs. A copy of his statement is attached. (Att. 9).

Charles Newell, Newton, said he was representing the Truck Stop Association, and a tax increase such as proposed would cause them to lose 50% of their jobs. They are not against the highways but a better way should be found to fund them. He submitted a fuel tax comparison table which compared the taxes between Kansas, Missouri and Oklahoma. A copy of this table is attached. (Att. 10).

Bob Collins, Hays Area Chamber of Commerce, spoke of the Great Bend to Hays route and advantages of such a highway over the Great Bend/Russell/Hays route. Hays is recognized as the hub of northwest and northcentral Kansas and it doesn't make a great deal of sense not to take advantage of this infrastructure which is already in place in Hays. He requested them to give serious thought to a route of the proposed diagonal through Hays, linking northwest Kansas to Wichita and the outlets to the south and east. A copy of his statement is attached. (Att. 11).

Ron Pflughoft, Fort Hays State University, said the faculty and administrators at Fort Hays State University are supportive of the proposed diagonal highway connecting Hays with Great Bend, Hutchinson and Wichita. They spend a great deal of time on the road in order to attend meetings and they have many trips to Wichita because of the air travel. A copy of his statement is attached. (Att. 12).

Bill Henry, Kansas Engineering Society, said they support S.B. 137 but they were concerned with the impact of this on the rest of the highway system. They suggested a 2¢ additional sales tax dedicated to the rest of the state's highway system so the rest of the state does not suffer.

CONTINUATION SHEET

MINUTES OF THE SENATE COMMITTEE ON TRANSPORTATION AND UTILITIES,  
room 254-E, Statehouse, at 9:00 a.m./~~p.m.~~ on February 18, 1987

Bev Bradley, Kansas Association of Counties, said they are only concerned with the portion of the bill dealing with funds for county governments. The counties are in a financial crunch and they need the funds to repair county roads which are in bad condition. A copy of her statement is attached. (Att. 13). Also distributed was a resolution from Kansas County Engineers Association supporting S.B. 137 if the portion allocated to the counties and cities remains at a minimum of one cent. (Att. 14).

A statement was distributed from R.L. Thompson representing all Kansas truckstop operators supporting a sales tax as the only fair concept to build the highway. (Att. 15).

A letter was distributed from Connie Collins, Fredonia, dated February 17, 1987, in support of S.B. 137. (Att. 16).

Meeting was adjourned at 10:00 a.m.

SENATE TRANSPORTATION AND UTILITIES COMMITTEE

Date 2/18 Place \_\_\_\_\_ Time 9:00

GUEST LIST

NAME

ADDRESS

ORGANIZATION

Ben Bradley	Topeka	KS Assoc of Counties
RH Barber	Wichita	Great Plains Corp
DON MUNSELL	PARSONS	MID-AMERICA INC
Jim Kelly	Indep	CITY OF Indep

SENATE TRANSPORTATION AND UTILITIES COMMITTEE

Date 2-18- Place 254-E Time 9<sup>00</sup>

GUEST LIST

NAME	ADDRESS	ORGANIZATION
Arthur J. Collins	Hutchinson	Northwest Passage Highway Coalition
STANLEY BROWER	HUTCHINSON	KANSAS OIL MARKETERS
CHARLES BELT	WICHITA	SW KANS. HIGHWAY ASSOCIATION
PAUL W. MATTHEWS	OKLA. CITY, OK	HIGHWAY USERS FEDERATION
Georg Jensen	Manhattan Ks.	Kansas Oil Marketers Ass
Niles Hansen	Salina	Salina West Truck Center
Ed De Soignie	Topeka	Mo. Dept. of Transportation
RON CALBERT	NEWTON	United Transportation Union
RAY THOMPSON	SOLOMON	KANSAS ASSOC OF TRUCKSTOP OPER.
Chas L. Russell	Newton	" "
Trace Walker	Salina	Blue Beacon Int & Kansas Assoc Truckstop Oper
Bill Henry	Topeka	Kan Engineering Society
Phelley Sutton	Topeka	Ks. Engineering Society
Duo Cobart	"	KCU
Susan Altman		Office of St. John

SENATE TRANSPORTATION AND UTILITIES COMMITTEE

Date 2-18-87 Place 254-E Time 9<sup>00</sup>

GUEST LIST

NAME	ADDRESS	ORGANIZATION
Joe Lieber	Topoka	Ks. Co-op Council
Christy Young	Topoka	Topoka Chamber of Comm
Mark Eaton	Ark City	City
Lee Gregg	✓	City
Glenn Coulter	Topoka	Ks. Contractors Assoc.
BILL PERDUE	TOPOKA	NW PASSAGE COALITION
RON MARTIG	K.C.	HNTB
Dan Rambow	Topoka	Ks. Contractors Assn
George Barber	Topoka	Ks Consulting Engrs
Lee Eisenhower	Topoka	Ks. L.P. Gas Assn.
Jim MANS	WICHITA	WICHITA AREA CHAMBER of C.
Jon Josserrano	WICHITA	
Steve <del>Richard</del>	ark city	AC area chamber
Donny Kelley	Ark City	Ark City Chamber
Jim <del>Amery</del>	Ark City	Total Petroleum

SENATE TRANSPORTATION AND UTILITIES COMMITTEE

Date \_\_\_\_\_ Place \_\_\_\_\_ Time \_\_\_\_\_

GUEST LIST

NAME

ADDRESS

ORGANIZATION

Erwin Knocke Ark City Chamber Transportation Comm

Steve Montgomery Topeka KOMA



**MID-AMERICA**  
INCORPORATED

Senate Transportation and Utilities Committee  
Public Hearing - February 18, 1987  
Re: SB 137

Presented by: Don Munsell, Executive Vice President  
Mid-America, Inc. *DM*  
Parsons, Kansas

OFFICIAL STATEMENT

On behalf of the Board of Trustees of Mid-America, Inc., I come before you today to voice support for passage of SB 137, calling for the construction of 740 miles of new state highways to be financed by issuing 30 year bonds with repayment from a 5¢ increase in state fuel taxes.

Mid-America, Inc., a non-profit industrial development corporation founded in 1957, represents 10 counties in Southeast Kansas; Anderson, Allen, Bourbon, Crawford, Cherokee, Labette, Montgomery, Neosho, Wilson and Woodson. The Mid-America region's population exceeds 210,000 with 70% residing in 72 incorporated communities, of which 24 are in excess of 1,000 persons, ranging from Altamont (1,047) to Pittsburg (18,759). Economically, in comparison with other areas of the state, the region for several years has continually experienced a sluggish economy with higher unemployment.

While the need for highway improvements have sur-

**President**  
Jerry D. Carson  
**President-Elect**  
Jack Templin  
**Chairman**  
Dean Daniel

**Executive Vice-President**  
Don Munsell

**Vice-Presidents**  
Marvin Cinotto  
James S. (Tex) Crutcher  
Mike Harris  
Wes Houser  
Albert C. Liebert  
Jeff Mourning  
Scott Schulte  
James Stallbaumer  
Lyle Springer  
Victor Sullivan  
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Dwayne Foltz  
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Ronald Lang  
Bill Lanham  
Roger Leeseberg  
Ted Lucas  
David Mullies  
Tom Murrill  
Mike Reid  
Dipak Sarkar  
Danny Scott  
T. M. Shallenburger  
Dick Stevens  
Tom Studebaker  
Steve Turner  
Dale Wells  
Tom Wilson  
Gerald Wright  
Walter Wulf, Jr.

ATT. 1  
T&U 2/18/87



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faced several times over the years, area leaders are unified in expressing the critical need for highway construction to improve and secure the long range economic welfare of the region.

