

Approved January 19, 1984  
Date

MINUTES OF THE SENATE COMMITTEE ON TRANSPORTATION AND UTILITIES

The meeting was called to order by SENATOR ROBERT V. TALKINGTON at  
Chairperson

9:00 a.m./p.m. on January 19, 1984 in room 254-E of the Capitol.

All members were present except:

Senators Hein, Morris and Burke

Committee staff present:

Fred Carman, Hank Avila, Rosalie Black

Conferees appearing before the committee:

John B. Kemp, Secretary of Transportation

The meeting was called to order by Senator Talkington, Chairman, who introduced John B. Kemp, Secretary of Transportation, to discuss prioritization of highway projects, preservation and improvement of highways and bridges, the seeking of interstate discretionary funds for FY 1984 and the closing of roadside parks. (See Attachment 1.)

Mr. Kemp introduced Nancy Zielke who conducted the roadside park study for the Department of Transportation and John Scheirman, Chief of Rail Programs, Department of Transportation, and also assigned the title of Special Assistant Attorney General.

Development of a multi-year preservation and improvement program of approximately one billion dollars funding of projects for FY 1984-1985 totaling \$450 million and a tentative program for FY 1986-1988 of approximately \$600 million provided by the Legislature coupled with the federal surface transportation assistance act was described by Secretary Kemp.

The multi-year program consists of surface preservation covering approximately 1,000 miles a year with seals and overlays up to 1½ inches; rehabilitation and reconstruction of approximately 114 miles in FY 1984-1985; new construction on a limited scale involving interstate gap closings, scheduled freeway fund projects and projects related to economic development; and repair of 300 bridges within five years.

Secretary Kemp said he is especially proud of Kansas' record in receiving

## CONTINUATION SHEET

MINUTES OF THE SENATE COMMITTEE ON TRANSPORTATION AND UTILITIES,  
room 254-E, Statehouse, at 9:00 a.m./p.m. on January 19, 1984

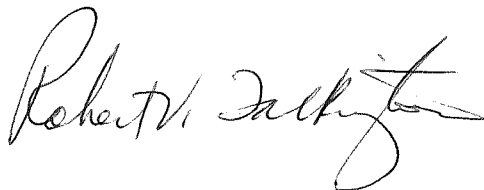
discretionary funds over the last four years which total \$108.3 million since 1979. A request has been submitted to the federal highway administration for \$70 million in interstate discretionary funds for FY 1984.

Referring to closing roadside rest facilities, Mr. Kemp explained that the roadside park study recommended closing 38 facilities and transferring 57 to local authorities. Since the release of the study, 12 local entities have indicated an interest in facilities recommended for closing, so the Department now has 26 recommended to be closed, 69 transferred to local units of government, 17 converted to historical marker sites with a low level of service, and 79 (32 interstate and 47 non-interstate rest stop facilities) to remain open at their current level of service. (Map is part of Attachment 1.)

Senator Norvell asked about funding used to destroy rest areas throughout the State and who is responsible for the decision to close the facilities. Mr. Kemp answered that funding would be from the Department of Transportation's regular general maintenance budget or from the rest area budget. Also, Mr. Kemp answered that the decision to close rest areas is the responsibility of the Secretary of Transportation, which was cleared with the Governor's Office, but not presented before the Legislature.

Senator Kerr and Senator Norvell said that they had received numerous constituent complaints from western Kansans who indicated that with increased tax burdens from their areas from proceeds which are partially to be used for improvement of highways, citizens were shocked at the plan to close rest areas. Instead of the projected closing, constituents feel that maintenance should be improved to a level that is equal to upkeep in other parts of the State.

The meeting adjourned at 10:05 a.m.



Please PRINT Name, Address, the organization you represent, and the Number of the Bill in which you are interested. Thank you.

