

ROADS AND HIGHWAYS COMMITTEE MEETING - January 31, 1972

The Roads and Highways Committee met in room 510 S at 2:45 P. M. on January 31, 1972. Chairman Dierdorff called the meeting to order and all members were present. Merritt Buffon and Richard Long represented Legislative Research.

Conferees on House Bill 1672 were Chairman Dierdorff, Richard Peyton, Assistant Highway Director and Ed Weillepp, Kansas Contractors' Association.

A roster of those who registered their presence is attached.

HOUSE BILL 1672 - AN ACT relating to the state system of modern express highways and freeways; authorizing the state highway commission to designate portions thereof as toll roads, and prescribing the powers, duties and jurisdiction of the commission with respect thereto;...

Chairman Dierdorff explained the bill and gave his reasons for introducing the bill. He felt we should go to an additional kind of funding, tolls, to supplement the building program.

The question was asked that if a portion of an express highway or freeway is made into a toll road, would we lose federal funds?

Mr. Peyton said that monies expended in federal aid on any state freeway or express highway would have to be returned. They do not have a ruling as to whether it is on the route or that portion that is made into a toll.

Dr. Hughes said that as he read this bill it sounds like that in order to build toll roads or a section it would have to be proven feasible. Under the present circumstances, could any be proven feasible? Several years ago only one was feasible. If we should act on a proposal like this and it would just run into a feasibility study, we would be no further than we are now.

Mr. Dierdorff said that he thought by giving the authority to the Highway Commission we could get by without spending a lot of money for that.

Mr. Ratner said he realized that Mr. Peyton does not want to get into the field of legislative recommendations, but how about the practicality of something like this?

Mr. Peyton said he thinks the Highway Commission could administer it, but there would be a court test regardless of the law the legislature would pass. The second thing as he understood this as it was being prepared, it was contemplated the extra funds would be guaranteed by the freeway fund. The bonds don't do that. They would have to define feasibility.

Mr. Dierdorff commented that when we had feasibility reports a few years ago, there was just one road that would be self-supporting. More would be feasible if backed by highway funds.

Mr. Spotts asked what our construction ability would be if we had all the money stacked back that we wanted to use.

Mr. Peyton said that the present freeway system would be a billion and one-half. It would take ten to fifteen years under the present circumstances to build 1200 miles - that is about 100 miles a year.

The fiscal notes that have been issued during this session show that if all the bills were passed that would use highway funds, it would cost over \$400 million.

Mr. Wilson referred to the 100 miles per year - how many more is that than what is being built now?

Mr. Peyton replied that it would be three times what they now do. There would be no trouble with capability.

Mr. Weillepp said that with their present equipment they could handle \$50 million a year. The Highway Department was able to let a lot of work in 1971. The contractors absorbed that and could have done more.

Mr. Hayes inquired of Mr. Weillepp if his testimony last year showed the contractors would buy more equipment if necessary to keep up.

Mr. Weillepp verified that and said that their only problem at the time was to train personnel. If they had a market they could produce their own people.

Mr. Peyton said that he does not want dollars confused with miles. Productivity is less than it was in the number of miles for dollars. This included all types of work.

Mr. Ratner asked if something like this was to be done authorizing toll roads, would it be more practical to have it on future roads rather than existing roads?

Mr. Peyton said he would hate to be the person to have to go back and declare some existing roads as toll roads. There would be some money for freeways and the Commission would be faced with a choice. The revenue producers would receive priority.

Mr. Ratner asked Mr. Peyton to comment on the 25-mile segments.

Mr. Peyton said they discussed that under the way this bill is written. It is his feeling the bill provides for the Highway Commission to reorganize priorities if this legislation is passed. They might want to find a section 60 or 70 miles long by high projected traffic instead of engaging in small sections.

Mr. Jacobs requested Mr. Peyton to tell the committee about the

financial situation of the state.

Mr. Peyton said that in 1969, the year before the additional gas tax for freeway funds, the total amount available after all expenses was \$36,992,000; in 1970 it was \$30.9 million; in 1971 it was \$24.5 million; in 1972 \$19,986,000. Projected to 1976, based on 12% increase in operational expense, it would be \$6.5 million. This is greatly based on past five or six years if economy inflates like it has.

As far as the freeways are concerned, it would be 14% of the net from the fuel tax. In 1970 it was \$12 million, 1971, \$11 million net. Projected through to 1976 it comes out to \$13.7 million. The current law provides 50% over other funds. Added to that it would be \$21 million in 1971 and that rises to a high of about \$23 million in 1972. It drops about five or six million a year. That is assuming federal aid remains at its present level.

Mr. Hayes asked what the figure would be to complete the present freeway system.

Mr. Peyton said it would cost \$1.5 billion and it would take thirty to forty years.

Mr. Dierdorff asked Mr. Peyton if in a previous conversation he told him that for the present five year building projection they are already \$30 million short.

Mr. Peyton said they are in the position of adding another year's program dollars without adding more programs. He said there are many uncertainties that have not been brought up.

The chairman asked Mr. Peyton to appear before the committee on Tuesday, February 1, 1972. He said he felt many of the members of the

committee would have more questions to ask after studying the bill.

Mr. Lady asked for clarification. He said last year the charts showed there was about \$37 million available for construction.

Mr. Peyton said that was an estimate.

Mr. Dierdorff asked if 35 miles of highway could be built with that amount, and Mr. Peyton said at the present time it would build about 20 miles at the most.

The meeting was adjourned.

Fran Stafford, Recording Secretary

APPROVED:


ARDEN DIERDORFF, CHAIRMAN
February 1, 1972

ROADS AND HIGHWAYS COMMITTEE

GUESTS

NAME	ADDRESS	FIRM OR CORPORATION REPRESENTED
UD GRANT	TOPEKA	KACI
Dick Peyton	Topeka	KHC
RD Hummer	Topeka	KHC
Paul K. Miller	Topeka	Kans. Engineering Society
Francis H. DeBacker	Topeka	Retired "Blae" Railway
James O. Foster	Wichita	Chamber of Commerce
Opem Outler	Topeka	Ks. Consulting Engs.
Ray W. Paulby	Topeka	Kansas Main Current
Ed C. ...		