

Approved December 3, 1986
Date

MINUTES OF THE House COMMITTEE ON Transportation

The meeting was called to order by Rex Crowell at
Chairperson

1:30 ~~xxx~~/p.m. on April 11, 1986 in room 519-S of the Capitol.

All members were present except:
Representatives Justice, Adam, Snowbarger and Knopp - All Excused.

Committee staff present:

Bruce Kinzie, Revisor of Statutes
Hank Avila, Legislative Research
Donna Mulligan, Committee Secretary

Conferees appearing before the committee:

Representative Lee Hamm
Mr. Leroy Lyon, Great Bend Economic Development Commission
Senator Bob Frey

The meeting was called to order by Chairman Crowell and the first order of business was a hearing on SB-693 authorizing and directing the Kansas Turnpike Authority to study the feasibility of constructing certain turnpike projects or freeways.

Mr. Bruce Kinzie briefed the Committee on the contents of SB-693.

Representative Lee Hamm spoke in support of SB-693. He said the key to economic success is a good highway system.

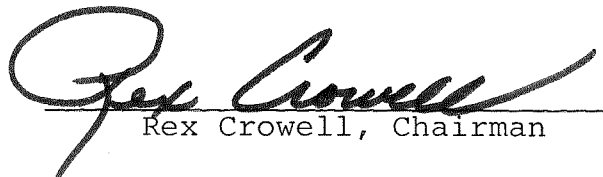
Mr. Leroy Lyon, Great Bend Economic Development Commission, testified in support of SB-693. (See Attachment 1)

Mr. Lyon said that successful economic development in Kansas cannot be separated from the issue of adequate highway transportation to all corners of the state. He added that the task of attracting new companies to invest capital and create new manufacturing jobs in Kansas is impossible in rural areas of the state where there is a lack of four-lane highways. Mr. Lyon urged the Committee to recommend SB-693 favorable for passage.

Senator Bob Frey spoke favorably concerning SB-693.

A motion was made by Representative Shore to recommend SB-693 favorable for passage. The motion was seconded by Representative Harper. Motion passed.

The meeting was adjourned at 2:15 p.m.


Rex Crowell, Chairman



ECONOMIC DEVELOPMENT COMMISSION

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POSITION STATEMENT

Chairman Crowell and Members of the House Transportation Committee:

I am Leroy Lyon, Executive Director for the Great Bend Economic Development Commission. I am here today representing varied interests in Barton County who are supportive of Senate Bill 693 and also Senate Bill 492 which together will provide funding for a feasibility study for a new four-lane highway connecting I-70 near Hays to I-44 near Joplin, Missouri. We are aware that SB 492 has already been approved by the House and is now awaiting the Governor's signature.

It is my understanding that several organizations and businesses in Barton County have submitted to members of this committee letters or resolutions of support for Senate Bill 693. These include The Fuller Brush Co., DaMac Drilling, the Great Bend Economic Development Board, the City of Great Bend, the Barton County Board of Commissioners, the Hoisington Chamber of Commerce, and the Great Bend Chamber of Commerce.

It is our opinion that successful economic development in Kansas cannot be separated from the issue of adequate highway transportation to all corners of the state. Without a good system of freeways and toll roads to facilitate the movement of raw and finished goods, the retention of existing manufacturing facilities with all important jobs is a most difficult task. The task of attracting new companies to invest capital and create new manufacturing jobs in Kansas is likewise impossible in rural areas of the state where there is a lack of four-lane highways.

Agriculture remains the number one industry in Kansas and it is our opinion that a four-lane highway to facilitate the shipment of western Kansas small grains to the Port of Catoosa near Tulsa, Oklahoma is imperative. It appears to us that the financial feasibility of the proposed project rests in large measure on this factor.

In terms of dollars and cents, the new diagonal highway between Hays and Wichita translates into a savings of \$68.40 for each round trip made by a truck. This is based on the current trucking rate of \$1.14 per running mile and the premise that the diagonal will reduce the distance between Hays and Wichita by about 30 miles. The savings in time is also an important dollar and cents issue.

It is interesting to note that the first recommendation made in the economic development study by the University of Kansas pertained to agriculture. That recommendation involved three tasks all of

*H. Transp. 4/11/86
Attachment 1*

which would result in the diversification of Kansas agriculture into new products and the application of science and technology to the value added processing of Kansas commodities within Kansas. It is our opinion that the ability to adequately address the report's tasks correlates in a direct sense to the state's ability to provide an efficient highway system. We do not believe that the tasks of processing and market development will occur in the western areas of Kansas without adequate four-lane highways. We need major corridors whether they be freeways or turnpikes.

During this session of the Legislature when the buzz-word is economic development, it is time to re-adjust our thinking about highways in western Kansas. We must think of an improved highway system as an investment in economic development which will spur considerable growth and therefore generate an increased flow of highway traffic. We should not think of improving highways only when heavy traffic flows warrant it.

we in Barton County are committed to the future of Kansas as we pursue our goals and objectives of improving the economy of our area. We only hope that you will pay attention to what our largest employer said in their letter of support. The Fuller Brush Company, with more than 500 employees and an annual \$7.5 million payroll, said: "The one major drawback that we have is the logistics of moving raw materials to our facility and finished goods to our markets. The proposal of Senate Bill 693 will clearly alleviate some of the burden".

Therefore, gentlemen, we urge you to stamp your approval on SB 693.