

Approved 4-23-86  
Date

MINUTES OF THE House COMMITTEE ON Ways and Means

The meeting was called to order by Bill Buntten at  
Chairperson

1:30 ~~am~~/p.m. on Monday, March 31, 1986 in room 514-S of the Capitol.

All members were present except:

Committee staff present: Jim Wilson, Revisors Office  
Gloria Timmer, Research  
Laura Howard, Research  
Sharon Schwartz, Administrative Aide  
Nadine Young, Committee Secretary

Conferees appearing before the committee:

- Senator Talkington
- Senator Johnston
- Congressman Whittaker
- Clayton Connell, City of Fredonia, Ks.
- John Gillette, City of Fredonia, Ks.
- Murlin Blackston, Mayor of Neodesha
- Verlie Coss, Southeast Manufacturing Co., Neodesha
- Peggy Coder, Mayor of Independence
- Gail Stout, Independence Area Chamber of Commerce
- J. D. Baumgarten, Labette City Commissioner
- Jim Dahmen, Columbus Telephone Company, Cherokee County
- Ed Roitz, City Commissioner - Pittsburg, Ks.
- Erwin Knocke, Arkansas City
- Emerson Lynn, Editor of The Iola Register
- Dick Nichols, Home State Bank & Trust Co., McPherson, Ks.
- Charles Belt, Wichita Area Chamber of Commerce
- Andy Plowman, Parsons Chamber of Commerce
- Paul Sasse, City Manager for Independence, Ks.
- Don Munsell, Executive Vice President of Mid-America, Inc.  
Parsons, Ks.
- R. S. Delamater, Wichita, KS.
- Others Present (Attachment A)

Chairman Buntten called the meeting to order at 1:30 p.m.

HB 3126 -- an act concerning the state corporation commission; placing certain positions in the classified service under the Kansas civil service act; amending K.S.A. 74-622 and repealing the existing section.

Representative Chronister, subcommittee chairman for corporation commission explained the bill. It is the result of a request by corporation commission. It would allow transfer of former Energy office clerical staff from unclassified service to classified. On a motion by Representative Chronister and a second by Representative Shriver, HB 3126 was recommended favorable for passage.

SB 492 -- an act authorizing and directing the Kansas Turnpike Authority to study the feasibility of constructing a turnpike project or a freeway including methods of financing thereof; prescribing the location thereof; and concerning appropriations for the fiscal years ending June 30, 1986, and June 30, 1987, for such purposes.

The first conferee was Senator Talkington who told the committee that this proposed project has been a concern of southeast Kansans during his 18 years with the Legislature, it is vital to economic development and will permit this part of the state to become a viable part of Kansas.

Senator Johnston appeared in support of the bill and submitted written testimony (Attachment B). If this project becomes a reality, an economic

Unless specifically noted, the individual remarks recorded herein have not been transcribed verbatim. Individual remarks as reported herein have not been submitted to the individuals appearing before the committee for editing or corrections.

CONTINUATION SHEET

MINUTES OF THE House COMMITTEE ON Ways and Means,

room 514-S, Statehouse, at 1:30 ~~xx~~ m./p.m. on Monday, March 31, 19 86

impact statement on southeast Kansas will be prepared. Several legislative members have pledged to work to raise money privately from throughout our part of the state to fund this report.

Honorable Bob Whittaker, U. S. Congressman addressed the committee in support of the bill. He has been actively involved in efforts to bring a new 4-lane highway to southeast Kansas. (Attachment C)

Clayton Connell, a retired U.S. postal employee testified in support of the bill. He now serves as a member of the southeast Kansas committee and has been part of this very concerted effort.

John Gillette, president of Chamber of Commerce in Fredonia spoke in support, saying it is very costly and time consuming to get goods our of southeast Kansas to market. Our people must compete at a disadvantage, therefore, we are not seeing any new industries locate in our area.

Murlin Blackston, Mayor of Neodesha, appeared in support. He said the old highways are so narrow that a vehicle cannot even pull off for emergencies.

Verlie Coss, Southeast Manufacturing Company in Neodesha, appeared in support of the bill. Passage of this legislation would be very beneficial to his firm which operates six full time trucks on daily and weekly runs.

Peggy Coder, Mayor of Independence, Kansas appeared in support and provided written testimony (Attachment D). She said that her area has long been neglected in road development for decades, and young people are leaving.

Gail Stout appeared in support, representing Independence Area Chamber of Commerce (Attachment E). Economic development is their prime concern, and believe that a superhighway from Wichita to Joplin is vital. He said, "we don't care whether it is a freeway or a toll road, but believe timeliness to be an important factor".

J. D. Baumgarten, chairman of Labette City Commission, appeared in support of the bill.

Jim Dahmen, Columbus Telephone Company, and formerly Executive Vice President of Mid-America, Inc. appeared in support of the bill (Attachment F). He said that great sums of discretionary, disposable income is leaving the state of Kansas because of the difficulty in travel in southeast Kansas. He said that Cherokee County has decreased from 44,000 to 22,000 in population in recent years and is the 3rd poorest county in the state.

Ed Roitz, City Commissioner for Pittsburg appeared before the committee and spoke in support of Congressman Whittaker's effort to make this highway proposal a reality. What we are discussing here today is an investment, which will pay for itself in more taxes to the State in the form of sales, income and motor fuel taxes. (Attachment G)

Erwin Knocke, Arkansas City, testified in support of the bill and presented a booklet (on file in Ways & Means office) entitled "Twenty Year Paper Trail in search of Better Highways" which contains documentation of the efforts in seeing this proposal become a reality.

Emerson Lynn, Editor of The Iola Register and chairman of the Southeast Kansas Transportation Steering Committee appeared in support of the proposal. He said the people of southeast Kansas are convinced that a major east-west highway would stimulate the economy and are united in urging its construction. The investment would pay handsome dividends. (Attachment H)

Dick Nichols, President and Chairman of Home State Bank and Trust Company, McPherson appeared in support (Attachment I). He said that even though it may seem that he is out of the benefit area, actually no one in Kansas is, as all of Kansas will benefit.

Charles Belt, Wichita Area Chamber of Commerce, appeared briefly and urged support. Chamber of Commerce is strongly committed to this endeavor. (Attachment J)

CONTINUATION SHEET

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Don Munsell, Executive Vice President of Mid-America, Inc. testified in support of SB 492 (Attachment K). He said that recent research reports show continued accelerated projections of population growth for southwest Missouri and northwest Arkansas and that Kansas must directly tap this source of expanded business activity.

Andy Plowman appeared in support, speaking for Parsons Chamber of Commerce (Attachment L). He added that in the event of a national emergency, the National Defense Munitions plant at Parsons would be of utmost importance and a good highway would be necessary.

Paul Sasse, City Manager for Independence, Kansas appeared and provided written testimony (Attachment M) in support of SB 492. He said the positive economic impact of a southeast Kansas highway simply cannot be overstated.

R. S. Delamater from Wichita was the last conferee appearing today on SB 492. He said that many people are bypassing our southeast cities and going the long way around. Because of this, the state is missing out on added tax revenue.

Attachment N - letter from Mary Kay Ramsey, Mayor of Parsons  
Attachment O - statement of facts concerning SB 492, by Representative Chronister.

Also on file in Ways and Means office is a folder containing Resolutions and petitions in support of SB 492.

On the bill, Representative Chronister moved that SB 492 be recommended favorable for passage. Seconded by Representative King. Motion carried.

HB 2235 - Committee was advised that amendments would be proposed; therefore no action was taken on the bill due to the fact that proponents were not available.

HB 2910 - Was not acted on.

Meeting adjourned.