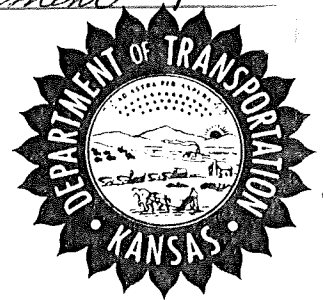
Jan. 19, 1984

NAME	ADDRESS	ORGANIZATION	BILL NO.
John Scheirman	8th Floor S.O.B.	KDOT	Rail merger
Bill Greed	Topoka	State emp. comm.	
John B Kemp		KDOT	
Nancy Zetke-Bigsby	Topoka - S.O.B.	KDOT	Overview-KDOT

*Attachment 1*

# KANSAS DEPARTMENT OF TRANSPORTATION

STATE OFFICE BUILDING—TOPEKA, KANSAS 66612



JOHN B. KEMP, Secretary of Transportation

JOHN CARLIN, Governor

MEMORANDUM TO: SENATE TRANSPORTATION AND UTILITIES COMMITTEE

FROM: JOHN B. KEMP, P.E.  
SECRETARY OF TRANSPORTATION

DATE: JANUARY 19, 1984

I APPRECIATE THE INVITATION TO APPEAR BEFORE THIS COMMITTEE TO OUTLINE AND DISCUSS TRANSPORTATION RELATED ISSUES. IT IS DISTINCTLY A PLEASURE TO APPEAR BEFORE YOU AND NOT HAVE TO PLEAD OUR NEED FOR INCREASED HIGHWAY FUNDING. INSTEAD, I CAN TALK ABOUT A SPECIFIC PROGRAM. THROUGH THE EFFORTS OF THE GOVERNOR, EACH OF YOU ON THIS COMMITTEE, AND MANY OTHERS, A HIGHWAY FUNDING PROGRAM WAS PROVIDED IN THE 1983 LEGISLATIVE SESSION. I THANK YOU FOR PROVIDING THESE NECESSARY RESOURCES SO THE DEPARTMENT OF TRANSPORTATION, AND LOCAL UNITS OF GOVERNMENT, COULD SET ABOUT THE TASK OF THE PRESERVATION AND IMPROVEMENT OF OUR HIGHWAY SYSTEM.

SINCE I MET WITH YOU A YEAR AGO, THE HIGHWAY FUNDING PROGRAM PROVIDED BY THE KANSAS LEGISLATURE COUPLED WITH THE FEDERAL SURFACE TRANSPORTATION ASSISTANCE ACT HAS BEEN TRANSLATED INTO A MULTI-YEAR PRESERVATION AND IMPROVEMENT PROGRAM OF APPROXIMATELY ONE BILLION DOLLARS. A FIRM PROGRAM OF PROJECTS FOR FISCAL YEARS 1984 AND 1985 TOTALING \$450 MILLION AND A TENTATIVE PROGRAM FOR FISCAL YEARS 1986 THROUGH 1988 OF APPROXIMATELY \$600 MILLION HAS BEEN DEVELOPED.

*Atch. 1*

THE CONCEPT OF A TWO YEAR FIRM AND A THREE YEAR TENTATIVE PROGRAM OFFERS THE FOLLOWING ADVANTAGES:

- + A 2 YEAR FIRM PROGRAM HOLDS THE DEPARTMENT ACCOUNTABLE TO PRODUCE WHAT IS COMMITTED WHILE ALSO ALLOWING FOR DETAILED ANALYSIS OF EXPENDITURES AND BALANCES.
  
- + THE 3 YEAR TENTATIVE PROGRAM ALLOWS FOR FLEXIBILITY TO ASSESS SYSTEM NEEDS OBJECTIVELY WHILE ALLOWING FOR IN-HOUSE WORK TO BEGIN ON PROJECTS SO THAT THEY CAN BE LET ON SCHEDULE.

LAST JUNE 10, 1983, I ANNOUNCED THE DETAILS OF THIS CONSTRUCTION PROGRAM TO THE KANSAS HIGHWAY ADVISORY COMMISSION. I HAVE ATTACHED COPIES OF THE PREPARED STATEMENT AND THE SUMMARY PAGE OF PROJECT INFORMATION FROM THAT PRESENTATION FOR YOUR INFORMATION.

IN ADDITION TO ANNOUNCING THE PROGRAM TO THE HIGHWAY ADVISORY COMMISSION, TWELVE PUBLIC MEETINGS WERE HELD AROUND THE STATE THROUGHOUT THE SUMMER AND FALL TO PRESENT THE PROGRAM TO THE CITIZENS OF KANSAS. ROBERT MORRISSEY OF THE FEDERAL HIGHWAY ADMINISTRATION, THE LOCAL KDOT DISTRICT ENGINEER, AND I ATTENDED THE MEETINGS WHICH WERE CHAIRED BY A MEMBER OF THE HIGHWAY ADVISORY COMMISSION.

