

MINUTES OF THE SENATE COMMITTEE ON TRANSPORTATION AND UTILITIES

The meeting was called to order by Sen. Bill Morris at
Chairperson

9:00 a.m./~~p.m.~~ on February 11, 1986 in room 313-S of the Capitol.

All members were present except:
Sen. Frey

Committee staff present:

Fred Carman, Revisor
Hank Avila, Legislative Research Department
Ben Barrett, Legislative Research Department
Louise Cunningham, Secretary

Conferees appearing before the committee:

Sen. Bob Talkington
Sen. Mike Johnston
Congressman Bob Whittaker
Ed Roitz, Pittsburg
Rep. Jim Patterson
Clayton Connell, Fredonia
Majoria Winn, Wilson County Commissioners
Mayor Rodger Shinn, Fredonia
Jerry Harper, Neodesha
Bill Dexter, Gott Manufacturing Co., Winfield
Don Munsell, Executive Vice President, Mid America, Inc., Parsons
J.D. Baumgardner, Parsons; Chairman, Board of County Commissioners
Erwin Knocke, Arkansas City, SE Transportation Coordinating Council
Dr. Warren Thomas, Coffeyville
Glenn Weldon, City Manager, Coffeyville
Gail Stout, Independence, Chamber of Commerce
Jim Dahman, Columbus Telephone Company, Labette County
Emerson Lynn, Iola
Robert Walker, City Manager, Chanute
Spencer Delamater, Consulting Engineer, Wichita

OPPONENT:

Gene Garman, Independence, Montgomery County Taxpayers Association

NEUTRAL:

Sen. Dave Kerr
Rob Fogo, Kansas Turnpike Authority

HEARING ON S.B. 492 - Southeast Kansas feasibility study.

Proponents:

Sen. Talkington said this feasibility study was very important to the Southeast area of Kansas. It is very important to economic development. He said he has always tried to work for highways and knows how important they are for every area of the state but now in Southeast Kansas they have a greater need.

Sen. Johnston said he wanted to thank Congressman Whittaker for all the enthusiasm he gave to this project and he has made people think about different ways to pay for it. He said the whole area was united and will do whatever is necessary to make the highway a reality. A copy of his statement is attached. (Att. 1).

Sen. Norvell said his district in western Kansas had proposed a freeway ten years ago and asked if there would be any objection to including Southwest Kansas in the feasibility study as well. He said the two areas could work in conjunction. There was no objection to this.

CONTINUATION SHEET

MINUTES OF THE SENATE COMMITTEE ON TRANSPORTATION AND UTILITIES,
room 313-S, Statehouse, at 9:00 a.m./~~p.m.~~ on February 11, 1986

Congressman Whittaker said he has been concerned about the economically depressed areas of the state and Southeast Kansas consistently has higher unemployment levels than other areas of the state. One of the reasons is lack of a good highway system. He formed a Steering Committee and all state legislators from the area are serving on the committee. Every community in Southeast Kansas is united in this. A copy of his statement is attached. (Att. 2). Congressman Whittaker also submitted copies of resolutions and petitions from Southeast Kansas which are on file in the Legislative Research Department.

Rep. Jim Patterson, Independence, said in their area they have electricity, water, workers and Pittsburg State University but now they need a good highway system. They feel they have a "Tiger" by the tail and are ready to turn him loose with some economic development. A copy of his statement is attached. (Att. 3).

Ed Roitz, Pittsburg, said this would be an investment. It would pay for itself and also increase all economic activity in the region. A copy of his statement is attached. (Att. 4).

Clayton Connell, Fredonia, said he was a member of the Steering Committee and has been involved with highway improvement for many years. If they would have had support like this a number of years ago they would have had the highway built and would have been enjoying it. He introduced other people from his area that had traveled a great distance to attend this hearing. A copy of his statement is attached. (Att. 5).

Majoria Winn, Fredonia, said she was representing the Commissioners of Wilson County who were unable to be here today. They wanted to express their support for S.B. 492. She presented a petition signed by fifty-one people expressing support for the bill. A copy is attached. (Att. 6).

Mayor Rodger J. Shinn, Fredonia, said the citizens of Fredonia and the Chamber of Commerce supports this highway. A copy of his statement is attached. (Att. 7). A letter from the Fredonia Chamber of Commerce is also attached. (Att. 8).

Jerry Harper, Neodesha, said he was speaking on behalf of the Mayor and Wilson County Commissioners. He said he had grown up in western Kansas and attended K.U. and felt that Southeast Kansas was inaccessible. When the area lost Standard Oil as a major industry the community diversified and kept most of the people. This was done through hard work and dedication. Linking the area to Wichita airline connections would be a big help. People now go to Tulsa instead of Wichita. Good transportation is a necessity, not a luxury. Someway Southeast Kansas has to find the money to do it.

The Chairman had received a letter from Nick Badway, Kansas Turnpike Authority dated February 7, 1986 stating his support for S.B. 492. A copy of the letter is attached. (Att. 9).

Bill Dexter, Gott Manufacturing Company, Winfield, said he was representing the Winfield Chamber of Commerce and said this area of the state had the lowest per capita increase in the state and a good four-lane highway would help the situation. They support S.B. 492.

Don Munsell, Executive Vice President, Mid-America, Inc., Parsons, said there was sufficient consensus among Southeast Kansas citizens to shoulder their share of financing for this project. A copy of his statement is attached. (Att. 10).

J.D. Baumgardner, Chairman, Labette County Board of Commissioners, said the community is united as one and appealed to the leaders of the state to help them in their hour of need. Other areas of the state have benefited from our interstate highways and now Southeast Kansas asks for their help in supporting S.B. 492. A copy of his statement is attached. (Att. 11).

CONTINUATION SHEET

MINUTES OF THE SENATE COMMITTEE ON TRANSPORTATION AND UTILITIES,

room 313-S, Statehouse, at 9:00 a.m./~~p.m.~~ on February 11, 1986

Erwin Knocke, representing Ark City and Winfield, spoke of the efforts in the past to get a highway in Southeast Kansas. He said they have all learned from failures in the past. He submitted clippings of newspaper articles on the subject entitled "A Twenty Year Paper Trail in Search of Better Highways". A copy is attached. (Att. 12).

Dr. Warren Thomas, Chairman of Coffeyville Chamber of Commerce Highway Committee, urged support for S.B. 492 and said the whole state would benefit by a road from Wichita to Joplin. A copy of his statement is attached. (Att. 13).

Glenn Weldon, City Manager, Coffeyville, strongly endorses S.B. 492 and said this road could be as efficient as any in the state system.

Gail Stout, Independence, Chamber of Commerce, said this highway was their prime concern. They don't care if it is a tollroad, freeway or what. They have passed resolutions urging the legislature to authorize such funds as are necessary to conduct the feasibility study.

Jim Dahmen, Parsons, Executive Vice President of Mid-America, Inc. compared the area to the Balkans and said the community now had Solidarity and Congressman Whittaker was their Lech Walensa. The struggle has been taken to the streets and new methods of financing highways are now being researched. He also spoke of economic trends in Cherokee County. A copy of his statement is attached. (Att. 14).

Emerson Lynn, Editor, Iola Register, spoke of the young people leaving Kansas and said when our best people leave the state we pay a "stagnation" tax. It is costing the state a great deal when they do nothing to improve the highway system in this part of the state. A copy of his statement is attached. (Att. 15).

Robert Walker, City Manager, Chanute, said he was born and raised in that section of the state. The roads have not changed much in that period of time. They are needed for the economy and he urged support.

Rep. Bill Grady, Parsons, submitted written testimony in favor of S.B. 492. A copy of his statement is attached. (Att. 16).

Judy Riches, Pittsburg, submitted a statement supporting S.B. 492. A copy is attached. (Att. 17).

Written testimony in support of S.B. 492 was submitted by Annette Tucker, Vice President of Southeast Kansas Tourism Region dated February 10, 1986. A copy is attached. (Att. 18).

A letter to Chairman Morris from Vince Miller, President, Parsons Chamber of Commerce dated February 10, 1986 in support of S.B. 492 was submitted. (Att. 19). A copy is attached.

A letter from Mayor Mary Kay Ramsey, City of Parsons, dated February 10, 1986 to Chairman Morris in support of S.B. 492 was submitted. A copy is attached. (Att. 20).

A statement from Wilson County Citizens and Wilson County Commissioners in support of S.B. 492 dated February 10, 1986 was submitted. Copy is attached. (Att. 21).

Spencer Delamater, Consulting Engineer, Wichita, said when you improve a road you increase the traffic. Everyone benefits with people passing through the state. He spoke of the trouble in driving to Branson, Mo. when the weather was bad and said he drove through Oklahoma rather than driving across Kansas. He said the Chamber of Commerce in Wichita was in favor of this road but did not want to tell them where the road should be built. They would rather wait until the movement is started and then there will be much support. People are ready and willing to put money into this project.

CONTINUATION SHEET

MINUTES OF THE SENATE COMMITTEE ON TRANSPORTATION AND UTILITIES,
room 254-E, Statehouse, at 9:00 a.m./~~p.m.~~ on February 11, 1986.

Congressman Whittaker thanked all the people who had driven to Topeka to attend the hearing and asked those in the room supporting S.B. 492 to stand up. Practically everyone in the room stood up.

OPPONENT:

Gene Garman, Independence, Montgomery County Taxpayers Association, said while they do support improvement in highways, they do not support a tollroad. He felt that \$250,000 was unnecessary for a study that the Department of Transportation should do. He said he knew of no industry that had refused to come to the area because of the lack of roads. A copy of his statement is attached. (Att. 22).

Mr. Garman was asked how many people he represented and he said the membership could run from 400 to 36. They are issue-oriented. He was asked how many people were present when he was elected. He said 25. Upon further questioning he said he did not object to a new highway but did object a tollroad.

One of the members said he was concerned about the cost of the study. With this much support, couldn't part of it come from Southeast Kansas?

NEUTRAL:

Rob Fogo, Kansas Turnpike Authority, said he was not present as a proponent or opponent but just to answer questions. He said their function was to do what the legislature requests. He said some local units of government have helped with the feasibility studies of interchanges. They have been refunded if the project is feasible. KTA does not do the study. They hire people to do it.

A memorandum to Ed DeSoignie from Michael F. O'Keefe, Director, Division of Planning and Development, DOT, dated January 31, 1986 was submitted to the Committee. It explained the effect S.B. 492 would have on the Department of Transportation. A copy is attached. (Att. 23).

Sen. Dave Kerr said he was not an opponent of the bill but when Hutchinson felt the need for a four-lane highway they raised some of their own money for engineering studies. He said communities that really want the improvement should produce part of the money to conduct the studies.

Meeting was adjourned at 11:00 a.m.

Hearing on Southeast, Ks. Road.

SENATE TRANSPORTATION AND UTILITIES COMMITTEE

Date 2-11-86 Place 313-5 Time 9⁰⁰

GUEST LIST

NAME	ADDRESS	ORGANIZATION
EMERSON LYNN JR	Jola, Kansas	The Topeka Register
J. E. Worley	Neodesha,	1st Natl. Bank.
Jerry Harshbarger	Neodesha	Loran Fawcett Funeral Home
John P. Keller	Fredonia	Fredonia Chamber of Commerce
Clayton Connell	Fredonia	Star Comm. S. & Ks. Hi Way
Lou Atherton	Pittsburg	City of Pittsburg
Richard Parrish	Pittsburg	Pres of Board Pitts City Commission
Katharine Clark	Wichita	Intern
Sarburne Jean Stearns	Topeka	Consultation of Churches
Majorie Skinn	Fredonia	Wilson County Clerk.
Alice Scott	Fredonia	Wilson County Senior Citizens
Helen H. Shigerson	Fredonia	Fredonia City
Rita M. Reep	Fredonia	Wilson County Organ
Daryl W. Rogers	Fredonia	City attorney's office
Nancy C. Rogers	Fredonia	interested public

SENATE TRANSPORTATION AND UTILITIES COMMITTEE

Date 2-11-86 Place _____ Time _____

GUEST LIST

NAME

ADDRESS

ORGANIZATION

Steven W. Rogers Fredonia, Ks City Atty

Anna J. Avery Arkansas City, Ks Ark City Chamber of Commerce

Evern Knecke Arkansas City, Ks SE Transp Coordinating Council

George Pukell Fredonia, KS State Council of Educators

Ralph Brannon Mead Valley, Ks Farmer

Norm Brannon Mead Valley, Ks Farmer

Robert T. Quinn Fredonia, Ks Mayor

Tom Stuckaker Fredonia, Ks Col. C.

Art Miller Fredonia, Ks 79th Rep.

Shirley Parker - Fredonia - 1st North, Box

Joe Callahan Wichita Kansas Temp. Hlth

R.D. Fogo Wichita Kansas Turapike

Gene Gervon Independence Tappan's Assoc. Hg. Co. Co.

Bice Dexter Winfield Kansas City Commission Chamber Hgt. Corp.

Tom Strickland Pittsburg, Ks

Robert M. Wood Pittsburg Kansas

SENATE TRANSPORTATION AND UTILITIES COMMITTEE

Date 2-11-86 Place 313-S Time 9:00

Hearing on Southeast, Ks. road.

GUEST LIST

NAME	ADDRESS	ORGANIZATION
GAIL STOUT	INDEPENDENCE, KS.	CHAMBER OF COMMERCE
George Barber	Topeka Ks	Ks Consulting Engineer
DON MUNSELL	PARSONS, Ks	MID-AMERICA INC.
CHARLES BELT	WICHITA	CHAMBER OF COMMERCE
Ron Colbert	Newton	UNITED TRANSPORTATION UNION
Jim Petersen	Independence	Legislator
Bill Lane	Chanute	Friend
Dave Clark	Chanute	Birdsall Satellite Comm
Robert W. Miller	Chanute	City of Chanute
Jesse Jackson	Chanute	Mayor
Mike Conduff	Pittsburg	City Manager
NC Hoyt	Topeka	Leg

SENATE TRANSPORTATION AND UTILITIES COMMITTEE

Date 2-11-86 Place _____ Time _____

GUEST LIST

NAME

ADDRESS

ORGANIZATION

Lloyd Woody 9520 N. Penn Independence, Mo. Highway for SEK

Rep. Rochelle Chismeth SEK Steering Committee

Nancy Ingh Gov. Office

Bruce Graham T3220 ICs Motor Carriers Assn

Leroy Jones Overland Park Brotherhood of Locomotive Engineers

Sen Edw. Reilly Leavenworth Senate

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

Transportation & Utilities Committee

Senate Bill 492, Feasibility Study of Highway Project

February 10, 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 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

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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
SENATE COMMITTEE ON TRANSPORTATION AND UTILITIES

FEBRUARY 11, 1986

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S. T+U 2/11/86

MR. CHAIRMAN, MEMBERS OF THE COMMITTEE:

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

FIRST, I WOULD LIKE TO COMMEND YOU, CHAIRMAN MORRIS, 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.

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. SENATORS TALKINGTON AND JOHNSTON, ALONG WITH YOUR COLLEAGUES FRANK GAINES, DAN THIessen AND REPRESENTATIVES ROCHELLE CHRONISTER AND REX CROWELL, HAVE PLAYED AN INSTRUMENTAL ROLE IN GETTING US HERE TODAY.

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.

TWO WEEKS AGO, 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. IF I MAY, MR. CHAIRMAN, I WOULD LIKE TO ADD THAT I AM EXTREMELY HONORED THAT YOU HAVE AGREED TO SERVE ON OUR COMMITTEE AND HAVE EXPRESSED YOUR SUPPORT FOR OUR EFFORTS.

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 45 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.

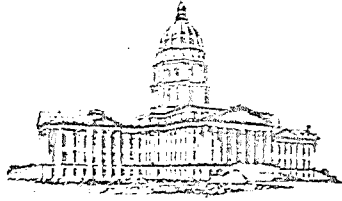
IN CONCLUSION, I WOULD LIKE TO REITERATE MY STRONG AND VOCAL SUPPORT FOR SENATE BILL 492. THE TIME HAS COME TO RENEW A DECADES OLD DREAM TO BUILD A FOUR LANE HIGHWAY THROUGH SOUTH CENTRAL AND SOUTHEAST KANSAS. A HIGHWAY THAT UNDOUBTEDLY WOULD HELP TO REVITALIZE THE ECONOMY OF SOUTH CENTRAL AND SOUTHEAST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

STATE OF KANSAS

JIM PATTERSON
REPRESENTATIVE, EIGHTH DISTRICT
2612 N. 10TH STREET
INDEPENDENCE, KANSAS 67301



TOPEKA

HOUSE OF
REPRESENTATIVES
February 11, 1986

COMMITTEE ASSIGNMENTS
JOB CHAIRMAN: ENERGY AND NATURAL
RESOURCES
MEMBER: ASSIGNMENT AND TAXATION

TO: SENATE TRANSPORTATION &
UTILITIES COMMITTEE

MR. CHAIRMAN & MEMBERS OF THE COMMITTEE:

I thank you for the opportunity to appear before you today. I am Jim Patterson, State Representative from Independence, Kansas. I want it clearly understood there is an Independence, Kansas that draws the largest number of people to its annual event of Neewollah than any other event in Kansas.

While we understand Harry Truman brought recognition to the town of Independence, Missouri, I point out that Harry Sinclair helped put Independence, Kansas on the map.

I strongly endorse and support SB 492 that provides for the feasibility of constructing a turnpike or freeway from Wichita to the southeast corner of Kansas, near Joplin, Missouri. Let me tell you the reasons why I endorse, support and encourage you to pass this legislation.

I understand that for the Chinese and some of our Vietnamese friends this is the Year of the Tiger. For the great State of Kansas, this is the Year of ECONOMIC DEVELOPMENT. In Southeast Kansas we have a Tiger by the tail. We are about ready to turn him loose upon our negative minority.

In Southeast Kansas we have electricity available for the largest type of users. At present, the price is a little rough on the consumers. In time, we think the price may be less than most places in the nation. If we can soon have a large increase in the use of this electricity by industry, it will have a two-fold effect. We will have to pay less for our electricity and we will

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have more employment.

In Southeast Kansas we have water. The Elk City Reservoir is located at the edge of Independence, the Big Hill Reservoir near Parsons, Toronto Lake at Toronto, Fall River Lake near Fall River and the John Redmond Reservoir near Burlington. This is sufficient water for households, municipalities and industry.

In Southeast Kansas we have the workers. My November schedule shows unemployment in ten southeast counties running from 5.6% to 9.7%. These people are workers and we have voc-tech schools that will work with us to help train them for specific jobs if need be.

In Southeast Kansas we have Pittsburg State University that has a unique development in plastics and wood. Pittsburg State University is and has been working with industry in southeast Kansas to improve and speed up ECONOMIC DEVELOPMENT.

In order for these outstanding resources to be utilized for the benefit of the total state, we need modern, safe, well built highways to bring in supplies and to move out the results.

Perhaps you are not aware that a four-lane highway is currently under construction between Tulsa and Bartlesville, Oklahoma. There is a super two-lane from Bartlesville to the Kansas line at Caney. This is highway 75 that runs from Topeka through Tulsa. The Port of Catoosa on the Verdigris River at the edge of Tulsa is a water port. Freight coming in and going out of that port is cheaper than most shipping points in this part of the country. This is 100 miles south of Independence. A southeast highway from Wichita to Joplin will cross highway 75.

It is possible shipments of grain from the Wichita area may cost less by the Port of Catoosa. Supplies may come out at less freight also.

Chautauqua County does not have a railroad within the county. You are at great risk to your health if you drive highway 166 in Chautauqua County from Niotaze to Sedan. None of our people in Kansas should be so isolated. A good southeast highway could only improve their standard of living inasmuch as it would at least put

them closer to a way in and out of their county.

Wichita and other cities in Kansas, no doubt, would benefit from increased business within their cities. The map shows Wichita 118 miles from Independence. A good highway may cut a few miles off of that. It is my opinion that many people would travel to Wichita and other Kansas cities to trade that now go to Tulsa and other Oklahoma cities due to the highways you must travel. At present, the sales tax is less in Kansas, and there are other reasons Kansas citizens may prefer to trade in Kansas.

Lady and Gentlemen, a highway in Southeast Kansas may be the best ECONOMIC DEVELOPMENT for the entire State of Kansas at this time. According to an encyclopedia, the Appalachian Commission was created, including ten states in the Appalachian Mountains, for the purpose of ECONOMIC DEVELOPMENT. That encyclopedia said 80% of the funds were used for road building.

Please help us turn loose the Tiger in Southeast Kansas.