Date 3-31-86

Name	Address	Representing
Dick Nichols	Home State Bank & Tr. McPherson, Ks	Self
Don Munsell	P.O. Box 70 & Parsons <sup>67357</sup>	Mid-America Inc
Verlie Ross	P.O. Box 300 Neodesha <sup>66757</sup>	Southeast Mfg. Co.
Haird Hawley	P.O. Box 477 Neodesha <sup>66757</sup>	Tri-H Industries Inc
Emerson Lynn	Iola	REGISTER
John Carder	Iola	City of Iola
Jack Groves	Parsons	Chamber of Commerce
Susan Timmins	Fredonia	Chamber of Commerce
Dean O'Connell	Fredonia, KS	John O'Connell
Laura O'Connell	Fredonia, KS	" " "
Austin O'Connell	Fredonia, KS	" " "
Alvin Scott	Fredonia, KS	Shank Program Inc.
Fran Williams	Fredonia, KS	Senior Citizens
Rita Githens	Fredonia, KS	Wheeler Eastern
Kathy Githens	Parsons	City of Parsons
Ed Baumgardner	Fredonia, KS	Letts County Commission
Norm Averis	Arkansas City, KS	Ark City Chamber & Lecky Ment Council
Ernie Kubeke	Arkansas City, KS	Ark City Chamber
Elly McCoy	Chanute, KS	KKOY-KQSM Radio
Paul Sasse	Independence	City of Independence
R.S. Delamater	Wichita	Parsons
Karl G. ...	...	...
Gene Brooks	Emporia	Senate
Jim Patterson	Independence	Leg.
Ed Rents	Pittsburg	Pittsburg Citizens of
Lou Atherton	Pittsburg	City of Pittsburg

Date                     

Name	Address	Representing
Dorothy Cook	301 Exchange Dr Independence	Mayor Independence
Shirley Larson	Box 326 Independence	Chamber of Commerce
MR. GAIL STOUT	575 Taylor Rd. <sup>INDEPENDENCE, KS</sup>	C of I INDEPENDENCE
PAUL H-VIETS	2712 Country Club Circle <sup>INDEPENDENCE, KS</sup>	CITIZENS NATIONAL BANK
John J. Gillett	P.O. Box 556 Fredonia, KS	Fredonia Chamber of Commerce
Arthur W. Miller	528 No. 9th Fredonia, KS	Fredonia Chamber of Commerce
Al Goering	Box 331 Neodesha, KS	Finance Commission
F. Nuttall	901 Lincoln Neodesha, KS	Com. of Military Sports
Martin Blackston	127 Main Neodesha, KS	Mayor
Mina R. Olson	611 N. 8. Neodesha, KS	Chamber of Commerce
Terry Harper	707 S. 1st Neodesha, KS	Town of Neodesha
Jim Mahoney	224 South Kansas, Colver, KS	Chamber of Commerce
Bill Hollenbeck	Pittsburg State Univ	Pittsburg, KS
Marc Marciano	512 W. 6th, Topeka	C of C
CHARLES BELT	WICHITA	WICHITA C of C

# State of Kansas

## Senate Chamber

MICHAEL L. JOHNSTON  
SENATE MINORITY LEADER  
SENATOR, FOURTEENTH DISTRICT  
LABETTE COUNTY AND PARTS OF  
CRAWFORD, MONTGOMERY AND  
NEOSHO COUNTIES  
P.O. BOX A  
PARSONS, KANSAS 67357-0040



COMMITTEE ASSIGNMENTS  
MEMBER: ELECTIONS  
GOVERNMENTAL ORGANIZATION  
INTERSTATE COOPERATION  
LEGISLATIVE BUDGET  
LEGISLATIVE AND CONGRESSIONAL  
APPORTIONMENT  
LEGISLATIVE COORDINATING COUNCIL  
WAYS AND MEANS

## Office of Minority Leader

STATE CAPITOL  
TOPEKA, KANSAS 66612-1565  
913-296-3245

### House Ways and Means Committee

### Senate Bill 492, Feasibility Study of Highway Project

March 31, 1986

### Statement by Senator Michael Johnston

Thank you, Mr. Chairman, and members of the Committee, for affording me the opportunity to appear today.

As I am sure you are aware, Senate Bill 492, is the first step of a journey that I am convinced will culminate in the construction of a four-lane highway between central Kansas and southeastern Kansas at some time in the future. This measure seeks to secure \$250,000 to allow the Turnpike Authority to contract for a feasibility report on constructing a turnpike or freeway project between central and southeastern Kansas. The bill is drawn so no existing road is favored over another and no particular kind of project is favored over another. Over the past several months, many of us from southeast Kansas have been working with Congressman Whittaker to develop the kind of grass roots support that is

*Atch. B*  
*H. W. M. 3/31/86* *B*

crucial to the support of a project for our area of the state and we believe that support has finally developed. I am convinced it will allow us to do whatever is necessary to make this long sought after project a reality.

More importantly, during these rather difficult times, it seems fairly clear that southeastern Kansas will not grow and prosper as other parts of the state have and will unless an improved transportation link between our state's most populous area and southeastern Kansas becomes a reality. One has only to look at the unemployment rate on an imperial basis in those counties and adjoining counties which are served by a major four-lane highway and those which are not to see the dramatic impact that highway transportation has on growth and employment. Moreover, I have written to the Chancellor and Presidents of the University of Kansas, Wichita State University, Pittsburg State University, and Emporia State University to ask their joint assistance in submitting a bid to prepare an economic impact statement on southeast Kansas in the event this project becomes a reality. I have talked to several legislative members and would pledge to work to raise the money privately from throughout our part of the state to fund this report. It could be done in a concomitant fashion with the feasibility report which is the subject of the measure before you.

Mr. Chairman, Members of the Committee, it is my fervent hope that members of the Kansas Legislature will look favorably

upon our request. We believe that the time has come to set aside our differences and make a concerted effort, on both the local and state level, to bring about the one missing link that we believe will provide the basis for growth and stability for the future of Southeast Kansas.



STATEMENT OF  
THE HONORABLE BOB WHITTAKER

IN  
SUPPORT OF SENATE BILL 492

BEFORE THE  
HOUSE COMMITTEE ON WAYS AND MEANS

MARCH 31, 1986

*Atch. C*  
*H. WAM*  
*3/31/86* C

MR. CHAIRMAN, MEMBERS OF THE COMMITTEE:

I WANT TO THANK YOU FOR THE OPPORTUNITY TO APPEAR BEFORE YOU THIS AFTERNOON IN SUPPORT OF SENATE BILL 492.

FIRST, I WOULD LIKE TO COMMEND YOU, CHAIRMAN BUNTEN, AND YOUR DISTINGUISHED VICE CHAIRMAN, ROCHELLE CHRONISTER, FOR SCHEDULING THIS HEARING AND FOR YOUR INTEREST AND SUPPORT FOR OUR EFFORTS TO IMPROVE THE TRANSPORTATION SYSTEM IN SOUTH CENTRAL AND SOUTHEAST KANSAS. SECONDLY, I WANT TO THANK AND COMMEND SENATE PRESIDENT BOB TALKINGTON AND SENATE MINORITY LEADER MIKE JOHNSTON FOR THEIR INTRODUCTION OF SENATE BILL 492 AND EXPRESS MY GRATITUDE TO THE KANSAS SENATE FOR THEIR PASSAGE OF THIS IMPORTANT LEGISLATION.

SINCE APRIL OF LAST YEAR, I HAVE BEEN ACTIVELY INVOLVED IN EFFORTS TO BRING A NEW FOUR LANE HIGHWAY TO SOUTH CENTRAL AND SOUTHEAST KANSAS. SENATE BILL 492 IS THE CULMINATION OF THE FIRST PHASE OF THE EFFORTS OF MORE THAN 150 STATE LEGISLATORS AND COMMUNITY LEADERS FROM THROUGHOUT THIS REGION WHO HAVE BANDED TOGETHER IN AN EFFORT TO LINK THE HUTCHINSON, WICHITA AND JOPLIN, MISSOURI METROPOLITAN AREAS WITH A NEW FOUR LANE HIGHWAY. REPRESENTATIVES ROCHELLE CHRONISTER AND REX CROWELL HAVE PLAYED AN INSTRUMENTAL ROLE IN GETTING US HERE TODAY AND I WANT TO PUBLICLY COMMEND THEM FOR THEIR AND HARD WORK AND DEDICATION TO THIS PROJECT.

AS YOU KNOW, SENATE BILL 492 AUTHORIZES AND DIRECTS THE KANSAS TURNPIKE AUTHORITY TO STUDY THE FEASIBILITY OF CONSTRUCTING A TURNPIKE OR A FREEWAY THROUGH SOUTH CENTRAL AND

SOUTHEAST KANSAS. THIS STUDY, TO BE COMPLETED BY DECEMBER 31, 1986, WOULD DETERMINE THE MOST ACCEPTABLE ROUTE FOR THE HIGHWAY AND EXPLORE VARIOUS OPTIONS TO FUND THE PROJECT. THE COST OF THIS STUDY WOULD BE A RELATIVELY MODEST \$250,000.

WHILE I MAY BE ACCUSED OF BEING SOMEWHAT BIASED, MR. CHAIRMAN, I BELIEVE THE NEED FOR THIS STUDY AND FOR A NEW FOUR LANE HIGHWAY IS CLEAR. STUDY AFTER STUDY CLEARLY SHOWS THAT GOOD HIGHWAYS AFFECT THE ECONOMIES AND LIVELIHOODS OF COMMUNITIES AND REGIONS. WHILE MANY HAVE POINTED OUT THAT MY CONGRESSIONAL DISTRICT IS BLESSED WITH AN ABUNDANT NUMBER OF HIGHWAYS, I CAN PERSONALLY ATTEST TO THE FACT THAT SOUTHEAST KANSAS IS NOT BLESSED WITH A FAIR NUMBER OF GOOD HIGHWAYS -- LET ALONE A FOUR LANE -- AS MANY OTHER REGIONS OF THE STATE ARE.

