

ROADS AND HIGHWAYS COMMITTEE MEETING - FEBRUARY 1, 1972

The Roads and Highways Committee met in room 510 S at 2:45 P. M. on February 1, 1972. Chairman Dierdorff called the meeting to order and all members were present except Representative Rosenau.

Conferees were: On House Bill 1672 - Richard Peyton, Assistant Highway Director and Ed Weillepp, Kansas Contractors' Association; on House Bill 1812 - Representative Richard Harper and Richard Peyton.

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,.....

Mr. Peyton explained the attached chart "CASH RECEIPTS (STATE SOURCES) & CASH DISBURSEMENTS - FISCAL YEAR 1971 (DEPARTMENT OF FISCAL MANAGEMENT).

Mr. Peyton explained the chart to the committee.

Mr. Ratner asked the question whether the Highway Department would have to worry about all the requirements from Washington since they would not participate in federal funds for toll roads.

Mr. Peyton said many of the standards are accepted as standard operating procedures for building highways. There are environmental controls still existing. The Health and Safety Act and the Construction Act would apply. There are 74 pages of these regulations. In the state the Labor Commissioner has signed up to administer the Act.

Mr. Dierdorff asked if the cost would be as great per mile for a toll road as for a freeway. Mr. Peyton said it would be essentially the same. Some money could be saved in terms of publication notices, less public hearings. Time should be minimized.

Mr. Ossmann asked what the Federal Labor Standards would add per mile. Mr. Peyton said they do not have the information at this time.

Except as otherwise noted, the individual remarks recorded hereon were taken verbatim and this record has not been approved by the committee or by the individuals making such remarks

Mr. Weillepp said they have not been working with it long enough to make an estimate. Some say 5% but he does not think that will cover it. The more money the contractors have to spend in order to conform, the more they will have to pass the cost on in their estimates.

Mr. Peyton said it is his understanding that when the State Labor Commissioner signed up for this that it brought the public agencies under this control, and he assumes they would have to conform to these regulations.

HOUSE BILL 1812 - AN ACT providing for facilities in roadside parks and rest areas adjacent to U. S. highways.

Mr. Harper explained the bill and told the committee that this park is used extensively. The Chamber of Commerce has tried to get the Highway Commission to do something about providing running water and toilet facilities but they have been told that there are no funds available. He quoted from the letter from the Highway Department regarding the letting of contracts for roadside parks that are going to be built near Ottawa.

Mr. Peyton pointed out that there is a technical error in the bill. There are no such things as U. S. highways. The bill should refer to state highways with U. S. route numbers.

There are 94 such parks without sewer facilities and water. Each one would cost about \$100,000. Until 1962 there were no federal participation funds. After the great increase in travel and the interstates, the federal government began to participate. On the interstate rest areas it takes about \$600,000 a pair.

Kansas provides free camping and there is criticism from those who own campgrounds that the practice should be discontinued. Until

there are enough commercial campgrounds available, it would be unwise to discontinue this. When most of these rest areas were provided, there was an agreement with the cities to keep them up. When the governing bodies change, these agreements are sometimes forgotten.


Mr. Wilson inquired of Mr. Peyton as to why some of the roadside parks are being removed. Will they be replaced?

Mr. Peyton said they will not be replaced; the ones that are being removed are some areas with containers for trash and they are being used for beer parties and garbage dumps.

The meeting was adjourned.