Topeka

75

118 miles

Wichita

96

PARSONS 160

PITTSBURG

160

Independence

96

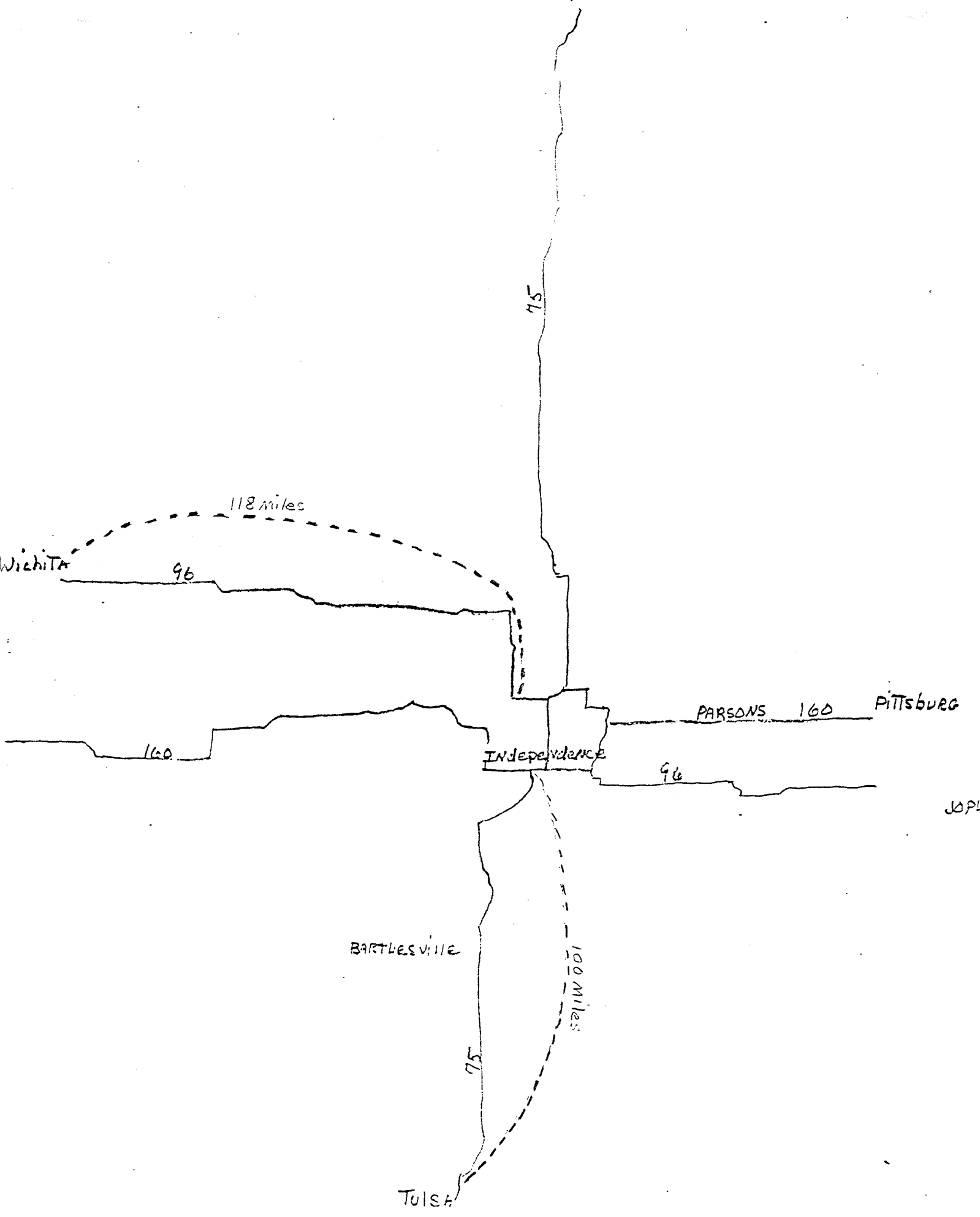
JOPLIN

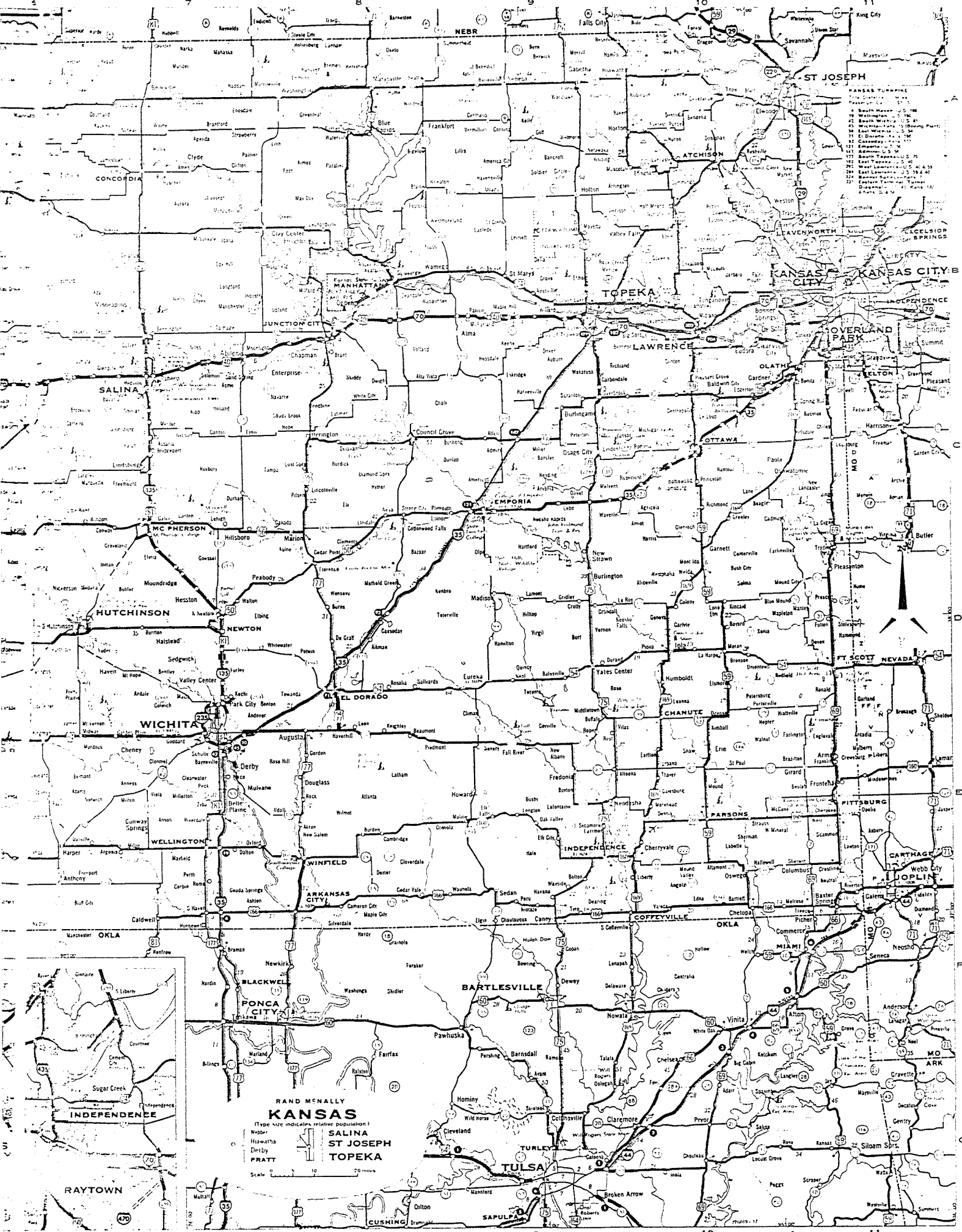
BARTLESVILLE

100 miles

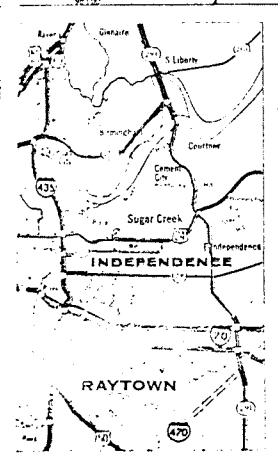
75

Tulsa





RAND McNALLY
KANSAS
 (Type size indicates relative population)
SALINA
ST JOSEPH
TOPEKA
 Wabor
 Hiawatha
 Derby
PRATT
 Scale 1:100,000





Testimony before the
Senate Transportation Committee

February 11, 1986

Mister Chairman and members of the Transportation Committee, 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: Mr. Richard Parrish, President of the Board of City Commissioners, Mr. Lou Atherton, Business Relations Director for the City of Pittsburg, and Mr. Mike Conduff, Pittsburg City Manager.

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 is an investment. An investment not only to pay for itself, but to increase all economic activity in the region. There 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.

ATT. ④
S.T+U 2/11/86

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

An important aspect of a good highway system is to insure a good flow of our states 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 rail 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 todays 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.

FREDONIA CHAMBER *of* COMMERCE

524 MADISON • PHONE (316) 378-3221

FREDONIA, KANSAS

66736-0449

TO: Chairman Morris and members of the Transportation Committee

I am Clayton Connell from Fredonia. I am a member of the Southeast Kansas Highway Steering Committee. I appear before you in support of Senate Bill 492. I have been involved in highway improvement in the area for many years and have never known more unified support than we have at this present time. Have we had this same support a number of years ago we would have had the highway built and been enjoying the benefits of a Southeast Kansas highway.

I fully support everything Congressman Whittaker has said and further remarks relative to the building of the highway. There are a number of people I would like to recognize from my area and I would like to ask them to stand as I read their names:

Mayor Rodger Shinn
Richard Gillies, Mfg
George Pickell, State Bank of Fredonia
Art Miller, 1st National Bank of Fredonia
John Gillett, County Attorney and President of the Fredonia Chamber of Commerce
Steve Rogers, Attorney
Dave Rogers, Attorney
Tom Studebaker, Fredonia Chamber of Commerce Industrial Dev. Chrm.
Marjoria Winn, Clerk for Wilson County Commission
Tom Adams, County Commissioner
Charles Parker, retired banker
Joe Bambick, CPA
Faye Williams

Thank you for the opportunity of appearing before you in support of the Southeast Kansas Highway proposal and urge you to approve the funding for the feasibility study for such highway.

ATT. (5)
S. THU 2/11/86

PETITION

We the undersigned, respectfully petition for consideration of the State of Kansas to include in state projects the expansion or creation of a highway to serve southeast Kansas.

We feel because of the need, studies appropriating money and scheduling for the construction project should start immediately.

(Signatures are from the Wilson County Courthouse, Fredonia, Ks.)

NAMES OF SIGNERS	POST OFFICE ADDRESS		Date of Signing		
	NAME OF CITY OR POST OFFICE	STREET AND NUMBER OR R. F. D. No.	Mo.	Day	Year
1. Margorie Skinn	Fredonia, Ks.	516 N. 16	Feb	5	1986
2. Maurine A. Burns	Fredonia, Ks.	R4 Box 175A	2	5	1986
3. Sandra S. Cox	Fredonia, Ks.	210 N. 16 th	2	5	1986
4. [Signature]	Fredonia, Ks.	400 Robinson	2	3	1986
5. Leta Robinson	Buffalo, Ks.	R.F. Box 97	2	5	1986
6. Rita L. Litchner	Fredonia, Ks.	123 N. 10th	2	5	1986
7. [Signature]	[City]	309 N. 15 th	2	5	1986
8. [Signature]	[City]	[Address]	[Mo.]	[Day]	[Year]
9. Ruth Cunningham	Fredonia, Ks.	128 N. 5th	2	5	1986
10. [Signature]	Fredonia, Ks.	522 N. 5 th	2	5	1986
11. James L. Mattmore	Fredonia, Ks.	737 N. 8 th	2	5	1986
12. [Signature]	Fredonia, Ks.	R1 Box 134	2	5	1986
13. [Signature]	Fredonia, Ks.	412 N. 7 th	2	5	1986
14. [Signature]	Fredonia, Ks.	Rt. 3, Box 3	2	5	1986
15. [Signature]	Fredonia, Ks.	Rt. 3 Box 122	2	5	1986
16. [Signature]	[City]	[Address]	[Mo.]	[Day]	[Year]
17. [Signature]	[City]	[Address]	[Mo.]	[Day]	[Year]
18. Kelli White	Fredonia, Ks.	R1 Box 113	2	5	1986
19. [Signature]	[City]	[Address]	[Mo.]	[Day]	[Year]
20. Sandra S. Jamell	Buffalo, Ks.	R1 Box 112	2	5	1986
21. [Signature]	Fredonia, Ks.	631 S. 8 th	2	5	1986
22. [Signature]	Fredonia, Ks.	RR 1 Box 111	2	5	1986
23. [Signature]	Fredonia, Ks.	RR1 Box 93	2	5	1986
24. [Signature]	Fredonia, Ks.	1120 Quincy	2	5	1986
25. Allan L. Blakus	Fredonia, Kans.	R. R. #4	2	6	1986
26. Dorothy West	Neodesha, Ks.	Rt #1 Box 193	2	6	1986
27. [Signature]	Fredonia, Ks.	123 [Address]	2	7	1986
28. [Signature]	[City]	524 N. 9 th St	2	7	1986
29. Amy Habaker	Fredonia, Ks.	RR 4, Box 187A	2	6	1986
30. Billie [Signature]	Neodesha, Ks.	Route 1, Box 187	2	6	1986
31. [Signature]	Fall River, Ks.	Rt. 1	2	6	1986

ATT. 6
S.T.U. 2/11/86

PETITION

We the undersigned, respectfully petition for consideration of the State of Kansas to include in state projects the expansion or creation of a highway to serve southeast Kansas.

We feel because of the need, studies appropriating money and scheduling for the construction project should start immediately.

(Signatures are from the Wilson County Courthouse, Fredonia, Ks.)

	NAMES OF SIGNERS	POST OFFICE ADDRESS		Date of Signing		
		NAME OF CITY OR POST OFFICE	STREET AND NUMBER OR R. F. D. No.	Mo.	Day	Year
1	Jay Ann Beach	FREDONIA	353 W. 13 th	2	6	86
2	C. Fred Lowery	Fredonia	RR3 Box 23 L	2	6	86
3						
4	Phyllis Hill	Fredonia	RR4 Box 157	2	6	86
5	Berna Lewis	Fredonia	916 Adams	2	6	86
6	Marcia Cline	Fredonia	R#3 Box 4	2	6	86
7	Janie Sherman	Fredonia	620 Jackson	2	6	86
8	Mary Sue Walker	Altadena	R#1	2	6	86
9	L. Helen Spren	Fredonia	120 N. 7 th Street	2	6	86
10	D. Mark Peters	Fredonia	521 N. 15 th	2	6	86
11	Henry Lockett	Fredonia	1304 Butin Dr	2	6	86
12	Janice Keeth	Fredonia	Rt. 4 Box 204D	2	6	86
13	Wanda Hill	Fredonia	R-1 Box 238	2	6	86
14	Lena E. Hurdell	Benedict	Rt #1, Box 17	2	6	86
15	Thelma Beck	Fredonia	Rt #1 Box 238	2	6	86
16						
17	Calvin W. Johnson	Rt. 1, Camp, KS	Rt. 1, Box 47	2	6	86
18	W. H. Kelley	Fredonia	RR3 Box 12A	2	11	86
19	Thelma Hill	Fredonia	RR #3 Box 105	2	6	86
20	Phil Young	Fredonia	RR 3 Box 3	2	6	86
21						
22						
23						
24						
25						
26						
27						
28						
29						
30						

CITY OF FREDONIA

CITY COMMISSIONERS
RODGER J. SHINN, MAYOR
CLINTON L. RICHARDSON, FINANCE
D. W. SCHOOLCRAFT, UTILITIES

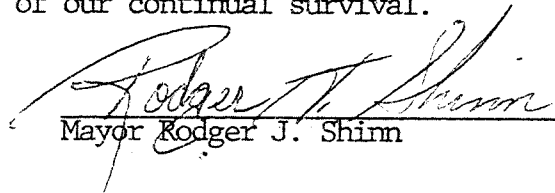
314 N. 7th
FREDONIA, KANSAS 66736
Phone 316-378-2231

KAREN L. SHINN, MUNICIPAL CLERK

Senator Morris and Committee Members

I will not go over information this committee has already been informed of.

However, I do want you to know the citizens of Fredonia, Kansas wholeheartedly support this highway. When this highway is built hopefully it will go through our City of Fredonia, or at least close to our community. But rest assured that if it does not, this highway will still have the support of our citizens because it is the best chance of our continual survival.



Mayor Rodger J. Shinn



Commissioner C. L. Richardson



Commissioner D. W. Schoolcraft



ATT. ②
S. T+U 2/11/86

THE FREDONIA CHAMBER OF COMMERCE

The Fredonia Chamber of Commerce without reservation supports the effort to establish a major east/west highway through Southeast Kansas. Southeast Kansas is and has been economically depressed because of a lack of a good highway to Western Missouri and Western Kansas.

Business people in our community have been trying to compete at a significant disadvantage for lack of a good highway. This makes for higher costs with no direct line of travel both in time considerations and in actual expenditures to deliver finished goods and products. People do not wish to locate their businesses here because it is so inaccessible. We are not attracting new industry. These problems would be greatly alleviated by the construction of such a highway.

It is for these reasons that the Fredonia business community is united with the other communities of Southeast ^{Ks.} in support of this highway wherever, it is built.

ATT. ⑧
S.T.U 2/11/86



KANSAS TURNPIKE AUTHORITY

BOX 18007 SOUTHEAST STATION WICHITA, KANSAS 67218 (316) 682-4537

February 7, 1986

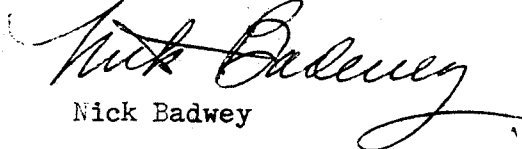
Senator Bill Morris
Chairman - Transportation and Utilities Committee
Kansas State Senate

Dear Senator Morris:

Prior commitments preclude me from appearing in person, but time permitting I would like this letter read into the record to show my unqualified support for Senate Bill No. 492. Favorable action by this committee and subsequent passage of this bill addresses the first step necessary to resolve a highway deficiency of the southeast quadrant of Kansas that has long been acknowledged and equally as long been ignored. Representative Whittakers' Highway Bill which was announced January 30, 1986, if successful, could provide funding possibilities which have not been available before and in that regard we must be ready to move swiftly.

Senate Bill No. 492 requires the feasibility data that any funding program will need for final determinations. I can assure the committee that the Kansas Turnpike Authority will proceed with dispatch if so decreed.

Respectfully submitted,


Nick Badwey

NICK BADWEY, Chairman
Wichita

LESLIE A. DWYER CROWLEY, Vice Chairman
Wichita

JOHN B. KEMP, Secretary-Treasurer
Prairie Village

RICHARD R. ROCK
Kansas City

SENATOR BILL MORRIS
Wichita

LAWRENCE C. GATES
General Counsel

R. D. FOGO
Chief Engineer-Manager

JON GLASER
Controller

JOE SECRETARY-TREASURER

S. T+U 2/11/86
A.T.T. (9)

Senate Transportation and Utilities Committee
Public Hearing - February 11, 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
JAMES S. GILPIN

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ROBERT M. BUNTING
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JAMES S. CRUTCHER
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JAMES STALLBAUMER
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WILLIAM C. UNDERKOFLEK
G. E. WORLEY

SECRETARY-TREASURER
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Frankie Dunnick
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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

ATT. (10)

2

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.

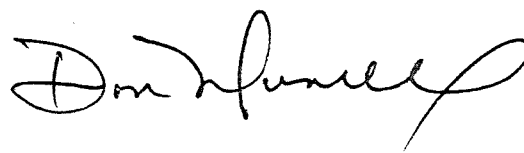
Recent research reports have shown continual accelerated projections of population growth for the corridor of development from St. Louis to Oklahoma City, particularly in southwest Missouri and northwest Arkansas. In fact, no other corridor in proximity to our borders matches this projected growth. .Therefore, 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 concensus 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.

BOARD OF COMMISSIONERS

L A B E T T E C O U N T Y

OSWEGO, KANSAS 67356

316/795-4522

Senate Transportation and Utilities Committee

Public Hearing - February 11, 1986

Re: SB 492

Presented by: J. D. Baumgardner, Chairman
Labette County Board of Commissioners

O F F I C I A L S T A T E M E N T

We gather here today to discuss a very serious situation in Southeast Kansas. This area has suffered chronic economic woes for several years. Leaders, for the first time in many years, are united in their efforts to bring a highway for our use closer to reality.

Year after year people in Southeast Kansas realized our needs for a super highway were not to be answered. Leaders in our area have embarked on an aggressive recruitment effort by forming Mid America, Inc., an industrial development group comprised of ten counties in Southeast Kansas.

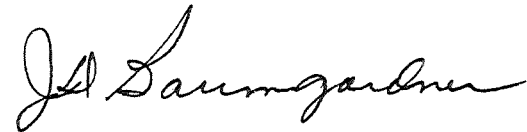
The record of Mid America, Inc., has been a success story, but more needs to be done. A major highway would provide an important boost in the future growth of Southeast Kansas and the State of Kansas. We appeal to the leaders in all areas of the state to help us in our time of need and support funding for the highway study.