EARLIER THIS YEAR, WHEN I ADDRESSED A JOINT SESSION OF THE KANSAS LEGISLATURE, I POINTED TO THE ECONOMIC GROWTH THAT HAS OCCURRED ALONG THE SO CALLED "GOLDEN TRIANGLE", WHICH IS BORDERED BY INTERSTATES 135, 35 AND 70, AS AN EXAMPLE OF THE BENEFITS GOOD HIGHWAYS CAN BRING TO A COMMUNITY OR A REGION. IN MY CONGRESSIONAL DISTRICT ALONE, THOSE COUNTIES SERVED BY FOUR LANE HIGHWAYS HAVE HIGHER PER CAPITA INCOMES -- \$1,000 HIGHER -- AND LOWER UNEMPLOYMENT RATES -- ALMOST 2% LOWER -- THAN THOSE THAT DO NOT HAVE FOUR LANES. FURTHER, SOUTHEAST KANSAS HAS EXPERIENCED UNEMPLOYMENT LEVELS CONSISTENTLY HIGHER THAN THOSE OF ANY OTHER REGION OF THE STATE. MANY ATTRIBUTE THIS TO OUR INABILITY TO ATTRACT NEW INDUSTRY OR TO KEEP THE

ONES WE HAVE AND TIME AND AFTER TIME, IT SEEMS THAT WE LOOSE OUT TO COMMUNITIES WITHIN THE "GOLDEN TRIANGLE" OR ARE TOLD WE JUST DON'T HAVE THE INFRASTRUCTURE TO COMPETE WITH OTHER REGIONS OF THE STATE.

AS I ALLUDED TO EARLIER, IN APRIL OF LAST YEAR, I FORMED THE SOUTHEAST KANSAS TRANSPORTATION STEERING COMMITTEE TO ADDRESS THE VERY PRESSING NEED FOR A NEW FOUR LANE HIGHWAY. THIS COMMITTEE CONSISTS OF OVER 150 POLITICAL AND COMMUNITY LEADERS FROM THROUGHOUT THE FIFTH DISTRICT AND FROM WICHITA AND HUTCHINSON AS WELL. I AM PLEASED TO SAY THAT EVERY SINGLE STATE LEGISLATOR FROM THE THE AREA TO BE SERVED BY THE NEW HIGHWAY HAS AGREED TO SERVE ON THIS PANEL AND THAT DOZENS OF COMMUNITY LEADERS FROM EVERY SINGLE COUNTY IN SOUTHEAST KANSAS HAVE AS WELL.

THE MESSAGE I WANT TO BRING TO YOU THIS MORNING IS THAT WE WANT A NEW FOUR LANE HIGHWAY. WE ARE UNIFIED BEHIND SENATE BILL 492 AND ARE PREPARED TO DO WHATEVER IS NECESSARY TO SEEK ITS PASSAGE AND THE EVENTUAL CONSTRUCTION OF A NEW HIGHWAY. WE BELIEVE WE HAVE DEMONSTRATED OUR NEED FOR SUCH A ROUTE AND WE STRONGLY BELIEVE, AS SPEAKER OF THE HOUSE MIKE HAYDEN TOLD A GATHERING OF OUR GROUP IN FREDONIA, THAT WE HAVE BEEN OVERLOOKED IN THE PAST AND DESERVE A MODERN AND EFFICIENT TRANSPORTATION LINK TO THE REST OF THE STATE.

MR. CHAIRMAN, I AM VERY MUCH AWARE THAT EFFORTS TO BRING A NEW FOUR LANE TO SOUTH CENTRAL AND SOUTHEAST KANSAS HAVE

FAILED IN THE PAST AND THERE WILL BE THOSE WHO WILL ASK WHY WE ARE REVIVING THIS DREAM TODAY. FIRST, I THINK MOST WILL AGREE THAT THE FEASIBILITY STUDIES THAT WERE CONDUCTED IN THE PAST ARE OUTDATED -- TOO MUCH HAS CHANGED -- AND WE MUST HAVE NEW DATA ON COSTS AND EXPLORE OTHER POSSIBLE ROUTES. SECONDLY, NEW AND INNOVATIVE FINANCING CONCEPTS HAVE COME TO THE FORE WHICH WILL HAVE BEARING ON THE FEASIBILITY OF A NEW ROAD.

FOR EXAMPLE, GOVERNOR CARLIN HAS PROPOSED THE CREATION OF A NEW ECONOMIC DEVELOPMENT HIGHWAY PROGRAM AND HAS SINGLED OUT OUR PROJECT AS THE TYPE HE WOULD LIKE TO FINANCE. FURTHER, REPRESENTATIVE CHRONISTER, WORKING IN CONJUNCTION WITH SENATOR JOHNSTON, IS DEVELOPING A LEGISLATIVE PROPOSAL WHICH WOULD ENABLE LOCAL ENTITIES TO PARTICIPATE IN THE FINANCING OF A PROJECT. FINALLY, I AM EXPLORING WAYS FOR THE FEDERAL GOVERNMENT TO PARTICIPATE IN A MORE VISIBLE FASHION IN THE DEVELOPMENT OF OUR HIGHWAY -- BE IT A TOLL PROJECT, A FREEWAY OR A COMBINATION OF THE TWO.

OF EQUAL IMPORTANCE TO THE REVIVAL OF OUR DREAM IS THAT SOUTH CENTRAL AND SOUTHEAST KANSANS ARE UNIFIED BEHIND THIS EFFORT TO BRING A NEW FOUR LANE HIGHWAY TO THE REGION. PAST PROJECTS HAVE DIED DUE TO LOCAL OPPOSITION, INFIGHTING OVER ROUTES AND OTHER PAROCHIAL INTERESTS. I CAN PROUDLY SAY THAT WE HAVE LAID THESE DIFFERENCES ASIDE AND ARE NOW WORKING TOWARD THE COMMON GOAL OF IMPROVING OUR REGION'S TRANSPORTATION NETWORK.

BY WAY OF DEMONSTRATING THIS UNIFIED COMMITMENT, I HAVE HERE BEFORE ME, RESOLUTIONS OF SUPPORT FROM 50 CITIES,

COUNTIES, CHAMBERS OF COMMERCE, AND CIVIC AND BUSINESS ORGANIZATIONS FROM THROUGHOUT SOUTH CENTRAL AND SOUTHEAST KANSAS EXPRESSING SUPPORT FOR A NEW FOUR LANE HIGHWAY AND CALLING UPON THE KANSAS LEGISLATURE TO AUTHORIZE AND FUND A NEW FEASIBILITY STUDY. IN ADDITION, I HAVE RECEIVED PETITIONS BEARING OVER 1,000 SIGNATURES FROM LOCAL RESIDENTS WHO SUPPORT OUR EFFORTS. THESE RESOLUTIONS ARE SIGNIFICANT BECAUSE THEY SPAN A WIDE GEOGRAPHICAL REGION. CITIES AS FAR APART AS AUGUSTA AND ARKANSAS CITY, AND CHANUTE AND COFFEYVILLE -- WHO DEARLY WOULD LOVE FOR A NEW EAST-WEST FOUR LANE TO TRAVERSE THEIR BORDERS -- HAVE NEVERTHELESS LAID ASIDE THEIR COMPETING INTERESTS AND SAID "NO MATTER WHERE THE EVENTUAL ROUTE LIES, WE SUPPORT CONSTRUCTION OF A NEW FOUR LANE." THEY HAVE COME TO RECOGNIZE, AS I HAVE, THAT WE ALL, AND BY THAT I MEAN THE ENTIRE STATE, WILL REAP THE ECONOMIC BENEFITS THAT A NEW FOUR LANE HIGHWAY WOULD BRING.

WITH YOUR PERMISSION, MR. CHAIRMAN, I WOULD LIKE TO PRESENT COPIES OF THESE RESOLUTIONS AND PETITIONS TO THE COMMITTEE FOR YOUR CONSIDERATION AND FOR INCLUSION IN YOUR OFFICIAL RECORD.