AT THESE MEETINGS, I WAS ABLE TO EXPLAIN AND ANSWER QUESTIONS ABOUT THE PROGRAM AND SOLICIT SUGGESTIONS AND IDEAS FOR FUTURE PROGRAMS. I PLAN TO CONTINUE THESE PUBLIC MEETINGS AS EACH ADDITIONAL YEAR ON THE PROGRAM IS MADE FIRM. THE MEETINGS WILL BE ROTATED AMONG DIFFERENT SITES SO THAT IN TIME ALL KANSANS WILL HAVE HAD AN OPPORTUNITY TO ATTEND A PUBLIC MEETING AND HAVE INPUT INTO OUR PROGRAM.

AS SHOWN IN THE ATTACHED SUMMARY AND OUTLINED BY THE GOVERNOR IN HIS LEGISLATIVE MESSAGE, THE MULTI-YEAR PROGRAM CONSISTS OF:

- + SURFACE PRESERVATION COVERING APPROXIMATELY 1,000 MILES A YEAR WITH SEALS AND OVERLAYS UP TO 1 1/2 INCHES.
- + REHABILITATION AND RECONSTRUCTION OF APPROXIMATELY 114 MILES IN FY 1984 AND FY 1985.
- + NEW CONSTRUCTION ON A LIMITED SCALE INVOLVING INTER-STATE GAP CLOSINGS, SCHEDULED FREEWAY FUND PROJECTS AND PROJECTS RELATED TO ECONOMIC DEVELOPMENT.
- + BRIDGES HAVE HEAVY EMPHASIS WITH WORK TENTATIVELY SCHEDULED ON NEARLY 300 BRIDGES OVER THE FIVE YEARS.

KDOT HAS EXPENDED CONSIDERABLE TIME AND EFFORT IN DEVELOPING PROJECT SELECTION PROCEDURES CONSISTANT WITH THE DIRECTION KDOT RECEIVED FROM THE 1979 LEGISLATURE.

THE FOUR REQUIREMENTS WERE:

1. THE SYSTEM BE CLEARLY DEFINED AND USE DOCUMENTED CRITERIA;
2. A SYSTEMATIC AND CONSISTENT PROCEDURE BE USED TO DETERMINE THE RELATIVE WEIGHTS OF VARIOUS CRITERIA AND THE RELATIVE PRIORITY RANKING FOR CONSTRUCTION OF ROAD AND BRIDGE SEGMENTS;
3. THE RESULTS OF THE SYSTEM BE REPRODUCIBLE SUCH THAT AN INDIVIDUAL NOT PART OF THE ORIGINAL DECISION MAKING EFFORT WOULD BE ABLE TO RECREATE THE LIST OF PRIORITIES OF CONSTRUCTION PROJECTS; AND
4. QUANTITATIVE AND VERIFIABLE FACTORS BE USED IN DETERMINING RELATIVE PRIORITIES. IF, FOR SOME FACTORS, HARD DATA ARE NOT AVAILABLE AND PROFESSIONAL JUDGEMENTS MUST BE USED, THE RATIONALE FOR THESE JUDGMENTS MUST BE DOCUMENTED.

THE PROJECT SELECTION PROCEDURES ARE DISCUSSED IN MORE DETAIL ON THE ATTACHED MEMORANDUM.

OF PARTICULAR NOTE IS OUR PLAN TO ACTIVELY SEEK INTERSTATE DISCRETIONARY FUNDS IN FY 1984 TO AUGMENT THE SCHEDULED PROGRAM. WE HAVE SUBMITTED A REQUEST TO THE FEDERAL HIGHWAY ADMINISTRATION ASKING FOR \$70 MILLION IN INTERSTATE DISCRETIONARY FUNDS. TO APPLY FOR INTERSTATE DISCRETIONARY FUNDS, A STATE MUST HAVE OBLIGATED ALL OF THE NORMAL APPORTIONMENTS MADE TO IT FOR CONSTRUCTION OF THE INTERSTATE SYSTEM. IN ADDITION, THE REQUESTED DISCRETIONARY FUNDS MUST BE APPLIED TO A READY TO COMMENCE PROJECT, AND IN THE CASE OF CONSTRUCTION WORK, WORK MUST BEGIN WITHIN 90 DAYS OF OBLIGATION. ALLOCATIONS IN FY 1984 ARE TO BE MADE ONLY ON PROJECTS WHICH DIRECTLY CONTRIBUTE TO THE COMPLETION OF AN INTERSTATE SEGMENT WHICH IS NOT OPEN TO TRAFFIC. AT THE PRESENT TIME, KDOT HAS TOTALLY COMMITTED ALL CURRENT INTERSTATE FUNDS AND WILL COMMIT ITS NORMAL INTERSTATE APPORTIONMENTS AS SOON AS IT IS AVAILABLE AND STANDS READY TO RECEIVE AND USE WHATEVER DISCRETIONARY FUNDS MIGHT BE AWARDED TO KANSAS. I AM ESPECIALLY PROUD OF OUR RECORD IN RECEIVING DISCRETIONARY FUNDS OVER THE LAST FOUR YEARS.