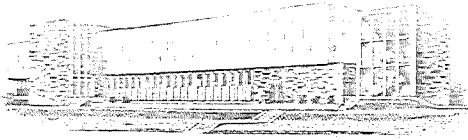
We ask the community leaders in Wichita, our largest city, to remember they need us as we need them. Wichita is important to the Kansas economy, but so is Southeast Kansas. Our good neighbors to the north in Johnson County, with their traffic congestion, should remember they will benefit from our prosperity. Let those Citizens of Salina, Emporia, Topeka and elsewhere that have reaped the resources of interstate highways, remember those highways were constructed with the help of our tax dollars. We ask your help in our efforts to attract and retain industry. We are asking for your support in seeking some of the economic growth other areas of the state are enjoying.

We realize a quarter of a million dollars is a lot of money, but it represents an important investment for an area with high unemployment and a declining agricultural and industrial base.

ATT. (11)
S.T+U 2/11/86

Southeast Kansas is ready to face the challenge in finding new methods of financing our highway improvement needs. We only ask you, our legislators, to consider the highway study and to make the necessary funding available so that all of Kansas can once again move forward.

A handwritten signature in cursive script, reading "J. Baumgardner". The signature is written in black ink and is positioned to the right of the main text block.



WILSON COUNTY COURTHOUSE
FREDONIA, KANSAS

Wilson County, Kansas

FREDONIA, KANSAS 66736

OFFICE OF THE
BOARD OF COUNTY COMMISSIONERS

PHONE 378-2502

BOARD MEETS EACH MONDAY


February 10, 1986

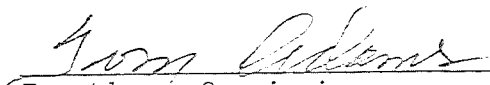
Senator Morris and Committee:

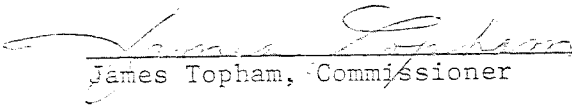
Wilson County has need for better road ways, as does all southeast Kansas. The proposed Wichita to Joplin highway would service our county in a number of ways.

We wish to express our interest and approval of Senate Bill #492 with the attached signatures.

Wilson County Citizens
and
Wilson County Commissioners,


Ralph Porter, Chairman


Tom Adams, Commissioner


James Topham, Commissioner

TWENTY YEAR

PAPER TRAIL

in search of

BETTER HIGHWAYS

FOR

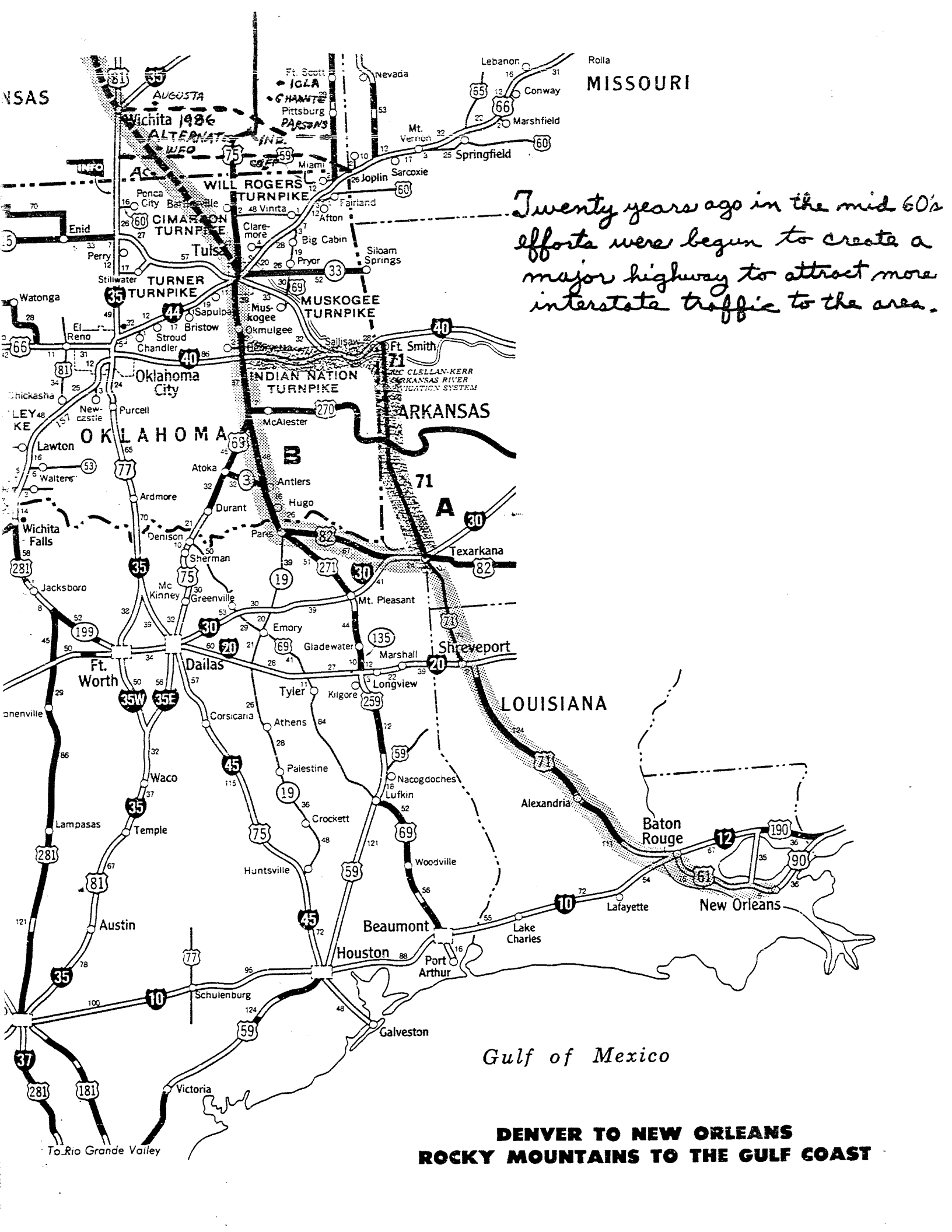
SOUTHEAST AND SOUTHCENTRAL

KANSAS

A SAGA OF FAILURE, FRUSTRATION, UNFULFILLED PROMISES,
AND ECONOMIC DEGRADATION

Prepared by
Erwin Knocke

ATT. 12
S.T+U 2/11/86



MISSOURI

Twenty years ago in the mid 60's efforts were begun to create a major highway to attract more interstate traffic to the area.

**DENVER TO NEW ORLEANS
ROCKY MOUNTAINS TO THE GULF COAST**

1969 An editor is skeptical of chances of success

Being a Political Realist—

2-13-69

Two-Turnpike Bill Just Might Do It

The Kansas Legislature is doing a real dis-service to us pore folks down here in Sunflower Mason-Dixon country. So many bills have been introduced that we've run out of fingers and toes to count 'em on.

We don't have to have many smarts, however, to reach the simple conclusion that no matter how hard the boys in Topeka are trying to help us, we can expect to get the dickens kicked out of us again.

We feel a little like Dixie must have felt in 1869.

Of all the highway programs introduced in this session, most of them have been aimed at helping Southeast Kansas. That in itself is enough to make a lot of jackrabbits sit up and vote no.

X We have a suspicion, though that one bill will stand head and shoulders over all the rest. That's the one, in case you forgot, that was introduced early in the session. It would build a Kansas City to Galena turnpike and a Hays to Arkansas City turnpike.

Now, we don't know many Bourbon, Crawford and Cherokee countians who give a lick about a diagonal turnpike from west to south central Kansas. That probably is our first mistake, since the handwriting apparently is on the wall that the two turnpikes must go hand-in-hand to get past the governor's good right hand—the one that signs bills into law or vetoes them into eternal damnation.

So, let us Dixiecrats and Dixieicans pause for a moment and consider this legislative highway situation.

If we continue to cheer every highway bill introduced in the legislature, we're going to be hoarse a long time before we have roads. Not that the bills aren't good ones. They just will never make it.

If we continue to plug for a Kansas City to Galena Turnpike—which everyone knows al- is provided for by the law but unprovided for by the legislature's refusal to pledge gasoline tax revenue behind the bonds, we probably can expect to continue using hazardous US 69 for a long, long time. After all, the state highway commission is too busy building highways around the home town of the district highway commissioner to make any additional improvements on US 69 beyond those which already are in the works.

X Thus, if we continue our present course, we probably will end up with nothing—which has been the highway story in Southeast Kansas for far too many years.

However, if we throw our support behind the ~~Hays-Arkansas City Turnpike~~ in conjunction with the Kansas City-Galena route, we may stand a chance.

It probably is just an amazing coincidence that the Hays-Arkansas City route connects the home towns of the Democratic state chairman, Norbert Dreiling of Hays, and the Democratic state governor, Robert Docking of, Arkansas City.

But let's not let that bother us. .

Instead, lets look at it as a route connecting I-70 at Hays, which it would do, with a north-west diagonal from Tulsa towards Arkansas City, which the Oklahoma solons reportedly have promised to provide.

This, it seems to us, makes amazingly good sense. It makes even better sense if our support of that route will bring our turnpike closer to reality.

Being a political realist, we see the two-turnpike bill getting the support of the mid-central part of the state, especially those votes around Hays Great Bend, Hutchinson, Wichita, Winfield, Ark City, etc. It also should get the support of the solons from Wyandotte County, Johnson County and all counties south. If the governor and the state party chairman say "yes" to this measure, that should sew up the Democratic vote.

Isolating the opposition in this manner, we see only a smattering of objections from north central and southwest Kansas.

So that's the way it is, folks.

We say full speed ahead on this bill. At least, it stands a chance of legislative approval along with a chance of the governor's signature. The way we look at it, this is the only salvation to our highway problems in this session of the legislature.

It may not be good for the overall state highway program but then who has any hope of this, anyway, outside those dreamers who believe Kansas should get off a political dead center?

The Pittsburg Headlight-Sun

Thursday, Feb. 13, 1969

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Arkansas City Traveler

ONE HUNDREDTH YEAR NUMBER 100 ARKANSAS CITY, KANSAS DAILY TRAVELER THURSDAY, APRIL 8, 1971 10 PAGES

PRICE IN CITY 10 CENTS
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Hutchinson-Arkansas City Toll Road

1971

Senate Votes Local Turnpike

a part of a larger picture

The Kansas Senate has passed by a whopping vote of 31-6 a bill authorizing a turnpike from Hutchinson to the state line east of Arkansas City.

It also passed a bill authorizing another turnpike from Kansas City to Galena.

The Hutchinson-Arkansas City turnpike bill now goes to the House for consideration of Senate amendments.

The House already has approved the Hutchinson-Arkansas City turnpike, but did not include the Kansas City-Galena turnpike. The Senate committee added the provisions for that route.

In the Senate bill, up to \$80 million in bonds would be provided for the Hutchinson-Arkansas City

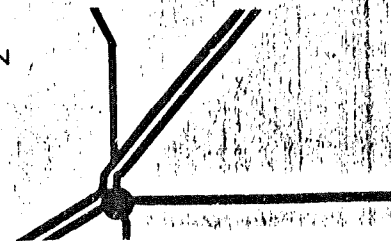
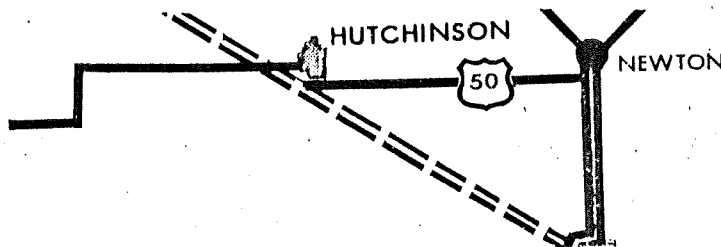
toll road, and up to \$150 million for the eastern border turnpike.

The Hutchinson-Arkansas City turnpike would link up with Oklahoma access roads to the Port of Catoosa near Tulsa.

Sen. Tom Van Sickle, R-Fort Scott, tried to amend the bill to strike mention of the Kansas City-Galena corridor from the bill, saying studies of the turnpike there would "only allow the Highway Department to

further delay work on Highway 69."

Sen. David Owen, R-Overland Park, offered a substitute to Van Sickle's motion, instructing the Highway Department not to postpone any work on Highway 69 which has been scheduled. Owen's motion was adopted. Owen said he and Van Sickle both want a super-highway for southeast Kansas, but disagree on the method.



The Wichita Eagle and The Beacon

Published by the Wichita Eagle and Beacon Publishing Co., Inc.

Founded in 1872 by
MARSHALL M. MURDOCK,
1837 - 1908

VICTOR MURDOCK,
1871 - 1945

MARCELLUS M. MURDOCK,
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Page 28

EDITORIAL OPINION PAGE

Sunday, February 25, 1973

1973
We read
Oklahoma
goes another
direction

No Catoosa Turnpike? There's Another Way

Some good may come out of the demise of the projected turnpike between Hutchinson, Kan., and the Port of Catoosa, near Tulsa, Okla., after all.

Oklahoma apparently is going to find that its leg of the proposed highway will not be economically feasible. The traffic diverted to the two-state turnpike would cut too much into revenues needed by the Cimarron Turnpike, already under construction.

The Cimarron route will run from the Tulsa area westward to near Perry where it will connect with Interstate 35. A spur route will run to Stillwater.

The Oklahoma feasibility study has showed that the Catoosa turnpike would reduce revenues of the Cimarron route by more than \$500,000 the first year it would be in operation, with the

loss growing to a full \$1 million a year by 1989.

This loss would create too much of a load for the Cimarron turnpike which is already in the works, so Oklahoma is expected not to approve its share of the Hutchinson-Catoosa proposal.

Kansas' approval hinged on Oklahoma finding it feasible and also on increasing the bond authorization from \$80 million to \$89 million. The legislature had said that Oklahoma would have to declare its segment feasible before Kansas could approve construction of its.

Now that that is apparently out the window, it's time to start thinking about alternatives.

Once Oklahoma completes the Cimarron link between Perry and Tulsa, there will be good four-lane highway from Salina, Kan., to Tulsa by following I35 south to Perry and the Cimarron link east into Tulsa.

Grain shippers in the Hutchinson area wishing to reach the barge facilities at Catoosa could take either U.S. 50 east to Newton or K96 southeast to Wichita to connect with I35.

Improving either U.S. 50 between Hutchinson and Newton or K96 into Wichita would provide that vital grain area with an excellent, safe route to the barge docks at Catoosa. Such improvement, to make it worthwhile should be to four-lane, limited-access standards.

Kansas should find this a fairly inexpensive and quick way of solving the problem of shipping grain to the Oklahoma river port. The proposal, because it takes advantage mostly of already-existing highways or ones under construction and does not plunge the state into heavy debt, merits further study if the legislature is serious about being economy-minded.

Change the Law

But
Oklah.
builds

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Page 4A

EDITORIAL OPINION PAGE

Tuesday, February 20, 1973

*Kansas starts another direction.
Still says*

Southeast Kansas Needs Better Roads

A move by two southeast Kansas representatives to stir action on a turnpike in their part of the state should be welcomed, since it may accomplish its purpose of getting something done in that long-neglected area.

Reps. Gay Brokaw, D-Coffeyville, and Dan Thiessen, R-Independence, have called for a feasibility study of a turnpike from the Arkansas City-Winfield area to Baxter Springs, in the extreme southeastern corner of the state.

They foresee the route tying in on the west with a proposed turnpike linking Hutchinson, Kan., with the Port of Catoosa, near Tulsa, Okla. That route is now under study, with Kansas finding its part would be feasible under certain circumstances if Oklahoma should approve its portion. But reports are that the results of the Oklahoma study,

to be revealed Feb. 22, will indicate its share of the turnpike will not be feasible.

If this is the case and the Hutchinson-Catoosa route collapses before it is built, then the Brokaw-Thiessen proposal for the companion turnpike along the southern border of the state would lack much substance.

But it would serve the legislature with another notice that a southeast Kansas highway route still is essential and important to the economic growth of that region. A variety of organizations has been formed through the decades to promote a good throughway from central Kansas into the southeast, but legislative money has always been deemed more important elsewhere.

Several good proposals for superhighways have been made

but perhaps the most promising of producing adequate traffic to warrant it would be one roughly paralleling K96 from Wichita east to the Fredonia area and then along any one of several alternate routes to the Joplin vicinity where it would connect with Interstate 44 and U.S. 66.

Establishment of such a route in conjunction with four-lane improvement of U.S. 54 west into Liberal would provide the southern half of the state with a decent east-west highway capable of handling the traffic volume it would generate under those favorable conditions.

Southeast Kansas has been neglected by the highway planners long enough; perhaps the 1973 legislature will be the one which finally does something to bring that area into long-awaited equality with the rest of the state.

Sign of Progress

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Page 4A

EDITORIAL OPINION PAGE

Thursday, April 5, 1973

April 5, 1973

1969 Highway Plan Better Than Turnpike

The surprise concurrence Tuesday of the Kansas House leaves the fate of the proposed toll road from the Wichita area to southeast Kansas in the hands of Governor Docking. Actually it would be new only from the point eastward from the present turnpike near Winfield.

If he signs the bill creating this turnpike, it will be built—providing a feasibility study turns out favorably.

The Eagle has long supported a better route to the southeast. Bad roads in all directions virtually isolate southeast Kansas and it is long past time to do something about it.

But it is unlikely that this toll road is the best answer. The Jorgensen Report of some 10 years ago established as a high-

way priority a freeway that would extend from a point in southeast Kansas to Wichita. Such a route has had at least lip service from the legislature and from highway boosters ever since.

And then in the highway bill of 1969 the legislature established a system of corridors in various parts of the state that were to receive early priorities for improvement to freeway standards. One of these corridors runs from Wichita to the southeast along a somewhat more northerly route than the proposed turnpike.

It has several virtues. First, it would serve a more populous area, generally, than the turnpike. It would be built with high-

way monies and it would be toll-free.

The only thing uncertain about it is the time when it would be built. All the rest is a matter of statute. The legislature, if it feels the urgency of such a route—and it is urgently needed—could assign it an early priority. Certainly that makes more sense than building a toll-road that would duplicate its function.

If the governor is concerned with the best interests of the whole state, he'll veto the toll road bill—not an easy thing for him to do because it would serve his home town of Arkansas City—and urge the legislature instead to implement its 1969 plan for a freeway to the southeast.

Some still, mistakenly, choose to believe the Highway Department can build major highways out of pocket. Not Possible then - Not Possible now.

February 6, 1974 - Below are my notes as part
of group testifying for Turnpike Bill #966 -
12 years ago

2-6-74

Good Morning

In ECK representing Ark City and Chamber of Commerce

We wholeheartedly support Bill #966

Up at 4³⁰ this morning

Been here almost every year for last 5 or 6 years

We support the S. E. Kansas turnpike

We specifically support the changes
proposed in Mr Storey's bill

The present construction plans
are not working out.

Inflation

Time

Need

Prepared paper

City Traveler

1974
AS, WEDNESDAY, MARCH 6, 1974

20 PAGES

SINGLE COPY PRICE 10c

a Turnpike Assured

authorizing feasibility studies for turn-
pikes from the Miami-Linn County line south to
Gallatin south from Ottawa to Coffeyville.
Construction of the Ottawa-Coffeyville toll
road is held down.

The latest victory for proponents of the
turnpike appeared to be nothing more than a
reversal of its fate, having been previously
announced for it was killed by the Senate
last month ago.

Ever since it was resurrected two weeks later by the same committee
has an amendment to a feasibility study bill for another turnpike, it has
had nothing but success.

The Senate approved it Monday, sending it to the House despite some
open opposition and an attempt to strike the Southeast Kansas Turnpike
amendment and send it to a conference committee. It had little trouble
getting through the lower chamber.

(Turn to Page 14)

Turnpike Is Economic Boon to Arkansas City

Reaction in Arkansas City today to
word that the Kansas House of
Representatives passage of the
Strother Field to Galena turnpike bill
ranged from "great" to "fantastic."

Mayor Jack Mercer declared the new
road will be a boon to both Strother
Field and Arkansas City. Mercer said
the new turnpike will enhance the
area's economic growth potential in the
future.

"The road will be a great asset to
both Strother Field and Arkansas City.
In the past we've been hurt by not
having a major highway artery here —
but with the new road our economic
growth will be assured in years to
come," predicted Mercer.

The mayor indicated he hopes Gov.
Robert Docking will sign the measure
into law adding, "I'm sure he will."

Another Arkansas City resident
expressing delight with the
legislature's Tuesday turnpike action
was Ed Gilliland of Gilliland Printing
Co. Gilliland, a member of the North-
west Passage Association and the local
Chamber of Commerce's Highway
Committee, has been active in recent
years in promoting a new highway for
the area.

"I think this is probably the biggest

Strother Field a better industrial site
than it is now," noted Gilliland.