This belief has been reinforced by findings of an objective economic research study. Mid-America, Inc. in 1985, contracted with the prestigious national research firm, Battelle Institute, Columbus, Ohio to undertake extensive economic research of the area. Not to anyone's surprise, lack of adequate highway facilities was a documented central weakness and stated barrier to future economic development.

As Kansans, we are not naive as to the political process and constraints for effective legislative action on matters of this magnitude. Nevertheless, current negative economic trends require bold initiatives to address our changing economic structure. Passage of SB 137 represents such a bold step. We firmly believe this action is a crucial factor to reach the long range economic recovery, stability and growth of Kansas.

February 18, 1987

The Honorable Bill Morris  
Chairperson  
The Senate Transportation Committee  
State House  
Topeka, Kansas

Dear Senator Morris:

Good Morning, Senators, my name is Jim Kelly, and I am the Mayor of the City of Independence. I am here this morning to add support to Senate Bill 137, which would authorize construction of 700 plus miles of super-two lane freeways in several sections of Kansas. I also commend the bill for its vision in including the very necessary supplemental improvements in the Southeast Kansas section of the highway plan.

I am sure that you will hear many times in these hearings that these roads are much overdue and that the economic impact that these types of roads provide have long been denied these sections of the state. While these statements would be true, they need not be overkilled. We cannot turn back the clock, but with this highway proposal, we can surely wind it up and get it going again.

Senator Morris mentioned in a news article that we have a window of opportunity at this time, with low interest rates, to build these needed roads for less. Any delay that would allow rates to rise even one percent would add many millions of dollars to the projects total price tag. I urge you to act immediately on this bill, don't let this window close. Adopt this legislation, issue and sell the bonds and then invest the proceeds to take advantage of any rate rises while the final details of construction are completed. It was once said there is a time to let things happen and a time to make things happen. This is the time for all of us to get behind this bill, show our support, and make it happen.

I would, however, like to encourage you not to consider this the ultimate answer to highways in Kansas. I urge you to have future vision so that we won't have to wind up the clock again. Make this just the first of many steps that will end with us having four lane roads crisscrossing Kansas helping it to become a travelers and investors Midway USA. These roads whether freeways or toll roads could help Kansas set

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Senator Morris  
February 18, 1987  
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new visions of growth, development, and revenue. We need all of these to stem the tide of out-migration from our state by our most valuable asset, our young, the true future of our state.

I would like to again say that Independence supports Senate Bill 137, and we are willing to work to make our dream move ahead. As I wrap up my comments, I think of a quote I read sometime ago in my pocket calendar book. It said - "A dog is only a dog until you are facing it then it is MR. DOG." Well a highway is only a highway until it can have a very direct and positive impact on the future of your community and state, then it is THE HIGHWAY. We support it and applaud your efforts and encourage your future vision.

Yours truly,

A handwritten signature in cursive script that reads "James P. Kelly". The signature is written in dark ink and is positioned to the left of the typed name.

James P. Kelly  
Mayor  
City of Independence, Kansas

# The Caney Chronicle

P.O. Box 186

316-879-2156

Caney, Kansas 67333

Testimony of Rudy M. Taylor, editor, The Caney Chronicle,  
before Senate Transportation Committee, Wednesday, Feb. 18, 1987.

Mr. Chairman:

I just want to add my support for Senate Bill No. \_\_\_\_\_ because I live and work in southeast Kansas, and I know, firsthand, the need for better highways through my part of the state.

As a newspaper editor, I have taken dozens of photos during the past 17 years, of accidents along Highway 166 between Sedan and Caney. This is a stretch of highway that would be improved as a supplemental to the package of highways you have proposed. I feel that safety alone would justify building these highways.

But the biggest reason for supporting this bill is the economic benefit which I am confident will result, especially in southeast Kansas. Although the community where I live, Caney, is quite a distance from the proposed Super Two from Joplin to Wichita, we'll still tie into it with Highway 75 which runs straight north from Tulsa through Bartlesville, Okla., and across the stateline at Caney---and Highway 75 in Oklahoma is now either a Super Two or fourlane highway all the way from Tulsa to the Kansas stateline. Believe me, the people in our neck of the woods are excited about the prospects of having improved tie-ins with major east-west roads, and we believe it would give southeast Kansas the economic shot-in-the-arm that we so desperately need.

As you are aware, Congressman Bob Whittaker has led a successful and united effort to get such a measure before the Legislature, and as a member of his Highways for Progress Committee, I am quite pleased to see your committee take such an early initiative. I would urge cooperation between the House and Senate as you develop your legislation, and certainly cooperation with the governor's new task force. It would certainly be disappointing to see our united efforts split-up by various political interests here in Topeka, so suffice it to say...all of us involved are hoping for continued unity in purpose as we strive to build-up our state with an improved transportation system.

I also want to stress my concern that the supplemental routes be left intact so that maximum impact is realized by all the people who will be paying for these highway improvements.

I urge your support for Senate Bill No. \_\_\_\_\_.

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ARKANSAS CITY AREA CHAMBER OF COMMERCE  
TESTIMONY BEFORE THE SENATE TRANSPORTATION COMMITTEE ON SB 137  
FEBRUARY 18, 1987  
PRESENTED BY: ERWIN E. KNOCKE

Another year -- another trip to Topeka to request a highway better than one with 1930 standards. Once again it seems to be "oh so close, but still so far."

As efforts proceed -- again -- we hear diversionary comments. We are told there are better ways to accomplish our goals than the method being attempted; but other than very small segments, improvements don't materialize.

The 1986 Howard Needles study says to build almost all Super Twos -- despite 300 percent higher cost, we hear more four lanes should be built.

We hear it is premature to proceed now because a new interstate is being discussed that would serve southern Kansas. The inference is that we shouldn't rush into this thing.

Last year the legislature voted to fund a study. The study is complete. Now we hear "study the study -- it is premature to act."

Ladies and gentlemen, THE TIME IS NOW -- but are we able to seize the opportunity? How long will good interest rates continue? Will the price of gas continue to allow for an increase?

As debate continues about how much Super Two and how much Four Lane limited access highway is needed, and how many additional projects to bring into consideration, please remember the ORIGINAL INTENT of this effort was to help traditionally deprived areas gain some degree of reasonable chance to join in and contribute to the state's economic betterment.

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Please be aware that U.S. 166 between Ark City and Sedan is one of those recommended for improvement. There is presently not a hint of a shoulder in that 50 miles of U.S. Highway. There are constant no passing zones; numerous sharp curves; two signed "one lane" bridges; and almost all the others in that 50 miles are marked as "narrow bridges".

Many of these 50 miles are in Chautauqua County -- ranked last (105th) in per capita income. This is on a U.S. Highway that is the connection for southern Kansas to the tourist areas in southern Missouri, northern Arkansas and eastern Oklahoma. U.S. 166 could and should carry much more industrial and agricultural traffic to Tulsa and the Port of Catoosa. Howard Needles engineers make specific note of this road's extreme deficiencies in their report.

Not counting any through traffic, but only the industrial traffic generated from the southern third of Cowley County (including 1,500 Strother Field employees), 11½ million dollars in value passes over that substandard highway in an average 24 hour day.

Two significant examples: General Electric Jet Engine Repair at Strother Field, the 4th largest government contractor in the total Wichita area, ships and risks 2½ to 5 million dollars on a single truck more than once a week on this deficient highway.

The McAdam Quarry, located west of Cedar Vale, dispatches up to 175 truck-loads of crush rock and ag lime from their plant in a single day.