IN CONCLUSION, I WOULD LIKE TO REITERATE MY STRONG AND VOCAL SUPPORT FOR SENATE BILL 492. THE TIME HAS COME TO RENEW A DECADES OLD DREAM TO BUILD A FOUR LANE HIGHWAY THROUGH SOUTH CENTRAL AND SOUTHEAST KANSAS. A HIGHWAY THAT UNDOUBTEDLY WOULD HELP TO REVITALIZE THE ECONOMY OF SOUTH CENTRAL AND SOUTHEAST KANSAS. THIS BILL, AND THE STUDY IT AUTHORIZES, IS

BUT THE FIRST STEP IN A LONG AND DIFFICULT PROCESS TO BRING THIS DREAM TO FRUITION. BUT WITH YOUR HELP AND SUPPORT, I AM CONFIDENT THAT THIS IS A DREAM THAT CAN BE FULFILLED.

THANK YOU MR. CHAIRMAN, MEMBERS OF THE COMMITTEE.

Office of the Mayor  
Independence, Kansas 67301

March 31, 1986

The Honorable Bill Buntten, Chairperson  
House Ways and Means Committee  
State House  
Topeka, KS

Dear Representative Buntten:

Thank you for the privilege of addressing you today. I am Peggy Coder, Mayor of Independence for the past two years. I speak to you on behalf of S.B. 492.

One doesn't have to be a history scholar to recall that this great country of ours was developed socially and economically along the transportation routes. We know the traders came by the river ways first, then the wagon trails were explored and developed, later the great railway systems, and today the highways and airways lead the way to development.

In Kansas statistics clearly show the impact of interstate highways. I-70, I-35 and the Kansas Turnpike have influenced growth and development of the cities along their ways. The figures show that growth can only be accomplished by being a part of the interstate system or having safe and convenient access to these interstate highways.

Some months ago at a gathering of communities of southeast Kansas, we discussed concerns in our region. Each community takes pride in their city which is unique in pattern and design, yet we are drawn together by one special concern, the inadequate highway facilities in our region. So I speak to you for not only Independence, but Coffeyville, Cherryvale, Neodesha, Parsons, Altamont, Chanute, Iola, Girard, Pittsburg, and many more, representing a combined population in excess of 280,000.

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The Honorable Bill Buntten, Chairperson  
House Ways and Means Committee  
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The cities and communities of southeast Kansas have not enjoyed the growth and prosperity that our sister cities in north and central Kansas have experienced. The key factor is our inadequate road system. You will hear a number of examples of these facts today. The attached table is another comparison of fact. This table compares the decline in the total available labor force and number of persons working from 1980 to 1986 in certain counties in southeast Kansas as compared to the growth in other counties along the turnpike.

As you all know, we have the best possible water supply, enjoying the benefits of three great reservoirs. We have outstanding educational facilities, and power sources equal to any state. Local governments constantly work to relieve the tax load on the local level and diligently work with industry, but even with these assets, the major liability of an inadequate transportation system makes attracting new industry difficult in these hard economic times when competition for industry is so keen between the states and within our state.

In a recent study of a 50 mile radius of Independence, the population age of 50 years and older was 45%. This was a shock to me, and it demonstrates that our young people are leaving our region and the reason is because they have had to seek employment in other locations where the jobs are. Statistics show that we 50 year-olds had 2.5 children that are no longer able to stay in southeast Kansas.

The feeling of our region can best be summed up by an editorial in the "Independence Reporter" dated January 13, 1986.

. . . "Southeast Kansas has played the roll of the Kansas step-child in road development for decades, there's no doubt but that definite (highway) improvement would weigh heavily in moving the area toward equality with the remainder of the state. Industrial development would be enhanced and high unemployment in this SEK corner would be relieved."

The importance of S.B. 492 is that it is a first step in providing for a transportation corridor to an apparently forgotten part of our state. This bill, if passed, would allow you to determine the most feasible and economical approach in meeting this significant state and regional transportation need.

The Honorable Bill Buntten, Chairperson  
House Ways and Means Committee  
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We have been participating on the state level with our fellow Kansans for payment of our interstate highways for many years, now it is our turn, or we will die.

We are pleading with you for our survival.

Thank you.

Sincerely yours,

A handwritten signature in cursive script, appearing to read "Peggy Coder".

Peggy A. Coder  
Mayor

PC/sr

COMPARISON OF LABOR FORCE  
FOR SOUTHEAST KANSAS COUNTIES  
WITH OTHER COUNTIES  
1980 - 1986\*

Counties Along Turnpike	Labor Force		# Persons Employed	
	1980	1986	1980	1986
Butler				
Douglas	90,947	91,959	87,210	87,510
Lyon	1.1% increase		.3% increase	
Sumner				
 <b>Counties Southeast Kansas</b>				
Labette				
Neosho	59,173	55,497	56,242	51,209
Montgomery	6.2% decline		8.9% decline	
Crawford				

\*Source Kansas Employment Security Division

Gail Stout  
Independence Area Chamber of Commerce  
Independence, KS.  
March 31, 1986

To: Ways & Means Committee  
Kansas House of Representatives

Mr. Chairman & Members of the Committee:

Thank you for the opportunity and privilege to speak to you today.

My name is Gail Stout. I retired from ARCO Pipe Line Company in mid-October of 1985. Prior to my retirement, I was Senior Vice President and Manager of Operations of that company. I have served on the Transportation and Energy Committees of the Kansas Chamber of Commerce. Today I speak for the Independence Area Chamber of Commerce as their Vice President for Economic Development.

Economic Development is our prime concern. We believe that a super-highway from Wichita to Joplin is vital to successful economic development in the Independence area, as well as for all of Southeast Kansas. We don't care whether it is a freeway or a toll road, but believe timeliness to be an important factor.

Congressman Bob Whittaker and members of the Southeast Kansas Transportation Steering Committee met with concerned citizens of the Independence area in Independence on January 10 this year. The economic disparity in southeast Kansas per capita income was compared with Kansas areas with easy access to four-lane highways. The difference was \$1,000 per person lower per capita income. This per capita deficiency was converted to nearly three <sup>HUNDRED</sup> million dollars in additional income for the Southeast Kansas area. Resulting economic development and increased population will further enhance the economic improvement and the tax base for the area.

As a member of management of a major corporation, I have participated in location selection and community involvement studies. Safe,

*Ally. E*  
*H. W. M. 3/31/86*

suitable highway access to a community is a basic consideration in selection of a location for attracting new business. It is also important in maintaining existing business.

The Independence Chamber of Commerce unanimously adopted and passed a "Resolution Requesting Legislative Support for Southeast Kansas Highway". The text of the resolution was submitted to Congressman Whittaker. Several excerpts from the resolution bear repeating:

"Whereas, South Central and Southeast Kansas have no four lane highways linking Wichita with the region; and"

"Whereas, most other regions of the state enjoy inter-state, turnpike or other improved highway routes; and"

"... growth and economic development has followed ..." and -

"Whereas, the Independence Area Chamber of Commerce strongly endorses and supports the concept of developing a four lane Southeast Kansas Freeway or Turnpike."

This concludes my prepared comment. Are there any questions of me? Thank you.

My name is: Jim Dahmen, I live in Parsons and am employed in  
Columbus.

-SOLIDARITY-

It was February 15, 1985, as the then Executive Vice President of Mid-America, Inc., I was invited by the Wichita Area Chamber of Commerce to discuss what role the Chamber could play in helping the economy of 1/4th of the state? The invitation was extended by the Transportation Committee of the Wichita Chamber and of course their primary concern related to transportation.

After much discussion, the Transportation Committee concluded that, because of the great difficulty over 200,000 Kansans have in getting to our states major metropolitan city, great sums of discretionary, disposable income is leaving the State of Kansas. When disposable income leaves the state to cities like Springfield, Tulsa, etc., so do tax dollars! It was at this meeting we told the committee members that southeast Kansas does not orient toward Wichita, but that they had the power to change it! If Wichita, and its elected representatives were serious about bringing southeast Kansas into the state, a ribbon of concrete would be the tow line.

The title of my comments today is "Solidarity." For the last 100 years, southeast Kansas has been known as the "Balkans." Now most of you know, from your school history lessons, the eastern European countries of 100 plus years ago, had the reputation of constantly fighting among themselves. In our early

Atch. F.  
H. W. M. 3/31/86

mining era, southeast Kansas welcomed by the thousands, many of these hardworking eastern Europeans. Their descendants are still in southeast Kansas, carrying on the tradition of hard work. But on this issue, solidarity is strong and our Lech Walesa, -Bob Whittaker- has taken our struggle to the streets. I'm sure he'd take it to the ship yards too, but we're a little short of that industry in Kansas!

