

MINUTES OF THE House COMMITTEE ON Transportation

The meeting was called to order by Rex Crowell at  
Chairperson

1:30 ~~xxx~~ p.m. on March 2, 1987 in room 519-S of the Capitol.

All members were present except: Representatives Harper and Brown.

Committee staff present:

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

Conferees appearing before the committee:

Mr. Pat Barnes, Kansas Motor Car Dealers Association  
Mr. Mark Wettig, Kansas Department of Revenue  
Captain David Hornbaker, Kansas Highway Patrol  
Mr. Art Weiss, Attorney General's Office  
Mr. John Bottenberg, Kansas Ethanol Association  
Mr. Lee Reeve, Reeve Cattle Company, Garden City, Kansas  
Mr. Stan Larson, High Plains Oil Company  
Mr. Ed DeSoignie, Kansas Department of Transportation  
Ms. Mary Turkington, Kansas Motor Carriers Association  
Trooper Charles Kohler, Kansas State Troopers Association

The meeting was called to order by Chairman Crowell. He discussed with the Committee that those individuals who had been in Topeka to testify on HB-2378 at the canceled February 26, 1987 meeting, had left written testimony with the secretary which would be entered in the record.

Those persons leaving written testimony are as follows:

Mr. Ron Calbert, United Transportation Union (See Attachment 1)  
Mr. Floyd Huenergarde, Smith Center, Kansas (See Attachment 2)  
Mr. Clayton Connell, Fredonia, Kansas (See Attachment 3)  
Mr. J. D. Baumgardner, Oswego, Kansas (See Attachment 4)  
Mr. Don Munsell, Parsons, Kansas (See Attachment 5)  
Mr. Jim Dahmen, Columbus, Kansas (See Attachment 6)  
Mr. Joe Lieber, Kansas Cooperative Council (See Attachment 7)  
Ms. Willie Martin, Sedgwick County, Kansas (See Attachment 8)  
Mr. Jon Jossierand, Wichita, Kansas (See Attachment 9)  
Mr. Bill Henry, Kansas Engineering Society (See Attachment 10)  
Ms. Loretta Finger, Hoisington, Kansas (See Attachment 11)

The next order of business was a hearing on HB-2457 concerning the expiration of salesmen's licenses under the Vehicle Dealers' and Licensing Act.

Mr. Pat Barnes, Kansas Motor Car Dealers Association, spoke in favor of HB-2457.

Mr. Mark Wettig, Kansas Department of Revenue, testified in support of HB-2457.

The hearing on HB-2457 ended.

CONTINUATION SHEET

MINUTES OF THE House COMMITTEE ON Transportation,  
room 519-S, Statehouse, at 1:30 ~~xxx~~/p.m. on March 2, 1987.

The next order of business was a hearing on HB-2459 concerning the collection of motor vehicle registration fees.

Mr. Mark Wettig, Kansas Department of Revenue, spoke in support of HB-2459.

The hearing on HB-2459 was concluded.

The next order of business was a hearing on HB-2524 concerning odometers.

Captain David Hornbaker, Kansas Highway Patrol, testified in support of HB-2524. (See Attachment 12) He said odometer fraud is a widespread crime, and estimates place the monetary loss at approximately \$5 billion annually.

Captain Hornbaker recommended that line 22 of HB-2524 be amended to read "(a) It is unlawful for any person to sell, offer for sale, attempt to sell or convey a motor vehicle..."

He also suggested adding a new unlawful act stating "It is unlawful to knowingly make, or cause to be made, or to deliver a false odometer statement" to HB-2524.

Mr. Art Weiss, Deputy Attorney General in charge of Consumer Protection spoke in support of HB-2524. He said he believes there should be a "shawdow" on a vehicle which has had the odometer rolled back, so a consumer may make an informed decision when negotiating the sale of the vehicle.

Mr. Weiss also spoke in support of the amendments suggested by Captain Hornbaker.

The hearing on HB-2524 was concluded.

The next order of business was a hearing on HB-2491 establishing the Kansas Qualified Agricultural Ethyl Alcohol Producer Fund.

Mr. John Bottenberg, Kansas Ethanol Association, testified in support of HB-2491. (See Attachment 13)

Mr. Bottenberg said current law provides for a \$.03 per gallon exemption from the motor fuels tax of fuels containing 10 percent or more of agricultural ethyl-alcohol sold in Kansas, and this exemption drops to \$.02 per blended gallon on July 1, 1987. He also said the current exemption is projected to cost the highway fund in excess of \$5 million for Fiscal Year 1988, and if gasoline prices would increase, the amount of lost revenue would increase accordingly.

Mr. Bottenberg reported an estimated 240 million gallons of ethanol blends were sold in Kansas during 1986, with the majority of the ethanol used in the blends coming from states other than Kansas. He said the largest portion of the benefits from the existing exemption flowed through the blenders to out-of-state ethanol producers.

He said HB-2491 provides a straight forward solution to the problem of out-of-state producers receiving the benefits of the Kansas tax exemption.

CONTINUATION SHEET

MINUTES OF THE House COMMITTEE ON Transportation,  
room 519-S, Statehouse, at 1:30 ~~xxx~~/p.m. on March 2, 19 87

Mr. Lee Reeve, Reeve Cattle Company, Garden City, Kansas, made comments in favor of HB-2491.

Mr. Stan Larson, President, High Plains Oil Company, testified in support of HB-2491.

Mr. Ed DeSoignie, Kansas Department of Transportation, spoke concerning HB-2491 and said the bill creates the Kansas Qualified Agricultural Ethyl Alcohol Producer Incentive Fund, and eliminates the gasohol tax subsidy.

Mr. DeSoignie recommended HB-2491 be amended to remove funding of the producer's incentive fund by the State Highway Fund and insert a mechanism whereby the producer's fund would be funded prior to the revenue distributions to the State and local funds similar to the Refund Fund currently in place.

Ms. Mary Turkington, Kansas Motor Carriers Association, appeared in opposition to HB-2491. (See Attachment 14) She said that if gasohol is going to be used in motor vehicles that travel on highways, this fuel should bear its share of the motor fuels tax urgently needed for the preservation of our Kansas network.

The hearing on HB-2491 was concluded.

Chairman Crowell announced the appointment of a subcommittee consisting of Representative Shore, Chairman, and Representatives Snowbarger and Russell to further study HB-2491.

The next business was a hearing on HB-2496 concerning making inattentive driving a traffic infraciton.

Trooper Charles Kohler, Kansas State Troopers Association, testified in support of HB-2496.

The hearing on HB-2496 ended.

Attention was turned to Committee discussion and action on HB-2101 concerning Prisoner of War License tags.

A motion was made by Representative Wilbert that HB-2101 be recommended favorable for passage. The motion was seconded by Representative Justice.

A substitute motion was made by Representative Spaniol to amend Line 62, removing the words "without charge". The motion was seconded by Representative Wilbert.

Further Committee discussion ensued and it was determined there were only 367 Prisoner of War license plates in the state.

Representative Spaniol requested that his substitute motion be withdrawn and his second agreed.

A vote was taken on the original motion to report HB-2101 favorable for passage. Motion passed.

The next bill taken up for Committee discussion and action was HB-2138 designating U.S. Highway 73 as the Amelia Earhart Memorial Highway.

CONTINUATION SHEET

MINUTES OF THE House COMMITTEE ON Transportation,  
room 519-S Statehouse, at 1:30 ~~xxx~~ p.m. on March 2, 1987

A conceptual motion was made by Representative Adam to change the junction of where the Amelia Earhart Memorial Highway would begin, to the junction of Highway 24 and 73. The motion was seconded by Representative Russell. Motion passed.

A motion was made by Representative Adam that HB-2138 be reported favorably as amended. The motion was seconded by Representative Justice. Motion passed.

The next bill taken up for Committee discussion and action was HB-2239 concerning railroad right-of-way.

A motion was made by Representative Spaniol that HB-2239 be recommended favorable for passage. The motion was seconded by Representative Laird.

A substitute motion was made by Representative Sallee that HB-2239 be amended to allow abandoned railroad right-of-way to be used for a bike trail. Motion failed for lack of a second.

Original motion passed.

Attention was turned to Committee discussion and action on HB-2143 concerning school buses stopping at railroad crossings. Representative Spaniol presented the subcommittee report, and said the subcommittee recommended leaving the bill as it is.

The next bill taken up for Committee discussion and action was HB-2399 concerning county designation on annual vehicle registration decals.

Representative Shore suggested an amendment to HB-2399. The amendment would require a decal on the plate showing the county name in letters 3/4 inch high.

A motion was made by Representative Shore that the amendment be adopted. The motion was seconded by Representative Snowbarger. Motion passed.


A motion was made by Representative Snowbarger that HB-2399 be recommended favorable for passage as amended. The motion was seconded by Representative Shore. Motion passed.

HB-2143 concerning school buses stopping at railroad crossings was again taken up for Committee discussion and action. After discussion by staff regarding what all vehicles would be affected by the bill, Chairman Crowell said no further action on this bill would be taken during this meeting. He requested that the subcommittee meet again to study HB-2143.

The next business was Committee discussion and action on HB-2163 concerning the Kansas Elderly and Handicapped Transportation Act. Representative Moomaw gave the subcommittee report on HB-2163 and recommended the bill be tabled and recommended for an interim study.

A motion was made by Representative Moomaw that HB-2163 be tabled, and recommended for an interim study. The motion was seconded by Representative Wilbert. Motion passed.

The meeting was adjourned at 3:25 p.m.

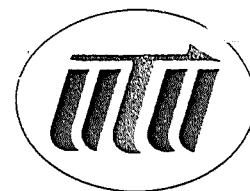
  
Rex Crowell, Chairman

PLEASE PRINT

NAME	ADDRESS	COMPANY/ORGANIZATION
CHARLES KOHLER	6328 CLEVELAND	KSTA
BOB GIBLIN	TOPEKA	KHP
TELLY MADLO	TOPEKA	KHP
STEVEN R MCCOY	4540 SW. 23RD TOPEKA	KHP
DAVID HORNBAKER	TOPEKA	KHP
ART WEISS	TOPEKA	AG
STAN PFEIFER	TOPEKA	KBI
HAROLD B TURNTINE	TOPEKA	DEPT OF REV.
Glenn Cogswell	TOPEKA	Smoot Grain Co.
ED DESOIGNIE	TOPEKA	KS. DEPT OF TRANSPORTATION
JOHN W SMITH	TOPEKA	Dept of Revenue
JOHN BOTZENBERG	TOPEKA	Ks. ETHANOL ASSOC
Lee M. Reeve	Garden City	" " "
DURANE E BERNING	NEOTE	"
FAT BARNES	TOPEKA	Ks. Motor Car Dealers Assn
Mary E. Turkington	TOPEKA	Kansas Motor Carriers Assn.
Tom Whitaker	TOPEKA	Kansas Motor Carriers Assn.
Mary Harper	Healy	
Leroy Jones	Overland Park	B. L. E.
RON GACHES	WICHITA	BMAE
Stubbins	TOPEKA	Kansas Railroad Assn.

R. E. (RON) CALBERT  
DIRECTOR/CHAIRMAN

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KANSAS STATE LEGISLATIVE BOARD

Statement Re: House Bill No. 2378  
An act relating to roads and highways

Presented to: House Transportation Committee

February 25, 1987

Mr. Chairman, and members of the Committee, I am Ron Calbert, Director, Kansas State Legislative Board, **United Transportation Union**. I am authorized to speak for our some seven thousand (7,000) active and retired railroad and bus employees and their families.

Mr. Chairman, I appear in opposition to the requirement of an additional five cents per gallon tax increase on motor-vehicle fuel costs that appears in Section 23 of House Bill No. 2378. As a representative of employees in Kansas railroad and bus industries, we have long been convinced that their automobiles are necessities, not luxuries. Therefore, we have always been an opponent of over-taxing the automobile in Kansas.

The passage of House Bill No. 2566 in 1983, which increased motor fuel taxes by two cents per gallon on July 1, 1983 and by an additional one cent on January 1, 1984 - and other compromises made even though we did not agree in entirety - should not go unnoticed. Here we are, three years later, and the Legislature is asking for another five cents per gallon increase in motor fuel tax to construct a turnpike/freeway system in Southeast and Western Kansas. It is being said that since our State is in such poor financial condition, tax committees are suggesting the State keep the windfall tax created by the Federal Tax Reform Act of 1986, in addition to the one cent State sales tax imposed

on July 1, 1986. I ask you, Mr. Chairman and Committee members, just how many more taxes can the working men and women of this State take?

In attending the Department of Transportation cost allocation presentation on January 29, 1987 and February 19, 1987, there were several items that came to my attention. It is possible that cars, pickups and vans are paying more than their fair share of highway costs in Kansas. One graph showed cars, pickups and vans paying 67% of the motor fuel tax and 94% of the sales tax in this State. All of the other trucks paid only 33% of the motor fuels tax and generated 1.2% of the sales tax.

In the study result, the chart showed that large cars overpaid by 23%, pickups and vans overpaid by 11%, and single unit trucks overpaid by 6%. While dual-unit trucks underpaid by 31%, combination units underpaid by 19% and twin--trailer units underpaid by 55%. If this cost allocation presentation by the Kansas Department of Transportation does not reflect accurate statistics, I believe that they should be encouraged to make the proper corrections.