The original Howard Needles study recommendations included a \$19 million diagonal within Cowley County. We have not received a copy of the final completed study; however, the cities and Chambers of Commerce of Ark City and Winfield, and Cowley County have joined to request consideration of a lower cost

plan utilizing U.S. 77 and some new improvements immediately adjacent to the two cities. A copy of that joint request is attached.

Most outside travelers who have a choice can, and do, find other routes to travel -- to miss the poor driving conditions. Our good local industry might expand if we could only rise to what others generally consider the norm in driving conditions.

We ask for nothing more than your early positive actions upon the recommendations in the recently completed professional year-long study.

COUNTY OF COWLEY

Winfield, Kansas 67156

February 17, 1987

R E S O L U T I O N

We in Cowley County, Kansas, are glad that the Southeast Kansas highway studies have progressed rapidly. We urge implementation and speedy construction because interest rates, construction costs, and gasoline costs are relatively low at this time.

As determined by the highway studies, it is important to improve our highways to Joplin. But, of equal importance to industrial development and the enhanced marketing of agricultural products, is a good highway to the Port of Catoosa and Tulsa, and points south and east of the Port.

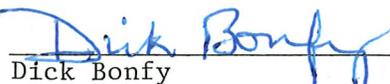
The improvement of U.S. 166 west of Sedan to Arkansas City, together with bypasses in or around Arkansas City and Winfield will provide that route to Tulsa and the Port of Catoosa.

Further, this recommended supplemental improvement will also provide a much needed alignment for travel between Missouri and Northern Oklahoma. Its inclusion in any overall highway program adopted by the legislature is essential for the economic well being of this area of the State of Kansas, and will provide significant additional revenue to the entire state.

We urge the implementation and speedy construction of all recommended routes, all the supplemental improvements, and especially the improvements on US 166 from Sedan to Arkansas City together with bypasses in or around Arkansas City and Winfield.

  
Robert Ireton - Chairman

  
Ross Sherwood

  
Dick Bonfy

ATTEST:

  
Marjorie J. Williams  
County Clerk



# WINFIELD AREA

## Chamber of Commerce

February 17, 1987

### R E S O L U T I O N

We in Cowley County, Kansas, are glad that the Southeast Kansas highway studies have progressed rapidly. We urge implementation and speedy construction because interest rates, construction costs, and gasoline costs are relatively low at this time.

As determined by the highway studies, it is important to improve our highways to Joplin. But, of equal importance to industrial development and the enhanced marketing of agricultural products, is a good highway to the Port of Catoosa and Tulsa, and points south and east of the Port.

The improvement of U.S. 166 west of Sedan to Arkansas City, together with bypasses in or around Arkansas City and Winfield will provide that route to Tulsa and the Port of Catoosa.

Further, this recommended supplemental improvement will also provide a much needed alignment for travel between Missouri and Northern Oklahoma. Its inclusion in any overall highway program adopted by the legislature is essential for the economic well being of this area of the State of Kansas, and will provide significant additional revenue to the entire state.

We urge the implementation and speedy construction of all recommended routes, all the supplemental improvements, and especially the improvements on U.S. 166 from Sedan to Arkansas City together with bypasses in or around Arkansas City and Winfield.

Dave Galliard, President  
Winfield Area Chamber of Commerce



A RESOLUTION

SUPPORTING and urging the implementation and construction of highway improvements.

WHEREAS, the chambers of commerce and city commissions of Arkansas City and Winfield and the Board of Commissioners of Cowley County, Kansas, are glad that the Southeast Kansas highway studies have progressed rapidly, and further, as determined by the highway studies, it is important to improve our highways to Joplin; and

WHEREAS, interest rates, construction costs, and gasoline costs are relatively low at this time; and

WHEREAS, of equal importance to industrial development and the enhanced marketing of agricultural products is a good highway to the Port of Catoosa and Tulsa, and points south and east of the Port; and

WHEREAS, the recommended supplemental improvement of U.S. 166 west of Sedan to Arkansas City, together with bypasses in or around Arkansas City and Winfield, will provide that route to the Port of Catoosa and Tulsa, also, provide a much needed alignment for travel between Missouri and Northern Oklahoma; and

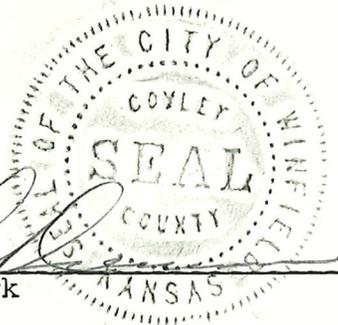
WHEREAS, inclusion of the improvement of U.S. 166 west of Sedan to Arkansas City in any overall highway program adopted by the legislature is essential for the economic well being of this area of Kansas and will provide significant additional revenue to the entire state.

NOW, THEREFORE, BE IT RESOLVED BY THE GOVERNING BODY OF THE CITY OF WINFIELD, KANSAS, THAT:

We support and urge the speedy implementation and construction of all recommended routes, including all the supplemental improvements and, especially, the improvements on U.S. 166 from Sedan to Arkansas City together with bypasses in or around Arkansas City and Winfield.

ADOPTED this 17th day of FEBRUARY, 1987.

(SEAL)



*Bill Dexter*  
\_\_\_\_\_  
Mayor

ATTEST:

*[Signature]*  
\_\_\_\_\_  
City Clerk

Approved as to form:

*Warren D. Andrew*  
\_\_\_\_\_  
City Attorney

Approved for Commission action:

*Paul Ellman*  
\_\_\_\_\_  
City Manager

We in Cowley County, Kansas, are glad that the Southeast Kansas highway studies have progressed rapidly. We urge implementation and speedy construction because interest rates, construction costs, and gasoline costs are relatively low at this time.

As determined by the highway studies, it is important to improve our highways to Joplin. But, of equal important to industrial development and the enhanced marketing of agricultural products, is a good highway to the Port of Catoosa and Tulsa, and points south and east of the Port.

The improvement of U.S. 166 west of Sedan to Arkansas City, together with bypasses in or around Arkansas City and Winfield will provide that route to Tulsa and the Port of Catoosa.

Further, this recommended supplemental improvement will also provide a much needed alignment for travel between Missouri and Northern Oklahoma. Its inclusion in any overall highway program adopted by the legislature is essential for the economic well being of this area of the State of Kansas, and will provide significant additional revenue to the entire state.

We urge the implementation and speedy construction of all recommended routes, all the supplemental improvements, and especially the improvements on US 166 from Sedan to Arkansas City together with bypasses in or around Arkansas City and Winfield.

Unanimously approved by the Board of Directors of the  
Arkansas City Area Chamber of Commerce. February 17, 1987

  
Steve Gilliland

WHEREAS, We in Cowley County, Kansas, are glad that the Southeast Kansas highway studies have progressed rapidly. We urge implementation and speedy construction because interest rates, construction costs, and gasoline costs are relatively low at this time.

WHEREAS, As determined by the highway studies, it is important to improve our highways to Joplin. But, of equal important to industrial development and the enhanced marketing of agricultural products, is a good highway to the Port of Catoosa and Tulsa, and points south and east of the Port.

WHEREAS, The improvement of U.S. 166 west of Sedan to Arkansas City, together with bypasses in or around Arkansas City and Winfield will provide that route to Tulsa and the Port of Catoosa.

WHEREAS, this recommended supplemental improvement will also provide a much needed alignment for travel between Missouri and Northern Oklahoma. Its inclusion in any overall highway program adopted by the legislature is essential for the economic well being of this area of the State of Kansas, and will provide significant additional revenue to the entire state.

NOW, THEREFORE, We urge the implementation and speedy construction of all recommended routes, all the supplemental improvements, and especially the improvements on US 166 from Sedan to Arkansas City together with bypasses in or around Arkansas City and Winfield.