Gilliland said the new turnpike will
bring in more traffic and business in
the coming years. He stated that with
the opening of the Kaw Reservoir, now
slated for July of 1975, the road will be
of advantage to two states.

"We've already got it set up so that
Oklahoma can connect a highway to
this turnpike in the future. I'm sure
they'll end up doing that someday and
the road will run all the way to Tulsa,"
Gilliland observed.

The Strother Field to Galena turnpike
bill, which will stretch 139 miles, was
passed by the House of Representatives
by a 74-37 count Tuesday. The measure
had been given earlier approval by the
Kansas Senate.

Erwin Knocke, head of the chamber's
Highway Committee, said today that
"everyone who has worked on getting
new highways is thrilled to death by the
news of the passage of the highway
bill."

Knocke said the new road will help
promote Arkansas City in the areas of
industrial growth, general business and
tourism. He said that to "get these

Arkansas City Times

7-16-74

104TH YEAR

NUMBER 281

ARKANSAS CITY, KAN.

Four months later

a Lawsuit Hits Southeast Kansas 'Pike

A suit which attempts to stop construction of the Southeast Kansas Turnpike from the Arkansas City-Winfield area near Strother Field Airport-Industrial Park to Galena, Kan., has been filed by the Southeast Kansas Landowners Association.

The 1974 Kansas Legislature authorized the turnpike.

Defendants named are the Kansas Turnpike Authority and Kansas Highway Commission. The suit was filed in Shawnee County District Court Monday.

The plaintiffs, in addition to the association, are Kent Radcliff, Phyllis Clayton and Lynn Swearingen, described in the petition as landowners whose land would be taken by the proposed turnpike which would run into the southeast corner of Kansas.

The suit seeks a permanent injunction to bar the KTA and Highway Commission from proceeding with condemnation of land along the proposed turnpike route and construction of the toll road.

The firms of Goodell, Casey, Briman and Cogswell of Topeka and Herberger, Patterson and Jones of Wichita were listed as legal representatives of the plaintiffs.

The Kansas Turnpike Authority, which currently is conducting a series of meetings in southeast Kansas communities to explain the project and invite questions about it, has been aware of the pending suit.

The KTA's general manager, Jerry Brindle, said at a meeting last week in Oswego that the KTA might bring such a suit itself to clarify the issue if the landowners didn't file one.

Brindle said the KTA wants all legal questions resolved before it sells the \$240 million worth of bonds authorized by the legislature for construction of the turnpike.

The KTA is conducting another meeting tonight in Independence and also has a meeting scheduled Tuesday night in Coffeyville.

The suit claims the Southeast Kansas Landowners' Association has a membership of over 230 persons who own over 80 per cent of the land affected by construction of the proposed new turnpike.

Besides seeking to block construction of the southeast turnpike, the suit also seeks to block construction of a so-called "connector" link authorized by the 1973 legislature to be built between the present Kansas Turnpike north of Wellington to the Strother Field area.

The '73 legislature authorized \$80 million worth of bonds be sold to build the connector link.

The suit alleges that the laws authorizing construction of the two pieces of toll road require that they be self-liquidating through the toll revenues they would generate, but feasibility studies show they won't pay for themselves.

(Turn to Page 9)



OXEN TEAM GREETS MINNESOTA provided an authentic setting with when 40 Minnesota 4-H'ers arrive

City C
Old, T

Shouldn't this be a bargain today? 139 miles



Founded in 1872

The Wichita Eagle and The Beacon



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Page 6D

EDITORIAL OPINION PAGE

Saturday, December 7, 1974

Senator Vermillion says he has a better idea

Editor says **Delay, Don't Kill**

Sen. John Vermillion, a Republican from Independence, says he's going to pre-file a bill for the 1975 legislative session that would rescind the authorization for the Southeast Kansas Turnpike.

How his bill will fare is questionable. The authorization passed handily in the House and by a narrow margin in the Senate in 1974. There are a lot of new members in both bodies for the 1975 session, and some of the leadership has changed.

Vermillion argues that to build the turnpike would commit freeway and state highway funds for several years, virtually depleting the highway resources of Kansas for that time.

There may be some hyperbole

in what he says, but it is fact that to build the road requires committing freeway funds which would later be repaid.

It is also fact, though, that southeast Kansas has some of the worst roads in the state and that these must eventually be upgraded.

It would seem far better to postpone the new turnpike than to abandon it altogether, for the day almost certainly will come when it is needed. But this may not be the propitious time to build it.

With a 55-mile-an-hour speed limit, gasoline expensive and likely to get more so, and less highway travel than previously, it is less painful to drive the old 2-lane highways than it once

was. It also is less of a saving in time to drive the freeways and turnpikes, except in cases in which they offer a more direct route, thus cutting distances.

This, in fact, may be one of the best arguments for delay in the Southeast Kansas Turnpike. It's doubtful that revenues from tolls will be as high as once anticipated, if present conditions continue for long.

But to kill it outright would be a mistake. There's no reason to suppose the automobile is going to pass from the scene. As cars increase and population grows, such a roadway doubtless will be necessary some day. Let's not make it any harder than necessary to build it when circumstances warrant.

Editorials/Comments

2D

The Wichita Eagle

Thursday, November 11, 1976

1976 - 2 1/2 years later, it still is
in limbo, but **The Need Exists**

Judge Newton Vickers' ruling against opponents of the proposed Southeast Kansas Turnpike doesn't, unfortunately, automatically clear the way for construction of the turnpike, even though the legislature authorized it in 1974.

There are still a lot of complicating factors — among them the fact that all construction costs have soared since ex-Gov. Robert Docking signed legislation approving what was conceived as a \$202 million project.

Another complication is that the legislation provided for state Department of Transportation financial assistance until the new tollway became fully self-supporting. No toll road operates in the black during its first few years. The present Kansas Turnpike paid its own way all the way because the turnpike authority had covered expected early losses through capitalization in its bond sale program. The DOT fears that cushioning initial turnpike deficits would hamper its own construction and maintenance programs.

On the other hand, construction of the Southeast Kansas Turnpike might be the least costly way of providing a much needed first class route across the southeast corner of the state. Consider:

- Thousands of Kansans travel frequently to investment or recreational property in the northeast Oklahoma lake country, Missouri's Table Rock lake area or the Ozarks — but all existing Kansas routes toward those areas are narrow, hazardous and decades out of date.

- Highway 166, which provides the most direct route, via Arkansas City, for Wichitans bound for Table Rock Lake, Arkansas, Memphis and the southeastern Gulf and coastal states, has at least half a dozen sharp turns between Ark City and Galena. The proposed turnpike would enable motorists to cut across the same area in up to an hour less time because the 139 mile route would eliminate all the 45 degree turns, three-way intersections and local traffic in more than a dozen towns — yet motorists bound for, say, Sedan or Coffeyville or Chetopa, the "catfish capital of the world," would get off the pike within a few minutes of their destinations.

- The Southeast Turnpike would put a four-lane route within 20 miles of industries in towns like Independence, Parsons and Pittsburg. Fredonia and Chanute wouldn't be much farther away.

- It would give southeast Kansans a four-lane link, via the present Turnpike, Interstate 135 (formerly I-35W) and I-70 to the Denver area and the northwest.

- Conversely, it would be an incentive for travelers from the west and the northwest who are bound for the Ozarks, the Gulf or Florida to sample southeast Kansas scenery. At present, Oklahoma offers much better routes.

Let's see what we can do. In other parts of the country, freeways have started life as tollways. And southeast Kansas certainly needs a better route of some kind.

Another Delay

Copy - Mr. Knocke

COUNCIL OF CHAMBERS OF COMMERCE OF SOUTH CENTRAL KANSAS

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November 11, 1976

TO: Member Chambers
 Council of Chambers of Commerce of South Central Kansas

FROM: Erwin Knocke, Chairman
 Highway Committee

Dear Council Members:

In October a letter was mailed to you asking for your contribution to the 1977 Legislative Policy Manual. Specifically, it requested written objective evaluation of Kansas highway needs and problem-solving suggestions.

Two policy statements have been received and they are enclosed for your review. Also enclosed are photocopies of an ad from the November 15 TIME Magazine and an article from the KANSAS CITY STAR just reprinted in a KG&E newsletter. They both seem appropriate.

READ — *Recognition must come*

The enclosures support the thought that some new approach is needed to help create a blanket of sound economy and industry reaching into more Kansas communities. There is a general feeling that neither state nor federal statutes, policies or subsequent allocations begin to recognize the seriousness of non-metropolitan problems and needs. Hopefully, a degree of balance is possible.

The Legislative Committee will begin formulating policy in its meeting on November 19, 1976. You are most welcome to attend this meeting, which will be held at 2:30 p.m. at the Wichita Area Chamber of Commerce building, 350 West Douglas.

EK:pr

Enclosures

presume you have a copy

1976

SUGGESTED ACTIONS

An austere but adequate program that repairs and maintains our present highways. It must concentrate on bringing a greater number of road miles to standards that can be afforded. This need not eliminate the full expressway plans but they should be critically and objectively restudied. More type 2, 3, and 4 roads should be planned with bond program dollars so that more can be accomplished.

Recommendations for

Before any additional new extended road relocation plans are developed, the Department of Transportation should accomplish the following statewide:

1. Culverts and bridges should have a standard minimum width and load rating. All not meeting such standards for state and federal highways should be corrected as a first priority of the state.
2. Minimum shoulder width and slope standards for these highways should be established and constructed.
3. Right-of-way of all highways with daily traffic count in excess of 1000 should be widened, to Super Two standards.
4. Short crooks and bends and sharp curves should be reengineered for safety or even removed if possible.
5. Short segments of dangerous crooked roads should be relocated on a limited basis.
6. Old style concrete culverts with thick abutment ends lying parallel and directly adjacent to the roadway that form driveways into fields, pastures, and farmyards should be replaced with modern metal culverts at a safe minimum distance from the paving.
7. Heavy maintenance funding should be increased so that some of these improvements might be done by state highway personnel and equipment.
8. Let safety improvements spring up in every county across the state of Kansas by initiating program "Project 105". It contemplates improvements in 105 counties, completed in 105 months -- 1977 through 1985. Beginning in each of the twelve advisory commission districts no later than mid 1977, pilot projects should improve culverts, bridges, shoulders, ditches and ROW as listed above.

The last being

The State Legislature and Department of Transportation should be urged to once again consider new turnpike construction and subsidizing them if necessary to enable more miles of construction and to provide additional highway financing by actual users.

Editorials/Comments

2B

1-16-77

The

Wichita Eagle and

Wichita

Deacon

Sunday, January 16, 1977

1977 - The need still exists
The Eagle says

Southeast Turnpike Needed

A lot of Wichita area residents travel back and forth to the Ozarks with some regularity because of recreational or business interests there.

For anyone heading out of South Central Kansas toward any part of the nation's southeastern quadrant, the shortest route often is either straight east from Wichita or southeasterly toward an eventual junction with highway 166 which runs more or less straight — minus a few sharp corners — toward Joplin.

Unfortunately, none of those routes make very good driving. Roads sometimes are narrow. Each of the routes across southeast Kansas is non-blessed by several 90 degree turns.

As a result, Ozarks bound travelers sometimes are strongly tempted to drive south into Oklahoma because highway 60, though out of the way, is generally a better road than the Kansas routes.

It could be that a number of Kansas towns are losing business because present routes across the area are so poor.

The proposed, but often opposed, Southeast Kansas Turnpike would provide a modern ex-

pressway which would pay for itself with toll money, becoming, thereafter, a free route.

Careful design in routing and the placement of tollbooths should make possible access to most of the area's larger towns — Chanute, Parsons, Iola, Fort Scott, Independence, Winfield, Coffeyville, Arkansas City, Pittsburg, for instance, within 30 or 40 miles.

The state's long-range primary freeway plan does envision eventual creation of a corridor which would utilize portions of the routes now followed by U.S. 54, K-96, U.S. 160 and K-57 and the current Department of Transportation work program book lists a few projects which would tie in with this plan.

Will the piecemeal freeway development approach get the job done fast enough? Or would a wholly new tollway give southeast Kansas a decent arterial more quickly and prove the better choice in the long run by being self-supporting and by bringing increased tourism and business for the area?

At least it's good that the two new legislator members of the Turnpike Authority, Sen. Robert Talkington, R-Iola, and Rep. John Ivy, D-El Dorado, are willing to approach the Southeast Kansas Turnpike issue with open minds.

None Too Soon

None too soon. Turnpike is being asked to be no small matter of concern in itself.

Editorials/Comments

2C

The
Wichita Eagle

Tuesday, March 29, 1977

Senator Vermillion wins a round

It's Up to the House

an Editor says

It would appear that unless the Kansas House shows more understanding and concern for the needs of the people of Kansas than the Senate has, the proposed Southeast Kansas Turnpike is dead.

Friday the Senate passed a bill forbidding the use of state highway and freeway funds for the tollroad, which would connect the present turnpike with Galena in the extreme southeast corner of Kansas.

Sen. John Vermillion of Independence, long a foe of the proposed turnpike, sponsored the bill. Though he has been vocal in his reasoning against the road, he has ignored throughout the reasons that argue in its favor.

He says feasibility studies show it wouldn't pay for itself. Feasibility in such a connection means there must be financing available equal to twice the cost of the highway.

What Vermillion implies is that \$150 million in cash from the highway fund would be laid out to build the turnpike. That's incorrect. At worst, some part of this amount might be needed sometime in the future to make up a deficiency in bond payments. More likely, it would never be used at all.

Vermillion, whose own part of Kansas would be served by the turnpike, fails to mention the

fact that there is no conceivable way, considering the statewide demand for highways, that such a road can ever be built with public financing within the lifetime of anyone now discussing it.

A turnpike could be built in something between two and three years. It has taken about 30 years to get US-54 renovated from the west city limits of Wichita to Kingman—this on a major highway with one of the highest priorities for replacement.

And in that same period of time, there has never been the first beginning made on any kind of road to southeast Kansas.

As to the argument that the proposed tollroad would never pay for itself, it will be remembered that people said the same thing of the present turnpike when it was first considered. And despite its rather high tolls, it is being used and is, in fact, paying off its bonds years ahead of time and has supplied enough maintenance money to keep it in excellent condition.

and
The turnpike is the only feasible way of having a route to southeast Kansas any time in the foreseeable future. It should not be defeated on emotional arguments. The people who would be served by it must hope the House uses better judgment in this matter than the Senate.

A Favor to the People

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Editorials/Comments

28

The Wichita Eagle and ^{Wichita}Deacon Sunday, October 16, 1977

10-16-77 An editor says

Update the Freeway Plans

We have been pushing for new four-lane highways in Kansas for so many years that to do otherwise is almost unthinkable.

But the state's freeway system was devised 13 years ago, and during that time the inflation rate has increased many-fold and an energy crisis has developed.

It is time to reassess the state's highway construction program.

Sen. Jack Steineger, D-Kansas City, made the point at a meeting in Hugoton, Kan., recently. He said inflation and gasoline shortages have virtually invalidated the assumptions used in creating the proposed state freeway system.

"Consequently, the original estimate of \$900 million to complete the freeway system has now increased to over \$2 billion," Steineger said.

Undoubtedly, completion of the full 1,234 miles of the original network would entail expenditures far in excess of even \$2 billion.

Under present plans, the freeway program will expend \$461 million by 1980, with less than a fourth of the whole system under construction.

The present freeway construction program was formulated by the legislature in 1969, based on the Jorgensen report completed in 1962. The system was designed to accommodate anticipated growth in traffic at top speeds of 70 miles an hour. The map, shown below, outlines the nine corridors in the system.

Motor fuel taxes to pay for the system were

expected to increase in proportion to anticipated increases in the volume of traffic.

Steineger says that portion of the motor fuels tax — the part that is supposed to retire the freeway construction bonds — has failed to increase as expected.

There are grave doubts that the annual revenues from this source will be enough to meet the bond payments in the future, according to Steineger.

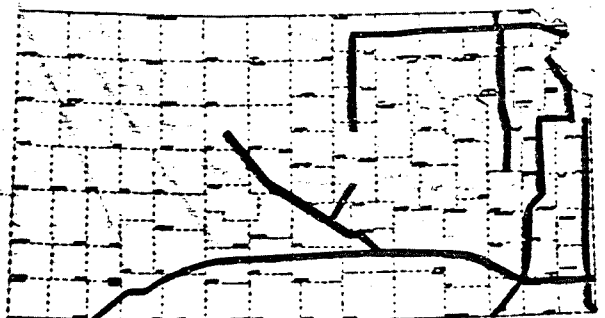
This might mean that highway maintenance funds would have to be diverted or that the motor fuel tax would have to be increased.

The maintenance funds are needed to keep existing roads in good shape. And, to increase gasoline taxes while the price of oil continues to rise would be a burden on motorists. A higher fuel tax would also drive up the price of merchandise hauled by truck.

Certainly some of the state's highways are in need of improvement.

and adds
But the state ought to abandon its policy of building four-lane superhighways except in a few justifiable cases.

The unobligated funds in the freeway construction fund could then be diverted to upgrading existing highways.



PRIMARY FREEWAY SYSTEM

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Business Farm Markets

7-16-78

after 4 years the

Court Rejects Challenge to State Tollway

From Our News Services

TOPEKA — A challenge to legislation authorizing construction of a southeast Kansas turnpike was rejected Saturday by the state Supreme Court.

However, the court cautioned that the decision does not clear the way for immediate construction of the route because prolonged litigation has made past feasibility studies for the route obsolete.

In another decision, the court upheld the dismissal of campaign finance charges against Senate President Ross Doyen, R-Concordia. Kansas Attorney General Curt Schneider said the decision caused a severe setback for effective enforcement of the Campaign Finance Act.

ALSO, THE court ordered the immediate release of a man convicted of aggravated kidnapping because the suspect did not receive a speedy trial.

The court eliminated legal roadblocks for the proposed turnpike by rejecting a suit filed by the Southeast Kansas Landowners Association to block construction of the proposed 160-mile toll road from Winfield to Galena, Kan. The group's original suit had been dismissed in Shawnee County District Court.

The association is made up of more than 230 persons owning more than 80 percent of the land across which the road would be built.

AUTHORIZATION for the road was

Governors: Lift Ban on Pesticides

To Stop Invasion

Of Grasshoppers

LEXINGTON, Ky. (AP) — The Midwest governors conference ended Saturday after adopting a statement co-sponsored by Kansas Gov. Robert Bennett, urging an immediate temporary waiver on the ban of certain insecticides to fight grasshoppers.

Bennett also co-sponsored a resolution in which the governors agreed to cable President Carter in Bonn, West Germany, asking him to reverse his decision to increase beef import quotas by 200 million pounds.

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Editorials/Comments

2C

The
Wichita Eagle

Tuesday, March 6, 1979

The Southeast Kansas Turnpike

an editor says

Toll road proposals never die, it seems, or even fade away; they just keep generating new feasibility studies. So it is with the Southeast Kansas Turnpike proposal.

The Senate has passed a bill that would provide for \$100,000 to study the feasibility of a 55-mile toll road that would use as much of the existing K-96 right-of-way as possible between Leon in Butler County and where K-96 joins K-39 north of Fredonia.

The idea makes a lot more sense than an earlier proposal that would have routed a toll road from the Kansas Turnpike near Winfield through Arkansas City to near Galena. It would cost a lot less, according to proponents — about \$80 million compared with more than \$200 million — and would take hardly any farm land.

But is it really necessary? There isn't any doubt but that there needs to be a better way to travel between the Wichita area and Southeast Kansas. The most direct route is K-96, but it is winding and narrow, and there is a lot of weekend traffic to and from the recreational areas at Fall River and Toronto.

U.S. 54 is better, but doesn't serve the extreme southeast corner of the state very well. U.S. 160 and 166 aren't much better than K-96.

As things stand now, there isn't much commerce between Wichita and Southeast Kansas because poor roads have taught Southeast Kansans that it is easier to deal with Tulsa, Joplin and Kansas City than Wichita. That isn't to say that better highways wouldn't generate some traffic. But would there be enough to pay off toll road bonds? A feasibility study might give an indication, but it would not be proof. The only way to find out for sure would be to build the road and wait to see what develops. It would be an expensive experiment.

A more sensible approach, we think, would be to improve K-96 to what highway people call "Super 2" status. That is to widen the shoulders and the roadway, and build passing lanes on the hills. Enough additional right-of-way could be purchased for expansion to four

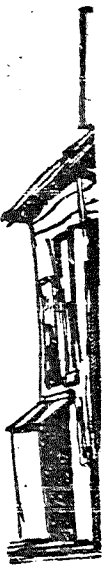
'A "Super 2" route between Wichita and Southeast Kansas makes more sense than a \$1.5 million-a-mile turnpike in a day of decreasing energy supplies and an increasing pinch on the tax dollar.'

lanes in the future. The money could come out of highway user funds that some legislators think ought to be expanded by earmarking such funds as automobile taxes and other indirect user fees.