Just last week in Erie, at the Southeast Kansas Regional Planning Commission meeting, Mr. Charles Krider, Director of Business Research at the Institute for Public Policy and Business Research at KU said, "Those interested in economic development in Kansas need to concentrate more on helping those industries already in the state." That is part of the reason why southeast Kansans are so solid behind this highway program. We know there are Kansas companies who want and need a branch plant within the state. We know there are Kansas companies who want and need a productive labor pool. But these same companies also want and need to transport their products.

At the same meeting Mr. Krider stated that, "the belief that Kansas is a central location is not true relative to population, transportation centers and other factors." Well, if Kansas isn't centrally located with its I-70, I-35, I-135, where does that put 200,000 hard working southeast Kansans and their poor road system?

Speaking of hard working people and industry, we have a handout demonstrating the extreme need at least one county has for the economic development an improved highway could bring. As

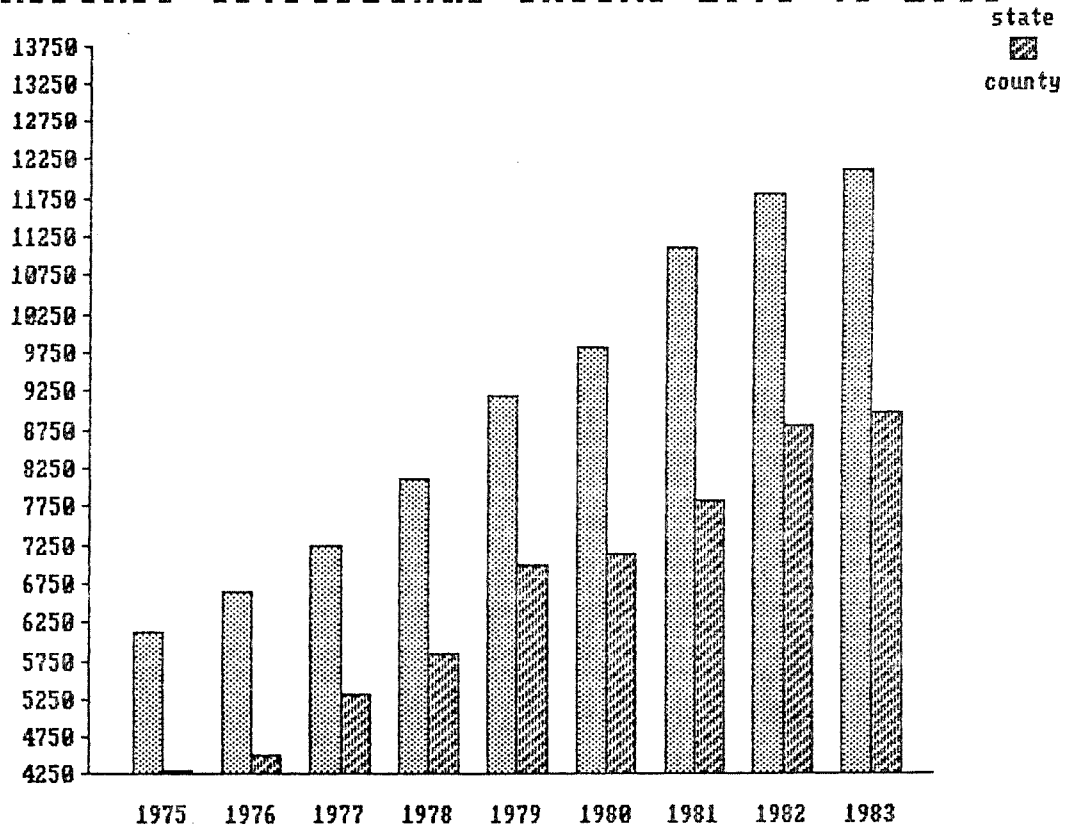
you can see, Cherokee County once had 44,000 people and now it has only 22,000. Cherokee County is the 3rd poorest county in the state. Southeast Kansas counties regularly lead in the area of high unemployment. Anderson, Woodson, Wilson, Cherokee, Montgomery Counties all regularly make the news with high unemployment percentages.

Mr. Chairman and committee members, Representative Rochelle Chronister is researching right now a new method of financing highways. If you will pass this funding proposal out of your committee with a positive recommendation, and through both houses of the legislature, we're confident we can demonstrate the economic impact of a highway on a region. More importantly demonstrate to other areas how it can be done. We're asking you to help us orient inward into Kansas but we need a decent highway to do it.

Thank you for your time.

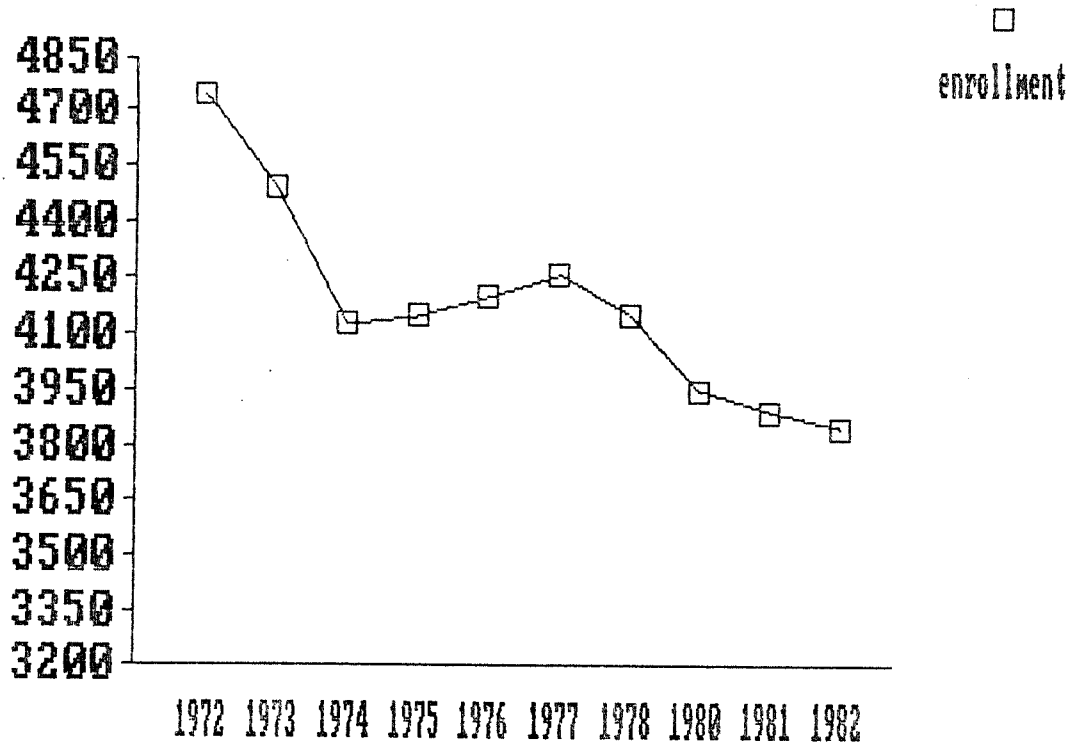


# Cherokee Co: Personal Income 1975 to 1983



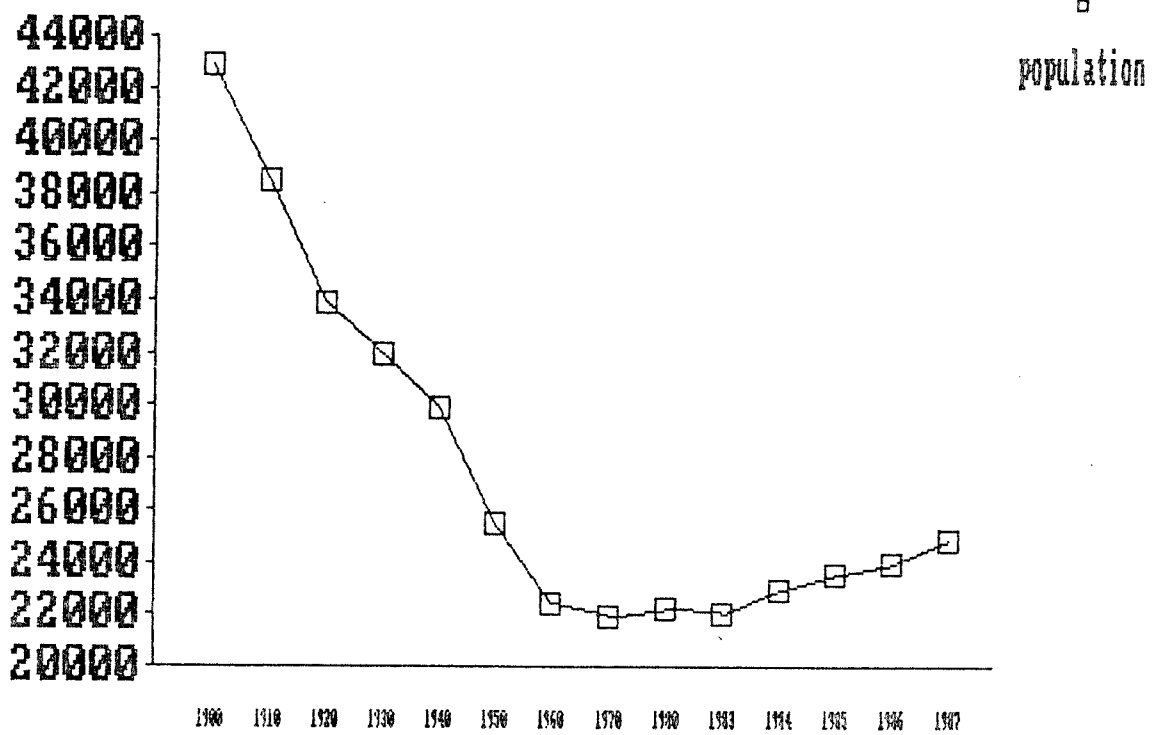
Source: U.S. Dept Comm Vol 5 78-83 Census