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LEE A. GREGG, MAYOR

ATTEST:

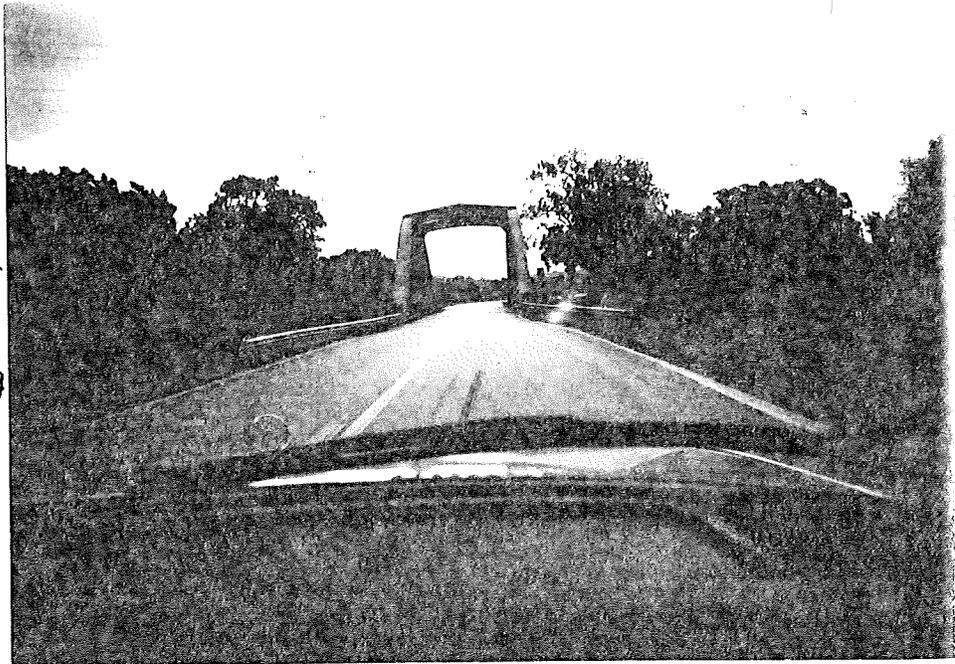
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RODNEY FRANZ, CITY CLERK

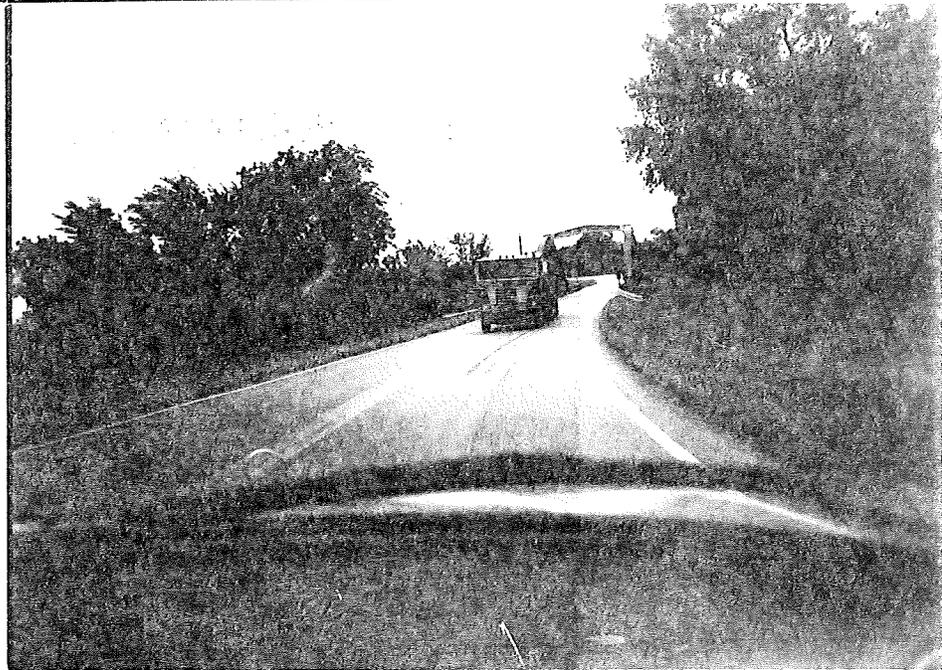
*Original submitted by city.*

Narrow bridges on U.S. 166

See guard rails  
See skid marks in  
right lane in open  
country where previous  
drivers have had to  
hit brakes upon meeting  
approaching vehicles  
coming thru bridge



Approaching truck  
over center line at a  
second bridge. Once  
again notice skid  
marks in right lane.  
This is not a staged or  
a once in a lifetime  
photo although this  
type incident could  
very easily end a  
lifetime



A third bridge  
See the guard rails  
and the constriction  
of the roadway.



MEMORANDUM

TO: Senate Committee on Transportation and Utilities  
FROM: Kansas Oil Marketers Association  
DATE: February 18, 1987  
RE: Testimony on Senate Bill 137

I am Steve Montgomery, and I am appearing today as a proponent of the intent of Senate Bill No. 137 on behalf of the Kansas Oil Marketers Association (KOMA). KOMA is a statewide association representing the interests of approximately 700 petroleum distributors. We are appearing today to express our Association's support for the concept of highway construction and highway maintenance within the State of Kansas and specifically the proposal to construct the Southeast Kansas and Western Kansas freeways. Many of our members reside within the geographic areas to be directly affected by these freeways. Additionally, our members rely upon the highways of our state as our means to transport the petroleum products which we market.

**Highway Construction Should Be Funded on Cash Basis.**

Although we support the construction and maintenance of highways within our state, we cannot support the method of funding highway construction proposed in SB 137, that is the imposition of a 5¢ per gallon increase in motor fuel, special fuel and L.P. fuel taxes and a new tax indexing provision. Our organization does support the funding option contained in the Howard-Needles feasibility study which proposes funding this highway construction on a cash basis via a sales tax increase of 1%.

Additionally, we would support a sunset provision on the 1% sales tax increase following the completion of construction.

Our association is fearful of the precedent which would be set by SB 137. Until this time, the state of Kansas has constructed highways on a cash basis system. SB 137 proposes that for the first time specific highways will be built based upon specific fuel tax increases. Our association believes that our state should avoid these dangerous precedents and continue with the policies that are responsible for constructing more miles of highway within this state than in any other state in the United States with the exception of Texas and California.

**Funding Highway Construction in Kansas by Fuel Taxes is Imprudent.**

Kansas has a peculiar set of circumstances which would appear to make the proposed motor fuel tax in Senate Bill 137 imprudent. As many of you are aware, and as our industry is acutely aware, Kansas borders with two states who have lower motor fuel taxes than our state. While Oklahoma imposes fuel taxes on diesel and gasoline at 10¢ per gallon, Missouri imposes the lowest fuel taxes in the United States at 7¢ per gallon. Perhaps even more distressing is the fact that Missouri can only increase its fuel tax rate by referendum. Our state's borders between Missouri and Oklahoma contain a

significant amount of our state's population. A 5¢ per gallon increase in fuel taxes in Kansas will further widen the disparity in fuel prices between Kansas and the states of Missouri and Oklahoma. It would only be logical to expect Kansas citizens living near the Oklahoma and Missouri borders to begin purchasing their fuel on a regular basis in our sister states. Such a loss of business would be disastrous to our members. But the economic effect to the state of Kansas would not stop with the purchase of gasoline and diesel fuel. As motorists choose to stop in our sister states to purchase fuel, they will also spend their money on groceries and other convenience items, further compounding the detrimental effect to our state's economy.