My predecessor has testified many times before the Senate & House Transportation Committee concerning an increase in gas tax. The following is an excerpt from his statement presented in 1983:

According to the General Accounting Office of the U.S. Government, one tractor-trailer loaded to 80,000 pounds (the maximum legal truck weight in most states), does damage equal to 9600 automobiles. And yet, each automobile and light truck pays far more toward the maintenance of highways in relation to the damage it causes than the heavy trucks pay in relation to the damage they cause. It is readily apparent to anyone that an 80,000 pound trailer-truck does not pay registration taxes, sales taxes, fuel taxes, or any state taxes equivalent to those paid by 9600 automobiles.

The **United Transportation Union** is not opposed to the ideas or the proposal of building a new turnpike or freeway system. However, the State needs

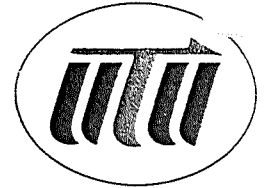
more of a "mix" in coming up with the money for this project.

We oppose the five cents a gallon motor fuel tax increase which appears in House Bill No. 2378.

Thank you, Mr. Chairman, for furnishing me the opportunity to appear before your Committee and express the concerns of the Kansans I represent. I will attempt to answer any questions at this time.



R. E. (RON) CALBERT  
DIRECTOR/CHAIRMAN



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Date: Wed., February 25, 1987

Representative Rex Crowell, Chairperson  
House Transportation Committee  
House of Representatives, State of Kansas

Statement By:

Mr. Floyd L. Huenergarde, Executive Vice-President  
U. S. 36 Highway Association, Inc.  
214 East Highway  
Smith Center, Kansas 66967

Reference: House Bill 2378, relating to roads and highways.

My name is Floyd L. Huenergarde, and I appear before you today as Executive Vice-President of the U. S. 36 Highway Association, Inc.

The U. S. 36 Highway Association is an organization of dues paying cities and members within the States of Kansas (Kansas membership is over 600), Illinois, Colorado, and Missouri, whose common objectives are promotion of travel on U. S. Route 36, the general improvement of that highway, and the promotion of economic well-being of the communities and enterprises located along its route.

Within the State of Kansas, the U. S. 36 Highway extends the length of our state from east to west approximately 400 miles; in the State of Missouri it extends the width from east to west approximately 195 miles; and in the State of Illinois the entire width of 225 miles. The highway serves municipalities and county seats along this distance. The commercial exchange between the cities located along this route is the life blood of these communities. We cannot expect the local economy of any community to prosper and grow unless our neighbors along this highway have first-class access to our markets.

In promotion of better roads, the Association has as one of its prime objectives the advancement of business, agriculture and commercial interests. Of

Att. 2

# Highway 36 should not be forgotten

THERE IS NO DENYING that the advent of the Interstate Highways system had an adverse effect on the use of U.S. Highway 36, which cuts across the nation's foodbasket from Indianapolis to Denver, but that is no reason for ignoring Highway 36.

Highway 36 has become, in most sections, a comfortable highway, minus some of the heavy traffic found on Interstates 70 and 80. It can, in fact, save five hours driving time between Indianapolis and Denver, via St. Joseph. The new Missouri River Bridge at St. Joseph is one of the notable improvements on the picturesque route.

SOME ENCOURAGING NEWS ABOUT FURTHER IMPROVEMENTS on Highway 36 was heard at the annual meeting of the U.S. 36 Highway Association at Hiawatha earlier this month. Fifteen improvement projects for fiscal years 1986 through 1990, including 10 in Northeast Kansas, include:

- ✓ 1986, installation of lighting towers at the Elwood interchange, seeding of shoulders south of Elwood and eastward toward the new Missouri River Bridge.

- ✓ 1987, surface overlay from Nemaha-Brown County line, east 12 miles through Fairview, bridge repair and overlay on north fork Black Vermillion River Bridge 1.1 miles east of the Marshall-Nemaha County line, grading and bridges one mile east of Brown-Doniphan County line east 14.5 miles toward Troy.

- ✓ 1988 to 1990, repair south fork Big Nemaha Bridge east of Nemaha-Brown County line, replacement of Cedar Creek Bridge a mile east of Nemaha-Brown County

## TIMELY OBSERVATIONS

Frederick  
W. Slater

Editorial  
Page Editor



line; surfacing and signing one mile east of Brown County line. Plans include diamond interchanges with K-120 south of Highland and K-7 north of Troy.

SPEAKING FOR MISSOURI, Jack C. Frissell, of the Missouri highway department, reported, "From the new bridge at St. Joseph to a very old and dilapidated bridge at Hannibal over the Mississippi River is 188 miles. Of that 188 miles, 60 of it is now four-lane highway. Under contract now are sections between Cameron and St. Joseph, a piece at Brookfield and another piece near Macon. There's another five-mile piece north of Macon that will be four-lane soon.

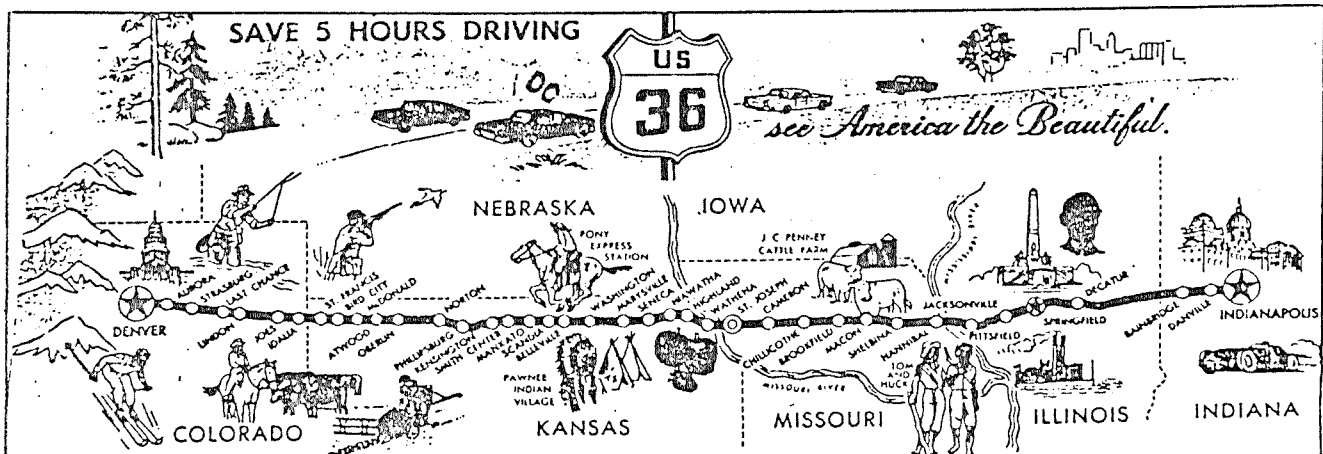
"The rest of the road across Missouri is a good two-lane highway, has 24-foot pavement, stabilized shoulders or adequate width, either eight or ten feet. Basically, you can cross Missouri now on Highway 36 with only the possibility of two stoplights, one at Shelbina and one in Hannibal. We have, over the years, built bypasses around most of the towns of any size so that you can get by them

without having to follow through on a main street.

ILLINOIS HAS BEEN BUILDING a four-lane highway toward Hannibal for some years. At the Illinois River they ran into some real environmental problems as some bald eagles live there. That held up the project, in court, for seven years. That finally got settled in the Illinois Highway Department's favor and they are building the Illinois River bridges now. They expect to have a four-lane highway to Hannibal by 1991.

"We are studying a new bridge at Hannibal where we have a bridge built in 1925. It is an old truss structure, 18-feet wide and we're fighting to keep it in repair so people can cross it. If we get a new bridge, it's bound to increase traffic on Highway 36."

Those improvements will all help, but the highway departments in the states along Highway 36 must be prodded to continue the work and step up the pace of the improvements. St. Joseph, Cameron, Brookfield, Macon and Hannibal must work together in Missouri and cooperate with Highway 36 groups in Kansas and Illinois to push for restoring the highway as a short East-West route. Admittedly, the Gramm-Rudman Act will reduce some highway expenditures, but multi-state Highway 36 backers can assist in obtaining more improvements for the highway by working with the U.S. 36 Highway Association, and contacting Floyd L. Huenergarde, executive vice-president, Smith Center, Kan., 66967.



FEDERAL-AID HIGHWAY ACT OF 1973

HEARINGS  
before the  
SUBCOMMITTEE ON TRANSPORTATION  
of the  
COMMITTEE ON PUBLIC WORKS  
UNITED STATES SENATE  
Ninety-Third Congress  
First Session  
on  
S. 502

SOME REMARKS BY  
FORMER GOVERNOR  
ROBERT B. DOCKING

Senator DOMENICI. I have one other question.

We have in the past alluded to citizen input, or citizen participation, and many of the choice of the words we used to hear was citizen participation.

We are now talking about the same sort of thing about highways, but using different words.

Have you developed in your State any mechanism for what you think gets citizen participation or input in a meaningful manner, and shortens the time span, and if so, could you describe that mechanism to us.

Governor DOCKING. I would say the people of Kansas know about roads, they are interested in roads, a lot of it, we have some representatives here from various highway associations, for instance, Highway 36, which goes to the northern part of Kansas, east-west roads, they are very active, they have representatives from those communities, and there is no lack of interest or involvement anywhere you want to build a road in Kansas, and that is a lot of community participation.

Senator DOMENICI. Are you finding the Federal Government's bureaucracy adjusts to using these people reasonably, and getting on with things, or do they ask for more citizen meetings, that more meetings be held?

Governor DOCKING. No, I would say we have good citizen participation as it were, with or without the Federal Government.

Statement, February 25, 1987

the cities and counties along U. S. 36, highway and economic development are inseparable. The course of civilization is correlated and totally parallel to the routes of commerce and transportation -- and because of our midway U. S. A. location, U. S. 36 can provide one of the nation's finest highways and become the central point of progress.

The U. S. 36 Highway Association is dedicated to the construction of a freeway from Indianapolis, Indiana to Denver, Colorado, and urges that the development of a highway system along the present U. S. 36 Highway through the States of Indiana, Illinois, Missouri, Kansas and Colorado proceed at a highly accelerated rate so that this vital link between east and west can be restored to its former popularity and prestige.

The members of our Association respectfully request and urgently hope that Highway 36 will not be forgotten.

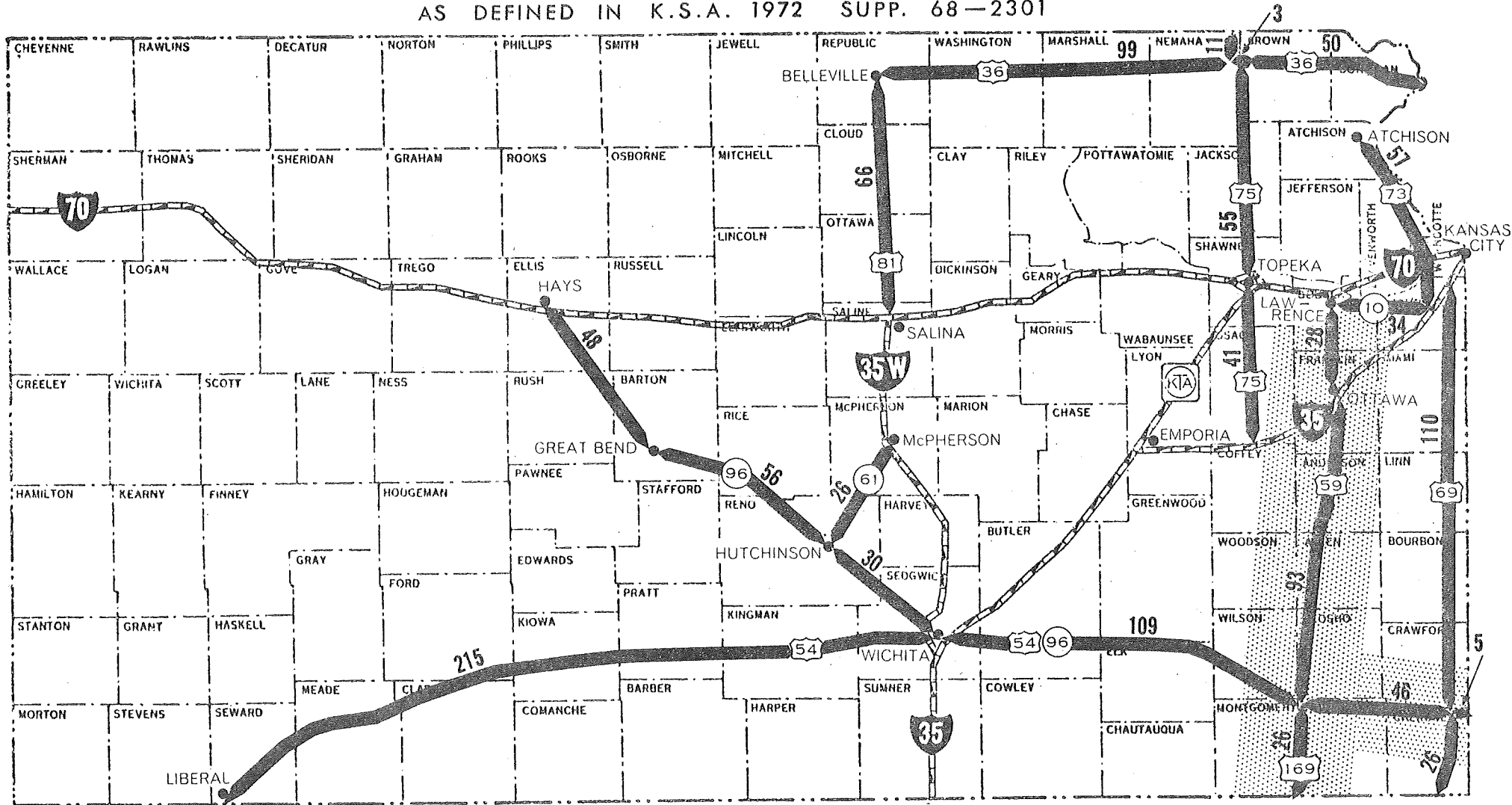
The interests of the people along this corridor would best be served by continuance of this freeway system as legislated in 1969 and financed with a \$320 million bond financing bill in 1972. Progress has already been made in the necessary phases of the location and design requirements, and right of way location has been completed and agreed upon for the construction of U. S. 36 Highway in Brown and Doniphan Counties from Hiawatha to St. Joseph, Missouri; and we hope that every effort will be made that U. S. 36 from the Missouri border to the City of Belleville will positively be retained as legislated and programmed for construction on the present priority schedule.