## Public School Enrollment to 1983



Source: Ks Statistical Abstract

# Population: Cherokee County 1900 - 1984



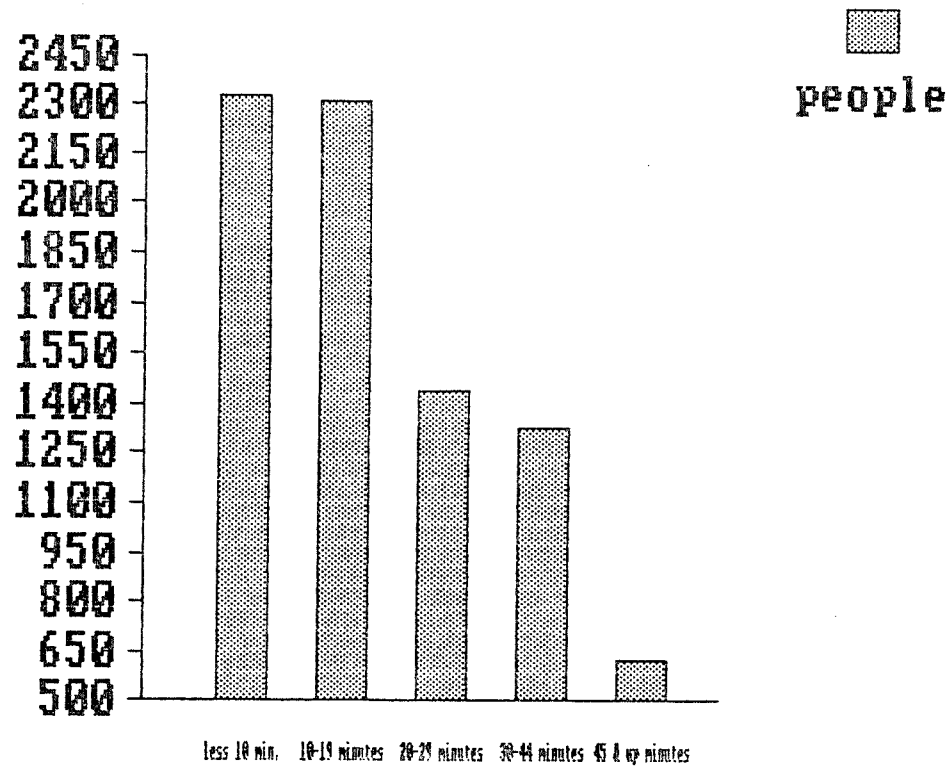
Source: Ks Statistical Abstract 1983/84

SELECTED ECONOMIC TRENDS

IN

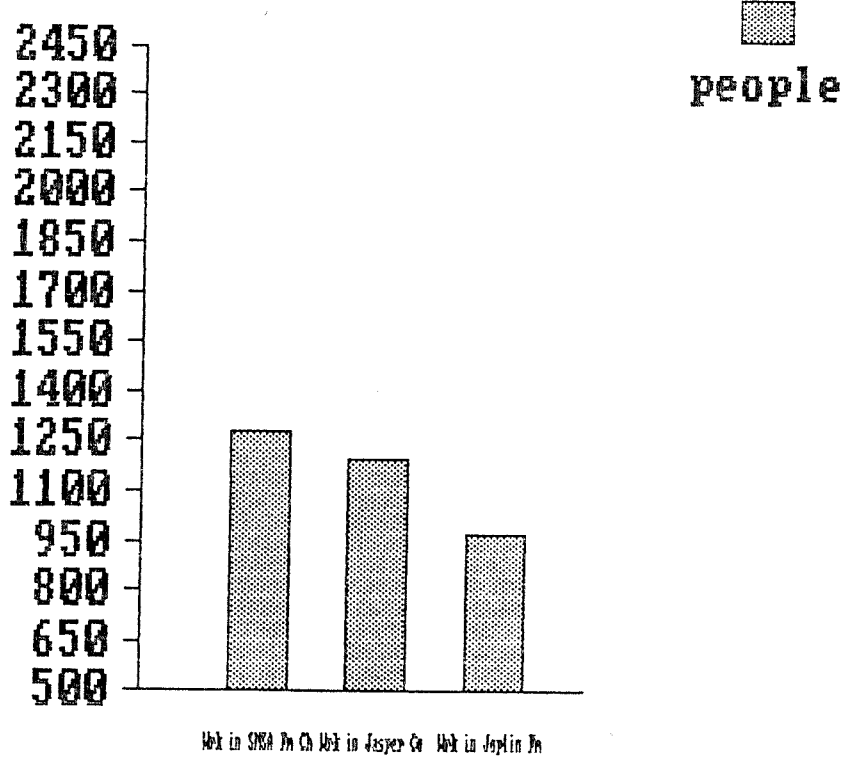
CHEROKEE COUNTY

# Time to Work Cherokee Co 1980



Source Gen Social Econ Charac Ks-1980 Census

# Journey to Work-Joplin SMSA-1980 Metropolitan



Source Gen Social Econ Charac Ks-1980 Census

**Commissioner Edward J. Roitz  
City of Pittsburg, Kansas**


Testimony Before the  
House Ways and Means Committee  
March 31, 1986

Mister Chairman and Members of the Ways & Means Committee, my name is Ed Roitz, City Commissioner for Pittsburg, Kansas, and I appreciate this opportunity to present this testimony in strong support of Senate Bill 492, sponsored by Senators Johnston and Talkington. I testify today not only in my official capacity with the City of Pittsburg, but on behalf of those present today from Pittsburg and Southeast Kansas.

I strongly support Congressman Whittaker's effort to make this highway proposal a reality. The unified commitment from all of us in Kansas to bring this to passage will benefit not only those in the Central and Southeastern parts of the State, but will benefit all Kansans.

What we are discussing here today in an investment. An investment not only to pay for itself, but to increase all economic activity in the region. This would result in more taxes to the State in the form of sales, income and motor fuel taxes, and also to the local units of government, the cities, counties, and school districts, by the way of property and local sales taxes.

In addition, in the South-Central and South-East part of the State there would be a higher percentage chance of return to the State's investment. This region is ripe and eager to grow and provide increased industrial activity.

*Atch. G  
H.W.M 3/31/86* 

An important aspect of a good highway system is to insure a good flow of our State's agricultural products from "farm to market". This highway plan enhances movement of goods to and from the West-Central wheat fields to the Port of Catoosa, near Tulsa, and processing points east.

Those of us in Pittsburg know only too well the importance of surface transportation, especially with the impending abandonment of a 54 mile stretch of Santa Fe railroad line between Chanute and Pittsburg. This is but one example, as there are also closings in the near future that will impact on communities like Baxter Springs, Columbus, and Parsons.

Tourism is another significant benefit from this. The Toronto, Fall River, Elk City, and Big Hill Lakes are wonderful places to fish, boat, and to camp out; and improved highway access to these recreational areas will not only help keep Kansans in Kansas, but will encourage those from Arkansas, Missouri, and Oklahoma to visit Kansas, and spend their money!

In conclusion, I would state without reservation, that a new highway does more for increased job creation, economic development, and ultimate career development for young Kansans by accident, than any other single individual project or specific endeavor does on purpose. Surface transportation is one of the top six considerations for industrial expansion and/or relocation, and in today's emphasis on not only attracting new industry to our State, but to insure that we keep what we already have, highways are a vital tool in fostering a proper and appropriate atmosphere for JOBS.