It is a fact that Kansas does not raise a substantial amount of revenue from motor fuel tax increases in comparison to other states. As an example, if Kansas and Missouri each raise fuel taxes by 1¢ per gallon, Missouri will realize \$30 million annually while Kansas will realize only \$14 million annually. Furthermore, Kansas is one of a very few states which does not transfer to the highway fund a large percentage of sales tax revenues from the sale of motor vehicles and vehicle parts. For instance, in Missouri, 50% of such sales tax revenues, or \$79 million, is transferred to the highway fund. All of our bordering states transfer extensive

amounts from the general fund to the highway fund. Already in this legislative session, two bills have been introduced to eliminate or freeze the limited general fund transfer provisions which presently exist. Any considerations to increase fuel taxes or adjust the sales tax transfer should proceed only after realizing that the price of a gallon of Kansas gasoline contains taxes of 20¢. Additionally, the price of a gallon of Kansas diesel fuel contains taxes of 28¢.

**Fuel Tax Revenues Should Be Used for Maintenance of Highways.**

It is the position of KOMA that motor fuel taxes should be used for state-wide maintenance and repair, rather than new construction of specific highways. Obviously, the building of the Southeast Kansas and Western Kansas freeways are good for economic development and they are good for our members. However, what many people forget is that after the construction of highways, those highways must be maintained.

The construction of a highway is often the tip of the iceberg with respect to the lifetime costs of the road. The condition of Interstate 70 should be an example to all of us. At the time we plan the construction of our highways, we must also plan for the financing of the maintenance of those roads. The feasibility studies conducted by Howard-Needles propose the

construction of hundreds of miles of badly needed freeway. Although the feasibility study does not indicate the source of the funds that will be necessary to maintain those hundreds of miles of road, without a doubt the answer will be motor fuel taxes.

If, in fact, the Southeast Kansas and Western Kansas freeways are to be constructed based upon the need for economic development within the entire region these roads serve, the basis for the construction of these highways is that the benefits of these roads extend to all. Correspondingly, the members of KOMA believe that the costs of constructing these freeways should be shared by all. It is our position that the most appropriate manner to assess the costs of these freeways to the citizens of this state is through a 1% sales tax which should be sunset following the construction of these highways.

**A Fuel Tax Increase Is Not Timely.**

The imposition of a motor fuel tax increase in this state is not timely. We have previously discussed the fuel tax differentials between Kansas and its sister states of Missouri and Oklahoma. Rumors abound that Missouri and Oklahoma may take action to increase their fuel taxes. Until Missouri and Oklahoma take action, it is the position our association that the state

of Kansas should not take any action to further increase the disparity in fuel taxes between Kansas and its bordering states.

Additionally, the federal government took no action last year with respect to a Surface Transportation Act. Discussion of a 5¢ per gallon federal motor fuel tax increase has been associated with the Surface Transportation Act both last year and this year. Although no one can forecast exactly what the federal government will do, it is almost assured that a Surface Transportation Act will be passed this year. Any motor fuel tax increase imposed by the state of Kansas could be combined with a similar tax increase enacted by the federal government. We would suggest that a fuel tax increase of such magnitude in any one year period would be inequitable and unpopular. .

We believe that Governor Hayden has recognized the problems associated with the funding methods proposed in SB 137. We believe that Governor Hayden's concern is the basis for appointing his blue ribbon commission to study an equitable method of funding the Western Kansas and Southeast Kansas freeway proposals. We believe that Governor Hayden is acting appropriately by moving cautiously with respect to funding these proposals.

**Fuel Tax Indexing Should be Eliminated**

Finally, KOMA is opposed to the indexing provisions contained in Section 23 of the bill. Our organization is opposed to any legislation which would automatically increase taxes. Our organization has long held this position and was opposed to the indexing provisions which is currently in effect. The state of Kansas has always been fiscally conservative. Each of our legislatures has made independent decisions with respect to the needs for highway and general fund revenues and the taxes which have been imposed to supply the services of our state.

It is position of our organization that the proposed fuel tax indexing provisions in Section 23 stray from the fundamental policies which have kept the state of Kansas on a sound financial basis when many other states have chosen disasterous alternatives. We would suggest that the current indexing provisions in our fuel tax statutes be removed and that no replacement indexing provisions be enacted. We believe that each legislature should have the opportunity to evaluate the needs for highway funding and the taxes which should be accordingly imposed.



GEORGE BARBEE, EXECUTIVE DIRECTOR  
1100 MERCHANTS NATIONAL BANK  
8TH & JACKSON  
TOPEKA, KANSAS 66612  
PHONE (913) 357-1824

### STATEMENT

DATE: February 18, 1987  
TO: SENATE TRANSPORTATION COMMITTEE  
FROM: George Barbee, Executive Director  
RE: SB-137

Mr. Chairman and Members of the Committee my name is George Barbee, President of Barbee & Associates, representing the Kansas Consulting Engineers in support of Senate Bill 137.

I can tell you that it is with some reluctance that I stand before you to support a highway program that will cause a great deal of business for consultants and, therefore, seem to be very self-serving.

However, my purpose today is to answer a question that we have been hearing this past few weeks. That question is, "Do we have enough Kansas design firms to do the job?" I assure you that if enacted we can design these roads utilizing Kansas consultants just as we did in 1956 and 1957 when the Kansas turnpike was designed and built. Approximately 250 miles of highway was designed and built in 22 months by 18 Kansas design firms. It was done by a team approach where a managing firm oversaw small segments individually contracted to various firms. The same system would produce the desired results for this highway program.

As I understand the projections, we are anticipating a five-year program with large segments to be designed on existing routes. This is twice the time that was consumed to have a four-lane turnpike designed and built and we have more design firms available than we did in 1957.

ATT. 6  
2/18/87

Kansas Consulting Engineers has 56 member firms and at least 32 of these are design firms engaged in road and bridge projects. Many of these firms can attribute their start in business because of their involvement in the turnpike during the 1950s. Either they were small firms that have grown from that experience or they were individuals that were able to start their own firms because of that experience. It was a terrific economic stimulant of long endurance and we look forward to the same long-term benefits of the program you are considering.

To paraphrase that old country and western singer and writer, Hank Williams, "If you got the money, honey, we got the time" and we urge you to act favorably on this measure.

Thank you for the opportunity to appear today and if you have any questions I will be more than happy to attempt to answer them.

Testimony on SB 137  
Senate Committee on Transportation and Utilities  
February 18, 1987  
Presented by Joe Lieber  
Kansas Cooperative Council

Mr. Chairman and members of the Committee: I'm Joe Lieber, Executive Vice President of the Kansas Cooperative Council. The Council has over 200 local cooperative members and those local cooperatives have a membership of over 100,000 farmers and ranchers.

The Council wholeheartedly supports the construction of the new highways mentioned in SB 137. I agree with the testimony given Tuesday that the new highways would be a shot-in-the-arm to the sagging Kansas economy. This is especially true in the southeastern part of the state where the weather, the last few years, has been devastating to the farmers.

The construction of these new highways would help, even if it meant an off-the-farm-job to help ends meet. The plight of the farmers in southeast Kansas, as well as other parts of the state, brings me to the concern I have with the 5¢ per gallon tax on gasoline that SB 137 proposes. This is not a good time to add a tax to rural Kansas.

Let me make it clear here that I am talking about gasoline and not diesel fuel. It is my belief that the majority of the farmer's gasoline is used for off-farm use, such as going to school, town, church, etc., and therefore is not subject to a tax refund or exemption. It is an expense that all of us have but it's a larger part of a farmer's family budget because of the distance they must travel. A budget that is already hard strapped.

I would like to share some figures with you. In 1986 Farmland Industries sold nearly 84 million (83,779,169.00) gallons of gasoline to local Kansas cooperatives. In using this figure I have made some assumptions.