At the Annual Convention of the U. S. 36 Highway Association, Inc., June 8 and 9, 1986, Hiawatha, Kansas, our major policies were reaffirmed and approved; and again at our Annual Board of Directors Meeting, October 12, 1986, Norton, Kansas.

# KANSAS

## EXPRESS HIGHWAYS AND FREEWAYS

### AS DEFINED IN K.S.A. 1972 SUPP. 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.

46 MILES

LEGEND

EXPRESS HIGHWAY

AND

FREEWAY SYSTEM

INTERSTATE SYSTEM



The traffic on U. S. 36 Highway is one-third less than the former traffic flow, thus reducing revenues to better hotels and motels by approximately one-third as well as reducing revenues of smaller businesses to the point that repossession and business foreclosures are occurring at an alarmingly accelerated rate.

National travel agencies are routing all travel plans originating to the Northeast and East of Kansas, which were formerly routed over U. S. 36 Highway in Indiana, Illinois, Missouri, Kansas (the most scenic and historical route through the State of Kansas) and Colorado, to Interstate 80 to the north due to the safety of the Interstate System.

The economic loss to communities and enterprises along U. S. 36 Highway is so great that it leaves in peril the very survival of these communities and enterprises as well as reducing the economic growth of all of these States.

Travel and tourism has been and is a major factor in maintaining a sound economic base in the rural communities along U. S. 36 Highway, especially in view of the continuing decrease in agricultural economic activity through the years to the point where the future of these essential communities is seriously impaired; there is a need for immediate action to relieve the critical distress of the aforementioned communities.

According to Kansas state highway department division of safety reports, the section of Highway 36 between St. Joseph and Hiawatha was one of the most dangerous sections of roadway in Kansas. The Kansas report for a five and one-half year period between January 1, 1968 and June 30, 1973, shows the average fatality rate on this section of highway is more than double the state-wide rate.

According to the report, the Kansas state-wide fatality rate for 1972 was 3.8 fatalities per 100 million vehicle miles. The average fatality rate on the Highway 36 section was 9.28 fatalities per 100 million vehicle miles. On some

sections of the highway -- made dangerous by narrow paving, curves and hills and dips -- the fatality rate runs as high as 15.44 fatalities per 100 million miles. That is more than four times the state-wide highway fatality rate.

This is the section between Highland, the junction to the east, with Kansas 7. The fatality rate for other sections of the highway include: Hiawatha to the FAS 69 junction, 8.87 fatalities; FAS 69 junction to Brown-Doniphan County line, 10.00 fatalities; Brown-Doniphan line to Highland, no fatalities; Kansas 7 junction to Troy, 7.31 fatalities; Troy to Wathena, 10.08 fatalities, and Wathena to Kansas-Missouri line, 13.26 fatalities.

In the summary of accidents it is noted there were 516 traffic accidents on this section of Highway 36 in the five and one-half year period. In these crashes there were 415 persons injured and 24 persons lost their lives.

This works out to an average of 94.0 accidents per year, an average of 75.4 persons injured each year and an average of 4.3 persons killed each year. These are rather grim figures and certainly back up the contention of Highway 36 boosters that Kansas needs to improve Highway 36 in Kansas.

Because of sections such as this, of antiquated and dangerous roads on U. S. 36, a colossal travel business has been lost. Thus, reducing revenues of businesses serving the traveling public to the point that repossession and foreclosures have occurred at an alarming rate. Travel and tourism has been a major factor in maintaining a sound economic base in the cities along U. S. 36 Highway. National agencies are routing all travel plans originating to the northeast and east of Kansas, which were formerly routed over U. S. 36, to Interstate 80.

The evidence is clear that highways constructed to interstate standards are more than twice as safe as two-lane roads and that if the cost of accidents were

Accident rate per million vehicle miles traveled in 1985

STATE HIGHWAY SYSTEM AND CITY CONNECTING LINKS INCLUDING KANSAS TURNPIKES

KANSAS DEPARTMENT OF TRANSPORTATION STATEWIDE ACCIDENT RATES  
 PERIOD - 1/1/1981 TO 12/31/1985

LANE CLASS	TYPE	ACCESS CONTROL	LOCATION	***NUMBER OF MILES	OF ACC	MILLION VEH MILES	ACCIDENT RAT/MVM
2 LANE		NONE	RURAL	8165.070	29749	19297.96	1.542
2 LANE		NONE	CITY	320.521	10083	1977.59	5.099
2 LANE		PARTIAL	RURAL	637.165	3083	2359.83	1.306
2 LANE		PARTIAL	CITY	22.701	665	257.61	2.581
2 LANE		FULL	RURAL	56.285	327	290.49	1.126
2 LANE		FULL	CITY	1.206	8	5.97	1.341
4 LANE	UNDIV	NONE	RURAL	9.942	106	50.91	2.082
4 LANE	UNDIV	NONE	CITY	191.446	23134	2931.46	7.892
4 LANE	UNDIV	PARTIAL	RURAL	2.679	43	20.01	2.149
4 LANE	UNDIV	PARTIAL	CITY	15.262	1679	307.33	5.463
4 LANE	DIVID	NONE	RURAL	31.894	777	500.21	1.553
4 LANE	DIVID	NONE	CITY	27.223	4259	894.75	4.760
4 LANE	DIVID	PARTIAL	RURAL	123.752	2626	1526.14	1.721
4 LANE	DIVID	PARTIAL	CITY	90.837	10609	2501.70	4.241
4 LANE	DIVID	FULL	RURAL	824.716	9215	10349.33	0.890
4 LANE	DIVID	FULL	CITY	120.615	7313	4158.07	1.759
6 LANE	UNDIV	NONE	CITY	1.745	358	58.84	6.255
6 LANE	UNDIV	PARTIAL	CITY	0.136	11	1.32	8.356
6 LANE	DIVID	NONE	CITY	1.722	1	29.73	0.034
6 LANE	DIVID	PARTIAL	CITY	4.746	1620	256.34	6.320
6 LANE	DIVID	FULL	RURAL	3.278	22	72.20	0.305
6 LANE	DIVID	FULL	CITY	41.853	6274	2983.47	2.103
3 LANE		PARTIAL	CITY	0.378	70	7.01	9.991
7 LANE	DIVID	NONE	RURAL	0.794	3	7.57	0.396
2 LANE	DIVID	PARTIAL	CITY	0.498	55	11.06	5.875

Statewide - 2.204

reduced only by half the savings to the people of Kansas would build the best roads for everybody.

We urgently plead that construction in Doniphan County will proceed as programmed so that this obsolete section of U. S. 36 may be upgraded to meet the newest standards and thus give the motorist the safest highway possible.

A "Super Two" highway is basically one that is built to current AASHTO (American Association of State Highway and Transportation Officials) standards with a 70 m. p. h. design speed. It would be 44' wide (12' lanes, 10' shoulders) and the hills and curves would be modified to meet the 70 m. p. h. design requirement.

The average section of two-lane has 23.78' surface width and 6.02' of shoulders.

We would be very pleased if the two-lane standards of highway construction could replace a section of U. S. 36 with extremely inadequate shoulders, and a contributing factor to the safety of this highway.

The highway accident rates on the stretch of Highway U. S. 36 between the Sabetha junction and Oneida are due to vehicles slipping off the edge of the road for lack of adequate shoulders and the gradual build-up of the road to about six to eight inches above the shoulders, which makes it extremely tricky to pull a vehicle back on the road; we are concerned over the number of accidents, personal injury, property damage, and loss of lives due to this very severe problem.

Our Association requests that the Kansas Department of Transportation review the number of accidents on this section over the past years to verify the accident rate for this section, and that you may reconsider your long-range plans and include this section for immediate improvement.

A study at Kansas State University in 1971 shows a significant concentration of economic activity in Kansas -- where the jobs are.

The fact is that four-lane highways, interstate standards, do attract most of the new firms, especially the industrial ones.

It was found that a great majority of leading business firms are located in a triangular-shaped area bounded generally by a line running south and west from Kansas City to Wichita, via Interstate Highway 35, thence north from Wichita to Salina, via I-35W (including Hutchinson), and finally east from Salina back to Kansas City, via I-70 (including Manhattan).

One has only to drive west from Kansas City on I-35 to see at once the connection between a super highway and the location of job-providing businesses, be they manufacturers or what.

Nothing would be more effective than construction of modern four-lane highways, interstate standards, in Kansas. It would undoubtedly be a most favorable factor in attracting new industries and other new firms.

From the Executive Report, Volume 1, Kansas Economic Development Study: Findings, Strategy, and Recommendations, prepared by the Institute for Public Policy and Business Research, The University of Kansas; Study Director: Dr. Anthony Redwood; Study Coordinator: Dr. Charles Krider. June, 1986.

Four-lane, limited access highways have become the major element in the nation's transportation system. Access to such highways is crucial to an area's economic development. There are sufficient good business locations on or near interstate highways, so that many firms will not consider locating or expanding in "isolated" areas far removed from the interstate highway system.

Thursday, May 14, 1970, Congressman Keith Sebelius from Norton introduced legislation that in the short run would provide better transportation, urgently needed economic benefits and increased employment, our rural areas in the Midwest. In the long run, this legislation would encourage a reversal of our current population migration and help to provide relief to our overcrowded cities.

This legislation specifies the following highways shall be designated under the provisions of section 103 (d) of title 23 of the United States Code as part of the National System of Interstate and Defense Highways:

First, U. S. Highway 36 from its intersection with National Interstate Highway Bypass 405 by Indianapolis, Indiana, to Strasberg, Colorado, paralleling U. S. Highway 36.

To further report the progress of conversion for U. S. 36 to interstate standards, the following is a report by Jack C. Frissell, Division Engineer, Planning Division, Missouri Highway and Transportation Commission:

"From the new bridge at St. Joseph to a very old and dilapidated bridge at Hannibal over the Mississippi River is 188 miles. Of that 188 miles, 60 of it is now four-lane highway. Under contract now are sections between Cameron and St. Joseph, a piece at Brookfield, and another piece near Macon. There's another five-mile piece west of Macon; that will give about 80-some odd miles that will be four-lane soon.

"The rest of the road across Missouri is a good two-lane, has 24-foot pavement, stabilized shoulders of adequate width, either eight or ten feet. Basically, you can cross Missouri now with only the possibility of two stop lights, Shelbina and one in Hannibal. We have over the years built bypasses around most of the towns of any size so that you can get by them without having to follow through a main street.



United States  
of America

# Congressional Record

PROCEEDINGS AND DEBATES OF THE 91<sup>ST</sup> CONGRESS, SECOND SESSION

Vol. 116

WASHINGTON, THURSDAY, MAY 14, 1970

No. 77

## House of Representatives

THURSDAY, MAY 14, 1970

### THE POPULATION-MIGRATION PROBLEM CONFRONTING RURAL AND SMALLTOWN AMERICA

(Mr. SEBELIUS asked and was given permission to address the House for 1 minute and to revise and extend his remarks.)

Mr. SEBELIUS. Mr. Speaker, for some time now it has become obvious that the pressing problems of urban America are directly related to the population-migration problem that is confronting rural and smalltown America. In order to provide long-range solutions to the problems of our cities, we obviously need a more even distribution of our population throughout our country.

President Nixon has stated:

The population of our country is likely to grow by 50 per cent in the next 30 years. After an era in which people have moved steadily from our rural areas to our now overcrowded cities, we must do what we can to encourage a more even distribution of our population.

Today, I am introducing legislation that in the short run would provide better transportation, urgently needed economic benefits and increased employment, our rural areas in the Midwest. In the long run, this legislation would encourage a reversal of our current population migration and help to provide relief to our overcrowded cities.

This legislation specifies the following highways shall be designated under the provisions of section 103(d) of title 23 of the United States Code as part of the National System of Interstate and Defense Highways:

First, U.S. Highway 26 from its intersection with National Interstate Highway Bypass 465 by Indianapolis, Ind., to Strasberg, Colo., paralleling U.S. Highway 36;

Second, U.S. Highway 81 from Interstate 35W at Salina, Kans., north to its intersection with Interstate 90;

Third, U.S. Highway 54 from its intersection with Interstate 235 at Wichita, Kans., to the intersection with Interstate 40 at Tucumcari, N. Mex.;

Fourth, U.S. Highway 50 from its intersection with U.S. Highway 81 by Newton, Kans., to the intersection with Interstate 25 at Pueblo, Colo.; and

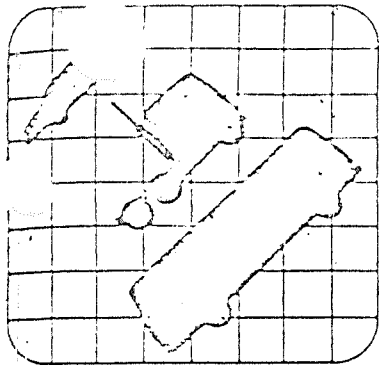
Fifth, U.S. Highway 33 from McAllen, Tex., to the intersection with Interstate 94 east of Bismarck, N. Dak.