Fran Stafford, Recording Secretary

APPROVED:



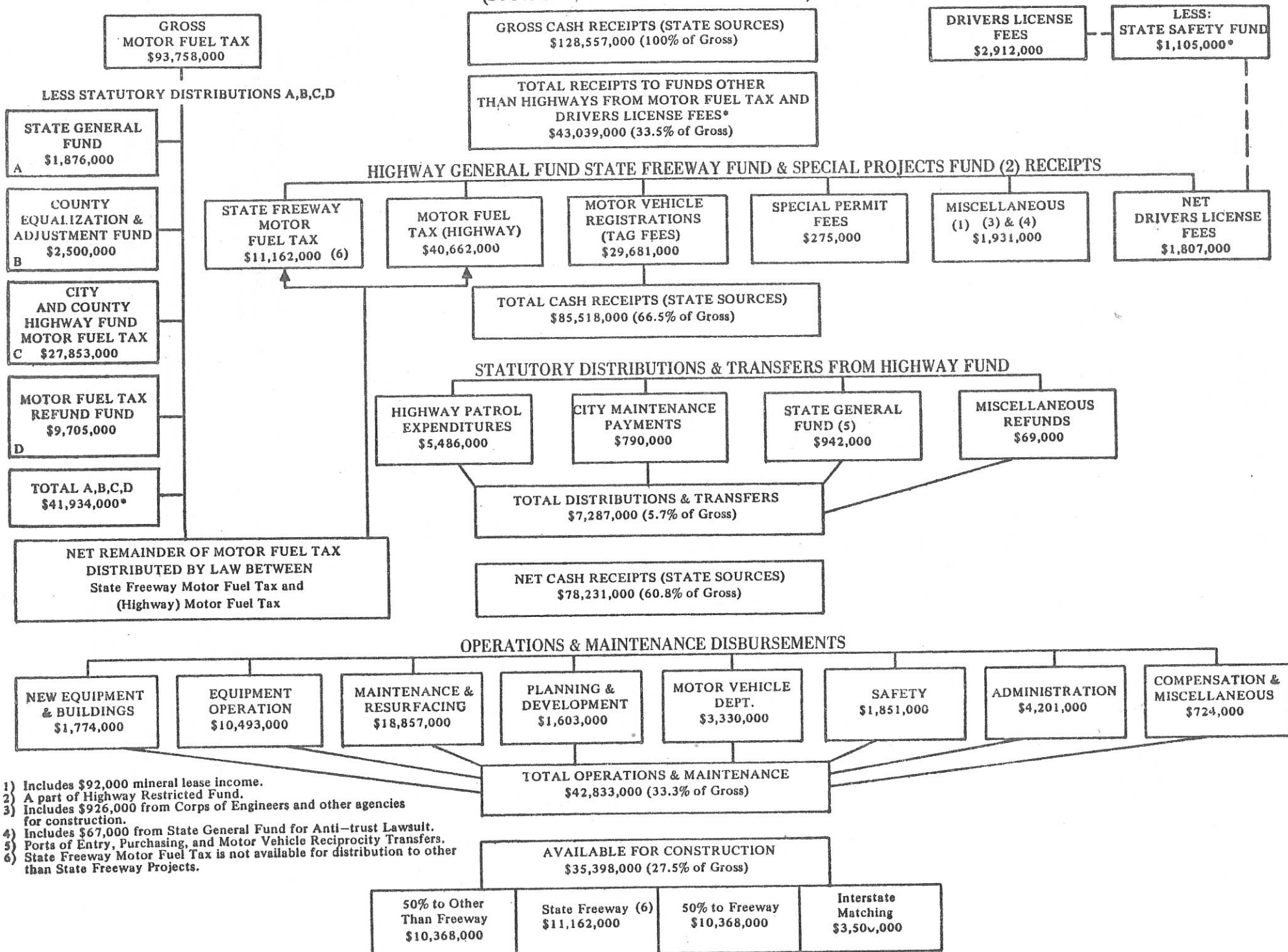
ARDEN DIERDORFF, CHAIRMAN
February 3, 1972

GUESTS

NAME	ADDRESS	FIRM OR CORPORATION REPRESENTED
Ralph Walker	Sharon Springs	Self
Floyd Frisbie	MCDONALD	"
John Reals	Topeka	Self.
Jim Foster	Wichita	C of C
Sam Craig	Topeka	Martin Tractor Co.
Jim Dillhard	Lawrence	KV. Law School
Delbert Krehen	RR3 Topeka	Lawrence KOA owners Assn
Kevin Jones	Topeka	Washington Law
Doyle Rabyer	Agra	Self

[Faint handwritten notes at the bottom left of the page, including names like "Doyle" and "Rabyer".]