- \* The majority of this gasoline, but not all, was used by Kansas farmers and ranchers.
- \* Cooperatives are not the only place farmers and ranchers buy their gasoline. So the total amount used would be much higher.

\* The majority of this gasoline would be used for non-farm use and therefore would not be tax exempt.

A 5¢ tax on 84 million gallons would be \$4,200,000 (\$4,188,958.40).

This additional \$4 million would come out of the farmer's pocket at a time when they need to hold on to every cent they can.

I'm not naive enough to stand before you and not realize that you are wondering if I have an alternate method of funding for the new highways. I'm sorry, I don't. But I do have food for thought.

\* Why not be creative in the funding. Just because fuel taxes, bonds and tolls are the usual means of funding does that mean we cannot try something else?

\* Does it all have to come from one source?

\* If a toll road is not feasible, is a toll road with 1¢ a gallon tax feasible?

\* We heard a lot about commercial use of the new highways. Are the commercial users paying their fair share?

\* We know that fuel taxes are cheaper in Missouri and Oklahoma. If you were a trucker going from Joplin, Missouri to Liberal, Kansas would you get fuel in Joplin, Pittsburg, Bucklin, Liberal or across the line in Oklahoma?

Nobody said it was going to be easy. I hope the problem of funding does not delay your decision because we need these highways. But I also hope that you decide on an equitable way of funding that would not put an additional burden on the farmers and ranchers of Kansas.

Thank you.

TESTIMONY BEFORE SENATE TRANSPORTATION COMMITTEE

BY

C. JAMES MANS, CHAIRMAN OF THE BOARD  
THE CHAMBER

WEDNESDAY, FEBRUARY 19, 1987

GOOD MORNING, MR. CHAIRMAN AND MEMBERS OF THE COMMITTEE. MY NAME IS JIM MANS AND I AM SERVING AS CHAIRMAN OF THE CHAMBER. I APPRECIATE THE OPPORTUNITY TO APPEAR BEFORE YOU TODAY TO PROVIDE THE CHAMBER'S POSITION ON HIGHWAY DEVELOPMENT NEEDS IN OUR STATE.

THE WICHITA CHAMBER AND MOST CITIZENS IN SOUTH CENTRAL KANSAS HAVE BEEN ACUTELY AWARE OF THE SIGNIFICANT NEED FOR IMPROVED HIGHWAY CONDITIONS, PARTICULARLY IN THE SOUTHERN PART OF OUR STATE. OUR BOARD HAS HAD THE OPPORTUNITY TO STUDY PROPOSALS FOR THREE IMPROVED HIGHWAY SYSTEMS IN SOUTHEAST, SOUTHWEST AND NORTHWEST KANSAS, AND STRONGLY SUPPORTS THE DEVELOPMENT OF SUCH HIGHWAYS.

THE DEVELOPMENT OF A COMBINATION OF SUPER-TWO AND FOUR-LANE HIGHWAYS TO SERVE THESE AREAS OF THE STATE WILL HAVE SUBSTANTIAL IMPACT ON ECONOMIC DEVELOPMENT, JOB CREATION AND PROSPERITY WITHIN THE STATE OF KANSAS. IT IS OUR FIRM BELIEF THAT TRANSPORTATION IS ONE OF THE PRIMARY COMPONENTS OF ECONOMIC DEVELOPMENT, AND THAT MANY PARTS OF OUR STATE HAVE BEEN DENIED THE OPPORTUNITY FOR PROGRESSIVE, SUCCESSFUL DEVELOPMENT BECAUSE OF THE DISADVANTAGES RELATING TO POOR HIGHWAY ACCESS.

ATT. 8  
2/18/87

YOUR COMMITTEE HAS INTRODUCED A BILL THAT WOULD CREATE SUBSTANTIAL ADVANCEMENT IN THE IMPROVEMENT OF HIGHWAY CONDITIONS FOR NEARLY 50% OF OUR STATE, AND WE STRONGLY ENCOURAGE ITS PASSAGE.

IT IS THE BELIEF OF OUR BOARD THAT, WHERE FEASIBLE, FOUR-LANE CONSTRUCTION SHOULD BE CONSIDERED, AS WE BELIEVE GROWTH OPPORTUNITIES RESPOND SIGNIFICANTLY TO EASE OF TRAFFIC FLOW AND THE QUALITY OF THE OVERALL ROAD SYSTEM. WE RECOGNIZE THAT FOUR-LANE CONSTRUCTION IS NOT APPROPRIATE IN MANY PARTS OF THE PROPOSED PLANS; HOWEVER, FURTHER ANALYSIS WILL PRODUCE A MORE THOROUGH UNDERSTANDING OF THE OPPORTUNITIES.

WE LOOK FORWARD TO WORKING WITH THIS COMMITTEE, ALONG WITH THE HOUSE AND THE EXECUTIVE BRANCH, IN SUCCESSFULLY LAUNCHING THIS MAJOR HIGHWAY DEVELOPMENT EFFORT YET THIS YEAR.

I WOULD BE HAPPY TO ANSWER ANY QUESTIONS.



February 17, 1987

Senator Bill Morris  
Chairman  
Senate Transportation and  
Utilities Committee  
State Capitol Building  
Topeka, KS 66612

Dear Senator Morris:

The retail petroleum marketing industry which is predominately made up of oil jobbers and dealers, who operate service stations and truckstops throughout the State of Kansas, is in dire financial straights!

This industry has been operating at a competitive disadvantage with our counterparts in the States of Missouri and Oklahoma for many years. The reason for this is because the state motor fuel taxes in Kansas are higher than in those two states, which adjoin the major population centers of the State of Kansas.

This long-term competitive disadvantage has deteriorated the financial base of the independent retail petroleum marketing industry in Kansas. If this competitive disadvantage through the continued disparity in motor fuel tax is allowed to continue, the unfortunate consequence will be the financial destruction of this industry in the State of Kansas and the loss of thousands of jobs. With this industry in this state of affairs, it is unconscionable that our legislators could add a greater burden by increasing our motor fuel tax rates. If this were to happen, the destruction of the independent retail petroleum marketing industry would become imminent.

One only need look at the successful retail petroleum marketing industry in the State of Missouri to see what a tax "advantage" can do for employment. The Missouri truckstop operators are second only to California in retail diesel fuel sales. Their truckstop industry employs thousands of workers in numerous, very successful companies. This highway service industry is one of the major industries in the state.

ATT. 9  
2/18/87

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Senator Bill Morris  
February 17, 1987  
Page 2

We, as Kansas oil marketers, only wish to compete fairly. We are not asking for a lower tax than our neighbors to the East and South, but are merely asking for the opportunity to compete with the same taxes. We are all hard working Kansas residents, who can compete in the open market if we are merely given the opportunity, and not placed at the competitive "disadvantage" we are currently in.

It is important to understand that fuel sales are extremely price sensitive and motorists and truckers will go to the next station for as little as a penny a gallon difference in price. When a trucker picks his place to fuel, the diesel fuel is only a small part of his overall purchase. The trucker, when he stops for fuel, is ready to stop for the day. This means that he buys meals, repairs, truck accessories and services, tires and a motel to sleep in. All of these additional sales represent considerably more jobs than just that of an attendant putting diesel fuel or gasoline into a vehicle.

As an industry, who attempts to make its living from roadside services, we are obviously extremely interested in a modern, well-maintained highway system throughout the State of Kansas. We are merely suggesting that there should be other means of financing our modern new thoroughfares other than taxing an industry that is already overburdened -- nearly to the brink of failure.