DISCRETIONARY FUNDS OBLIGATED

	<u>Interstate</u>	<u>Bridge Repair &amp; Replacement</u>
FFY 79	0	5,256,600
FFY 80	25,044,426	0
FFY 81	34,732,546	6,115,300
FFY 82	1,090,111	1,885,259
FFY 83	9,966,000	6,092,315
FFY 84	*	18,120,000**
TOTAL	<u>70,833,083</u>	<u>37,468,874</u>

- \* PENDING REQUEST FOR \$70 MILLION.
- \*\* APPORTIONED BUT NOT OBLIGATED.

KANSAS HAS RECEIVED \$37.5 MILLION IN BRIDGE DISCRETIONARY AND \$70.8 MILLION IN INTERSTATE DISCRETIONARY, OR A TOTAL OF \$108.3 MILLION IN DISCRETIONARY FUNDS SINCE FFY 1979.



THE AWARD OF INTERSTATE DISCRETIONARY FUNDS HAS BEEN DELAYED BY THE FHWA PENDING CONGRESSIONAL APPROVAL OF THE INTERSTATE COST ESTIMATE. THERE IS A GREAT BENEFIT TO BE DERIVED FROM THE AWARD OF DISCRETIONARY FUNDS AND THE EARLY COMPLETION OF THE INTERSTATE SYSTEM. EACH STATE RECEIVES A MINIMUM OF 1/2 OF 1% OF THE TOTAL INTERSTATE FUNDS ALLOCATED EACH YEAR WHICH CAN BE SPENT ANYWHERE ON THE STATE HIGHWAY SYSTEM AFTER INTERSTATE NEEDS ARE ADDRESSED. IN KANSAS, THIS MEANS WE WOULD RECEIVE \$20 MILLION PER YEAR WHICH COULD BE USED FOR SYSTEM WIDE NEEDS. HENCE OUR DESIRE TO COMPETE FOR DISCRETIONARY FUNDS TO COMPLETE OUR INTERSTATE PROJECTS AS SOON AS POSSIBLE.

I HAVE EMPHASIZED THE IMPORTANCE OF PRODUCING THE FIRM PROGRAM. CONSIDERABLE TIME AND EFFORT HAS, IS, AND WILL CONTINUE TO BE EXPENDED TO INSURE THE MOST BENEFICIAL USE OF THE FUNDING WHICH HAS BEEN PROVIDED TO THE DEPARTMENT. EVERY ADMINISTRATOR IN THE AGENCY IS BEING HELD ACCOUNTABLE TO ACCOMPLISH THIS CONSTRUCTION PROGRAM.

I WOULD LIKE TO MENTION TWO OTHER ITEMS TODAY. ONE IS AS A RESULT OF THE EARLY BAD WEATHER THIS WINTER. KDOT HAS EXPERIENCED SOME SIGNIFICANT EXPENDITURES IN THE AREAS OF OVERTIME AND MATERIALS (SALT, SAND) BECAUSE OF SNOW, ICE AND THE COLD. WHILE THERE IS NO CAUSE FOR ALARM AT THIS POINT IN TIME, WE ARE CLOSELY MONITORING THE SITUATION SO THAT I CAN REPORT TO YOU IMMEDIATELY IF FUNDING PROBLEMS OCCUR IN THESE AREAS.