In these days of a deepening energy shortfall, and in a state that is behind only Texas and California in the number and length of its roads, it is difficult to justify a new road of any kind. But improvements to existing roads and highways must be made, if only to protect the investment the taxpayers already have in them.

For that reason alone, a "Super 2" route between Wichita and the important trade and population centers of Southeast Kansas makes more sense than a \$1.5 million-a-mile turnpike in a day of decreasing energy supplies and an increasing pinch on the tax dollar.

And adding the expense of a \$100,000 feasibility study to the cost isn't going to help the matter one whit.



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Editorials/Comments

2C

The Wichita Eagle

Thursday, March 22, 1979

In 1979 a \$100,000 study is passed

The 'Super 2' Alternative

Proponents in the Kansas Senate of a Southeast Kansas Turnpike suggest that it could just as well be "Super two-lane" as four-lane, and that's the best news we've heard around here in a long time.

To their credit, Sens. Frank Gaines, D-Augusta and Mike Johnson, D-Parsons, sponsors of a bill providing for a \$100,000 feasibility study of the idea, have agreed that the measure could be amended to provide for the less expensive option.

As we have said before, that would be the way to go. The Senate has passed the bill for a study of a 55-mile toll road using as much of the existing K-96 right-of-way as possible between Leon in Butler County and where K-96 joins K-39 north of Fredonia.

This is considerably more sensible than an earlier proposal to route a toll road from the Kansas Turnpike near Winfield through Arkansas City to near Galena.

There is no doubt but that a better road is needed between Southeast Kansas and Wichita. Most commerce and social travel in the southeast corner of the state now occurs between the area and Tulsa or Kansas City. It doesn't have to be that way.

Upgrading K-96, we think, is the best solution. The Parsons Sun editorialized recently, in response to an Eagle editorial proposing the "Super 2" alternative, that if the feasibility study of the turnpike were to turn out negative, then "the conventional (improved K-96) route, as exasperating as it appears, is the only answer."

The Sun editorial went on to say:

"We congratulate the Eagle for wanting to do something about highway connections between Wichita and Southeast Kansas. That is a change from the general Wichita attitude as it has prevailed in former years."

That's the crux of the problem, exactly. Getting the road that nearly everyone agrees is needed will take cooperation among all those concerned. In other words, Southeast Kansans, the Legislature, Wichita and the Kansas Department of Transportation will have to work in harness.

As Sen. John F. Vermillion, R-Independence, points out, the transportation department "can well afford this investment (improving K-96 to Super-2 status) and can program and prioritize this route, and I am certain that we can find sufficient money to finance this project. It is just a matter of the Department of Transportation realizing that for once, we can get together."

We couldn't agree more. We in Wichita want a better road to Southeast Kansas, and we are certain that Southeast Kansans want it too.

And we are convinced that it can be done if everyone works together. Therefore we urge the Legislature to amend the Turnpike study bill to include consideration of improving K-96 to a Super-2 widened road with broader shoulders and passing lanes on the hills.

Such a system would accomplish the same thing as the more extravagant study, could be accomplished quicker — and would be at a price the people could afford.

Salvaging Kansas' Primary

by the House proce

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Editorials/Comments

2D

The
Wichita Eagle

Thursday, January 17, 1980

Kansas Roads:

A 'Super 2' to S.E. Kansas ...

Jan 1980

It has taken \$100,000 to find out, but now the Legislature knows there probably wouldn't be enough in tolls generated by a turnpike from Leon to Fredonia in Southeast Kansas to finance the road. We, and others, have contended as much all along. It makes a lot more sense simply to improve K-96 to "Super 2" status, as we suggested when the feasibility study was proposed.

Everyone agrees that K-96, the most direct route from Wichita to Southeast Kansas, is inadequate and that a better route to the southeast is needed sorely, but it doesn't have to be a four-lane turnpike. A Super 2 highway with widened shoulders and roadway, and passing lanes on the hills, would do the job nicely, and it could be financed with highway user funds such as automobile taxes and other indirect user fees. If the Legislature approves Gov. John Carlin's proposal for extending the sales tax to gasoline purchases (see following editorial), there will be even more money available for road improvement.

The need is obvious. There is little trade between the state's largest city and Southeast Kansas because there isn't a really good road connecting the two. K-96 is winding and narrow, and there is considerable traffic on it, particularly on summer weekends when

movement to the recreational areas at Fall River and Toronto are at their peak.

Though a toll road might have made sense when it was first proposed several years ago, it simply isn't practical today. A continuing decline in the production of domestic crude oil and an increasing dependence on foreign imports have boosted the cost of operating private automobiles drastically. With gasoline prices going up almost daily, motorists aren't likely to take a toll road when an alternate free road is available.

There are alternatives to K-96 — namely U.S. 54 and U.S. 160 and 166 — but they all have drawbacks. U.S. 54, for example, isn't really a direct route to the extreme southeastern corner of the state, and the other two highways are as narrow and winding as K-96, and not as direct.

There is no doubt but that K-96 is the best road between Wichita and Southeast Kansas, and that it needs to be improved. The most practical and inexpensive way to do that is to make it into a Super 2 highway, and finance it with highway user funds.

If nothing is done, Wichitans will continue to avoid travel to Southeast Kansas, and Southeast Kansans will continue their trade with Tulsa, Kansas City and Joplin. That isn't good either for Wichita or Southeast Kansas.

Editorials
Classified

2-3
4-11



Are the Richest, on the Average

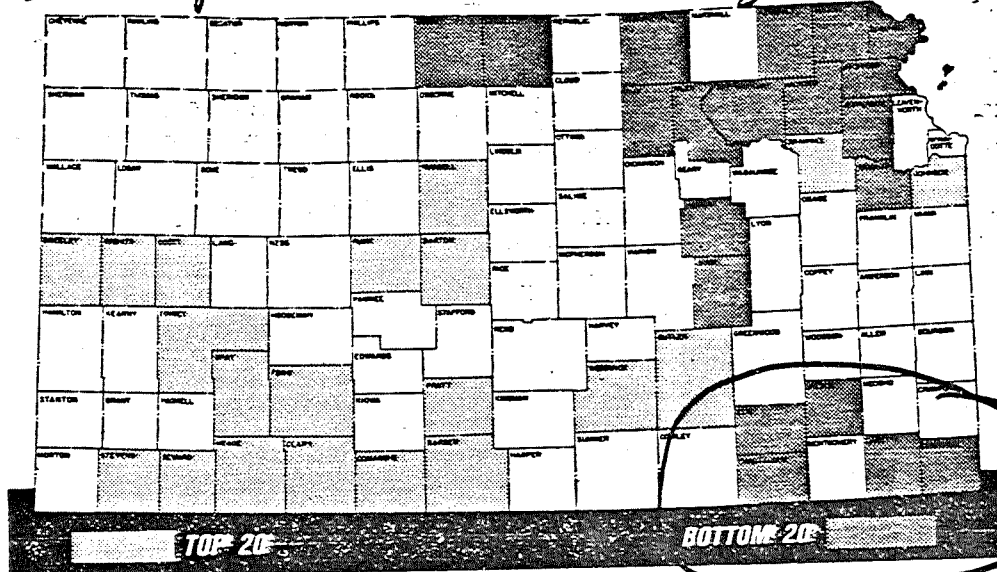
Per capita income rating

capita income, 16 are west of I-135 — with most clustered in southwest Kansas.

ECONOMISTS AND government officials say that while per capita income may be higher in many Western Kansas counties, the average resident there may not be any better off than anyone else in the state.

They say that the oil and ranching businesses have made a relative handful of people rich, and that has distorted the per capita figures. The low unemployment and the low population found in many southwestern Kansas counties also raise the figure.

Whitham, who earns well above the average income, is typical of the relatively rich, said Leonard Schruben, professor emeritus in agricultural economics at Kansas State University in Manhattan.

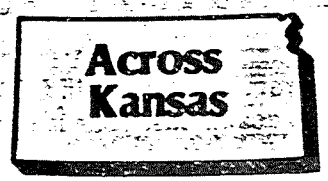


Johnson County leads the income list, but more wealthy counties are out west.

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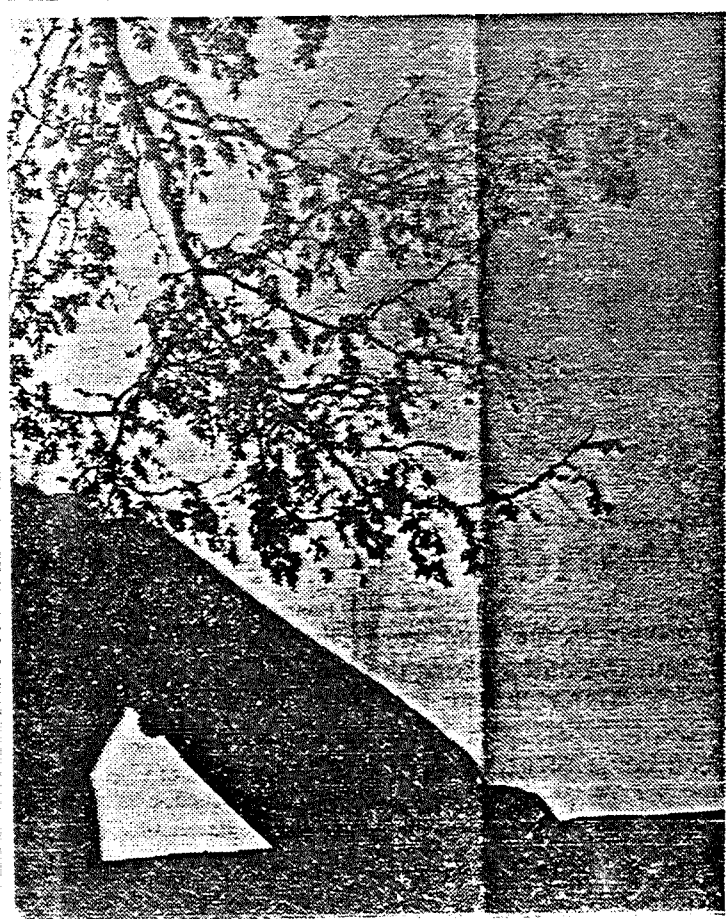
Courts Seek Driver Lists For Juries

Associated Press
TOPEKA — Taking advantage of legislation enacted earlier this year, 58 of the state's 105 trial courts have asked for lists of driver's licenses for use in picking jurors.
Traditionally, voter registration lists have been the primary source for juries, but a new law permits the use of driver's license lists.
The Office of Judicial Administration reported that driver's license lists have been sent to 57 counties.
The lists contain 1.13 million



Salinan New Junior Miss

BELLEVILLE — Angela Bal-



28	Thomas	10,353
29	Wyandotte	10,325
30	Morton	10,302
31	Ness	10,227
32	McPherson	10,202
33	Wallace	10,196
34	Reno	10,173
35	Greenwood	10,115
36	Graham	10,045
37	Phillips	10,004
38	Neosho	9,997
39	Montgomery	9,983
40	Ellsworth	9,980
41	Geary	9,856
42	Pawnee	9,841
43	Rice	9,807
44	Mitchell	9,766
45	Cloud	9,727
46	Franklin	9,705
47	Anderson	9,704
48	Cowley	9,682
49	Edwards	9,675
50	Lyon	9,660
51	Harvey	9,584
52	Rooks	9,558
53	Stanton	9,531
54	Bourbon	9,487
55	Sumner	9,468
56	Norton	9,393
57	Leavenworth	9,387
58	Logan	9,376
59	Marshall	9,313
60	Allen	9,300
61	Kearney	9,299
62	Coffey	9,258
63	Ellis	9,244
64	Hodgeman	9,225
65	Trego	9,130
66	Harper	9,109
67	Osborne	9,101
68	Dickinson	9,087
69	Woodson	9,032
70	Graham	9,028
71	Lincoln	8,953
72	Miami	8,928
73	Osage	8,902
74	Republic	8,886
75	Crawford	8,874
76	Gove	8,837
77	Rawlins	8,825
78	Linn	8,782
79	Ottawa	8,751
80	Cheyenne	8,673
81	Kingman	8,653
82	Sheridan	8,623
83	Wabaunsee	8,536
84	Hamilton	8,502
85	Marion	8,430
86	Brown	8,411
87	Pottawatomie	8,381
88	Smith	8,368
89	Jefferson	8,344
90	Clay	8,328
91	Atchison	8,312
92	Douglas	8,284
93	Nemaha	8,179
94	Riley	8,077
95	Doniphan	8,065
96	Wilson	8,048
97	Chase	8,033
98	Labette	8,024
99	Washington	7,980
100	Jackson	7,943
101	Jewell	7,759
102	Elk	7,723
103	Morris	7,612
104	Cherokee	7,590
105	Chautauqua	7,588

Source: Annual Per Capita Income Report from the U.S. Department of Commerce's Bureau of Economic Analysis, published April 1983. --

LEGAL PUBLICATION

Published in the Wichita Eagle-Beacon
 October 22 and 24, 1983 (AKLA00200)
 NOTICE OF PUBLIC HEARING
 1984 SECTION 5 OPERATING ASSISTANCE GRANT

THREE ADVERTISING REQUESTS TO ASIA YELLOW

1. How much of
Wichita can
you cover?

2. Do all
directories
the same?



After 15 years of pleading, highway

~~U.S. 166~~ pleas go unheeded

This is as it is throughout Kansas

By Cleon Rickel

Traveler staff writer

State transportation officials were unmoved by pleas to upgrade U.S. 166 east of Arkansas City through Chautauqua County during a transportation public hearing at Cowley County Community College Thursday.

Erv Knocke, Arkansas City, and Carl Hill, Sedan, called U.S. 166 east of Arkansas City and through Chautauqua County one of the most dangerous roads in the state.

U.S. 166 serves several moderate-sized Kansas cities and is a corridor along several industrial areas, Knocke said.

The state had promised to modernize and upgrade U.S. 166 between Arkansas City, through Coffeyville and to the Missouri border because of the road's importance.

However, the predecessor of the Kansas Department of Transportation backed out and instead upgraded K96, which is to the north and doesn't serve as many population centers and industrial

areas as U.S. 166.

"Political expediency was the determining factor," Knocke said.

Because of the condition of the roads, flat curves, blind hills, narrow bridges and few shoulders, drivers are risking their lives to drive U.S. 166, he said.

"From little Niotaze (on the east edge of Chautauqua County) east, it is mostly good," he said. "From Niotaze west, it is really bad — not even equal to a good county road. It is more like a township road than comparable to a U.S. Highway..."

"We're talking about an accident a week," Hill, Sedan newspaper editor, said. "We're talking about two deaths a year."

"You've got a very dangerous stretch of road."

"We feel we're in a desperate situation out there," Hill said. "We've clearly got one the worst roads in the state. We want to be known for having the Rosebud Tour, the Flint Hills and Emmett Kelly. Instead, we've got Death Alley."

State Transportation Secretary John Kemp said he agreed with the

two men but said such a project would be too expensive.

"There just isn't the kind of money needed" for upgrading U.S. 166, he said.

"Our top priority is to keep the existing road network we have now in operational condition."

Some work along stretches of U.S. 166 in Chautauqua County is being considered for three to six years from now, he said.

He agreed U.S. 166 between Arkansas City and Coffeyville had been scheduled for a major overhaul but never came about.

"That's why we won't any commitments beyond two years," Kemp said.

KDOT is setting up a new program of in which it will guarantee road projects over a two year period. Projects are tentatively scheduled for the next three years after the two-year period.

Projects will be selected on the basis of professional engineering and scientific data and will try to eliminate political considerations, he said.

KDOT will do nearly \$6 million in road work in Cowley County for Fiscal Years 1984 and 1985, which runs from July 1, 1983 to June 30, 1984.

In FY 1984, KDOT will resurface U.S. 166 east from Arkansas City to the K15 junction, build four bridges — two near Tisdale, one near Dexter and one east of Oxford — and a major "4R" (repair, rehabilitate, replace or reconstruct) road project north of the U.S. 77-K15 junction through Rock into Butler County.

In FY 1985, KDOT will resurface K15 between U.S. 166 and U.S. 160. There will also be a major 4R road project on U.S. 160 west of Winfield to the Sumner County line.

Projects being considered in FY 1986-88 include a \$878,000 project involving the Arkansas River bridge south of Arkansas City on U.S. 77 and a \$2.2 million project on U.S. 166 west of Arkansas City.

Road and bridge projects have stepped up because of an influx generated by the increased federal fuel tax and by a state highway funding package passed by the Legislature last session, Kemp said.



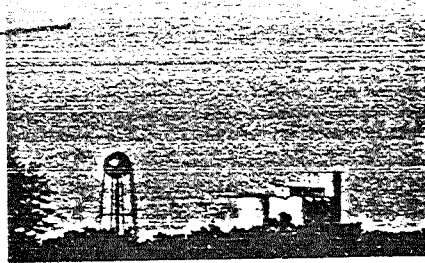
July 26, 1985

We commend those responsible for calling and conducting this important meeting. Further, we sincerely thank Representative Whittaker for asking us (Donna Avery and Erwin Knocke) to serve with this study group. We hope there will be more discussion meetings that we can personally attend.

Our absence does not indicate a lack of interest by us as Arkansas City non-legislative members - but is necessitated by hospital treatment - and attendance at a family reunion.

We would like your minutes to reflect the following:

1. The Arkansas City community supports a Southeast Kansas Turnpike because:
 - a. Economic and Industrial improvement for the generally depressed southeastern area is a need of the State of Kansas that should carry a high statewide priority.
 - b. The southeast section of Kansas desperately and quickly needs better highways.
 - c. After decades of no significant improvement, a turnpike seems to be the only method by which a major road will be completed before another decade or two has been lost.
 - d. The area needs a major road to really compete for industry and to attract interstate travelers. We believe a four lane highway is needed to accomplish this and a turnpike is the only way. Such a road is clearly beyond the limited fiscal capacity of KDOT which is attempting to meet the needs of the whole state.
2. Continued improvements to internal highways in our area are still overdue and still needed.
3. It is clear that the troubled national farm economy is not sufficient to carry a sector's economy. For everyone's benefit, including many farmers who must have secondary employment to sustain their farms, additional non-farm jobs are needed. Our existing industries need better highways to continue to prosper and to grow.
4. In proceeding on this most important matter, some subsidy may be needed to build such a road. To hold such subsidy to a minimum, the route carrying the highest degree of feasibility should be found. At least two or three routes should be studied and the final choice should be supported by all factions in this quadrant of the state, and hopefully, the full state of Kansas.
5. The routes studied need not be a totally straight line approach, but should provide sufficient deflection to allow as many community bodies as reasonably possible to be served. This is not only to serve the most, but to also gather the greatest traffic potential.



COVER STORY: SMALL TOWNS

farms and farmers have declined, the number of things and the value of things that farmers buy has increased, thus improving retail trade. Secondly, the employment of women has created more jobs and income.

The next group, large towns, consisted of: Garnett, Clay Center, Concordia, Anthony, Council Grove, Holton, Kingman, Beloit, Norton, Larned, Pratt, Belleville, Lyons, Goodland, and Colby.

An important point to keep in mind is that this data is for the county, but, because these were the largest towns in the county, the data is representative of the towns' progress over the time period of 40 years. In fact, because the smaller towns in the county may have lost trade over the period, the large towns growth may be slightly understated.

The county population average loss was 2,822, but the towns gained 646 in average population. Employment in agriculture decreased by 1,095, but non-agricultural employment increased 320. Employment increased in all other categories.

Thirteen of the 15 counties, but only three cities, lost population and these losses were quite small. The big increases in employment were in professional, retail, manufacturing, and construction.

Again, this growth can be accounted for by the increased number and kinds of services that an area needs in the modern world. (See Table 2.)

The next group was small cities. There's a change in the data base for this group as the employment numbers apply only to the city itself. The big differences will be agricultural employment, which will now include only the farmers living in the city.

The cities in this group were: Arkansas City, Atchison, Chanute, Coffeyville, El Dorado, Emporia, Fort Scott, Hutchinson, Independence, Lawrence, Leavenworth, Manhattan, Newton, Ottawa, Parsons, Pittsburg, and Salina.

In 1940, all of the cities were in the central or eastern part of the state. Johnson County didn't have a city between 10,000 and 50,000 in 1940.

The counties in this group increased

7,264, but the cities accounted for 6,943 of this increase. The major increases in employment were 1,206 in manufacturing, 691 in retailing, and a whopping 2,199 in professional. (See Table 8.)

The cities that increased in population were: Emporia, Lawrence, Leavenworth, Manhattan, and Salina. All but one of these cities were on a major east-west highway, and three were university towns.

The cities that lost population were Atchison, Coffeyville, Fort Scott, Independence, and Parsons, all in the southeast corner of the state and none on a major interstate highway.

Another group of five cities which required special analysis was a group of five western cities: Dodge City, Garden City, Great Bend, Hays, and Liberal. Their growth has been remarkable, even though the area was hard hit by the dust bowl conditions of the 1930s and some sort of growth spurt could've been expected.