Please help us maintain the jobs we are still able to provide; and even more, help us to create new jobs and a reasonable profitability for our industry, by reducing our motor fuel taxes as opposed to raising them. Please find another way to finance your highway construction, that will create jobs and improve the economy of Kansas, rather than by the destruction of our industry.

Very respectfully,



R. H. Becker  
President

RHB:glw

cc: Members - Senate Transportation and  
Utilities Committee

Newell Oil Company, Inc.  
1986 Fuel Taxes

COLUMN WRITE

Fuel Taxes		1	2	3
		State	Federal	Total
1	Jan, 1986	# 69387.50	* 78202.41	* 147589.91
2	Feb "	56981.89	65193.15	122175.04
3	Mrc "	64003.77	72708.69	136712.46
4	Apr "	59495.93	66410.37	125906.30
5	May "	60324.86	68319.06	128643.92
6	Jun "	56017.89	62865.93	118883.82
7	Jul "	61702.92	68727.76	130430.68
8	Aug "	58264.80	65327.52	123592.32
9	Sep "	56100.55	63622.65	119723.20
10	Oct "	58553.41	68396.82	126950.23
11	Nov "	57713.61	64507.62	122221.23
12	Dec "	55656.93	64177.17	119834.10
13	1986 Fuel Taxes	* 7114204.06	* 808459.35	* 522663.41
14				
15				
16				
17				

FUEL TAX COMPARISON TABLE

AT PRESENT:

	<u>GASOLINE</u>	<u>DIESEL</u>
KANSAS	11c	13c
MISSOURI	7c	7c
OKLAHOMA	10c	10c

NEW PROPOSAL:

KANSAS	16c	18c
MISSOURI	7c	7c
OKLAHOMA	10c	10c

ATT. 10  
2/18/87

HAYS AREA CHAMBER OF COMMERCE  
1401 MAIN STREET, BOX 220  
HAYS, KANSAS 67601

Testimony Presented To  
The Senate Transportation Committee  
Senator William Morris, Chairman  
by Robert M. Collins, President  
Hays Area Chamber of Commerce

01 Mr. Chairman, members of the Committee; thank you very much for this opportunity to  
02 appear before you today on a matter of the utmost importance to every person who calls  
03 Northwest Kansas home. This matter is also of considerable importance to each of us,  
04 regardless of where in Kansas we are at home.

05 The matter I speak to is the proposal to construct a new highway system, not just in the area  
06 of the state where I reside, but basically in three of the four quadrants of the entire state.  
07 This single activity may be just the project that is able to place into the hands of the  
08 citizenry the tools necessary to allow them to return the state to a sound fiscal status  
09 without having to revert to constant fixes from here in Topeka.

10 Although this is a project of major proportions that you are addressing during this term  
11 of the legislature I would like to concentrate your focus for just a few minutes on one vital  
12 aspect of the entire proposed system. I speak of that section connecting Great Bend to Hays,  
13 Interstate 70 and northwest Kansas.

14 I think it is important to look at this section of the proposed system in several lights. I will  
15 only take a few minutes of your time as much of the information I wish to present is  
16 available to you in the study completed and presented to the legislature by the firm of  
17 Howard Neddles. Lets take a look at several of the findings that attracted our attention after  
18 close review.

19 Definitive cost figures for the Great Bend/Russell/Hays route were included in the study but  
20 only estimates for the Great Bend direct to Hays route are indicated. You might say that they  
21 were only able to estimate because there is currently no road there; our question would then  
22 be why is the same firm able to provide the estimates in the same situation when it applies  
23 to to a diagonal proposed in the southeast Kansas study? The intent rather than the figures  
24 would appear to be the point here. Cost, and initial cost more specifically would appear  
25 to be the only reason that this tact is taken by the consulting engineers. Obviously cost is a  
26 prime consideration. The pitfall would appear to be to only address initial cost. If this  
27 segment of road is to be a two lane today and tomorrow and into the foreseeable future then the  
28 cost difference between the Hays/Great Bend and the Hays/Russell/Great Bend will probably  
29 be the driving factor in this matter. If, on the other hand, we are really looking to the future  
30 to build an eventual four lane, as the Howard Needles study suggests, the initial cost to  
31 Russell is not nearly as inviting because now we must bear the cost of the procuring of  
32 additional right-of-way to expand to a four lane system. What is the end result of this kind  
33 of short range planning. We have a four lane highway from Wichita to Hutchinson, a two lane  
34 with right of way for expansion to four lane from Hutchinson to Great Bend and a two lane  
35 that will require the procurement of additional right-of-way and construction of the  
36 additional two lanes to improve to four lane from Great Bend to Russell.

37 There is obviously a great deal more involved than just the number of lanes and the  
38 procurement of needed right-of-way.

39 Construction of the complete diagonal system directly from Hays to Wichita through Great  
40 Bend and Hutchinson will shorten the travel distance from Hays to Wichita by some 55  
41 miles. It will be a natural for persons living in the northwest and north central Kansas  
42 areas as well as those traveling through to use a true diagonal whenever possible. Last year

43 we discussed this very matter in this committee when we figured the cost savings for a  
44 trucker. We were all in agreement that the savings on a single trip was significant, and that  
45 if an individual was needing to move materials or produce on a regular basis it could mean  
46 the difference between success and failure of the individuals business. Its vitally important  
47 to carry this logic at least one more step today to make the point. All of this traffic that  
48 might come from the northwest end of the diagonal isn't starting in Hays, neither is the  
49 traffic coming from the southwest ending there. Hays has the unique position of being on the  
50 major north-south highway in the state west of Interstate 135. U.S. Highway 183 moves  
51 considerable traffic from the Hays area north to Interstate 80 in Nebraska and Interstate 90  
52 in South Dakota, together the major highways to the west and the northwest parts of the  
53 country. Keep in mind that those highways that take traffic through and out of the state also  
54 are capable of bringing additional traffic into the entire state as well. A quick glance at the  
55 current Kansas Department of Transportation Traffic Flow Map shows that the major flow of  
56 traffic to and from Great Bend and Hays doesn't even take advantage of the Russell, Interstate  
57 70 route but utilize the Great Bend/Rush Center/LaCrosse/Hays(Hwys 156/183) or Great  
58 Bend/Hosington/LaCrosse/Hays (Hwys 4/183) Routes. In addition, there is apparently no  
59 consideration of an approximately 14 miles savings by using the existing Route 96 from  
60 Great Bend to Albert and then proceeding cross country to Hays. In using this possible route,  
61 the cost differential between the two routes, when expanded to four lane configuration would  
62 seem to favor the Great Bend direct to Hays senerio.

63 In addition to the current location of highways it is important to consider the current  
64 makeup of the region to be served by any new highway construction. Hays is recognized as  
65 the hub of northwest and northcentral Kansas. It is the principal retail, medical,  
66 educational, tourist/convention, cultural/entertainment, oil, agribusines and service  
67 center in the area. It doesn't make a great deal of sense not to take advantage of this

68 infrastructure which is already in place in Hays. Sure, its good for Hays, but it is even  
69 better for the whole northwest quadrant of the state.

70 A highway from northwest Kansas, through Hays directly to Wichita, taking maximum  
71 advantage of the geometrics of the proposed diagonal will link major cultural and artistic  
72 centers within the state -- particularly in the southern tier and on the Wichita to Hays  
73 corridor. This will provide greater access to and between Regents schools and the several  
74 community and vocational/technical schools located along or near the proposed highway  
75 system.

76 Gentlemen, the bottom line; Although less expensive initially, there is real cause for  
77 concern for the eventual expansion of the proposed diagonal to four lane status if the  
78 legislature decides to take cost as the only criteria and opt for the permanent two lane option  
79 to Russell rather than looking into the future far enough to see the completion of the road  
80 system as four lane; four lane linking Wichita, Hutchinson and Great Bend directly to Hays on  
81 the continuous diagonal system.