THE LAST ITEM I WOULD LIKE TO DISCUSS IS THE RECENTLY RELEASED ROADSIDE PARK STUDY. AS SECRETARY OF TRANSPORTATION, I HAVE THE RESPONSIBILITY TO DETERMINE PRIORITIES AND TO ALLOCATE THE RESOURCES DEDICATED TO OUR DEPARTMENT ACCORDING TO THOSE PRIORITIES. OFTEN TIMES THIS RESPONSIBILITY REQUIRES DIFFICULT DECISIONS TO BE MADE AFTER BALANCING MANY COMPETING NEEDS AND INTERESTS.

I HAVE A STRONG COMMITMENT TO THE SAFETY OF OUR TRAVELLING PUBLIC AND TO BUILDING THE IMAGE OF KANSAS AS A GOOD PLACE TO BE FROM AND TO VISIT. OF COURSE, OUR HIGHEST PRIORITY IS TO MAINTAIN A SYSTEM OF SAFE ROADS AND BRIDGES. THE FUNDING PACKAGE PASSED LAST SESSION HAS GIVEN US MUCH NEEDED RESOURCES TO PRESERVE AND MAINTAIN OUR SYSTEM; BUT AS YOU WELL KNOW, IT DOES NOT ALLOW US TO BUILD EVERY PROJECT OR MEET EVERY NEED WHICH EXISTS.

ROADSIDE PARKS ARE BOTH SAFETY REST AREAS AND A CONVENIENCE FOR MOTORISTS. WE HAVE ASSISTED THE KANSAS DEPARTMENT OF ECONOMIC DEVELOPMENT WITH THE UPGRADING OF TOURIST INFORMATION AREAS AT GOODLAND AND KANSAS CITY ON INTERSTATE 70 AND ARE COMMITTED TO SUCH ASSISTANCE AT SOUTH HAVEN ON I-35. WELL-KEPT REST AREAS ARE GOOD FOR SAFETY AND TOURISM, BUT RUNDOWN, ANTIQUATED FACILITIES DO NOT HELP THE KANSAS IMAGE. I BELIEVE THE 79 FACILITIES WE ARE COMMITTED TO MAINTAIN--32 ON THE INTERSTATE AND 47 ON THE STATE HIGHWAY SYSTEM--CONTINUE TO BE A GOOD ADVERTISEMENT FOR KANSAS. THESE ARE THE AREAS WHICH HAVE THE HIGHEST USAGE BY THE TRAVELLING PUBLIC AND WE WILL DEVOTE CONSIDERABLE RESOURCES TO THEIR MAINTENANCE AND UPGRADING EACH YEAR; OVER ONE MILLION DOLLARS FOR MAINTENANCE AND \$100,000 FOR UPGRADING IS CURRENTLY BUDGETED.

SINCE 1979, I HAVE DIRECTED THAT THE DEPARTMENT TAKE ACTION IN MANY AREAS TO MAKE THE OPERATION OF KDOT MORE EFFICIENT.

WE HAVE REORGANIZED THE DEPARTMENT; MADE A SIGNIFICANT REDUCTION IN OUR FORCES, PARTICULARLY IN THE MAINTENANCE AREA; SCOPED DOWN THE SCALE OF MANY PROJECTS; AND MADE POLICY DECISIONS ON REDUCTION OF LIGHTING, MOWING AND OTHER ACTIVITIES. THESE ACTIONS HAVE ALLOWED US TO ADDRESS MORE OF THE CRITICAL NEEDS ON OUR HIGHWAYS AND BRIDGES.

KANSAS HAS A REPUTATION FOR ITS FINE REST AREAS AND HISTORICALLY, WE HAVE BUILT AND MAINTAINED MORE SITES THAN MOST OTHER STATES. FRANKLY, WE'VE OVERBUILT IN SOME AREAS, AND WE HAVE OVER THE YEARS CLOSED SOME FACILITIES AND TRANSFERRED OTHERS TO LOCAL AUTHORITIES WHEN IT WAS WARRANTED.

A PROPOSED PLAN THAT KDOT DEVELOPED FROM 1975 TO 1981 BY THE LANDSCAPE UNIT IN OUR DESIGN DEPARTMENT CALLED FOR THE CLOSING OF 68 FACILITIES AND THE CONVERSION OF 53 SITES TO LOW SERVICE TURNOUTS WHERE THERE ARE HISTORICAL MARKERS. IT ALSO PROPOSED UPGRADING OR REBUILDING 32 FACILITIES AND BUILDING 19 FACILITIES AT NEW LOCATIONS. IT WAS ESTIMATED THAT THE COST OF THIS UPGRADING AND REBUILDING WOULD BE AROUND \$5 MILLION.