STATE HIGHWAY COMMISSION OF KANSAS
CASH RECEIPTS (STATE SOURCES) & CASH DISBURSEMENTS
FISCAL YEAR 1971 (DEPT OF FISCAL MANAGEMENT)
(SOURCE: STATE HIGHWAY COMMISSION)



1) Includes \$92,000 mineral lease income.
 2) A part of Highway Restricted Fund.
 3) Includes \$926,000 from Corps of Engineers and other agencies for construction.
 4) Includes \$67,000 from State General Fund for Anti-trust Lawsuit.
 5) Ports of Entry, Purchasing, and Motor Vehicle Reciprocity Transfers.
 6) State Freeway Motor Fuel Tax is not available for distribution to other than State Freeway Projects.

STATE HIGHWAY COMMISSION OF KANSAS
CASH RECEIPTS (STATE SOURCES) AND CASH DISBURSEMENTS
FISCAL YEAR 1971

Receipts

Motor Fuel Tax		93,758,000	
Less Statutory Distributions:			
State General Fund	1,876,000		
County Equalization & Adjust.Fd.	2,500,000		
City and County Highway Fund	27,853,000		
Motor Fuel Tax Refund Fund	<u>9,705,000</u>	<u>41,934,000</u>	
Motor Fuel Tax (Highway Fund)			40,662,000
Motor Fuel Tax (State Freeway Fund)			11,162,000
Motor Vehicle Registrations			29,681,000
Special Permit Fees			275,000
Miscellaneous (Special Project Fund)			926,000
Miscellaneous (Anti-trust Lawsuit)			67,000
Miscellaneous			938,000
Drivers License Fees		2,912,000	
Less: State Safety Fund		<u>1,105,000</u>	<u>1,807,000</u>
Total Cash Receipts			<u>85,518,000</u>

Disbursements

Statutory Distributions and Transfers

Highway Patrol	5,486,000	
City Maintenance Payments	790,000	
State General Fund (Ports of Entry)	888,000	
State General Fund (Purchasing)	53,000	
State General Fund (Reciprocity Commission)	1,000	
Miscellaneous Refunds	<u>69,000</u>	
Total Statutory Distribution and Transfers		7,287,000

Operations and Maintenance

(1) New Equipment and Buildings	1,774,000	
(2) Equipment Operation	10,493,000	
(3) Maintenance and Resurfacing	18,857,000	
(4) Planning and Development	1,603,000	
(5) Motor Vehicle Department	3,330,000	
(6) Safety	1,851,000	
(7) Administration	4,201,000	
(8) Compensation and Miscellaneous	<u>724,000</u>	
Total Operations and Maintenance		42,833,000

Construction

Highway Fund	10,368,000	
State Freeway Fund	21,530,000	
Interstate Matching	<u>3,500,000</u>	<u>35,398,000</u>
Total Cash Disbursements and Transfers		<u>85,518,000</u>

- (1) Includes expense for such items as buildings, office and shop equipment, the equipment fleet, laboratory supplies, radio system equipment, land, and mixing strips.
- (2) Includes purchases to the inventory, direct purchases of radio repairs, and shop overhead and operation.
- (3) All maintenance and resurfacing contractual or force account.
- (4) Expenses related to Highway Planning and Research and HPR Projects.
- (5) All expenses of the Motor Vehicle Department and Salvage Control Board.
- (6) Expenditures from both State Highway Safety and Federal Highway Safety.
- (7) Expenses of all administration plus Data Processing.
- (8) Claims processed under Compensation and Safety Responsibility.