This legislation would be of great help in offsetting the current farm income crisis through increased employment opportunity, jobs in roadbuilding and economic benefits to supporting industries such as steel, aggregates, cement, bituminous materials, and construction equipment and machines.

Long-range benefits would involve economic development and revitalization of our rural and smalltown areas. Modern transportation inspires economic growth.

The most obvious benefits of this highway improvement and expansion of course involve transportation. Deliveries will be faster, truck operation more productive. Industry will be encouraged to locate in spacious, clean-air country where modern routes would provide production, assembly, and distribution lines. Business and vacation travel will take much less time and there will be greater comfort and less strain in driving in that part of our country where long-distance driving is a daily occurrence.

Perhaps most important, modern highways in our rural areas would mean expanded economic opportunity in areas where people prefer to live—our Nation's countryside. Given adequate economic opportunity and a favorable living environment, large numbers of families will leave our crowded cities and choose to rear their families in rural and smalltown America.

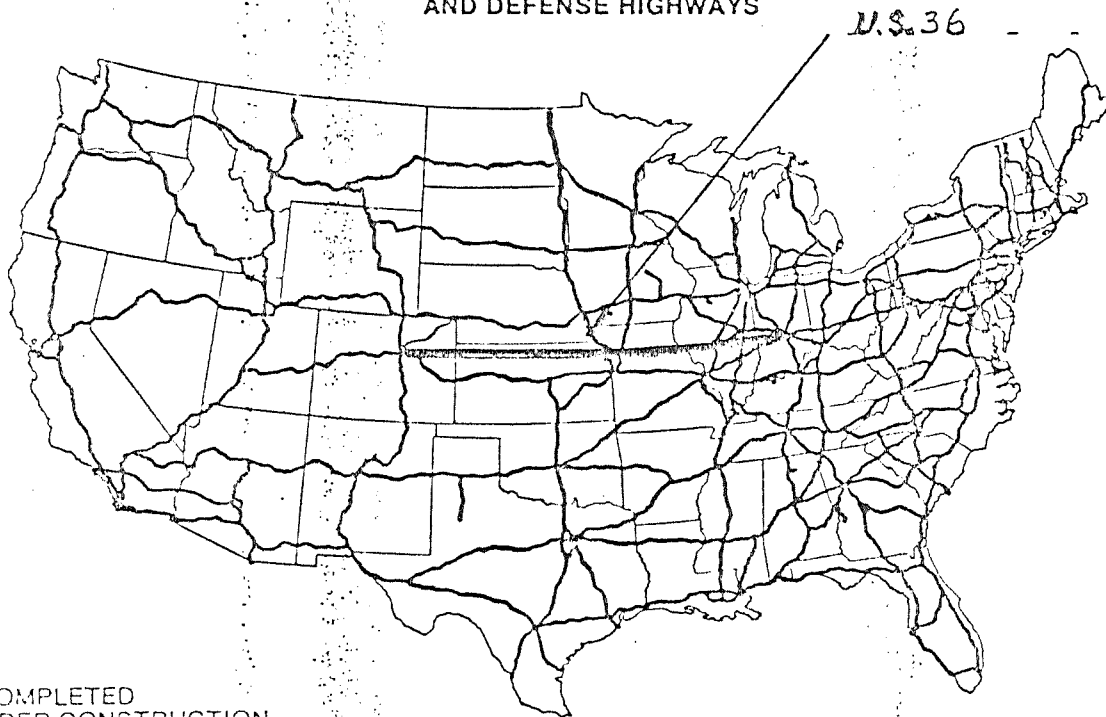


## THE INTERSTATE — FINEST HIGHWAY SYSTEM IN THE WORLD

Every major metropolis in the nation and most of our moderate-sized cities are linked by our National System of Interstate and Defense Highways. The network, started 22 years ago, provides the United States with a transportation mode that is unparalleled. In terms of safe motoring, trip time and costs the Interstate represents one of the best transportation investments ever made. Total cost currently is estimated at \$104.3 billion. Just last year short stretches of pavement in

Georgia were completed to provide an uninterrupted traffic flow from the tip of Florida to the Soo Canals in Northern Michigan. Other gap closures in Kansas and Missouri now permit continuous travel between Duluth and San Antonio.

### THE NATIONAL SYSTEM OF INTERSTATE AND DEFENSE HIGHWAYS



U.S. 36

92% COMPLETED  
7% UNDER CONSTRUCTION  
1% WORK NOT STARTED

### THE NATIONAL SYSTEM OF INTERSTATE AND DEFENSE HIGHWAYS

	1967	1969	1971	1973	1974	1975	1976	1977
<b>Mileage Open to Traffic:</b>								
Completed (1).....	19,984	24,192	27,903	30,787	31,871	33,097	33,977	34,910
Improved (2).....	3,354	3,144	2,780	2,364	2,093	2,031	1,940	1,731
Toll Facilities.....	2,303	2,302	2,305	2,309	2,308	2,264	2,266	2,266
<b>Total open to traffic.....</b>	<b>25,642</b>	<b>29,638</b>	<b>32,988</b>	<b>35,460</b>	<b>36,272</b>	<b>37,392</b>	<b>38,183</b>	<b>38,907</b>
<b>Work under construction:</b>								
Mileage under construction.....	5,490	4,782	3,862	3,036	2,730	2,261	1,841	1,432
Engineering or right-of-way (3).....	8,805	6,299	4,098	3,091	2,660	2,165	1,800	1,611
<b>Total Underway.....</b>	<b>14,295</b>	<b>11,082</b>	<b>7,960</b>	<b>6,127</b>	<b>5,390</b>	<b>4,426</b>	<b>3,641</b>	<b>3,043</b>
<b>Work not yet in progress.....</b>	<b>1,063</b>	<b>1,781</b>	<b>1,552</b>	<b>913</b>	<b>838</b>	<b>682</b>	<b>676</b>	<b>550</b>
<b>Total Designated System Mileage.....</b>	<b>41,000</b>	<b>42,500</b>	<b>42,500</b>	<b>42,500</b>	<b>42,500</b>	<b>42,500</b>	<b>42,500</b>	<b>42,500</b>

1) Completed to full or acceptable standards.

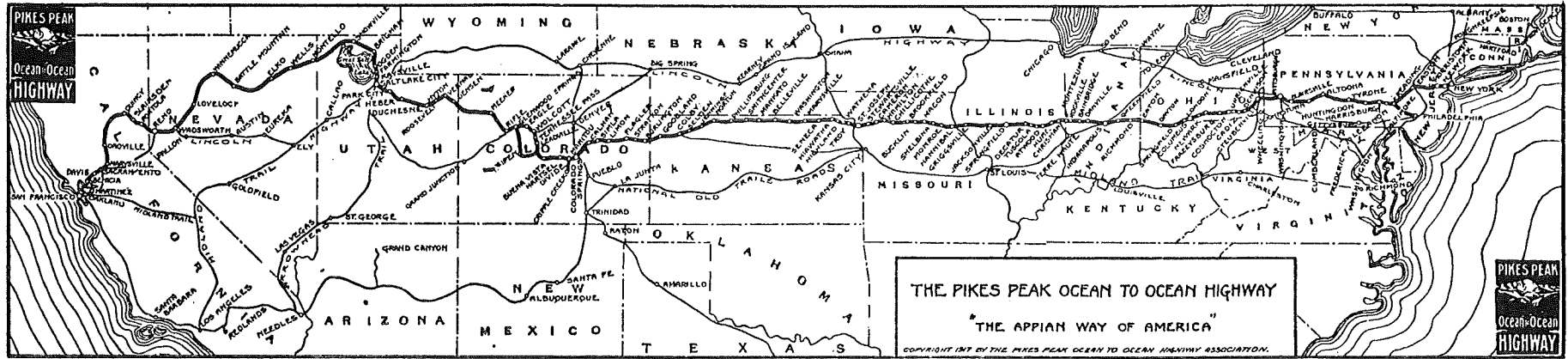
(2) Improved to standards adequate for present traffic but additional improvement needed to meet full standards.

(3) Preliminary engineering or right-of-way acquisition under way.

NOTE: Data as of December 31 of each year.

SOURCE: U.S. Federal Highway Administration, Quarterly Report on the Federal-Aid Highway Program.





**ROCK ISLAND  
HIGHWAY**  
ST. JOSEPH—DENVER  
and COLORADO SPRINGS

A. Q. MILLER, Secretary-Treasurer  
Belleville, Kansas



This is the official pilot car leaving Robidoux Hotel, St. Joseph, Mo., September 13, 1913 for Denver, Colo. The car was a Kissel, the official logging car. In the car left to right are: G. H. Hodges, governor of Kansas; A. Q. Miller, Belleville, Kansas; D. E. Watkins, H. J. Leslie, and J. R. Edwards, Blue Book representative.

Floyd L. Huenergarde, Executive Vice-President  
United States 36 Highway Association, Inc.  
214 East Highway, P. O. Box 366  
Smith Center, Kansas 66967

Annual Meeting  
June 8 and 9, 1986  
Best Western Lodge  
Hiawatha, Kansas 66434

## POLICIES APPROVED

THE UNITED STATES 36 HIGHWAY ASSOCIATION, INC., in Annual Convention on June 9, 1986, in Hiawatha, Kansas, adopted the following Resolutions for immediate and aggressive action by the officers and directors of this Association.

The U. S. 36 Highway Association, Inc., is an organization of over 900 dues-paying members in the cities along the U. S. 36 corridor from Indianapolis to Denver, whose common objectives are promotion of travel on U. S. 36 Highway, the general improvement of that highway, and the promotion of economic well-being of the communities and enterprises located along its route.

The U. S. 36 Highway extends the length from Indianapolis, Indiana, to Denver, Colorado, and serves all of the municipalities along this distance. The commercial exchange between the cities located along this route is the life blood of these communities. We cannot expect the local economy of any community to prosper and grow unless our neighbors along this highway have first-class access to our markets.

In promotion of better roads, the Association has as one of its prime objectives the advancement of businesses, agriculture and commercial interests. Of the cities and counties along U. S. 36, highway and economic development are inseparable. The course of civilization is correlated and totally parallel to the routes of commerce and transportation -- and because of our midway U. S. A. location, U. S. 36 can provide one of the nation's finest highways and become the central point of progress.

### TRAFFIC LOSS ON U. S. 36 IN KANSAS

WHEREAS, the traffic on U. S. 36 Highway is one-third less than the former traffic flow, thus reducing revenues to better hotels and motels by approximately one-third as well as reducing revenues of smaller businesses to the point that repossession and business foreclosures are occurring at an alarmingly accelerated rate; and

WHEREAS, National travel agencies are routing all travel plans originating to the Northeast and East of Kansas, which were formerly routed over U. S. 36 Highway in Indiana, Illinois, Missouri, Kansas (the most scenic and historical route through the State of Kansas) and Colorado, to Interstate 80 and Interstate 70 to the North and South due to the safety of the interstate system; and

WHEREAS, the economic loss to communities and enterprises along U. S. 36 Highway is so great that it leaves in peril the very survival of these communities and enterprises as well as reducing the economic growth of all of these States; and

WHEREAS, the need for immediate action to relieve the critical distress of the aforementioned communities;

NOW, THEREFORE, BE IT RESOLVED: that the U. S. 36 Highway Association, Inc., gives its strongest support to the immediate construction of a freeway from Indianapolis, Indiana, to Denver, Colorado, and urges the development of a freeway system along the present U. S. 36 Highway through the States of Indiana, Illinois, Missouri, Kansas and Colorado.

AND BE IT FURTHER RESOLVED, that the best interests of the people along the U. S. 36 corridor would be served by continuance of the present freeway system in Kansas, as legislated, due to the progress that has already been made in the necessary phases of location and design requirements, and that every effort will be made that U. S. 36 from the Missouri border to the City of Belleville will positively be retained as legislated and programmed for construction on the present priority schedule.

The priority system of allocation of funds is extremely important, but urgent consideration should be immediately given to the road from Hiawatha to St. Joseph; the need is obvious. Present priorities should be retained.

THEREFORE, BE IT FURTHER RESOLVED, inasmuch as the plans and right of way location have been completed and agreed upon for the construction of U. S. 36 Highway in Brown and Doniphan Counties in Kansas,

Therefore: This Association is urging the Kansas Department of Transportation to proceed with dispatch in the immediate construction of such planned improvements to full four-lane standards, so that this obsolete section of U. S. 36 may be upgraded to meet the newest standards, and thus give the motorist the safest highway possible and also by proceeding now with this construction to avoid the rising cost of construction.

### ACCELERATED HIGHWAY DEVELOPMENT

WHEREAS, National studies have determined that the modern high-type two-and-four-lane highways are twice as safe as regular highways in addition to providing substantial monetary savings for drivers; and

WHEREAS, increasing traffic on highways, roads and streets of U. S. 36 Highway make it imperative, if these states are to consider the safety and economic well-being of their citizens and those traveling in and through the Mid-West, a substantially accelerated highway development program is essential; and

WHEREAS, the current highway needs report confirms the existence of serious deficiencies in the U. S. 36 Highway system; and

NOW, THEREFORE, BE IT RESOLVED: that the U. S. 36 Highway Association, Inc., gives its continued support to an accelerated highway development program; construction made possible through the continued increase in revenue on gallons of gasoline.

BE IT FURTHER RESOLVED, that we oppose the use of highway funds to subsidize the construction and operation of toll roads in the State of Kansas.