SINCE OUR MAINTENANCE FORCES HAVE BEEN REDUCED BY ABOUT 20% OVER THE PAST SEVERAL YEARS AND BECAUSE OUR RESOURCES DO NOT MEET ALL OF OUR NEEDS, WE DECIDED TO TAKE A CLOSE LOOK AT OUR REST AREAS AND MAKE DECISIONS REGARDING OUR LEVEL OF SERVICE ON THE SYSTEM. THE FIRST PRIORITY OF OUR MAINTENANCE FORCES IS EMERGENCY WORK--PLOWING SNOW, FLOOD CONTROL, REPLACING STOP SIGNS WHEN THEY HAVE BEEN REMOVED OR STRUCK, ETC. THEIR NEXT PRIORITY IS SERVICE TO THE ROADWAY AND BRIDGES--POTHOLES, CRACKS, SIGNS, GUARDRAILS, SHOULDERS, ETC. THEN COME OTHER PRIORITIES INCLUDING THE MAINTENANCE OF REST AREAS.

OUR STUDY LOOKED AT USAGE, MAINTENANCE COST AND ALTERNATIVE REST STOP FACILITIES. OUR REPORT RECOMMENDED CLOSING 38 FACILITIES AND TRANSFERRING 57 TO LOCAL AUTHORITIES. SINCE THE RELEASE OF THE STUDY, 12 LOCAL ENTITIES HAVE INDICATED AN INTEREST IN FACILITIES WE RECOMMENDED CLOSING, SO WE NOW HAVE 26 RECOMMENDED TO BE CLOSED, 69 TRANSFERRED TO LOCAL UNITS OF GOVERNMENT, 17 CONVERTED TO HISTORICAL MARKER SITES WITH A LOW LEVEL OF SERVICE AND 79 (32 INTERSTATE AND 47 NON-INTERSTATE REST STOP FACILITIES) TO REMAIN OPEN AT THEIR CURRENT LEVEL OF SERVICE.

WE BELIEVE THE TRANSFER OF SITES TO LOCAL UNITS MAKES SENSE IN MANY CASES AND WE HAVE HAD VERY GOOD COOPERATION IN EFFECTING THIS TRANSFER. MANY OF THE SITES ARE IN CITIES OR VERY NEARBY. MANY ARE USED AS PARKS BY LOCAL CITIZENS AND ORGANIZATIONS. RESPONSIBILITY FOR THE SECURITY OF THESE FACILITIES IS OFTEN BETTER HANDLED AT THE LOCAL LEVEL WITH MORE RESPECT FOR THE PROPERTY EXHIBITED IF IT BELONGS TO THE COMMUNITY. AND THE COSTS FOR MAINTENANCE MAY WELL BE LESS AT THE LOCAL LEVEL FOR NEARBY FACILITIES.

I BELIEVE THAT OUR REST AREA STUDY OBJECTIVELY EVALUATES THE PROBLEMS WHICH WE HAVE ENCOUNTERED WITH THESE AREAS. I BELIEVE THAT ANY OBJECTIVE ANALYSIS OF THE PROBLEM WOULD LEAD TO RECOMMENDATIONS WHICH ARE SIMILAR TO THOSE CONTAINED IN THE DEPARTMENT'S STUDY.

I ASKED ONE OF OUR DISTRICT ENGINEERS TO PROVIDE SPECIFIC INFORMATION ABOUT THE EXTENT OF VANDALISM AT ONE SPECIFIC SITE. THIS RESPONSE IS QUOTED AS FOLLOWS:

"... THE SUB AREA SUPERVISOR AND HIS CREW WERE ASKED TO RECALL TO THE BEST OF THEIR KNOWLEDGE THE REPAIRS THEY HAVE MADE TO THE REST AREA AS A RESULT OF VANDALISM. THE FOLLOWING ITEMS ARE THOSE FURNISHED ME. THEY WOULD REPRESENT APPROXIMATELY A 24-MONTH PERIOD:

- I. INTERIOR PANELS IN MENS RESTROOM REPAIRED AT LEAST 10 TIMES.