Thank you, and I would stand for any questions.



Statement of Emerson Lynn, Iola, in support of S.B. 492

Mr. Chairman and members of the committee:

My name is Emerson Lynn. I am the editor of The Iola Register in Iola and chairman of the Southeast Kansas Transportation Steering Committee which was formed last year by Rep. Whittaker to work for a modern highway connecting Wichita with the southeast corner of Kansas.

I am here to urge you to support this feasibility study and then to commit the resources needed to build an east-west highway across the southeast quadrant of the state.

Such a highway was considered essential in 1963 by the Jorgensen committee. It is still essential 23 years later.

Good transportation is fundamental to economic development. It takes only a glance at the postwar development of our own state to prove the point. Most of the growth has taken place along the four-lane highways which serve our prospering cities. The areas of the state which still limp along with antiquated highway systems are also areas of high unemployment and low personal income levels.

The cause and effect relationship is too clear to be denied.

The people of Southeast Kansas are convinced that a major east-west highway serving the area would stimulate the economy and are united in urging its construction. Once the best route is determined, there are supporters in every county in the region who will continue to work for construction, even though the highway may bypass their particular city. We are united, you see, by our present necessity as well as by our hopes for the future.

We are all aware of the tremendous cost of modern highway construction but are convinced that the investment would pay handsome dividends to the state as a whole as well as to the region.

Moreover, I would suggest that the cost of doing nothing is even greater than the cost of reviving the economy of Southeast Kansas. It would take a tax increase of some kind -- perhaps a combination of tax increases -- to build our highway. It will also take tax increases to make up for the high level of unemployment and low earning level of a declining sector of the state.

Call that cost a stagnation tax. The stagnation tax Kansas has paid because Southeast Kansas has been underdeveloped surely exceeds by many times the amount

Atch. H  
H. W. M. 3/31/84

it would have taken to build good highways through the region in 1963. And the state will go on paying a rising stagnation tax each year until our area of the state is brought up to par.

Viewed in this perspective, the construction of the highway we seek is not an expense, but an investment that would pay rich dividends for generations to come and effectively repeal the ruinous stagnation tax we all have been burdened with for so many years.

I am glad to join with Rep. Whittaker and hundreds of others in the forgotten quarter of Kansas to urge your support for this essential project this year and in the sessions to come.

Dick Nichols  
President and Chairman  
Home State Bank and Trust Co.  
McPherson, KS

Chairman Bunten, Members of the Ways and Means Committee:

It is a privilege to appear before you today in support of Senate Bill 492. My name is Dick Nichols. I'm President and Chairman of the Home State Bank & Trust Co. in McPherson. I also serve as President-elect of the Kansas Bankers Association. My remarks, however, are being made as an individual today.

It might seem unusual to you to have a person supposedly "out of the benefit area" testify in favor of this bill. My comment would be that I am not out of the benefit area ... that no Kansan is.

Being born and raised in Fort Scott and a resident of the Fifth District, I am well acquainted with the inadequate road conditions through the area. I have witnessed first-hand in McPherson, how, sitting alongside our beautiful 4-lane I-135, industry and growth become possible.

*Attch. I  
H. W. M. 3/31/82*

Economic development is a prime need for all of Kansas, as we all know. This proposed highway system, likewise, would be in the overall interest of all Kansans. This could "open up" Southeast Kansas --- to new markets, to revitalization, to new tax revenues, to a new image as never before. Anything this major that benefits the communities of Fredonia, Neodesha, Pittsburg, Parsons, Independence, and Wichita, to name a few, benefits all of us.

Mr. Chairman, I am fully aware of the financial constraints placed upon the Legislature. I respectfully urge that this item is important enough to keep it high on your list of priorities.

Thank you very much!



**WICHITA**

AREA  
CHAMBER  
OF  
COMMERCE

MARCH 31, 1986

WICHITA AREA CHAMBER OF COMMERCE  
TESTIMONY BEFORE THE  
HOUSE WAYS AND MEANS COMMITTEE  
BY  
CHARLES BELT  
VICE-PRESIDENT, GOVERNMENT RELATIONS

MR. CHAIRMAN, MEMBERS OF THE COMMITTEE. I AM CHARLES BELT, VICE-PRESIDENT, GOVERNMENT RELATIONS, WICHITA AREA CHAMBER OF COMMERCE, AND I APPEAR BEFORE YOU TODAY IN SUPPORT OF SB 492.

TRANSPORTATION ACCESS IS ONE OF THE MOST CRITICAL FACTORS IN ECONOMIC GROWTH. ACCESS BETWEEN SOUTHEAST KANSAS AND THE REST OF THE STATE IS POOR AT BEST, PARTICULARLY POOR BETWEEN SEDGWICK COUNTY AND SOUTHEAST KANSAS. ALL CITIZENS OF KANSAS ARE NEGATIVELY IMPACTED BECAUSE ALMOST ONE-FOURTH OF OUR STATE HAS A LESS THAN ADEQUATE TRANSPORTATION SYSTEM.

OPPONENTS OF THIS PROPOSAL WOULD ARGUE THAT: WHY SPEND MONEY ON A HIGHWAY TO SOUTHEAST KANSAS - THERES NOT MUCH IF ANY GROWTH OR DEVELOPMENT DOWN THERE?!

*H. W. J. M.*  
*3/31/86*

TESTIMONY  
MARCH 31, 1986  
PAGE 2

OF COURSE -- THAT'S EXACTLY MY POINT. AND THERE NEVER WILL  
BE UNTIL THIS STATE MAKES A COMMITMENT TO CHANGE THE SITUATION  
-- TO THE BENEFIT OF ALL KANSANS.

THIS COMMITTEE HAS THE OPPORTUNITY TO HELP TAKE THE IMPORTANT  
FIRST STEP.

WE URGE YOUR SWIFT AND FAVORABLE CONSIDERATION OF SB 492.

THANK YOU FOR THE OPPORTUNITY TO APPEAR BEFORE YOU TODAY.

House Ways and Means Committee  
Public Hearing - March 31, 1986  
Re: SB 492

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

O F F I C I A L   S T A T E M E N T

On behalf of the Board of Trustees of Mid-America, Inc., I come before you today to voice support for passage of SB 492, calling for a feasibility study of constructing a turnpike or freeway from Wichita, to Joplin, Missouri.

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 205,000 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 this highway project has surfaced several times over the years, area leaders are unified in expressing the critical need of this highway project to improve and secure the long range economic welfare of the region.

DEAN DANIEL  
President

JERRY D. CARSON  
President-Elect



Mid-America, Inc.

P.O. BOX 708/PARSONS, KANSAS 67357  
PHONE 316-421-6350

EXECUTIVE VICE PRESIDENT  
DON MUNSELL

CHAIRMAN  
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JACK TEMPLIN  
WILLIAM C. UNDERKOFLER  
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Carl Daugherty  
John E. Diehl  
Frankie Dunnick  
Dwayne C. Foltz  
Richard E. Graue  
Russell Hilton  
Marion D. Houk  
Wesley Houser  
Wayne Jaynes  
Michael D. Jeffers  
Paul Kahn  
Ronald R. Lang  
William D. Lanham  
Roger Leeseberg  
Ted Lucas  
Bruce Mullen  
David D. Mullies  
Tom Murrill  
Mike Reid  
Scott Schulte  
Danny Scott  
T.M. Shallenburger  
Lyle Springer  
Dick Stevens  
Tom Studebaker  
Dale Wells  
Don E. West  
Thomas L. Wilson  
Gerald L. Wright

*Atch. K  
H.W.M. 3/31/86*

This belief has been recently reinforced by findings of a 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. Of course, there is little debate to the significant economic benefits derived by such 4-lane projects, as demonstrated by other systems in Kansas and other states.

However, I am sure today, you will hear sufficient testimony as to the area's need for this project as justification for the feasibility study. Therefore, I would like to direct your thoughts to a broader economic perspective that should concern all Kansans.

Recent research reports have shown continual accelerated projections of population growth for the corridor of development from St. Louis to Oklahoma City, particularly in southwest Missouri and northwest Arkansas. In fact, no other corridor in proximity to our borders matches this projected growth. Therefore, it is our belief, that Kansas must directly tap this source of expanded business activity. Linking Kansas to this commerce will not only provide convenient access to central Kansas, but points west (Colorado). In fact, on a much broader scale, I would compare the wisdom of examining this economic potential to that of College Boulevard several years ago in Johnson County.