The impressive changes in employment were in manufacturing, finance, and professional where the employ-

ment has more than doubled in terms of percentages. This is a unique group because the growth is probably due chiefly to increases in overall income created by agriculture. (See Table 4.)

The last group to be considered is large cities: Kansas City, Topeka, and Wichita.

The area with greatest increase in employment is professional, and the increase in this area is substantial. Recall, if you will, that this area includes doctors, lawyers, engineers, teachers, nurses, managers, and technical people. It's an inclusive category and is characterized by a high level of education. (See Table 5.)

The employment pattern for all cities is remarkably consistent, which suggests an underlying pattern for healthy development.

The important areas of employment for all cities are manufacturing, retailing, and the professional areas. We're, indeed, in the post-industrial period, even in Kansas.

And, the pattern seems to repeat itself. The primary areas of growth are manufacturing and professional over

Table 1
Small towns

	Average population		Percent	
	1940	1980	1940	1980
Population county	5,587	4,340	100	100
Population city	1,375	2,031	25	47
Total employment	1,595	1,750	100	100
Agriculture	980	504	62	29
Energy (Mining)	14	41	1	2
Construction	58	114	4	7
Manufacturing	30	120	2	7
Transportation	72	138	5	8
Wholesaling	36	85	2	5
Retail	182	264	11	15
Finance	23	70	1	4
Recreation	10	8	1	1
Professional	136	345	9	19
Government	54	66	3	4

Table 2
Large Towns

	Average population		Percent	
	1940	1980	1940	1980
County population	11,800	8,978	100	100
City population	3,654	4,300	31	48
Total employment	3,382	3,702	100	100
Agriculture	1,763	688	52	18
Energy (Mining)	39	99	1	3
Construction	144	273	4	7
Manufacturing	120	417	4	11
Transportation	212	262	6	7
Wholesaling	113	183	3	5
Retail	468	622	14	17
Finance	68	141	2	4
Recreation	29	15	1	1
Professional	318	871	9	24
Government	108	151	3	4

the period of 40 years. Retailing is still a major area of employment in a town or city, but its growth as a part of the labor force is declining.

The results of this study leaves us with a number of implications for the future population centers of Kansas.

Small towns (Less than 2,500 in 1940)
Many small towns, if they're located on a main transportation line, have a future. However, that future doesn't necessarily include growth. If the small town is also a county seat and the major town in the county, the

future of that population center is virtually assured.

Large towns (2,500 to 10,000 population in 1940)

Large towns will continue to draw new residents from the surrounding areas. These population centers, with their service and shopping facilities, tend to attract people away from the smaller towns that are neither county seats nor on a major highway.

Small cities (10,000 to 50,000 population in 1940)

The small cities have the most interesting implications. In order for a small city to grow, it must be situated on a major highway system. Growth may occur as a result of government, such as through funding of a university, military facility, or aid of this kind, or as a result of city leadership that's aggressive in economic development that may attract private investment.

Another important inference is that those small cities that have experienced growth due primarily to government projects may have been lulled into a false sense of economic
 (Continued)

Table 3
Small cities

	Average population		Percent	
	1940	1980	1940	1980
County population	32,185	39,443	100	100
City population	14,571	21,515	45	55
Total employment	4,032	9,104	100	100
Agriculture	75	102	2	1
Energy (Mining)	91	74	2	1
Construction	269	532	7	6
Manufacturing	667	1,874	17	21
Transportation	648	638	16	7
Wholesaling	221	357	5	4
Retailing	1,038	1,730	26	19
Finance	184	512	5	6
Recreation	53	97	1	1
Professional	546	2,746	14	30
Government	240	442	6	5

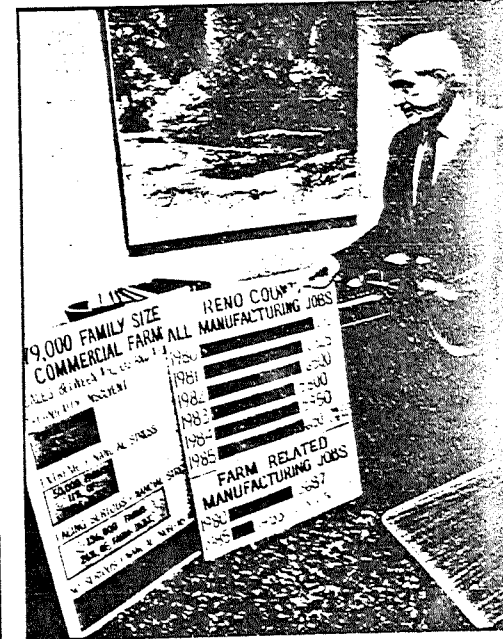
Table 4
Small western cities

	Average population		Percent	
	1940	1980	1940	1980
County population	15,280	24,530	100	100
City population	6,922	16,815	45	69
Total employment	4,175	10,731	100	100
Agriculture	1,352*	268	32	2
Energy (Mining)	333	468	8	5
Construction	212	550	5	5
Manufacturing	230	1,504	6	14
Transportation	241	410	6	4
Wholesaling	183	469	4	4
Retailing	874	2,654	21	25
Finance	138	699	3	7
Recreation	39	109	1	1
Professional	437	3,181	10	30
Government	137	419	3	4

* Includes county figures for farmers.

Table 5
Large cities

	Average population		Percent	
	1940	1980	1940	1980
County population	126,543	151,264	100	100
City population	101,419	125,926	80	83
Total employment	27,330	47,677	100	100
Agriculture	222	316	1	1
Energy (Mining)	292	212	1	1
Construction	1,873	2,728	7	8
Manufacturing	4,171	9,153	15	19
Transportation	4,783	6,718	18	14
Wholesaling	1,817	2,683	7	6
Retailing	6,896	9,828	25	19
Finance	1,946	3,653	7	8
Recreation	345	438	1	1
Professional	3,220	10,897	12	23
Government	1,765	2,041	6	4



FARM WOES COST JOBS

Richard Parker, president of Krause Plow Corporation in Hutchinson, points to the loss of farm-related manufacturing jobs in Reno County.

Krause sales are off 27 percent, but the company, founded in 1916 by Henry Krause, inventor of the one-way plow, has avoided problems by not borrowing to expand and not sacrificing new product development.

9-8-85 a feature story

Behind the Headlines

Proclaims
Expressways
Interstates Alter Nation's Economy, Geography

● ALTER, From 11A

drained from trains and a plant trucking and air-freight industry developed.

Broad rights-of-way cut swaths through downtown and countryside alike, wiping out hundreds of low-income neighborhoods, slicing through mountains and forests and consuming thousands of acres of fertile cropland.

The highways passed far from some cities, consigning them to obscurity, and boosted others that were closer to the route. They served as a 20th-century Santa Fe Trail for the South and West, became a symbol for California and contributed to the Sun-Belt's ascendancy.

Limited access on the freeways clobbered the "Ma & Pa"

roadside businesses. They were replaced by standardized, nationwide franchises offering fast check-out, fast gas and fast food. Howard Johnson's and Holiday Inn became empires. Shell and Mobil grew even bigger. Meals by the billions built fortunes for names such as Stuckey's, Hardee's, Shakey's, Wendy's and McDonald's.

Interstates changed the meanings of words and phrases such as "cloverleaf," "merge," "exit" and "interchange." And a new language was developed by 18-wheelin' cowboys in their efforts to move freight ever faster.

John Blatnik, a former congressman who was one of five authors of the House interstate bill in 1956, repeats a frequent claim that the interstates were "the biggest public works project

Along freeway routes, "Ma & Pa" roadside businesses were replaced by standardized, nationwide franchises offering fast check-out, fast gas and fast food.

In the history of the world."

Federal Highway Administration literature in 1981 reported this investment in money, material and time: \$79 billion total cost (\$120 billion by completion in 1992), 300 million cubic yards of concrete, 1.5 billion pounds of dynamite, land acquisition equal to more than half the state of Connecticut, enough steel reinforcing rods to reach the moon 22 times, and 2.4 billion hours of labor.

"It gave work all over the country," said Blatnik, a Democrat who represented a blue-

collar district in northern Minnesota. "It put a nice solid floor across the whole economy in times of recession."
 Full employment was more of a factor in interstate planning than most people think, according to Lee Mertz, a Transportation Department official who is writing a history of U.S. road building. "Ike (President Dwight Eisenhower) was very much afraid of another Depression setting in after the Korean War," Mertz said.

Such fears, combined with mounting pressure from city

planners and state highway officials beset with traffic congestion and mounting fatalities, were most influential in shaping and enacting the 1956 law that created the National System of Interstate and Defense Highways, Mertz said.

Despite the system's title, probably too much has been in of the Pentagon's interest in the system, Mertz and others said beyond requesting a few essential routes and suggesting minimum heights for overpasses, the Defense Department's influence on the system has been negligible.

Safety was a compelling factor in the enactment of the bill and the design of the system. Deaths per 100 million vehicle miles in 1956 were 6.28, almost 2½ times the 1983 rate of 2.73, according to the National Safety

Peace Pact May Spark Violence

● SIKHS, From 11A

Gandhi received a standing ovation in Parliament when the accord was announced and many Sikh leaders joined the applause. Hindus and Sikhs alike also heaped tribute on Longowal, who only six months ago was in prison for his role in fighting army troops that routed Sikh extremists from the sacred Golden Temple last year.

September full of everybody low prices and special value

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\$25 Twin

"Castlewood" sheet sets

By Springmaid® A beautiful floral print on a soft pink background with ruffled lace hems. In no-iron polyester-cotton. Sets include top and bottom sheet and one



Route

Wichita ^{is} Asked to Support Southeast Exp

By Congressman Whittaker

By Al Polczynski
Staff Writer

Rep. Bob Whittaker predicted Tuesday that Wichita businesses would take in millions of consumer dollars if a four-lane highway were built through southeast Kansas.

Whittaker told the Wichita Area Chamber of Commerce that a replacement for routes now plagued by frequent turns, narrow bridges, narrow shoulders and miles of no-passing zones "would open the door to 290,000 consumers virtually knocking on your eastern door."

The 5th District Republican from Augusta said the new route would bring Wichita millions of dollars that now are going to the Tulsa and Kansas City markets.

Depending on the route chosen, a highway tying Wichita to I-44 in the southeast corner of the state would run for 150 to 175 miles. A southern course would serve Winfield, Arkansas City, Independence and Coffeyville, while a northern route would be closer to Augusta, Fredonia, Parsons and Pittsburg.

Within the next 12 months, Whittaker said, he hoped to have a construction study completed and

Rep. Bob Whittaker said the new route would bring Wichita millions of consumer dollars that now are going to the Tulsa and Kansas City markets.



a specific route determined. He declined to estimate the total cost until the study is completed.

Whittaker's message struck a responsive note with the business audience at the breakfast meeting in Century II.

Chamber President Jerry Mallot said that the Wichita business community is extremely supportive. A resolution affirming its support probably will be taken up by the executive board within the next month or two, he said.

Whittaker said support from the chamber would help when a request for money to finance a study of the proposal is before the 1986 Legislature.

The Wichita chamber already has a request from the Hutchinson Chamber of Commerce to support expanding K-96 to a four-lane highway between Hutchinson and Wichita.

Mallot said whichever group assembles a realistic financing package is the proposal likely to move ahead first.

"If the southeast Kansas route becomes a toll road, it has a better chance than a state-funded highway," Mallot said.

Whittaker is promoting the turnpike plan as the most likely method of building the road.

Federal gasoline-tax money is committed to completion of a free-

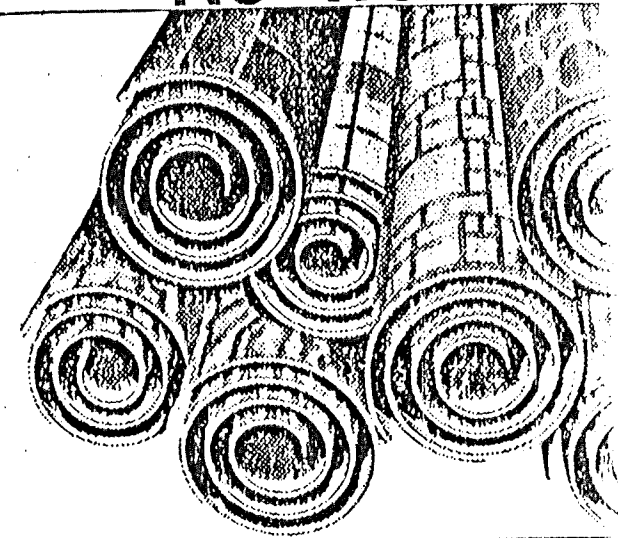
way system that is 20 years behind schedule and to maintaining existing freeways, he said.

At a July 26 meeting of southeast Kansas communities leaders in Fredonia, State Highway Director John Kemp said state gas-tax

money also is committed to maintaining the present system and new projects.

Citing several possible financing methods available, Whittaker mentioned tolls paid in one di-

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*Installation Extra

In 3 Years, Hoppock Gave 1,795 Hours to Community

● HOPPOCK, From 1C

Hoppock's 1,795 hours of volunteer work — the equivalent of more than 1½ hours a day — far exceeded an 800-hour requirement set by the 22-member bl-

not gifted at all, intellectually. I'm just a hard worker who's dedicated to achieving my goals. So if it means working 18 hours a day or taking 18 hours per semester ... so be it."

pock's lawn customers. "I think he cares about people, and that's so very important in the medical profession."

Another supporter of Hoppock is his fiancée, Lori Greer, 21, a multiple Myo. major at Wichita

Kansas roads

need \$513.6M

Annually for
TOPEKA (AP) — Kansas needs to spend \$531.6 million annually for the next 20 years to fix and maintain worn-out roads and bridges around the state, a representative of a Washington research group said today.

During a Statehouse news conference, Michael Waller, program coordinator for The Road Information Program, said such a state highway program would create about 14,000 jobs in the state. Waller also released the group's report on Kansas roads.

The Road Information Program represents itself as a non-profit research agency sponsored by insurance companies, motor vehicle manufacturers and highway contractors and other construction-related businesses.

The report said about 75 percent of the state's more than 21,000 miles of roads are in poor or fair condition. More than 56 percent of the state's approximately 25,600 bridges are in deficient condition.

A road in fair condition, Waller said, at best needs resurfacing. A road in poor condition, he said, needs to be reconstructed. The total cost of the 20-year improvement program would be about \$10.6 billion.

"You have to remember that some of these roads were built 30, 40 or 50 years ago," Waller said. "I think the biggest thing in any effort is to inform the public."

The state Department of Transportation will spend about \$204 million on road and bridge improvements during this fiscal year, which began July 1, the report said, and local governments will spend another \$178 million. That, the report said, will leave Kansas about \$149 million short of what it needs to spend.

Waller said his group did not make recommendations on how to raise money for projects, but he said increasing user's fees, such as the state's gasoline tax, was traditionally the best method.

"That seems to be the most equitable method," Waller said.

Waller said the proposed road program maintenance and improvement would help the state's economy by first adding to the number of construction jobs, then increasing the number of jobs in related industries.

Also, Waller said, the program would save Kansas drivers money by reducing the amount of fuel wasted because of bad roads and saving wear and tear on cars. Waller said the average Kansas driver pays an extra \$219 a year in fuel and maintenance costs.

There will probably be opposition to the Southeast Kansas Turnpike for various reasons.

In the recognition of figures shown on this page, a turnpike is the only real financial possibility for complete construction of a total route to be finished in at least 15 years.

The legislature must take the first step - a feasibility and economic impact study

The Cowley County Commission and the cities of Ark City and Winfield have endorsed and do support the request for this study.

RESOLUTION FOR SOUTHEAST KANSAS HIGHWAY

WHEREAS, South Central and Southeast Kansas have no four lane highways linking Wichita with Southwest Missouri and Northeast Oklahoma; and

WHEREAS, most other regions of the State have access to a significant four lane highway - either an interstate, turnpike or other improved highway route; and

WHEREAS, growth and economic development has followed the improved transportation routes in Kansas; and

WHEREAS, South Central and Southeast Kansas, having no such routes, suffer from higher unemployment, lower per capita income and a higher median age than those regions with improved transportation networks; and

WHEREAS, the economic future of South Central and Southeast Kansas would be greatly enhanced by a four lane highway linking the Wichita, Kansas and Joplin, Missouri metropolitan areas, giving improved access to the Tulsa, Oklahoma area; and

WHEREAS the need for an improved four lane route through South Central and Southeast Kansas has been known and realized for a number of years; and

WHEREAS the City of Arkansas City strongly endorses and supports the concept of developing a four lane Southeast Kansas Turnpike, along the route found most feasible, and creating the most positive economic impact,

NOW, THEREFORE, BE IT RESOLVED that the Governing Body of Arkansas City hereby urge the Kansas Legislature to authorize and appropriate such funds as are necessary to conduct studies of the feasibility of constructing a four lane turnpike linking Wichita, Kansas and I44 near Joplin, Missouri;

BE IT FURTHER RESOLVED that the Governing Body of Arkansas City agrees to refrain from devisive effort to influence the eventual route of the Southeast Kansas Turnpike to its direct benefit and instead, joins all South Central and Southeast Kansans in a solidarity movement to obtain a four lane Southeast Kansas Turnpike regardless of the eventual route determined by said feasibility study.

ADOPTED this 27 day of Dec., 1925.



Mayor of Arkansas City

Senators, Ladies and Gentlemen,

I am Dr Warren Thomas, Chairman of the Coffeyville Chamber of Commerce Highway Committee.

We have come here today to urge you to consider a feasibility study for a highway passing through Southeast Kansas, just as we came years ago for another highway. In those intervening years the fortunes of our area have risen and fallen with the net effect always less. In the last few years the decline has increased. Montgomery County, more specifically Coffeyville, has experienced the loss of some 1500 jobs. One cannot help but wonder what would have been the effect on this area had that highway of more than a decade ago been built.

Our area must not be allowed to continue to be among the poorest in the state. Studies from Emporia State University and Pittsburg State University have mentioned that the progress of Southeast Kansas hinges on the construction of a four lane road from Wichita to Joplin Missouri. Such a road would have a very positive effect not only on S E Kansas, but the whole state by increasing our ability to create an atmosphere conducive to attracting new industry.

With the past ever present on our mind, the Coffeyville Chamber of Commerce strongly urges you to act favorably on Senate Bill #492.

Respectfully submitted,



Warren R Thomas, O.D.

ATT. 13
S.T+U 2/11/86

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

ATT. (14)
S.T.U 2/11/86

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 Walensa, -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!

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 now it has only 22,000. Cherokee County is the 5th 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.

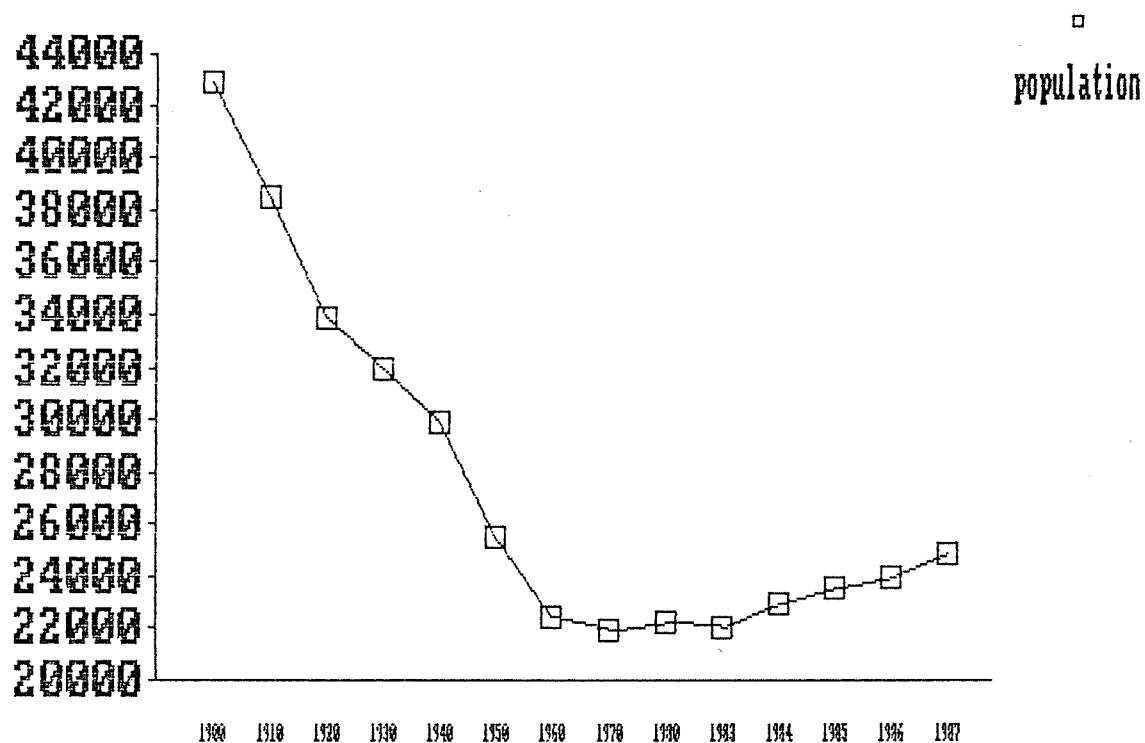
Thank you for your time.