### OVERPASS OR UNDERPASS AT MARYSVILLE, KANSAS

WHEREAS, the increased rail traffic to support the Jeffrey Energy Center with sufficient coal has caused extreme delays on U. S. 36 Highway in Marysville, Kansas, and

WHEREAS, the future rail plans for increase in the number of coal trains per day indicates a serious safety hazard will exist,

THEREFORE, BE IT RESOLVED, that the Kansas Department of Transportation continue its study and efforts to provide a feasible U. S. 36 Highway crossing, overpass or underpass, at the Union Pacific railroad in Marysville, Kansas.

### ADEQUATE SHOULDERS BETWEEN SABETHA JUNCTION AND ONEIDA

WHEREAS, there are sections of Highway U. S. 36 with extremely inadequate shoulders, which is a contributing factor to the safety of this highway, and,

WHEREAS, the highway accident rates on the stretch of Highway U. S. 36 between the Sabetha junction and Oneida are due to vehicles slipping off the edge of the road for lack of adequate shoulders and the gradual build-up of the road to

(ADEQUATE SHOULDERS, continued)

about six to eight inches above the shoulders, which makes it extremely tricky to pull a vehicle back on the road; we are concerned over the number of accidents, personal injury, property damage, and loss of lives due to this very severe problem, and,

THEREFORE, BE IT RESOLVED, that the U. S. 36 Highway Association, Inc., requests that the Kansas Department of Transportation review the number of accidents on this section over the past years to verify the accident rate for this section, and that you may reconsider your long-range plans and include this section for immediate improvement.

RURAL ROADS CRISES

WHEREAS, the productive capability of American agriculture is a source of tremendous economic strength -- actual and potential -- to the nation;

AND WHEREAS, said capability is subject to the vagaries of weather, our farmers have demonstrated they can produce the food and fiber needed to feed and clothe 210 million Americans and, at the same time, make an essential multi-billion dollar annual contribution to a favorable balance of trade;

AND WHEREAS, the U. S. doesn't dare run the risk of deliberately jeopardizing its agricultural assets;

AND WHEREAS, the nation's ability to efficiently move agricultural products from farm to marketplace is a matter that directly affects every citizen;

AND WHEREAS, in the deterioration and operation of rural rail lines, the facilities of transporting these goods to market are increasingly becoming non-existent;

THEREFORE, BE IT RESOLVED, that additional funding for the construction and improvement of farm-to-market roads and bridges be immediately undertaken, by increasing Federal Aid Secondary Funding, and

BE IT FURTHER RESOLVED, that the Emergency Bridge Replacement Program be accelerated, and permit the utilization of these funds to replace bridges off of the Federal-Aid system, and

BE IT FURTHER RESOLVED, that the "Federal Safer Off-System Roads Program," as revised by Congress in the 1976 Federal-Aid Highway Act, be continued and funding be increased for it.

MEMBERSHIPS

1986

U. S. 36 Highway Association, Inc.  
214 East Highway  
P. O. Box 366  
Smith Center, Kansas 66967

KANSAS

MISSOURI

COLORADO

ILLINOIS

Floyd L. Huenergarde, Executive Vice-President

KANSAS

City of St. Francis

St. Francis Chamber of Commerce  
Western Kansas Trucking, Inc.  
Ideal Super Market  
St. Francis State Bank and Trust  
Frewen Insurance Agency  
E. R. Cram, M. D.  
Homesteader Motel and Trailer Park  
K and B Repair  
Dairy King  
Lampe Hardware, Inc.  
Penn Building Service  
Joe M. and Harriet E. Winston  
Krueger's  
Passell Liquor Store  
Faulkender's Hardware  
Rieb-Skogmo Department Store  
Weber Barber Shop  
Melvia N. Penn

Cheyenne County State Bank  
Kramer's Furniture and Funeral Directors  
Douglas M. Fair, D. C., P. A.  
Big A Parts  
The St. Francis Herald  
Elmer Felzien  
Maxel, Inc.  
Zimbelman Motor Company  
Sainty's Super Foods #387  
Wagon Wheel Restaurant  
Republican Valley Veterinary Clinic  
Andrist Management Agency  
Daylight Donut Shop  
Ralph Crawford  
Kite and Day  
St. Francis Fabric Shop  
Donald E. Love  
Pla-Mor Recreation

City of Bird City

The Security State Bank  
Amsberry Service Station  
Antique Engine and Threshers  
Association, Inc.  
Bird City Community Club

Underwood Implement Company  
Walter F. Kroeger  
Underwood Insurance  
Donald Cress, Postmaster  
Jim Leisure

City of McDonald

The Peoples State Bank  
Harold Tongish, Postmaster  
Larson Conoco Service  
City of McDonald

McDonald Grocery  
Copper Penny Cafe and Bar  
Retail Liquor Store

## City of Atwood

Atwood Chamber of Commerce	State Bank of Atwood
Beaver Valley Supply Co., Inc.	Crest Motel
C. W. Beamgard Company, Inc.	Majestic Auto Service
The Citizen-Patriot	Brown, Creighton, and Peckham
E. C. Mellick Agency	The Currier Drug Company
Lakeside Motel	Buffalo Restaurant
Atwood V and S Variety Store	Atwood Equity Co-op Exchange
R-Car Care	Atwood Super Food
Snack Shack	Mike and Patti Hayden
Worthy Implement and Motor Company	Leinwetter Funeral Home
Palmer's Glass, Paint and Wallpaper Shop	

## City of Oberlin

Farmers National Bank	Norton-Decatur Cooperative Electric Company, Inc.
Milton A. Nitsch	Frontier Motel, Inc.
Decatur County Feed Yard	Hopping's Diesel Service
Decatur Co-op Association	Star Motel
Enfield Memorial Chapel, Inc.	Howard D. Benton
Dairy Inn	Lohofener Grain Co., Inc.
Oberlin Milling Co., Inc.	
The Bank of Oberlin	

## City of Norcatour

The Citizens State Bank

## City of Brewster

Ron's Repair

## City of Clayton

Lester L. Barnett



## City of Norton

Norton Chamber of Commerce	The First State Bank
First Security Bank and Trust Company	Valley Hope Association
Norton-Decatur Cooperative Electric Company, Inc.	Norton Daily Telegram
Brooks Motel	Ideal Truck Lines, Inc.
Norton County Co-op Association	New Age Industrial Corp., Inc.
Western Distributing, Inc.	J. H. Browne and Son
Wilson-Carter Printers Incorporated	Hillcrest Budget Host Motel
Thiele Auction and Realty	Norton Lumber Company
Bennett Motors	Norton County Abstract Co., Inc.
Gall Motor and New Look Body Shop	Town and Country Kitchen
Stage Coach Inn, S. S. S., Inc.	Mrs. Olive Allen
Motel "36"	Pizza Hut
Norton Appliance and Furniture	Enfield Funeral Home, Inc.
Isaac Furniture Company	Moffet Drug
Hall's Clothing	Wiltfong Service
Garrett Plumbing, Heating, and Electric Company	Bridges Agency, Inc.
Dr. Mark A. Klein, D. D. S.	Dr. Ronald D. Allen
Sears Authorized Catalog Merchant Calvert Corporation	City Motors
Lenco, Inc.	Norton Sheet Metal Works
Kellings Fine Foods	Dr. John J. Travis, Chartered
LuJon's, Inc.	Norton County Farm Bureau
Walter Motor Company	Sebelius and Griffiths
Jack Ward's Sports and Toys, Inc.	Sidles Company
Manning Office Supply	Rowh Motor Co., Inc.
J. C. Tillotson, Lawyer	Lucky Strike Grill
H. D. Crow, D. C.	Cottage Style Shop
Mrs. Velva McClain	Norton Cable TV, Inc.
Underwood Service Station	Heller Auto Service
McCormack Service	Norton Dairy
The Gordon Company	The Country Garden
Blevins E. Brooks	Safeway
	Norton Cleaners and Laundry
	Scheetz Motor Company, Inc.
	Charles B. Kraft, O. D.

## City of Stuttgart

Farmers State Bank

## City of Phillipsburg

Phillipsburg Area Chamber of Commerce	First National Bank
Norton-Decatur Cooperative Electric Company, Inc.	Denis W. Miller, Certified Public Accountant
Lumpkin's Super IGA	Phillips County Review
Park Line, Inc.     The Mark V Motel	Rankin Drug Store
The Phillipsburg Cooperative Association	Keesee Real Estate and Abstract
Scotty D. Patton, D. D. S., P. A.	Sullivan and Sullivan, Attorneys-at-Law
Olliff-Boeve Memorial Chapel	Holliday's Shoe Store
Mid America Real Estate and Insurance	Western Auto
Leonard Ford Motors, Inc.	State Farm Insurance
Boogaart's	Hahn and Hahn, Lawyers
Witmer Drug Store	Littlejohn Retail Liquor
Silver Saddle Motel	Phillips County Credit Union
R and L Boutique	D. T. (Bud) Broun, Jr.
Coast to Coast, Sawyer's, Inc.	Crossroads Clinic, Inc.
Isernhagen Insurance	Phillips County Abstract Co., Inc.
Weinman's Firestone	The Pin Cushion
Lunberry Jewelers, Inc.	Newell's Appliance and Sewing Center
P and L Service	Innes Electric
Bill Clarke's Studio	Sunburst Realty
Bissell Motel	Dick's Barber Shop
Kendall Appliance and TV	

## City of Agra

Farmers National Bank

Otis Insurance Agency

## City of Kensington

Kensington Commercial Club	The Kensington Cooperative Association
Simmons Mortuary	Standley Oil Company
Sharon's LTD	Allen C. Hein
Levin and Sons, Inc.	Newton L. and Bonnie Youngquist
Kensington Lockers, Inc.	Meyer Electric
James H. Kusel, Postmaster	

## City of Athol

Athol Cooperative Association

## City of Smith Center

Smith Center Chamber of Commerce	First National Bank
Smith County State Bank and Trust Company	Kennedy and Coe, Certified Public Accountants
Cole Machine and Auto Supply	Simmons Mortuary, Inc.
Bonecutter-Hill Chevrolet, Inc.	The Smith County Pioneer
Ingleboro Restaurant, Inc.	ModernAire Motel
Mace Body Shop	Smith Center Co-op Mill and Elevator Co., Inc.
Dale's, Inc.	Collier Abstracts, Inc.
Murphy's Mobil Service	M and M Service
Simmons Furniture	Meyer Service Center
Lindsay Soft Water Service	Coast to Coast
Smith Center Machine and Auto Supply, Inc.	Chuck Kincaid and Associates, Inc.
Farmers Union Insurance	Farm Bureau Insurance
Mike's Standard Service	Smith County Veterinary Service, P. A.
Windscheffel and Bush, Chartered	Smith Center Medical Group
Smith County Implement, Inc.	K and K Trash Removal Service
Carol's Tastee Treat	Simmons Flowers, Inc.
Dr. Bill Grimes	Larry's T. V.
Gray's Feed and Grain Company	Allen "Shorty" Kuhlman
Wiehl Ford Tractor, Inc.	Peterson Garden Center
Dale Remus Real Estate and Auction Service	Ben Franklin Store
Auto Care Clinic	Casey's Refrigeration and Appliance
Nichols Jewelry	The Style Shop

## City of Lebanon

Lebanon Hub Club	First National Bank
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## City of Mankato

Mankato Chamber of Commerce	Weltmer and Martin Law Offices
The State Exchange Bank	Jewell County Record
The First National Bank	Buffalo Roam Steakhouse, Inc.
Jensen Oil and Gas Co., Inc.	Lloyd's Standard Service
Forrest R. Fair	Medical Associates Chartered
Dauner Pharmacies, Chtd.	Mankato Welding and Machine
Coast to Coast	Jensen's Frontier Cafe
Kier's Thriftway	Crest-Vue Motel
Don's Electric Service and Town and Country Variety	Farmway Credit Union
Kramer's Furniture Store	Steven F. Coil, D. D. S., P. A.
Boogaart's	Jewell County Ambulance
Newell Implement Co.	Campbell Rural Appraisal and Real Estate Service
Loomis Building and Electric Co., Inc.	Neilson Retail Liquor
Dick Burns, Inc.	Halstead Shoe Store

## City of Courtland

Swedish-American State Bank

J-R Grain Company

## City of Scandia

Reece Construction Co., Inc.  
 Clarence L. Gile Agency  
 L and L Service  
 Kaffe Haus

Scandia State Bank  
 Republican Valley Cattle Feeders, Inc.  
 Carl E. Larson

## City of Belleville

Belleville Chamber of Commerce  
 First National Bank  
 Melton Motor Co., Inc.  
 Ray L. Clark, Inc. DBA Wes's Auto  
 Supply  
 Rural Gas, Inc.  
 Tibbetts-Fischer Furniture and Funeral  
 Home  
 Bachelor-Faulkner-Dart, Inc.  
 Sis Seed, Inc.  
 Marvel Skucius Retail Liquor  
 Don W. Earley Insurance Agency  
 Village Dress Shop  
 Kirk's Auto Repair  
 North Central Agency, Inc.  
 The Peoples National Bank  
 Arbuthnot Drug Co.  
 City of Belleville  
 Spurney and Spurney, Attorneys-at-Law  
 Holiday Cleaners

Alsop Sand Co., Inc.  
 Corner Grill  
 Bel-Villa Motel  
 Leonard's Appliance, Inc.  
 Plaza Motel  
 N. C. K. Electric Cooperative, Inc.  
 Telescope, Inc.  
 Krob Studio  
 Waddell and Reed, Inc.  
 Mikesell Motors  
 Dale's Service and Boat Sales  
 Baker's  
 Harber's Ice Cream Co.  
 Barth Appliance Center  
 Barton Plumbing and Heating  
 Swoyer and Simms, Attorneys-at-Law  
 Radio Station KREP FM  
 United First Agency, Inc.  
 Timothy E. Gottschalk, Chartered,  
 Certified Public Accountant