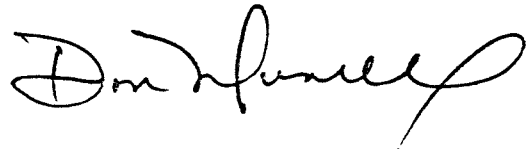
I urge members of this committee to examine further the four state interstate system which clearly shows the significance of connecting southwest Missouri to Kansas.

Recognizing the enormous investment required to construct this major project, creative financing techniques utilizing a combination of federal, state and regional funding, as well as user fees will no doubt be necessary.

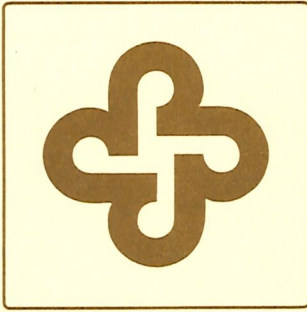


I believe there is sufficient consensus among southeast Kansas citizens to shoulder our fare share of financing this project.

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 for Kansas to address our changing economic structure. Passage of SB 492 represents such a bold step. However, we firmly believe this action is a crucial factor to reach the long range economic recovery, stability and growth for southeast and southcentral Kansas.

A handwritten signature in black ink, appearing to read "Don Inman". The signature is fluid and cursive, with a large initial "D" and a long, sweeping tail.

"GO JAYHAWKS"



PARSONS CHAMBER OF COMMERCE  
P.O. BOX 737, PARSONS, KANSAS 67357, (316) 421-6500

March 27, 1986

Representative Buntten, Chairman  
House Ways and Means Committee  
Public Hearing Senate Bill Number 492

Dear Representative Buntten and Committee Members:

The Parsons Chamber of Commerce strongly urges your support of Senate bill number 492, which authorizes and directs the Kansas Turnpike Authority to study the feasibility of constructing a four lane freeway or turnpike that will link Wichita, Kansas and Joplin, Missouri.

Historically, compared to other areas of Kansas, the Southeast and South Central areas of our state have suffered from higher unemployment, lower per capita income and stagnated growth because of the lack of a modern highway system.

The Parsons Chamber of Commerce joins all Southeast and South Central Kansans in a solidarity movement to obtain a four lane freeway or turnpike regardless of the eventual route determined by the study.

Sincerely,

Vince Miller, President  
Parsons Chamber of Commerce

VM/tf

Attch. 4  
H.W.M. 3/31/86

# Southeast Kansas Community Coalition

Testimony Before The  
House Ways & Means Committee  
March 31, 1986

Mister Chairman and Members of the Ways & Means Committee, my name is Paul Sasse, and I am the City Manager for Independence, Kansas. Today I am testifying on behalf of the Southeast Kansas Community Coalition, a group of Southeast Kansas cities banded together to promote our regional welfare, and to support our aggregate growth.

Our testimony is obviously strongly in support of Senate Bill 492, sponsored by Senators Johnston and Talkington.

The Southeast Kansas Community Coalition is currently comprised of the communities of Pittsburg, Parsons, Independence, Coffeyville, Neodesha, Cherryvale, Iola, Girard and Chanute, and we are joined in spirit by virtually all of the smaller communities.

As each of you know, over seventy percent of the people in Southeast Kansas reside in our communities, and as cities we are ultimately responsible for the welfare of those citizens.

It is primarily because of our concern for this welfare that we appear before you today. The positive economic impact of a Southeast Kansas highway simply cannot be overstated. You have heard from others about the many dollars of benefit that will result, and about the increase in per capita income that Southeast Kansans can expect from a highway. And, unquestionably these are significant considerations. But perhaps more significant is the issue of self-help.

*Atch. M  
H. W. M. 3/31/86 M*

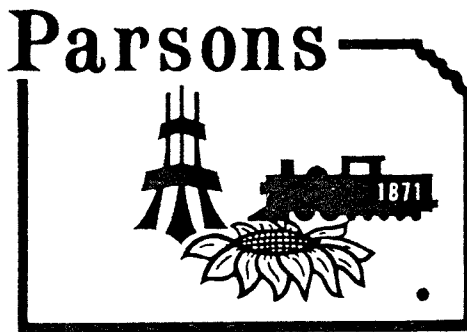
Southeast Kansas is not asking for a handout, we are not asking for something for nothing. We are only asking for the tools to develop ourselves.

We have helped the rest of Kansas many times. And we will continue to help.

All we are asking in return is to be allowed to grow - to share in the prosperity of this great State.

Give us the opportunity. Approve the feasibility study - and when the time comes, support a Southeast Kansas highway. We'll repay your investment in us many times over!!

I would be pleased to answer any questions.



March 27, 1986

The Honorable William W. Bunten  
Chairman  
House Ways and Means Committee

RE: Public Hearing - SB 492

Dear Mr. Bunten and Committee Members:

The Governing Body of the City of Parsons is unanimously on record favoring the construction of a major highway link from Wichita to Joplin, Missouri.

The economic well-being of the state of Kansas depends on the continued growth and expansion of the economy. Southeast Kansas has long been denied its share of potential growth because of the lack of major highway transportation facilities. Only when all areas of the state are adequately served by modern transportation systems can all areas of the state contribute equally to the welfare of all citizens.

Construction of a major highway system through southeast Kansas would open the area for ever greater development. Higher per capita income associated with such growth would provide additional sources of tax revenues through income and sales tax for the state as well as the localities involved.

We ask the committee's favorable consideration for SB 492 as an important contribution to the future welfare of southeast Kansas.

Sincerely,

  
Mary Kay Ramsey  
Mayor

MKR/mm

*Attch. N  
H.W.M. 3/31/86*

**City of Parsons, Kansas, 67357, P. O. Box 1037, (316) 421-5500**

ROCHELLE CHRONISTER  
ASSISTANT MAJORITY LEADER  
REPRESENTATIVE, NINTH DISTRICT  
WILSON-WOODSON COUNTIES  
LIBERTY AND NEOSHO TOWNSHIPS  
IN COFFEY COUNTY  
ROUTE 2-BOX 321A  
NEODESHA, KANSAS 66757-0321



TOPEKA

HOUSE OF  
REPRESENTATIVES

COMMITTEE ASSIGNMENTS  
VICE CHAIRMAN: WAYS AND MEANS  
MEMBER: CALENDAR AND PRINTING  
COMMUNICATIONS, COMPUTERS, AND  
TECHNOLOGY

TESTIMONY BEFORE THE HOUSE WAYS AND MEANS COMMITTEE

Monday, March 31, 1986, 1:30 p.m.

SB 492 authorizes a study by the Kansas Turnpike Authority of the feasibility of a turnpike or freeway from a connection with the Kansas turnpike at Wichita southeast to a point on the Kansas border providing the most feasible connection with I-44 in the vicinity of Joplin, Missouri.

The project would provide:

- a. an estimate of the total cost;
- b. a determination as to collection of tolls or other alternative methods of finance;
- c. interest rate at which revenue bonds authorized could be issued;
- d. traffic volumes;
- e. cost differentials between two lane and four lane construction.

The cost of the study would be reimbursed from the highway fund at no more than \$250,000.

Economic development has become the "buzz" word of the 1986 legislative session but long before this session started southeast Kansans were working on a major plan to improve economic development - construction of a four lane road from Wichita to Interstate-44 near Joplin, Missouri to provide access for products built in southeast Knasas to east-west trade.

*Handwritten:* H.W.M. 3/31/86

Testimony  
Page 2  
March 31, 1986

We were promised a four lane road when our legislators voted for the bonds that built major portions of this state's freeway system - it was never delivered!

We were promised a toll road on the southern border - devisiveness in the area delayed the process until it was not feasible.

We are willing to do whatever is necessary to build this highway now - southeast Kansas from the Missouri and Oklahoma borders west and north to Wichita stand together to build this road no matter where it goes. Our people must have access for their products!

We are willing to examine every option - all the way from use of two present lanes of a road for half the four lanes with unrestricted access to a toll road, with fully restricted access.

We will fund locally an economic impact study to help decide where the road should be built.

Southeast Kansas has had and still has the highest unemployment statistics in the state. If you can not agree with this road for any other reason consider it as Kansas' own work project to help get our people off unemployment and put them to work.

REPORTS OF STANDING COMMITTEES

Your committee on                      Ways and Means

Recommends that                      SB 492

"AN ACT authorizing and directing the Kansas turnpike authority to to study the feasibility of constructing a turnpike project or a freeway including the methods of financing thereof; prescribing the location thereof; and concerning appropriations for the fiscal year ending June 30, 1986, and June 30, 1987, for such purposes.

be passed.



Chairman.