82 I ask that you give serious thought to and approval of the proposed amendment to be  
83 introduced by Senator Norvell to specify the route of the proposed diagonal through Hays,  
84 linking northwest Kansas to Wichita and the economic outlets to the south and east.

85 Thank you very much for your time and consideration.

TESTIMONY BEFORE THE  
SENATE TRANSPORTATION COMMITTEE

Faculty and administrators at Fort Hays State University are supportive of the proposed diagonal highway connecting Hays with Great Bend, Hutchinson and Wichita. They spend considerable time on the road in order to attend meetings, teach off-campus courses, and provide other educational services. Many trips are in the direction of, or actually terminate in, Wichita.

Another primary reason for desiring the new highway is that a great deal of air travel begins and ends at the Wichita Mid-Continent Airport, as it does for many people in the northwest quadrant of Kansas. Facilitating the trip by shortening the mileage between Hays and Wichita by some 55 miles would be a real plus.

Although Hays serves as the hub for most of western Kansas, it has been plagued by one problem that is difficult to solve, and that is the great distance existing between Hays and other sizable cities east and southeast. To a large extent, isolation is the greatest obstacle with which we deal. With improved transportation, our position would be greatly enhanced for attracting new faculty to this campus. Sometimes this University is their choice -- but its apparent isolation makes them think twice before committing themselves to move to Hays. The four-lane highway would be a direct link between Hays and southeast Kansas, even with the rest of the nation.

Fort Hays State University applauds the efforts of the far-sighted legislators and planners regarding the northwest passage. The University urges your support of this very important highway.

Presented on behalf of the  
President of Fort Hays State  
University by  
Ron Pflughoft, Vice President  
Development, Alumni and University  
Relations

ATT. 12  
2/18/87

# Kansas Association of Counties

*Serving Kansas Counties*

212 S.W. SEVENTH STREET, TOPEKA, KANSAS 66603      PHONE 913 233-2271

February 17, 1987

To:     Senator Bill Morris, Chairman  
          Members Senate Transportation Committee

From:   Bev Bradley, Legislative Coordinator  
          Kansas Association of Counties

Re:     SB-137

Good morning ladies and gentlemen. Thank you for allowing me the opportunity to testify today. I am Bev Bradley, Legislative Coordinator, Kansas Association of Counties.

This morning I will speak only to the portion of the bill dealing with funds for county government. I am sure that you are aware that counties are in a financial crunch similar to that of the state. We have seen the end of Federal Revenue sharing. Valuations in many areas are down due to the troubled farm economy and the lower oil and gas prices. There are added expenses such as front ending and paying at least half of the statewide reappraisal project.

In light of these facts we would urge you, if you do pass this bill to leave in the part giving local governments as large a portion of the added revenue as possible. We have a large network of county roads that are, in many cases, in poor condition and our officials are without funds to repair them.

Thank you for considering counties and please continue to do so.

ATT. 13  
2/18/87

\* R E S O L U T I O N \*

WHEREAS the Senate Committee on Transportation and Utilities has introduced a bill concerning the raising of the tax on fuels and

WHEREAS Counties and Cities are facing declining revenues for roads and bridges.

THEREFORE BE IT HEREBY RESOLVED that the Kansas County Engineers Association support the passage of Senate Bill 137 if the portion allocated to the Counties and Cities remains at a minimum of one cent.

ss/ KANSAS COUNTY ENGINEERS ASSOCIATION

LEGISLATIVE COMMITTEE

*William L. Blaker* Pittsburg County Engineer

*Charles L. Duff* - Neosho County

*James A. Hague* Dickinson County

*William L. Blaker* - Wilson County

*James D. Pickett* Sherman County

*Warren L. Hardin*, Jewell & Republic Counties T&U

*J. M. Pickford* Shawnee Co.

ATT. 14  
2/18/87

February 18, 1987  
Testimony prepared for  
Senate Transportation Committee  
by R. L. Thompson  
representing  
All Kansas Truckstop Operators

The proposed highway construction program is in tune with our belief in good highways. Indeed good roads gave birth to this industry and are vital to our nations economy. We differ on the question of how to intelligently generate revenues for new highway construction in the interest of economic development. This is your job---our purpose today is to inform you of our position and the uniqueness of our marketplace.

OUR MARKETPLACE IS NATIONAL  
YET WE MUST ADVERTISE LOCAL PRICES  
(PRICES WHICH UNFORTUNATELY REFLECT STATE  
EXCISE TAX)

Because of this dilemma we believe highway revenue generation must be broad based, consisting of many elements, users fees complimented by sales tax, tolls, special assessments etc.. Only by a balanced tax program can we compete in this national marketplace and provide revenue growth for ourselves and our highway program.

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As truckstop operators we support rational and parallel growth in motor fuel excise taxes with neighboring states.

In the absence of rational behavior we would rather see states advocate their rights to impose motor fuel taxes, because of marketplace distortion caused by the current mania by states in irrationally raising fuel taxes.

Remember a users tax that cannot be passed along and or can be avoided by users does not serve our mutual interests. I implore you not to abuse this State Right by uninformed application of our taxing powers.

Our industry is unique in that we are often unable to pass these taxes along to our highway users, when they exercise their choice not to buy. Sometimes they choose not to stop but merely pass through using free rest areas and food purchased out of state.

You may ask why we are not able to pass along the tax. The reason is simple, motor fuels are viewed as a commodity having no other value. Therefore you cannot package good roads into the price of a gallon of motor fuel if market differentials exist. After 10 years of tax differentials ranging from 1-6 cents we are an industry mostly in decline while on our southern and eastern borders the industry and jobs flourish.

The jobs lost by being unable to sell a gallon of motor

fuel is multiplied many times. Or to put it another way for every job dispersing and collecting motor fuel taxes, five to ten related jobs are created internally or near truckstops.

On average Kansas truckstops provide annual payrolls of \$750,000.00, collect \$1,250,000.00 in taxes and truly represent economic development for our communities. Do not deprive those now employed in your efforts to create jobs for others.

It is for these reasons that we support the sales tax as the only fair share concept that enables everyone, citizens and visitors alike, to participate in our highway programs.

One closing comment truckstops surviability is keyed on the freedom to grow. This freedom has not existed in Kansas for many years.

I thank you for this opportunity and would take questions at this time.

Feb. 17, 1987

Mr. Chairman and members:

As President of the Fredonia Chamber of Commerce, I would like to state our support of Senate Bill 137.

Industrial development is an important part of our Chamber of Commerce; planning and highways are a strategic part of industrial development. Hwy. 96 is our link to the rest of the state and to the nation, but it is a dangerous link. Fredonia's hospital and Fredonia's ambulance service make us aware of the number of fatal and near fatal accidents that have occurred because of the shoulderless condition of K-96. Truck traffic is heavy on K-96, but it would be much greater if the highway were to be made wider and safer.

Truck traffic is essential to Fredonia's major industries--soybean products, cement, livestock and oil production. An industrial development expert who held a workshop in Fredonia, said that having a major highway within 10 minutes of a town was almost essential if a community wanted to attract a new industry.

If we hope to grow and attract young families, so that southeast Kansas won't be the geriatric center of the state, we need to be able to induce business and industry to come to our area. We have many things to offer in the way of plenty of water, power, labor and an inviting lifestyle. Our greatest lack is a transportation network. Without the highway, southeast Kansas will continue to go down hill economically.

We feel this highway plan is crucial, and we urge your support of it.

Connie Collins  
President, Fredonia Chamber  
of Commerce

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