## City of Munden

Munden Oil Company

## City of Cuba

Walthers Oil Company

Havel Feed and Seed

## City of Morrowville

J and N Elliott Construction

## City of Greenleaf

Hoover's Incorporated

## City of Washington

Washington County News  
 Washington Health  
 Kastl Insurance Agency, Inc.  
 Zabokrtsky Hardware  
 Stigge's, Inc.  
 Harris Drug  
 Ben Franklin No. 7392  
 Lohrengel Tax and Accounting Service  
 Kuhlman Motor Company  
 The Squire Men's Shop

First National Bank  
 Park Hill Motel, Inc.  
 Monty and Eyer  
 Potts Auto Parts and Supplies  
 Hyland and Hyland, P. A.  
 K Motel  
 Washington Veterinary Clinic, P. A.  
 Mom and Pop's  
 J. B. Kloppenberg  
 City of Washington

## City of Hanover

Hanover Chamber of Commerce  
 The Community State Bank  
 Farmers Cooperative Association  
 Pony Express Enterprises  
 O. K. Service, Inc.  
 Hanover Lumber Company

Mueller Sand and Gravel Co., Inc.  
 Sedlacek's  
 Ranch House  
 Bill's Farm Service  
 Rick's Cafe

## City of Barnes

Finlayson Gravel

State Exchange Bank

## City of Bremen

The Bremen Farmers Mutual Insurance  
 Company

Bremen State Bank

## City of Waterville

Citizens State Bank

Waterville Lumber Company

## City of Marysville

Exchange Bank of Schmidt and Koester  
 Pepsi Cola Bottling Co. of Marysville  
 Blue Valley National Bank  
 Galloway, Wieggers, Sprouse and  
 Heeney, P. A.  
 Bower Construction, Inc.  
 Marysville Ready Mix, Inc.  
 Surf Motel  
 Boogaart's  
 Kinsley Mortuary, Inc.  
 Dairy Bar  
 Ed Kongs  
 Tension Envelope Corporation  
 CSM Co., Inc.  
 Houtz Insurance Agency  
 Kennedy and Coe, Certified Public  
 Accountants  
 The Bells Restaurant and Lounge  
 Joe's O. K. Tires  
 "The Huddle" Drive In Restaurant  
 Mode O Day No. 922  
 Pony Express Ranch  
 Jeter's Clothing  
 Parry Plumbing Co., Inc.  
 State Farm Insurance  
 Dr. E. Hamrick Swan, Jr., Dentist  
 Dixon Tire Co.  
 Quality Monuments and Inscriptions, Inc.  
 Dr. James N. Anderson, Chiropractor  
 Dale Ackerman, Optometrist  
 Fiesta LaGrande Mexican Food  
 Vineyard's Liquor Store  
 Seasons Aglow Studio  
 Boyda Law Office  
 Charles McLeod, Realtor  
 The House of Flowers  
 Marvin's Barber Shop  
 Dr. Stanley J. Nelson, O. D.  
 Haar Electric Company  
 James J. Buessing Insurance Agency  
 Skyline Truck Stop  
 Western Auto Associate Store  
 All Ways Freight Line, Inc.

Marysville Advocate  
 Landoll Corporation  
 Citizens State Bank  
 Marysville Clinic  
 Mary Marshall Manor  
 Community Memorial Hospital, Inc.  
 Hall Bros. Construction  
 James L. Ungerer  
 Downard's Food Mart, Inc.  
 Ar-Ex Drug Store, Inc.  
 Browne's  
 Delmar D. Falen, Certified Public  
 Accountant  
 Dierking Lumber and Home Center, Inc.  
 J and D Enterprises, Inc.  
 Marysville Livestock and Commission Co.  
 Thunderbird Motel  
 J. C. Penney Co., Inc.  
 Herkimer Co-op - Marysville Branch  
 Mrs. Katherine Pacha  
 The Marysville Publishing Company  
 Communications Service Company  
 Dr. Barry Bongers, D. D. S.  
 Dummermuth Implement Co., Inc.  
 June's Bar and Grill  
 Price Auto Supply  
 Cooksey's Parts Corporation  
 Shepherd's Band Box Cleaners  
 Kenneth V. Moses, Lawyer  
 Ackerman Jewelry Store, Inc.  
 Stohs Liquor Store  
 Raney Exterminators, Inc.  
 Toledo's Deli  
 Reeves and Bolton, Chartered, Attorneys-  
 at-Law  
 Bruce's Body Shop  
 Schroller Motor Sales  
 Herrs Auto and Tractor Service  
 United Insurance, Inc.  
 Welch Cunningham Agency, Inc.  
 Nordhus Motor Co.  
 Marysville Vault Co.  
 Thompson Lumber and Construction Co.

City of Marysville  
continued

Boss Motors, Inc.	Garden of Eden
Ferdinand Vering	Ham's Auto Service
Ehnen's Auto Parts	Mick's Lock and Key and Gas-A-Way
Maxwell's Shoe Store, Inc.	Ott Electric
Bruna Implement Company, Inc.	Marysville Plumbing
Leo V. Bongers, D. D. S.	Tom's Daylight Donuts
Talbot Radio and T. V.	Triangle Drug Store

City of Herkimer

Herkimer Co-op

City of Blue Rapids

The State Bank of Blue Rapids	Iles Drug Store
Stanley's Hy-Klas Food Store	Sigler Insurance, Inc.

City of Home

Betty's Food and Fuel	Lewis Seed and Fertilizer, Inc.
Blue Valley Telephone Company	Plegge Oil Co., Inc.

City of Frankfort

Mosher's Service

City of Beattie

Marshall County Bank of Beattie	Beattie Farmers Union Cooperative Association
Smart Truck Line, Inc.	Glick's Oil Company
Studer Truck Line, Inc.	

City of Axtell

The Nemaha-Marshall Electric Cooperative Association, Inc.	State Bank of Axtell
	Landreth-Thornburg Funeral Home

## City of Seneca

Citizens State Bank and Trust Company	Nemaha County Co-op Association
CR Industries of Seneca Division	Community National Bank
Suther Building Supply, Inc.	Ed A. Wassenberg
Starlite Motel	Haug Communications, Inc.
Lauer Funeral Home, Inc.	Seneca Ready Mix Concrete, Inc.
Ray's IGA	Bob's Sirloin Room
Nemaha Valley Motors, Inc.	Ray's Auto Supply
Henry Bros. Implement	Big B Thriftway
Henry Insurance Agency	Yunghans Insurance Service
Seneca Furniture Company, Inc.	Baileyville State Bank
H and H Motor Company	Lindsay Soft Water Service
Seneca Wholesale Company, Inc.	Friendly Diner
Seneca Tribune	Koelzer Lumber Co., Inc.
T-Shirts Etcetera No. 74	Brinker Home Furnishings
Florence Ann Shop	Rick Honeyman Ford and Mercury, Inc.
Lynn's Derby Service	Lierz Clothing, Inc.

## City of Sabetha

Farmers State Bank	Keim Transportation
Morrill State Bank and Trust Company	Wenger Manufacturing, Inc.
Gene's Thriftway	Leman Motors
Donald L. and Nancy C. Montgomery	Brockhoff Manufacturing
Sulco, Inc.	Lehmann and Meyer, Inc.
Farmers Cooperative Elevator	

## City of Fairview

Fairview Fertilizer Co., Inc.	Fairview Meat Processing
Dierking Lumber	Quality Oil Marketing, Inc.

## City of Goff

Quality Oil Station



## City of Hiawatha

Hiawatha Chamber of Commerce	The Morrill and Janes Bank and Trust Company
Ray E. Leman	Hiawatha Newspapers, Inc.
Wilde Tool Company	James T. Scherer, C. P. A.
Casselman-Meek Funeral Home, Inc.	Stan Boos Auto Sales
Brown County Cooperative Association	Tice Rexall Drugs, Inc.
Hiawatha Lodge	White Cloud Grain Co., Inc.
Ed's Standard Service	Hiawatha Savings and Loan Association
Gerald C. Speidel	Corbet, Inc.
Lindy's Thriftway Food Center	James A. Patton, J. D.
Hartman Realty	Doug Miller Insurance
Finley, Miller, Cashman, Schuetz, Weingardt and Schmitt, Attorneys	Nigus' Retail Liquor Store
Hiawatha Lumber Co., Inc.	D. M. S. Agency, Inc.
Dallas L. Corbet	Schuetz Tool and Die, Inc.
Carl's Body Shop	Dr. Ray Meidinger, M. D.
Gamble's	Dr. M. A. Swim, D. C.
The Fee Liquor Store	McQueen TV and Radio
Brown Insurance	Shockley Implement, Inc.
Step 'N Time Shoes	Sterns Auto Supply
H and H Food Mart	Novak and Lay Consulting Engineers
Family Hair Design	K. R. Riley, D. D. S., P. A.
Paul Mueller	Hiawatha Furniture Store
Delbert L. and Lorraine Wenger	Daylight Donuts
Larry's Barber Shop	Theodore L. Starr
Citizens State Bank and Trust Company	John Means
Lazy J., Inc.	Harlin L. Schram
Leo P. Tritsch	Jim Hodge Building and Remodeling

## City of Robinson

The Bank of Robinson	Idol and Clark Insurance
Ralph Davis Station	

## City of Highland

Miller Implement, Inc.	Winters Antiques
Ukena Hardware	Highland Recreation
Highland Lumber Company, Inc.	

City of Troy

First Bank of Troy  
Euler, Euler and McQuillan  
Doniphan Electric Cooperative  
Association, Inc.  
Virgil Begesse, Magistrate Judge  
Donald W. and Norma J. Sallee

Troy State Bank  
Paul Dittmore  
Holcomb Motor Service  
Marvin K. Harris  
Campbell Oil Company  
Troy Launderers-Cleaners and Car Wash

City of Wathena

Farmers State Bank  
Bell Service System and Appliance  
Center

Dr. Evan A. Peterson  
The Wathena Times  
Wathena Agency, Inc.

City of Elwood

First State Bank of Elwood

Goodwin Data Processing

City of Topeka

The Kansas Contractors Association,  
Inc.

COLORADO

City of Cope

The Little Chef

Larry's Conoco

City of Denver

Max G. Brooks

City of Last Chance

Red Spur, Inc.

Last Chance Dairy King

City of St. Joseph

Herzog Contracting Corp.  
Affiliated Foods, Inc.  
Hillyard, Inc.  
Rent-All Equipment, Inc.  
Wyeth Company  
Artesian Ice and Cold Storage Company,  
Inc.

The St. Joseph Automobile Club  
Moore's Welding Supply Company  
Karle Carriage Works, Inc.  
Jack Horner Machinery and Contractor  
Supplier

REPRESENTATIVE REX CROWELL & MEMBERS OF THE HOUSE TRANSPORTATION COMMITTEE. I WISH TO ADDRESS MY REMARKS TO HOUSE BILL # 2378.

I AM CLAYTON CONNELL FROM FREDONIA. I AM RETIRED FROM THE UNITED STATES POSTAL SERVICE, HAVING SERVED 47 YRS IN VARIOUS BRANCHES OF THE POSTAL SERVICE. I FINISHED MY SERVICE AS A RURAL MAIL CARRIER, I THEREFORE, FEEL THAT I CAN SPEAK WITH SOME AUTHORITY CONCERNING OUR HIGHWAYS IN KANSAS.

I HAVE BEEN A MEMBER OF CONGRESSMAN WHITTAKERS HIGHWAY COMMITTEE SINCE ITS INCEPTION AND AT THE PRESENT TIME I AM A MEMBER OF THE HIGHWAYS FOR PROGRESS COMMITTEE.

I AM SURE THAT YOU ARE AWARE THAT THE WORK FOR A COMPREHENSIVE STATE HIGHWAY PROGRAM WAS STARTED BY THE SOUTHEAST KANSAS HIGHWAY COMMITTEE.

WE STRONGLY SUPPORT THE SOUTHEAST HIGHWAY KANSAS HIGHWAY PROPOSAL. WE BELIEVE THAT THE CONSTRUCTION OF THIS HIGHWAY IS VERY VITAL TO THE ECONOMIC GROWTH OF OUR AREA. WE ALSO SUPPORT IMPROVEMENTS ALONG THE CORRIDOR IN COWLEY AND CHAUTAUQUE COUNTIES AS WELL AS CONNECTING LINKS BETWEEN INDEPENDENCE AND COFFEYVILLE ON HIGHWAYS 75 & 169.

HOWEVER, TO TELL YOU THAT THESE PROJECTS ARE OUR ONLY CONCERN WOULD BE IN ERROR. WE SUPPORT THE TOTAL STATE HIGHWAY PROGRAM. WE RECENTLY MET WITH REPRESENTATIVES FROM WESTERN KANSAS IN FREDONIA, AT THAT TIME WE EACH PLEDGED TO SUPPORT EACH OTHER IN OUR EFFORTS FOR HIGHWAY IMPROVEMENTS.

WE FEEL THAT THE GAS TAX PROPOSAL IS THE FAIREST TAX FOR PAYMENT OF BONDS. IN 1986, 23 STATE LEGISLATURES DEBATED MOTOR FUEL TAX INCREASES. THE STATES WHICH PASSED THE INCREASES WERE: COLORADO, DELAWARE, KENTUCKY, MONTANA, NORTH CAROLINA, TENNESSEE, TEXAS AND VIRGINIA. BY JANUARY 1, 1987, STATE GASOLINE TAXES AVERAGED 13.3 CENTS PER GALLON ON TOP OF THE 9 CENTS PER GALLON FEDERAL GASOLINE TAX.