SELECTED ECONOMIC TRENDS

IN

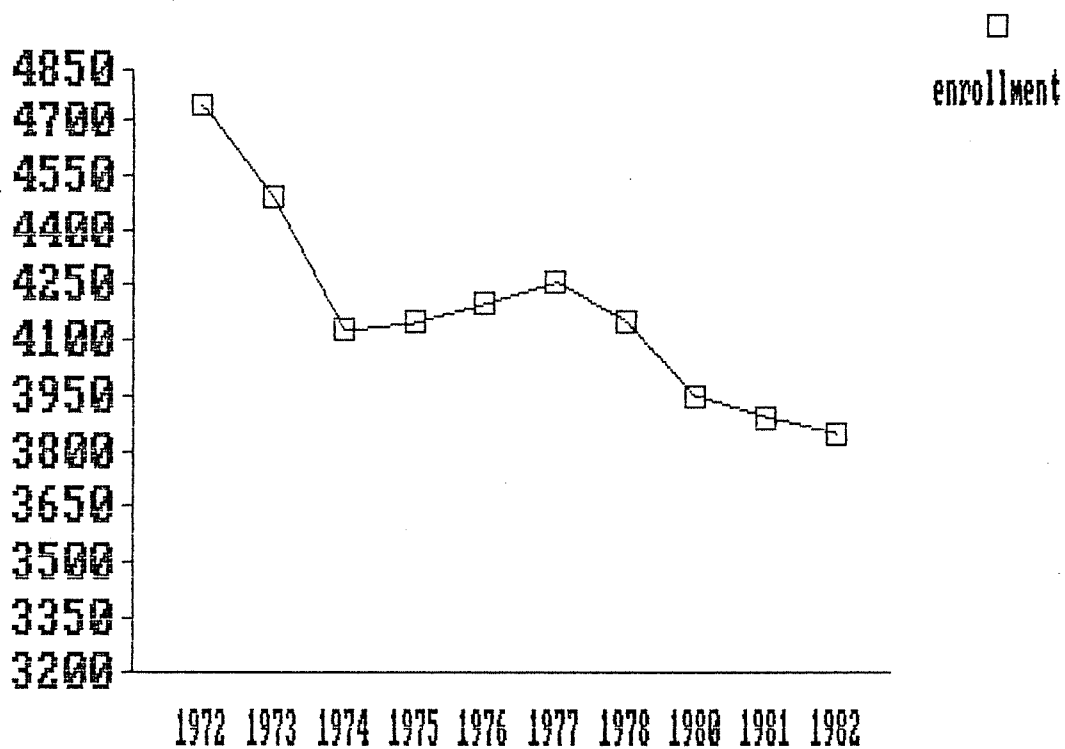
CHEROKEE COUNTY

Population: Cherokee County 1900 - 1984



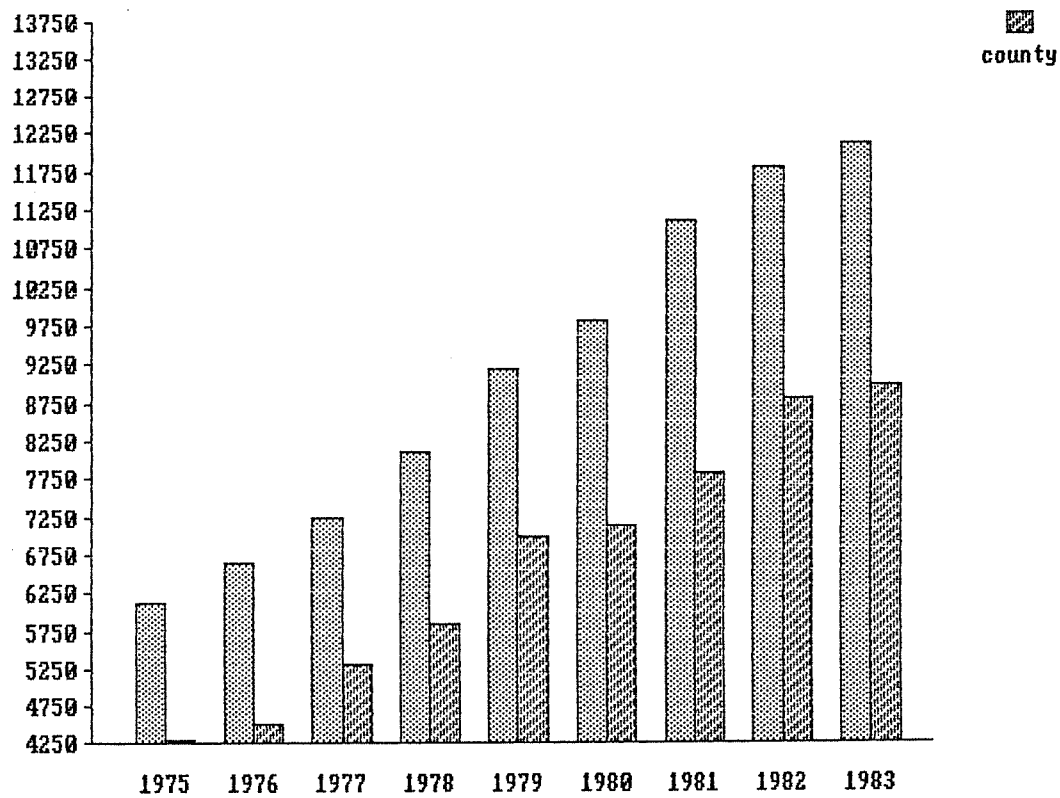
Source: Ks Statistical Abstract 1983/84

Public School Enrollment to 1983



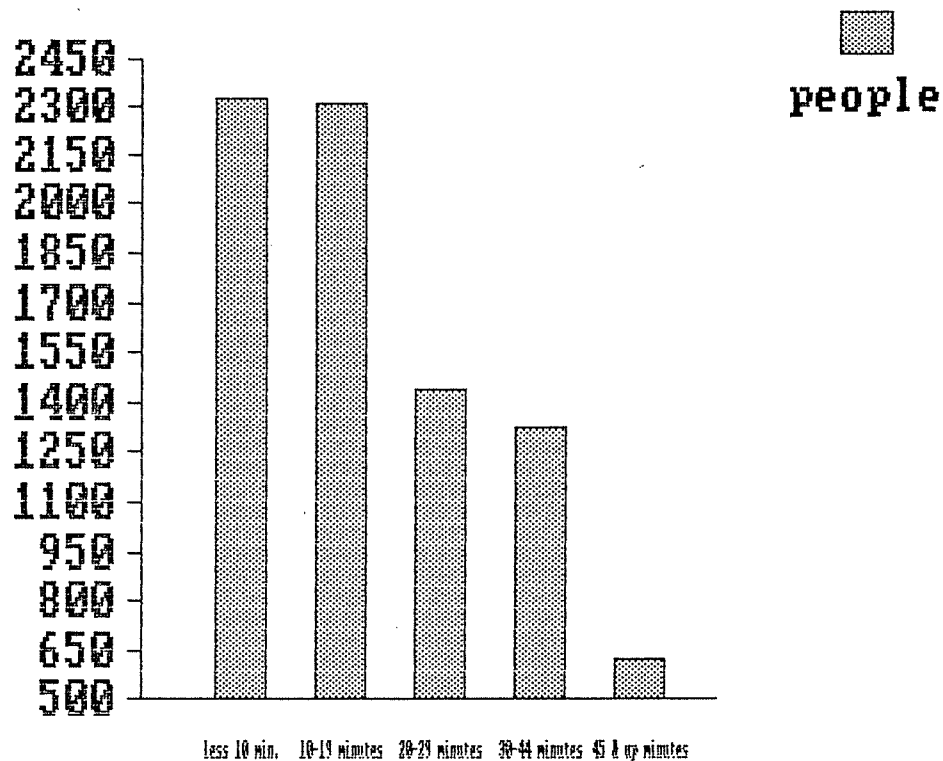
Source: Ks Statistical Abstract

Cherokee Co: Personal Income 1975 to 1983



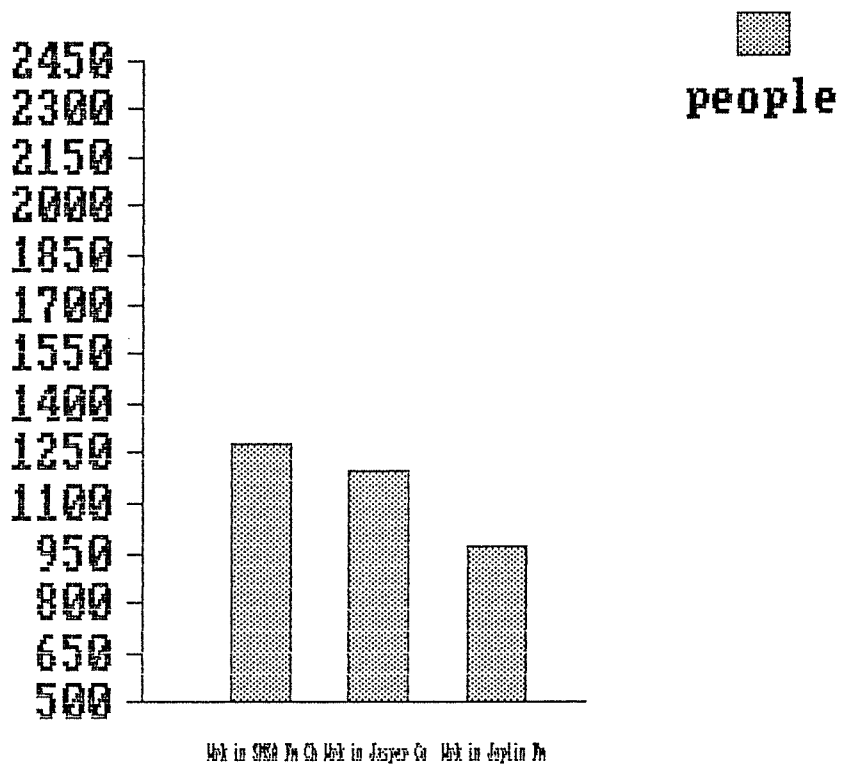
Source: U.S. Dept Comm Vol 5 78-83 Census

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

Cherokee County
Industrial Property Available

BAXTER SPRINGS				
<u>Site</u>	<u>Avail Land</u>	<u>Avail. Bldgs</u>	<u>Utilities</u>	<u>Zoned</u>
Ind. Park #1	30 ac.	None	Yes	Yes
Ind. Park #2	25 ac.	None	No	Yes
Ind. Park #3	60 ac.	None	No	Yes
Block Plant	4.3 ac	12,200 s.f.	Yes	Yes
COLUMBUS				
Ind. Park #1	16 ac.	None	No	No
Follmer	5 ac.	19,350 s.f.	Yes	No
Webb	3.5 ac.	9,000 s.f.	Yes	No
Class Ltd		10,336	Yes	No
Jorden	60 ac.	None	No	No
Hulvey	ac.	None	No	No
GALENA				
Ind. Park	20 ac.	None	Yes	Yes
MILITARY				
Thermex	300 ac.	56,620 s.f.	Yes	No

RATE SURVEY OF EE1 RATE RESEARCH COMMITTEE MEMBERS
AVERAGE RATE FOR YEAR 1984

Company Name	Overall Cents/KWH	Residential Cents/KWH	Industrial Cents/KWH
Montana Power Company	2.80	3.87	2.29
West Penn Company	3.90	5.15	3.50
Potomac Edison Company	4.01	5.33	5.15
Kentucky Power Company	4.09	4.53	3.95
Mononbahela Power Company	4.13	5.63	3.34
Empire District Electric	4.25	5.58	3.75
Pacific Power & Light	4.28	4.41	3.67
Minnesota Power	4.31	5.46	4.56
Puget Sound Power & Light	4.32	4.73	2.75
Indianapolis Power & Light	4.40	5.06	3.63
Ohio Power Company	4.54	6.87	3.51
Kingsport Power Company	4.63	5.04	3.39
Wheeling Electric Company	4.68	6.75	3.72
Northern States Power Co.	4.73	6.06	4.05
Kentucky Utilities Co.	4.74	5.39	4.17
Gulf States Utilities	4.76	7.00	3.59
Portland General Electric	4.84	4.47	4.56
Duke Power Company	4.90	6.11	4.11
Oklahoma Gas & Electric	4.92	5.92	4.17
Appalachian Power Co.	4.92	5.62	2.27
Public Service Indiana	4.99	5.55	3.35
Indiana & Michigan Elec.	5.04	5.75	4.19
Public Service Oklahoma	5.06	6.16	4.24
Arkansas Power & Light	5.06	7.18	4.21
Kansas Gas & Electric	5.44	7.04	4.83
Texas Utilities Electric	5.68	6.81	4.39
Iowa Southern Utilities	5.80	6.30	4.30
Kansas Power & Light	5.84	7.64	5.32
Ohio Edison Company	6.25	8.46	5.36
Dayton Power & Light	6.43	7.75	5.18
Kansas Power & Light	6.44	7.49	4.66
Iowa Electric Light & Power	7.07	8.17	5.39
Iowa Power & Light Co.	7.18	8.50	4.97
Iowa Public Service Co	7.40	8.21	5.94
Boston Edison Company	10.62	11.48	9.32
United Illuminating Co.	10.66	11.28	8.44
San Diego Gas & Electric	11.36	11.20	11.86
Consolidated Edison of NY	14.55	16.50	13.82

Source: 1984 Year End E.E.I. Rate Comparison Survey

Kansas tire workers also face loss of jobs

Plant's closing rocks Oklahoma town

By Jake Thompson
Of the Mid-America Staff
MIAMI, Okla. — Beneath the production line roar, Stan Mallory constantly hears a new, gloomy murmur at Miami's B.F. Goodrich Co. plant — the hum of rumors.

The Baxter Springs, Kan., rubber worker hears questions and speculation about a sale, severance pay, new jobs and more, a month after Goodrich officials stunned this area Aug. 23 by announcing

that the 40-year-old tire manufacturing plant would close permanently in March.

"It makes it hard when you hear it all day, and it's a little tiresome," said Mr. Mallory, 40. "I keep thinking something good will come out of it because you have to have a positive attitude. When you initially hear, it's an empty feeling. But you can't sit and brood about it."

Company officials say the market for the plant's tires — passen-

ger car, large truck, off-road and agricultural vehicles — has crashed, and competition from imports led to a decision to close one of Goodrich's four plants. The others are in Fort Wayne, Ind., Tuscaloosa, Ala., and Oaks, Pa.

When the doors shut in Miami, about 400 of the 1,900 employees will retire. The rest face searching for new employment. Many are like Mr. Mallory, whose only job has
See OKLAHOMA, A-16, Col. 1

A-16 The Kansas City Times Wednesday, September 25, 1985

Oklahoma town looks ahead to day tire plant closes doors

Continued from Page A-1

been 16 years at the plant 12 miles south of the Kansas border.

Today a group of Kansas and Oklahoma officials and a special task force appointed by Oklahoma Gov. George Nigh are scheduled to meet in Miami (pronounced Myamah in Oklahoma), at an assistance center Goodrich set up to help its workers find new jobs.

The group hopes to soften the blow to employees and the 15,000 population town of Miami by trying to find industries interested in the plant's work force, said Steve Ingram, head of a dislocated worker program at the Kansas Department of Human Resources. He said Kansas could offer help in job placement, retraining, social services such as counseling, and efforts to draw new business.

Goodrich, which covers 37 acres in Miami, has been part of the town's identity since 1945. It also is a vital component to the economies of nearby towns, including Columbus, Galena and Baxter Springs in Kansas, city and state officials say. About 250 Kansans work at Goodrich.

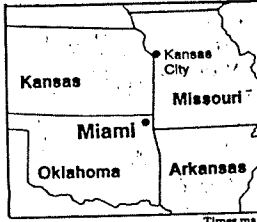
The plant's employees represent a payroll of about \$60 million a year. And when spending money from Goodrich salaries and tax payments dries up, the aftershocks could continue for years in a region already known for high unemployment.

"This is the largest manufacturer's closing in years (for Oklahoma), and it's going to have a horrendous effect. It'll impact not only on Oklahoma, but Kansas, Missouri and Arkansas," said Grover Cleveland Phillips, director of the industrial division of the Oklahoma Department of Economic Development.

He said the loss of 1,900 jobs at the plant may force supporting businesses in surrounding communities to trim 1,000 more employees.

"Hopefully it won't be a mortal blow, and hopefully we can get someone in there to take advantage of that work force," Mr. Phillips said, noting that some tire companies have requested details about possibly buying the plant. "We're playing all the angles."

Although Miami has a half-dozen other smaller industries, the demise of Goodrich means something more ominous than a loss of jobs. It means the restructuring of the town's social and economic foundation.



and the nearness of a recreational lake, Grand Lake.

Some also doubt the reasons given for closing. "In my opinion they didn't want to operate it any-

more," said Kenneth Miles, 38, who lives near Galena and worked 16 years at the plant. "I don't believe the Miami plant was losing money."

He is worried whether, if the plant is sold before March to another tire company, the employees will get lump-sum payments of money held for their retirement that they think they are due. And he is worried about moving his wife and two sons from his lifelong home.

"It's been like the steel mills, a family kind of thing," Mr. Miles said. "I know I don't want to move away unless I have no other option. Everybody like me, they don't know what they're going to do."

The Miami Chamber of Commerce uses a tire in its logo. The plant is situated on Goodrich Boulevard, as is BFG Credit Union. At Will Rogers Junior High School next to the plant, a marquee last week offered an optimistic note: "Welcome New Industry."

"The actual closing will be like burning the school down or a death in the family," Cliff Whitehead, vice president of Local 318 of the United Rubber Workers Union, said at his office, where the day of Aug. 23, a day of mourning, was blacked out on a calendar down the hall.

"We had known they were going to do some altering of the company, but no one ever dreamed that would mean closing the whole plant," Mr. Whitehead said. "The thing about it is, this being the largest employer in the area and with its 40 years, some of the men have grown up with Goodrich. They've got deep roots here and will have a very hard time moving away."

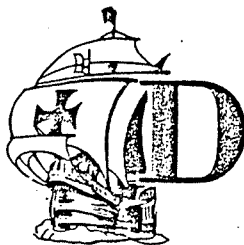
Miami city officials formed a task force themselves to try to lure new industry and keep families like the Mallorys around, spending money in the region.

"Now is an opportunity for us to draw in people who worried about competing with wage scales of well-paid rubber workers," said Chuck Goldenberg, a city task force member and president of Miami's First National Bank. "That wasn't really a problem, but it was a perception other industries had. The town has survived closing lead and zinc mines which were far larger than Goodrich. The town has survived hard economic times. The town will survive. The job is to try to do something good now."

Fred Mills, administrator of the Baptist Regional Health Center, nodded and added, "The positives and good things in the long run will outweigh the trauma."

For many Goodrich employees, factors that may help draw new employers also weigh against quickly packing bags and fleeing: Miami is a small city between Joplin and Tulsa, and local officials point to its schools and churches

FROST
Warning
Tonight
Cover Up



Columbus Daily Advocate

'Help America Discover Columbus'



VOLUME 112 (COLUMBUS, KANSAS ZIP 66725)

MEMBER ASSOCIATED PRESS OFFICIAL CITY AND COUNTY PAPER

MONDAY, SEPTEMBER 30, 1985 No. 1

BF Goodrich

Miami, Oklahoma

After 40 years, the B.F. Goodrich tire plant in Miami is closing.

The work force includes a variety of high quality, dedicated employees. B.F. Goodrich holds all these fine people in the highest esteem and strongly recommends the following workers.

- ☆ General Production
- ☆ Shipping & Receiving
- ☆ Quality Control
- ☆ Supervisors/Foremen
- ☆ Clerical/Administrative
- ☆ Skilled Craftsmen

It is B.F. Goodrich's intent and interest to assist in placing these fine employees. Any employer who may wish to interview or wishes further information is asked to contact:

Ray McCalment (918) 542-8487
Employee Assistant Center
103 E. Central, Miami, Okla. 74354
St. James Court

BF Goodrich

Feb. 11, 1986

To: Senate Transportation and Utilities Committee
Subject: A statement in favor of S.B. #492

Sen. Morris and members of the committee: Thank you for the opportunity to make a statement in favor of this important initiative for Kansas.

My name is Emerson Lynn. I am the editor of the Iola Register, a past president of Mid-America, Inc., the 10-county industrial development organization for Southeast Kansas, and am chairman of the Southeast Kansas Transportation Coordinating Council which was organized by Rep. Whittaker to work for the construction of an east-west highway of freeway quality across the southeast quadrant of Kansas.