2. EXTERIOR WALLS PAINTED TWICE DUE TO GRAFFITI.
3. GRAFFITI PAINTED OVER ON INTERIOR WALLS AT LEAST 3 TIMES PER WEEK.
4. REPAIR STOP SIGN POST 12 TIMES.
5. REPLACE SOME FIBERGLASS ROOF PANELS ON TABLE SHADES 5 TIMES.
6. REPAIR DOOR TO STORAGE ROOM 1 TIME.
7. REPLACE WOOD SHINGLES ON TABLE SHELTER SEVERAL TIMES AFTER SHINGLES HAVE BEEN TORN OFF TO START A FIRE.
8. CONCRETE BLOCK SCREENING WALL HAS BEEN BROKEN AND NOW NEEDS REPAIR.
9. BLIND PANELS IN INTERIOR NOW NEED REPAIR.
10. AT LEAST 4 LIGHT BULBS PER WEEK ARE STOLEN.
11. TWO PICNIC TABLES STOLEN.
12. REPAIR PICNIC TABLES 4 TIMES.

13. WEEKEND BEER BUSTS BY AREA TEENAGERS DURING SUMMER MONTHS HAS RESULTED IN PICNIC TABLES BEING THROWN IN THE ADJACENT RIVER. THESE HAVE BEEN RECOVERED."

I DISCUSSED THE SUBJECT OF ROADSIDE PARKS AND REST AREAS WITH THE HOUSE TRANSPORTATION COMMITTEE LAST MONDAY AFTERNOON. DURING THAT DISCUSSION IT WAS SUGGESTED THAT PRISON INMATES MAY BE AVAILABLE TO MAINTAIN REST AREAS IN THE PROXIMITY OF PLACES WHERE SUCH INMATES ARE HOUSED. IN THE PAST FEW DAYS I HAVE HAD DISCUSSIONS ABOUT THIS MATTER WITH SECRETARY OF CORRECTIONS MICHAEL BARBARA. WE WILL BE EXPLORING THIS ISSUE FURTHER IN THE IMMEDIATE FUTURE. THIS TYPE OF MAINTENANCE MAY HAVE POTENTIAL FOR SOME SITES.

IT IS VERY INTERESTING TO NOTE THAT THE KANSAS DEPARTMENT OF TRANSPORTATION WOULD BE SUPPORTING MORE REST AREAS THAN OUR NEIGHBORING STATES DO EVEN AFTER THE REDUCTION IN NUMBERS WE CONTEMPLATE. THE INFORMATION PROVIDED BY OTHER STATES IS AS FOLLOWS:

OKLAHOMA	14*	ALL INTERSTATE FACILITIES
IOWA	40**	ALL INTERSTATE FACILITIES
MISSOURI	17***	TWIN INTERSTATE FACILITIES AND 3 NON-INTERSTATE FACILITIES
NEBRASKA	27	INTERSTATE FACILITIES AND 3 NON- INTERSTATE FACILITIES

\* 7 TOURIST INFORMATION CENTERS NOT INCLUDED

\*\* IOWA HAS OVER 60 OTHERS THAT ARE MAINTAINED BY AGREEMENTS, SERVICE CLUBS, CITIES, ETC.

\*\*\* 2 ARE COMBINED TOURIST INFORMATION CENTERS

I URGE ALL OF YOU TO READ THE STUDY WHICH WE HAVE PREPARED. ON A CASE BY CASE BASIS, THE DEPARTMENT WILL CERTAINLY BE WILLING TO CONSIDER ANY OTHER FACTS WHICH ARE BROUGHT TO OUR ATTENTION AND TO REEVALUATE ANY CONCLUSIONS WE HAVE REACHED IN LIGHT OF SUCH INFORMATION. HOWEVER, I BELIEVE THAT OUR BASIC APPROACH TO THIS PROBLEM IS SOUND AND THAT THE CITIZENS OF THE STATE WILL BE BETTER SERVED IF OUR RECOMMENDATIONS ARE IMPLEMENTED.

IT IS NEVER POPULAR TO REDUCE SERVICES. IT IS OUR AIM TO PROVIDE GOOD SERVICES AT THE HIGHEST LEVEL POSSIBLE AT THE 79 ROAD-SIDE SAFETY AREAS WHERE THERE IS THE HIGHEST LEVEL OF USAGE AND THE RESOURCES TO DO SO.

I WOULD BE GLAD TO RESPOND TO ANY QUESTIONS YOU MIGHT LIKE TO ADDRESS TO ME.

ATTACHMENTS