ONLY 12 STATES AND THE DISTRICT OF COLUMBIA ARE NOT EXPECTED TO CONSIDER RAISING MOTOR FUEL TAXES THIS YEAR THROUGH INCREASES IN THE CENTS PER GALLON TAX. THE STATES WHICH ARE NOT EXPECTED TO RAISE THEIR TAX ARE: ARIZONA, ARKANSAS, CONNECTICUT, KENTUCKY (NO SESSION) LOUISIANA, MASSACHUSETTS, NEW HAMPSHIRE, NORTH CAROLINA, PENNSYLVANIA, RHODE ISLAND TENNESSEE AND VIRGINIA.

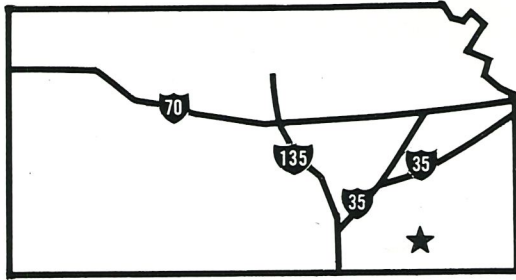
I AM A MEMBER OF THE GOVERNOR'S HIGHWAY TASK FORCE. I WOULD URGE YOU TO MOVE FORWARD WITH YOUR INITIATIVES AND TO WORK CLOSELY WITH GOVERNOR HAYDEN IN DEVELOPING A COMPREHENSIVE AND ALL INCLUSIVE HIGHWAY PROGRAM..

Attach-3

# KANSAS

## COMMUNITY PROFILE

**Fredonia**



### LOCATION

Distance in miles from:

Chicago	728	Denver	610	Los Angeles	1,391	New York	1,424
Dallas	300	Kansas City	150	Minneapolis	633	St. Louis	300

### POPULATION

	1980	1970	1960
City	3,150	3,154	3,080
County	11,537	11,888	11,080

### WORK FORCE

County Labor Data	Wilson County	Government	725
Civilian Workforce	5,480	Whsl./Retail	475
Employed	5,115	Agriculture	525
Manufacturing	1,225	Unemployed	365
Services	450	Unemployment Rate	6.7%

Hourly wage rates in selected manufacturing occupations

Occupation	Average wage range	Occupation	Average wage range
Assembler, Light	\$6.03-6.63	Machine Operator	\$7.31-8.04
Clerk, General	\$5.47-6.02	Mechanic, Maintenance	\$9.76-10.74
Industrial Truck Operator	\$7.31-8.04	Welder, Combination	\$8.05-8.85

Percentage of labor force unionized 10%      Work stoppages in past two years 1

### MUNICIPAL SERVICES

Type of local government	<u>Commission</u>	Number of volunteer fire department personnel	<u>16</u>
Comprehensive city plan adopted		Fire insurance class in the city	<u>6</u>
( ) Yes (x) No		Outside city	<u>10</u>
City zoning adopted (x) Yes ( ) No		Number of full-time policemen	<u>6</u>
Number of full-time fire department personnel	<u>0</u>	Number of part-time policemen	<u>0</u>
		Number of full-time sheriff patrolmen	<u>6</u>

## TRANSPORTATION

### Rail:

Name(s) of railroad(s) serving the community  
Santa Fe, Missouri Pacific, Burlington Northern

Reciprocal switching available (  ) Yes (  ) No  
 Distance to nearest piggyback service 30 mi.

### Motor Carriers:

Number of Interstate Carriers 6  
 Number of Intrastate Carriers 6  
 Number of Terminals in the Community 6

### Highways serving the community:

Interstate highway (E-W)          /          miles  
 Interstate highway (N-S) I-35 / 90 miles  
 U.S./Kansas highway (E-W) US-75 / 6 miles  
 U.S./Kansas highway (N-S) K-96 / 6 miles

### Time in transit for carload or truckload lots:

(City)	(Days by Truck)	(Days by Railroad)
Atlanta	4	2
Chicago	2	4
Dallas	2	3
Denver	2	4
Kansas City	1	2
Los Angeles	4	4
Minneapolis	3	2
New York	5	4
St. Louis	2	2
Seattle	5	4

### Parcel service:

Parcel service firms UPS, EFD,  
Merchants Delivery

Air freight service firms Federal Express,  
Pony Express

### Air:

Distance to nearest public airport 3 mi.  
 Runway surface Asphalt  
 Length 2,459 ft.

Lighted (  ) Yes (  ) No  
 Tower (  ) Yes (  ) No  
 Private aircraft storage available (  ) Yes (  ) No  
 Distance to nearest commercial air service 46 mi.  
 Name(s) of airlines serving Air Midwest

### Barge:

City adjoins navigable river (  ) Yes (  ) No  
 Channel Depth           
 Width           
 Shipping Season           
 Number of public terminals           
 Distance to public terminal           
 Name(s) of barge firms serving         

## TAX STRUCTURE

Total sales tax rate (city, county and state) 5%

Property tax rate	1985	1984	1983	1982
City	30.58	33.03	30.10	29.11
County	40.69	38.21	35.61	35.59
School	61.18	62.15	52.40	48.73
Other	1.50	1.50	1.50	1.50
Total	\$133.95	\$134.89	\$119.61	\$114.93
Assessed Value	<u>\$7,075,795</u>			

## UTILITIES

### Electric Service:

Supplier City of Fredonia  
 Interconnected (  ) Yes (  ) No

### Natural Gas:

Supplier Union Gas System

### Water (continued)

Peak demand 1,200,000 gal./day  
 Storage capacity 2,500,000 gal.  
 Hardness (ppm) 6  
 Treated (  ) Yes (  ) No  
 Temperature range 45° - 55°

### Water:

Water supplier City of Fredonia  
 Source Fall River  
 Capacity of water plant 2,000,000 gal./day  
 Average consumption 1,000,000 gal./day

### Sanitation:

Type of sewage treatment plant Activated Sludge  

	Capacity	Present Load
Gallons/day	1,500,000	157,000
Population equivalent	10,000	3,150

## COMMUNITY SERVICES

### Support services:

Machine shops in the city  
 (x) Yes ( ) No, Number 1  
 Tool & die shops in the city  
 (x) Yes ( ) No, Number 1

### Financial institutions:

Number of banks in the city 2  
 Assets \$80,431,000  
 Savings and loan firms 1  
 Assets \$130,100,000

### Health care:

Hospital in the community (x) Yes ( ) No  
 Number of beds 42  
 Nearest hospital \_\_\_\_\_  
 Clinic in the community (x) Yes ( ) No  
 Medical personnel: MD 3  
                           Optometrist 1  
                           Dentist 3

### Religious institutions:

Protestant churches 12 Catholic churches 1  
 Synagogues \_\_\_\_\_ Other \_\_\_\_\_

### Housing:

Number of housing units built in last 2 years 7  
 Average monthly rental: Houses \$400  
   Apartments \$200  
 Average cost of new construction: \$40 /sq. ft.

### Housing (continued)

Average cost of Lots: \$3-5,000  
 Vacancy rate: Houses 3%  
                           Apartments 3%

### Recreation facilities in city or within ten miles:

Public golf course ( ) Public tennis courts (x)  
 Public parks (x) Public swimming pools (x)  
 Country club (x) YMCA ( )

Nearest public access lake, reservoir or river  
Toronto Lake, Elk City Lake, Fall River Lake  
 Distance 20 mi.

### Activities allowed:

swimming (x) fishing (x) water skiing (x)  
 boating (x) camping (x)  
 Number of theatres 0

### Convention/lodging facilities:

Number of hotels \_\_\_\_\_ Rooms \_\_\_\_\_  
 Number of motels 3 Rooms 42  
 Largest banquet room 200 Persons

### Communications:

Type of community newspaper:  
 Daily ( ) Weekly (x)  
 Radio stations 0  
 Number of TV stations received 4  
 Cable TV available (x) Yes ( ) No  
 Number of channels 13

## EDUCATION FACILITIES

### Public schools:

(Type)	(Number)	(Enrollment)	(Teacher/Pupil ratio)
Elementary	2	538	1/18
Junior high/ Middle school	1	222	1/13
Senior high	1	212	1/25

### Private Schools:

(Type)	(Number)	(Enrollment)	(Teacher/Pupil ratio)
Elementary			
Junior high			
Senior high			

### Voc-Tech/Junior Colleges:

(Name)	(Location)	(Enrollment)	(Distance)
Independence Comm. College	Independence	926	30 mi.
Neosho Co. Comm. College	Chanute	1,155	30 mi.
Coffeyville Comm. College	Coffeyville	900	45 mi.
Labette Comm. College	Parsons	1,587	54 mi.

### Universities or Colleges:

(Name)	(Location)	(Enrollment)	(Distance)
Emporia State University	Emporia	5,230	75 mi.
Pittsburg State University	Pittsburg	5,000	90 mi.



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## CLIMATE

Average daily temperature:

January 33° July 81° Average annual snowfall 14 in.  
April 59° October 61° Cooling degree days (annual) 1,688  
Average annual precipitation 36 in. Heating degree days (annual) 4,316

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## MAJOR MANUFACTURERS/ EMPLOYERS

Number of manufacturing plants

in community 19

Average Employment

(Firm)	(Male)	(Female)	(Total)	(Products)	(Union)
Archer Daniels Midland	44	6	50	Soy Bean Processing	ICW
General Portland Cement	114	5	119	Cement	CLGW
Kansas Bank Note	28	37	65	Bank Notes	IPGC

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## INDUSTRIAL BUILDINGS

Building available for industrial prospect

Yes  No

#1-Size: 33,000 sq. ft.

#2-Size: 18,000 sq. ft.

#3-Size: sq. ft.

Details are on file with KDED  Yes  No

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## INDUSTRIAL SITES

Controlled sites are available for industrial prospect

Yes  No

#1-Size: 80 acres

#2-Size: acres

#3-Size: acres

Details are on file with KDED  Yes  No

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## ECONOMIC DEVELOPMENT ORGANIZATIONS

Industrial Development Organization:

Yes  No

Full-time Director  Yes  No

Name: \_\_\_\_\_

Contact: \_\_\_\_\_

Address: \_\_\_\_\_

Phone: (\_\_\_\_\_) \_\_\_\_\_

Chamber of Commerce:  Yes  No

Full-time Director  Yes  No

Name: Fredonia Chamber of Commerce

Contact: Susan Timmons, Exec. V.P.

Address: Box 449, 532 Madison, Fredonia 66736

Phone: ( 316 ) 378-3221

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## REMARKS

ICW—International Chemical Workers Union

CLGW—Cement, Lime & Gypsum Workers Union

IPGC—Printing & Graphic Communications Union

The above information was prepared with the assistance of local community representatives.

Kansas Department of Economic Development  
Capitol Tower Office Building  
400 W. 8th St.—Suite 500  
Topeka, Kansas 66603-3957  
913-296-3483

BOARD OF COMMISSIONERS  
LABETTE COUNTY  
OSWEGO, KANSAS 67356  
316/795-4522

LONIE R. ADDIS  
640 Iowa  
Oswego, Kansas 67356

WOODROW BURNETT  
Box 70  
Edna, Kansas 67342

J. D. BAUMGARDNER  
611 S. 32nd  
Parsons, Kansas 67357

February 25, 1987

Rep. Rex Crowell, Chairman  
House Transportation Committee  
Public Hearing- HB 2378

Presented by: J. D. Baumgardner

Dear Rep. Crowell and Committee:

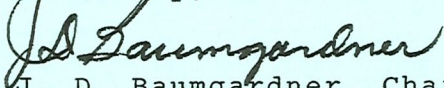
On behalf of the Board of Labette County Commissioners, I come before you today to voice our solidarity and continued support for Highways for Progress and HB 2378, calling for construction of new highways in Kansas.

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.

We as leaders are here today to express our solidarity in support of the feasibility and economic impact studies recently made. We further express our support for the Super Two concept, though we would prefer the Four Lane approach, and the gas tax method of financing the construction.

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 HB 2378 represents such a bold step. However, we firmly believe this action is a crucial factor to reach long range economic recovery, stability and growth for Kansas.

Sincerely,



J. D. Baumgardner, Chairman  
Labette County Commission

Attach 4



**MID-AMERICA**  
INCORPORATED

House Transportation Committee

Public Hearing - February 26, 1987

Re: HB 2378

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

OFFICIAL STATEMENT

On behalf of the Board of Trustees of Mid-America, Inc., I come before you today to voice support for passage of HB 2378, calling for the construction of recommended new state highways to be financed by issuing 20 year bonds with repayment from a 3¢ increase in state fuel taxes.

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 210,000 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 highway improvements has surfaced

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Tom Wilson  
Gerald Wright  
Walter Wulf, Jr.



-2-

several times over the years, area leaders are unified in expressing the critical need for highway construction to improve and secure the long range economic welfare of the region.

This belief has been reinforced by findings of an 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.

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 to address our changing economic structure. Passage of HB 2378 represents such a bold step. We firmly believe this action is a crucial factor to reach the long range economic recovery, stability and growth of Kansas.

CITY OF PARSONS

STATEMENT

February 26, 1987

The construction of a modern highway through Southeast Kansas from Wichita to Joplin would address serious TRANSPORTATION and ECONOMIC DEVELOPMENT needs.

Circumstances make this the appropriate time to act.