Perhaps the most telling argument in favor of S.B. 492 was made on the front page of the Sunday Wichita Eagle-Beacon. At a good deal of expense and effort, Eagle-Beacon reporters followed the careers of 1,359 of the Kansas high school graduates between 1970 and 1980 who were National Merit semi-finalists. Our best and brightest.

They discovered that 58 percent had left Kansas. Of those who stayed in the state, 73 percent had left their hometowns. Most of those went to Wichita or one of our larger cities located on one of our Interstate highways.

Those bright youngsters who left Kansas went, according to their own testimony, because Kansas couldn't offer them the opportunities they could find elsewhere. Likewise, those who left cities like Iola, Fredonia, Chanute, Parsons and Pittsburg to live in a city along I-70 or I-35 had their careers in mind.

It has been said with wearying frequency that Kansas can't afford to build a modern highway connecting Wichita with Joplin. The truth is that Kansas can't afford to let Southeast Kansas continue to stagnate.

ATT. (15)
S.T+U 2/11/86

The stagnation tax we have been paying costs far more than it would take to make the essential investments in modern highways needed to keep our state competitive.

When we send our brightest young men and women out of Kansas as soon as they graduate from high school, we pay a stagnation tax.

When we let whole sections of our state go into decline for lack of a good highway system, we pay a stagnation tax.

It will cost a great deal of money to build the highway which is so essential to the resurgence of Southeast Kansas. But it will cost the state far more if nothing is done and the economy is allowed to sink further down.

Our choice is to move forward or fall backward. We can't stand still.

So I join my friends and neighbors in urging you to work for S.B. 492 in this session -- and to follow through by supporting the construction of this important highway once the preliminary work is done.

STATE OF KANSAS



TOPEKA

HOUSE OF
REPRESENTATIVES

BILL BRADY
REPRESENTATIVE, SIXTH DISTRICT
LABETTE, MONTGOMERY COUNTIES
1328 GRAND
PARSONS, KANSAS 67357
(316) 421-6281

COMMITTEE ASSIGNMENTS
MEMBER EDUCATION
FEDERAL AND STATE AFFAIRS
LEGISLATIVE EDUCATIONAL PLANNING
COMMITTEE
MINORITY AGENDA CHAIRMAN

February 11, 1986

Mr. Chairman and members of the Committee.

I appreciate the opportunity to submit written testimony concerning Senate Bill 492. The proposed feasibility study concerning a major highway through Southeast Kansas is extremely important to our region of the state. The effort to improve road conditions in Southeast Kansas is probably the single most unifying issue within the region. Our citizens for years have realized the crippling effect that the lack of a good transportation system has had on the region. The demographics of the region quickly point out that Southeast Kansas did not share equally in the economic upswing of a few years ago and today is experiencing the brunt of a depressed state economy.

In your capacity as spokesman for your district you realize that improved economic conditions for one region of our state means economic spinoffs for the entire state. Better roads means greater access to markets in Wichita and throughout Kansas. There are literally thousands of Southeast Kansans that head toward Oklahoma and Missouri for the big city markets. One of our goals is to keep Kansans in Kansas.

ATTN: (16)
S. T+U 2/11/86



Happy Point Diet Program

P. O. BOX 1122

PITTSBURG, KANSAS 66762

TELEPHONE
316/231-4245

JUDY S. RICHES
PRESIDENT

February 11, 1986

In 1976 I was employed by the Pittsburg Area Chamber of Commerce. My major responsibility was to attract new industry to the Pittsburg area and assist local businesses with expansion efforts.

It became immediately apparent that one of the major complaints of local industry was our highway system in Southeast Kansas.

On at least three occasions, we LOST new industry because of our lack of adequate highways!! One industry was one of the largest corporations in America and their comment was that without better access to at least one major city, they couldn't justify relocating a plant in Southeast Kansas.

From Pittsburg and Southeast Kansas we have absolutely NO worthwhile highway system linking us directly to Kansas City, Tulsa, Wichita or any other major city.

It is obvious that the proposed highway system would definately contribute to industrial growth in Southeast Kansas and perhaps the entire state.

Judy S. Riches

ATTN (17)
S. TU 2/11/86

ANNETTE TUCKER
RT. 2, BOX 32
PARSONS, KS 67357



Southeast Kansas Tourism Region

FEBRUARY 10, 1986

SENATOR BILL MORRIS, CHAIRMAN
SENATE TRANSPORTATION & UTILITIES COMMITTEE
STATE CAPITOL BUILDING
TOPEKA, KS 66612

IN RECENT YEARS THE SOUTHEAST KANSAS AREA HAS LED THE STATE IN UNEMPLOYMENT BECAUSE OF A CHANGING ECONOMY. HOWEVER, A STRONG WORK ETHNIC EXISTS DUE TO A BACKGROUND IN INDUSTRIAL DEVELOPMENT. INSTITUTIONS OF HIGHER LEARNING, SUCH AS PITTSBURG STATE UNIVERSITY AND TWO-YEAR COLLEGES IN THE REGION ARE WORKING WITH COMMUNITY LEADERS ON WAYS TO PLAN FOR FUTURE GROWTH.

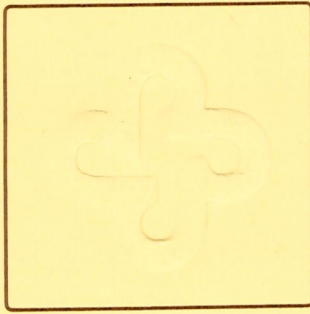
EFFORTS ARE BEING MADE TO IMPROVE SERVICE TO THE TRAVELING PUBLIC. EVEN THOUGH ROADS ARE INADEQUATE COMPARED TO SOME OTHER PARTS OF THE STATE, A GREAT MANY PEOPLE COME TO SOUTHEAST KANSAS ON BUSINESS AND FOR PLEASURE. THE AREA OFFERS A WIDE VARIETY OF WATER SPORTS, HUNTING, CAMPING, ZOOS, PARKS, REGIONAL FESTIVALS AND ATTRACTIONS DEDICATED TO PRESERVING OUR HISTORY. CONVENTION FACILITIES FOR SMALL TO MEDIUM SIZE GROUPS ARE ALSO AVAILABLE. ACCORDING TO THE KANSAS DEPARTMENT OF ECONOMIC DEVELOPMENT, THE TOURISM INDUSTRY IS ALREADY ONE OF THE LEADING EMPLOYERS IN THE STATE. AN IMPROVED TRANSPORTATION SYSTEM THROUGH SOUTHEAST KANSAS WOULD ENHANCE THE OPPORTUNITY FOR ATTRACTING NEW BUSINESS AND THE EXPANSION OF EXISTING BUSINESSES BY INSURING SUPPLIES AND PRODUCTS CAN BE SHIPPED IN AN ECONOMICAL MANNER. THIS WOULD INCREASE THE NUMBER OF JOBS AND THE ACTIVITY AMONG SERVICE RELATED INDUSTRIES.

WE IN SOUTHEAST KANSAS ARE WILLING TO COOPERATE IN THE EFFORT TO BUILD A FOUR LANE HIGHWAY FROM WICHITA TO JOPLIN BECAUSE THERE IS A BELIEF THAT NO MATTER WHAT ROUTE IS DESIGNATED, THE PROJECT WILL BENEFIT THE REGION AS A WHOLE. WE ARE SEEKING THE COOPERATION OF THE STATE BECAUSE THERE IS ALSO A BELIEF THAT BY IMPROVING WORKING CONDITIONS IN SOUTHEAST KANSAS, THE ENTIRE ECONOMY WILL BE AFFECTED BY INCREASING THE TAX BASE, TAKING PEOPLE OFF UNEMPLOYMENT AND WELFARE PROGRAMS, PLUS BRINGING OUTSIDE DOLLARS INTO CIRCULATION. WE MUST WORK TOGETHER TO BRING THESE OPPORTUNITIES TO KANSAS. IMPROVING THE TRANSPORTATION SYSTEM THROUGH SOUTHEAST KANSAS IS A WAY TO OPEN ONE MORE DOOR INTO THE STATE.

Annette Tucker

ANNETTE TUCKER, VICE PRESIDENT

ATT. 18
S.T.U 2/11/86



PARSONS CHAMBER OF COMMERCE

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

February 10, 1986

Senator Morris, Chairman
Senate Transportation and Utilities Committee
Public Hearing Senate Bill Number 492

Dear Senator Morris 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

ATT.
S. T&U 2/11/86 (19)



February 10, 1986

Senator Morris
Chairman
Senate Transportation & Utilities Committee

RE: Public Hearing - SB 492

Dear Senator Morris 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.

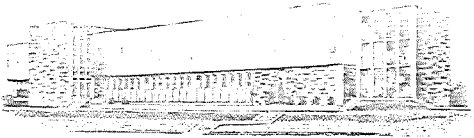
We ask the committee's favorable consideration for SB 492 as an important contribution to the future welfare of southeast Kansas.

Sincerely,

Mary Kay Ramsey
Mayor

MKR/mm

S.T+U 2/11/86
ATT. (20)



Wilson County, Kansas

FREDONIA, KANSAS 66736

WILSON COUNTY COURTHOUSE
FREDONIA, KANSAS

OFFICE OF THE
BOARD OF COUNTY COMMISSIONERS

PHONE 378-2502

BOARD MEETS EACH MONDAY


February 10, 1986


Senator Morris and Committee:

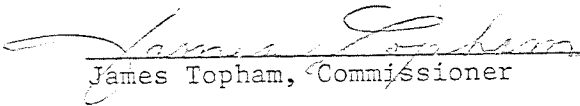
Wilson County has need for better road ways, as does all southeast Kansas. The proposed Wichita to Joplin highway would service our county in a number of ways.

We wish to express our interest and approval of Senate Bill #492 with the attached signatures.

Wilson County Citizens
and
Wilson County Commissioners,


Ralph Porter, Chairman


Tom Adams, Commissioner


James Topham, Commissioner

S.T.U 2/11/86

ATT. (21)

January 30, 1986

FOR IMMEDIATE RELEASE:

At its monthly meeting in Cherryvale, the Taxpayers Association of Montgomery County adopted the following statement in response to a proposed new four-lane highway through southeast Kansas:

Highway programs in Kansas should emphasize fairness, convenience, and economy. The Association supports proposals which promote improvement for all existing highways in southeast Kansas and which require highways to remain accessible at all existing intersections. The Association does not support a tollroad or any new highway development which would deadend existing county roads or require an expensive system of crossover bridges.

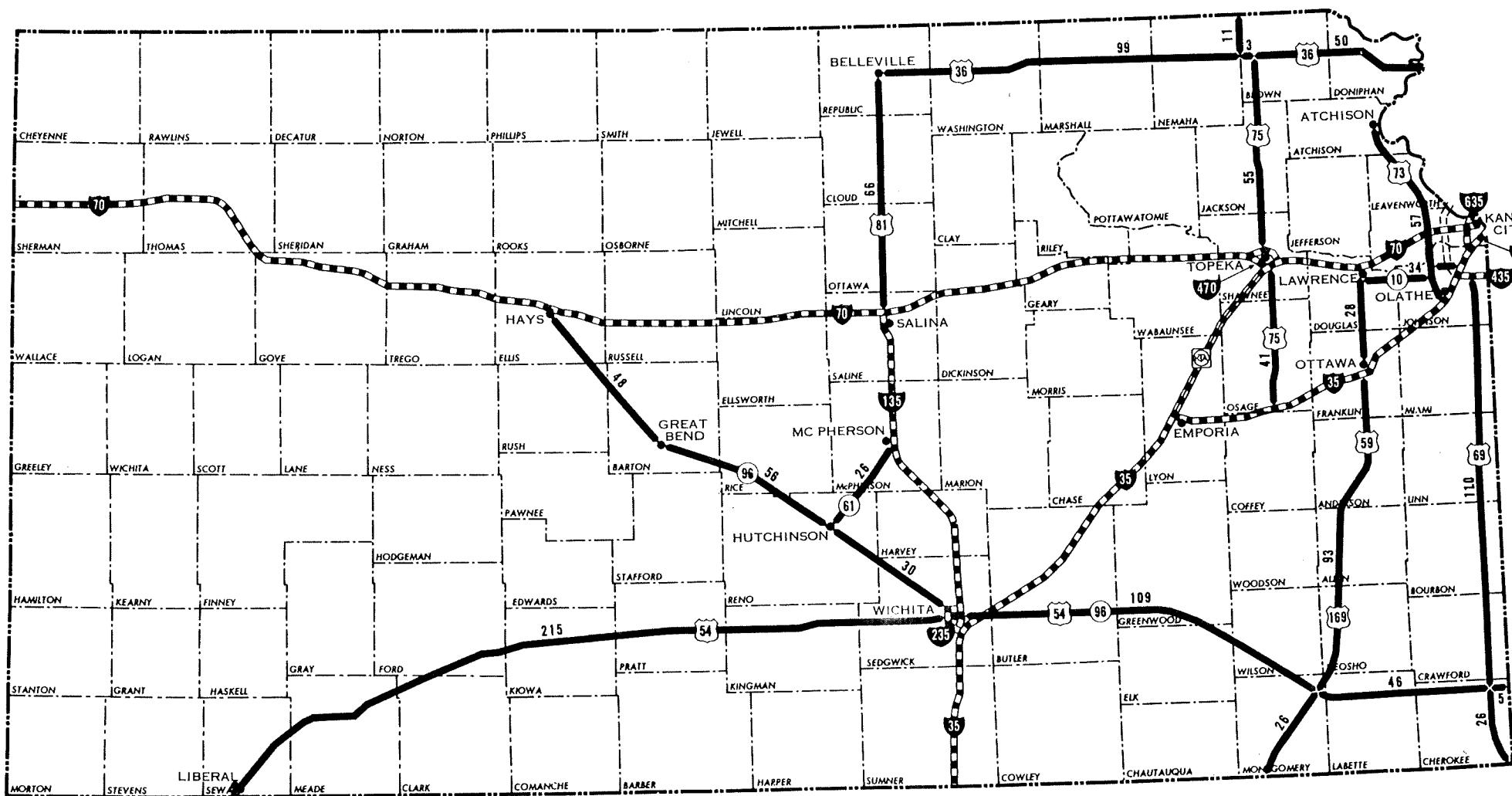
Highway programs for southeast Kansas should give first consideration to the residents of the area. The Association supports the concept of super two-lane or four-lane highways which use existing highway routes as being adequate, economical, and in the best interest of all southeast Kansas taxpayers. The Association does not support a new four-lane toll project across southeast Kansas which would further destroy farmland, family farms, or homesteads and which would take financing and emphasis away from other area highways.

Gene Garman, President
Taxpayers Association of Montgomery County
POBox 175
Independence, Kansas 67301-0175

ATT. (22)
S.T.U 2/11/86




KANSAS

STATE SYSTEM OF EXPRESS HIGHWAYS AND FREEWAYS
AS ESTABLISHED AND DESCRIBED BY K. S. A. 68-2301



- Corridor No. 1 Kansas-Oklahoma line southwest of Liberal east to Kansas-Missouri border. 375 Miles
 - Corridor No. 2 Hays southeasterly to Wichita. 134 Miles
 - Corridor No. 3 Hutchinson northeasterly to McPherson. 26 Miles.
 - Corridor No. 4 US-75 at the Kansas-Nebraska border southerly to interstate highway 35. 107 Miles.
 - Corridor No. 5 US 36 at the Kansas-Missouri border westerly to intersection of US-36 and US-81, then southerly to Interstate highway 70. 218 Miles.
 - Corridor No. 6 Atchison southerly to Olathe. 57 Miles.
 - Corridor No. 7 The intersection of US-69 and interstate 435 southerly to the Kansas-Oklahoma border. 136 Miles.
 - Corridor No. 8 Lawrence southerly to the Kansas-Oklahoma border. 147 Miles.
 - Corridor No. 9 Lawrence easterly to intersection of highway US-50, US-56 and interstate 35. 34 Miles.
- Total Miles of express and freeway highways 1234.

LEGEND

-  26 MILES EXPRESS HIGHWAY AND FREEWAY SYSTEM
-  INTERSTATE SYSTEM
-  TURNPIKE

KANSAS STATE SENATE TRANSPORTATION AND UTILITIES COMMITTEE

Testimony from the Taxpayers Association of Montgomery County--
in opposition to SB 492 for the following reasons:

1. Common sense does not require \$250,000. It is obvious to any traveler through southeast Kansas that there is need for improvement. It does not take a \$250,000 study to determine the kinds of needed improvement; that is, to determine which stretches of highway across the prairies would be satisfactory as super two lanes, which sections need widened pull-over shoulders, which areas could use passing lanes, which areas of congestion near communities would make a four-lane section desirable, or which bridges need to be widened. Neither does it take a \$250,000 study to determine that improving existing routes is more economical for the state and more satisfactory to the residents of the area than any project which would substantially construct a new highway route through southeast Kansas. Nor does it take a \$250,000 study to understand that an improved highway route between Wichita and Pittsburg would be welcomed by a number of travelers.

Since the needs are obvious to any traveler, they are certainly obvious to the Kansas state department of transportation. It does not make sense to pay somebody \$250,000 to tell the people of Kansas or to tell the professionals in the DOT what is already obvious.

2. The Taxpayers Association of Montgomery County objects to SB 492 because it also seems obvious that the bill's main purpose is not to determine needed improvements along existing highways, but to justify a toll road project for the Kansas Turnpike Authority.

In 1979 the taxpayers of Kansas spent \$100,000 for a study to determine the feasibility of a tollroad through southeast Kansas. The study produced a negative answer. The prospect for feasibility of a tollroad today appears just as negative as it was seven years ago.

P. 2 -- Testimony from the Taxpayers Association.

The Taxpayers Association of Montgomery County objects to SB 492 because

the DOT is professionally capable of conducting any study necessary or making any determination necessary involving the highway needs of Kansas. Since the professionals of the DOT know what southeast Kansas highway needs are, spending \$250,000 to hire other people to tell us what the DOT already knows, or can easily determine, is a waste of taxpayer money.

3. The Taxpayers Association of Montgomery County objects to SB 492 because the DOT is already authorized to determine the feasibility of tollroads through southeast Kansas. I refer you to K.S.A. 68-2301 which says, "...the secretary shall evaluate from time to time the feasibility of designating a portion or portions of any of the modern express highways and freeways within said system as a toll road."

4. The Taxpayers Association of Montgomery County objects to SB 492 because there are better uses for the \$250,000 than for the proposed unnecessary study; for example, the obvious highway needs of southeast Kansas.

Therefore, the Association recommends that this Committee reject SB 492 and allow the DOT to take care of Kansas highways, especially since that is what it is getting paid to do.

Gene Garman

Gene Garman, President
Taxpayers Association of Montgomery County
P.O. Box 175
Independence, Ks. 67301-0175

Kansas Department of Transportation

January 31, 1986

MEMORANDUM TO: DEB MILLER
SPECIAL ASSISTANT TO THE SECRETARY

Attention: Ed DeSoignie
Policy Coordinator

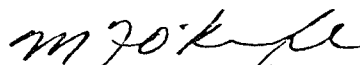
RE: Senate Bill 492

Senate Bill 492 authorizes and directs the Kansas Turnpike Authority to study the feasibility of constructing a turnpike project or a freeway in a corridor between Wichita, Kansas, and Joplin, Missouri, and appropriates \$250,000 from the State Highway Fund for financing the study.

The only provision in Senate Bill 492 that would have a direct effect on the Kansas Department of Transportation is the provision for financing the proposed study using \$250,000 from the State Highway Fund. Even this effect could be negated since the bill provides for payback of this amount if the project is found to be feasible and is constructed.

However, previous toll road feasibility studies for this corridor have determined that a toll road would not be self-supporting. These studies were conducted when interest rates were lower and construction costs were much lower. Also, a December 1985 Congressional Budget Office Report entitled "Toll Financing of U.S. Highways" reports that for an average toll rate of 4¢ per mile (current KTA rate for passenger vehicles is approximately 3.3¢ per mile) a rural low cost toll road would have to carry 41,000 vehicles per day to be financially self-supporting. This figure is based on interest rates of 10 percent over 30 years and a construction cost of \$3 million per mile. While these figures may be somewhat high, they are close enough to suggest that the road would not be feasible unless supported by other sources of revenue. This same report indicates that if the construction cost was reduced to the extremely low sum of \$200,000 per mile, it would still require 14,000 vehicles per day paying a toll rate of 4¢ per mile to make the road self-supporting.

The current traffic on all four of the major east-west routes in this corridor totals less than 10,000 vehicles per day and only a portion of that traffic would be diverted to a new toll road. Therefore, if passed, this bill in all likelihood would have the effect of permanently diverting \$250,000 from the State Highway Fund that would otherwise be used for the resurfacing, rehabilitation or reconstruction of the existing highway system.



Michael F. O'Keefe, Director
Division of Planning & Development

ATT. ⁽²³⁾
S.TJU 2/11/86