The bond market is the most favorable it has been in years.

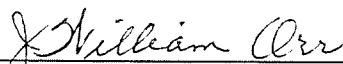
Fuel costs are lower and a tax increase would be less of a burden.

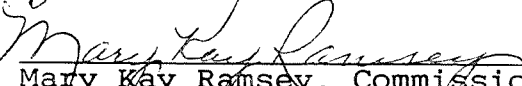
Surrounding states are also recognizing the need for additional highway revenue and giving serious consideration to gasoline tax increases.

Construction would provide economic stimulus of benefit to our depressed economy.

The City Commission of Parsons strongly supports decisive action by the state legislature to address the highway needs of Kansas in this current legislative session.

We support implementation of highway construction plans as quickly as possible, and also support the necessary tax increase on gasoline to finance the necessary bonds.

  
\_\_\_\_\_  
J. William Orr, Mayor

  
\_\_\_\_\_  
Mary Kay Ramsey, Commissioner

  
\_\_\_\_\_  
Andrew J. Plowman, Commissioner

AN UNKNOWN - QUOTING  
SOME HIGHLY RESPECTED  
KANSANS

*Attach. 6*

An Unknown - Quoting Some Highly Respected Kansans

"Although the state still has a larger rural population (33%) than the U.S. average (26%), a great many people have moved to regions of employment opportunity (much of it concentrated in the area roughly bounded by Interstate 35, 135, and 70)."

Anthony Redwood, PhD, U of K  
Kansas Communities: Changes,  
Challenges,  
Choices pg 1;  
U of Kansas,  
Div. of Cont.  
Ed., 1986  
PA60710.

The Outlook

"The economic problems of rural areas are the result of (1) long-term changes in agriculture, particularly the decline importance of labor in production, (2) deregulation in transportation and telecommunications, which increases relative costs of business in sparsely populated areas, and (3) the importance of interstate highways and access to markets in business firms decisions to locate. None of these has short-term effects but rather each has long-term implications for the economic health of rural areas."

Charles E. Krider, PhD, U of K  
Kansas Communities: Changes,  
Challenges,  
Choices, pg 7  
U of Kansas  
Div of Cont  
Ed, 1986  
PA60710

"Some communities, such as those near interstate highways, may have a more favorable outlook. Should limited resources be focused on these communities while accepting the economic decline of other areas? The alternative is to assist all communities with an interest in economic development."

Ibid. pg 8

"Accessibility is a necessary, but not the only, ingredient needed for the economic recovery of an area. The better the accessibility to and from an area, the higher the potential is for economic development."

Thomas E. Mulinazzi, Professor  
Civil Engineering, KU Tech Transfer  
Ctr.


Kansas Communities: Changes,  
Challenges,  
Choices, pg 41,  
U of Kansas.

There you have it committee members, not words from an unknown individual from the third poorest county in Kansas, but the words of some of the most respected people in service to Kansas. We appeal to you, help us with these new roadways across Kansas, and we pledge to exert every effort to give our beloved state a return on that investment.

The balance of our prepared presentation consists of selected demographic charts on our county. As you review them, we hope you will be empathetic with our plight.

There you have it.

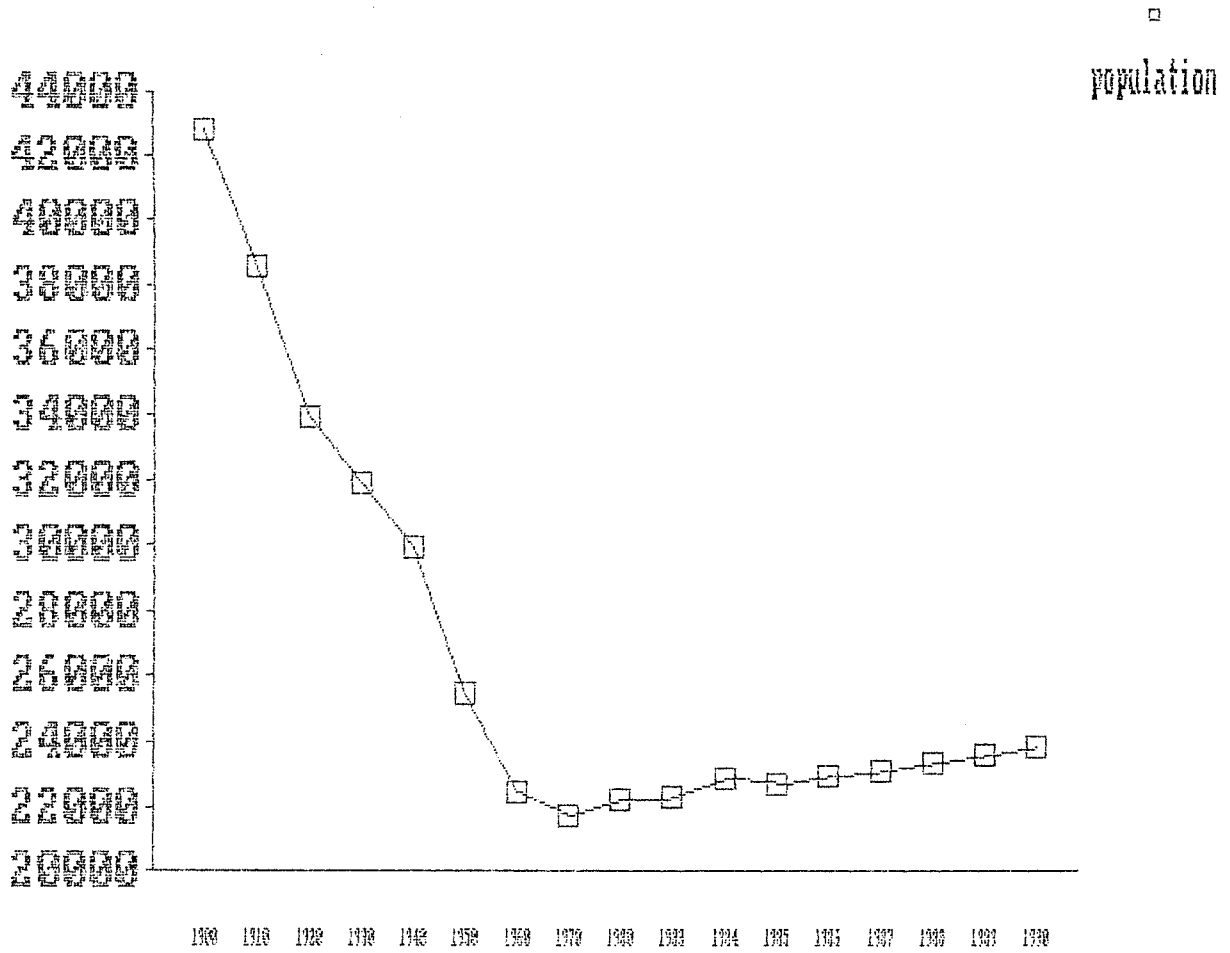
Sincerely,



Jim Dahmen  
Columbus, KS  
(316)429-3132

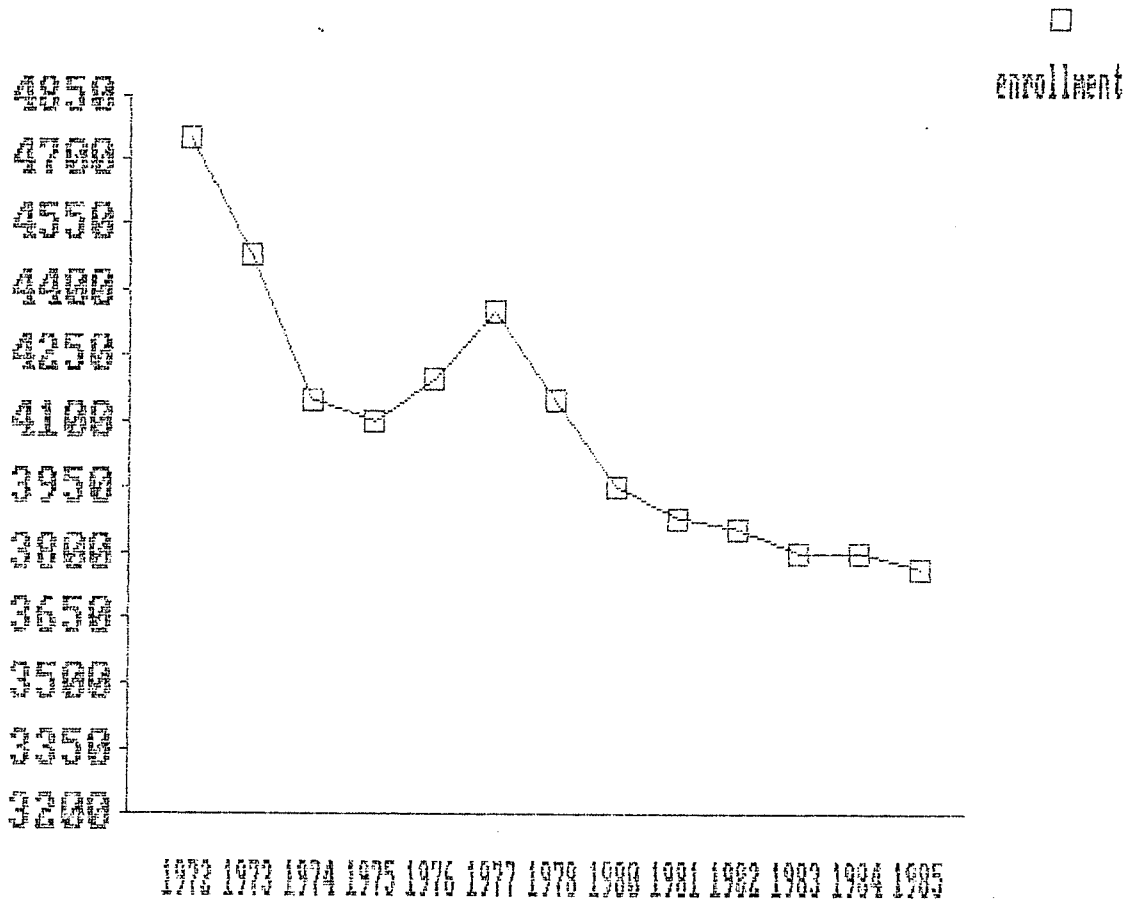


# Population: Cherokee County 1900 - 1990



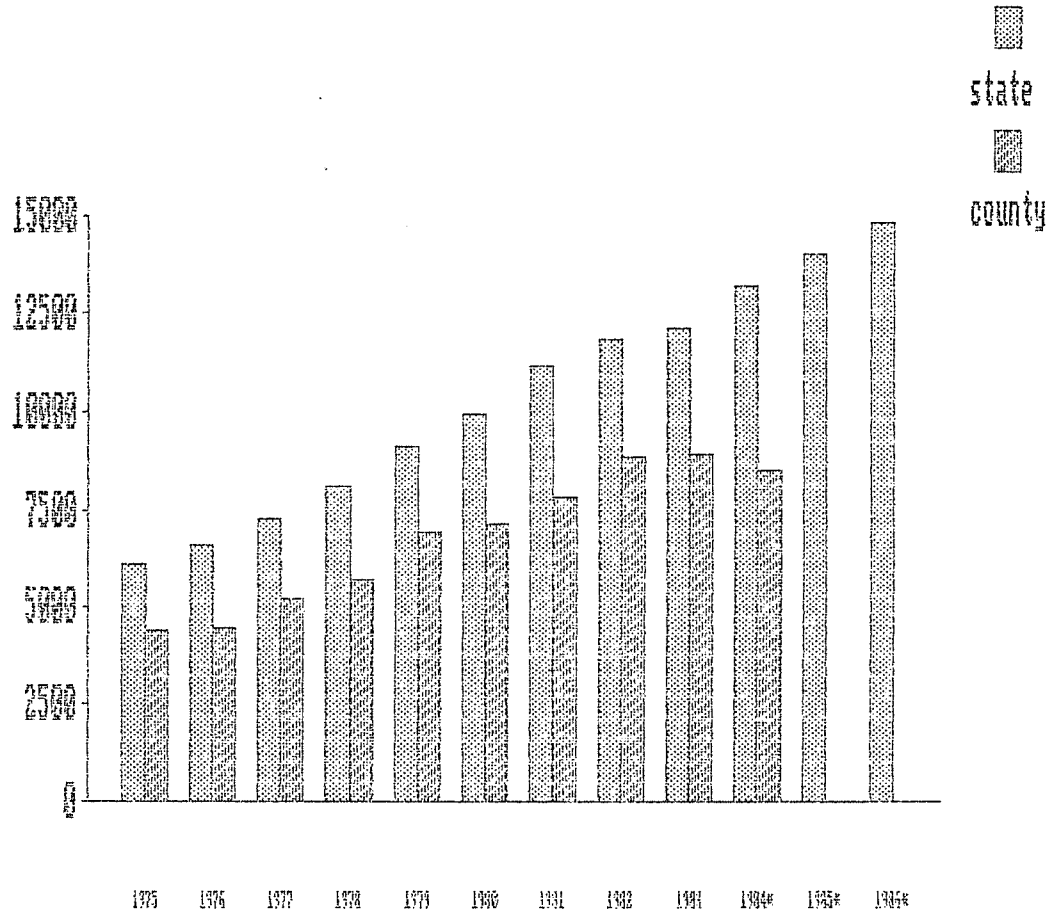
Source: Ks Statistical Abstract 1995/96

# Public School Enrollment to 1985



Source: Ks Statistical Abstract 1985/86

# Cherokee Co: Personal Income 1975 to 1983

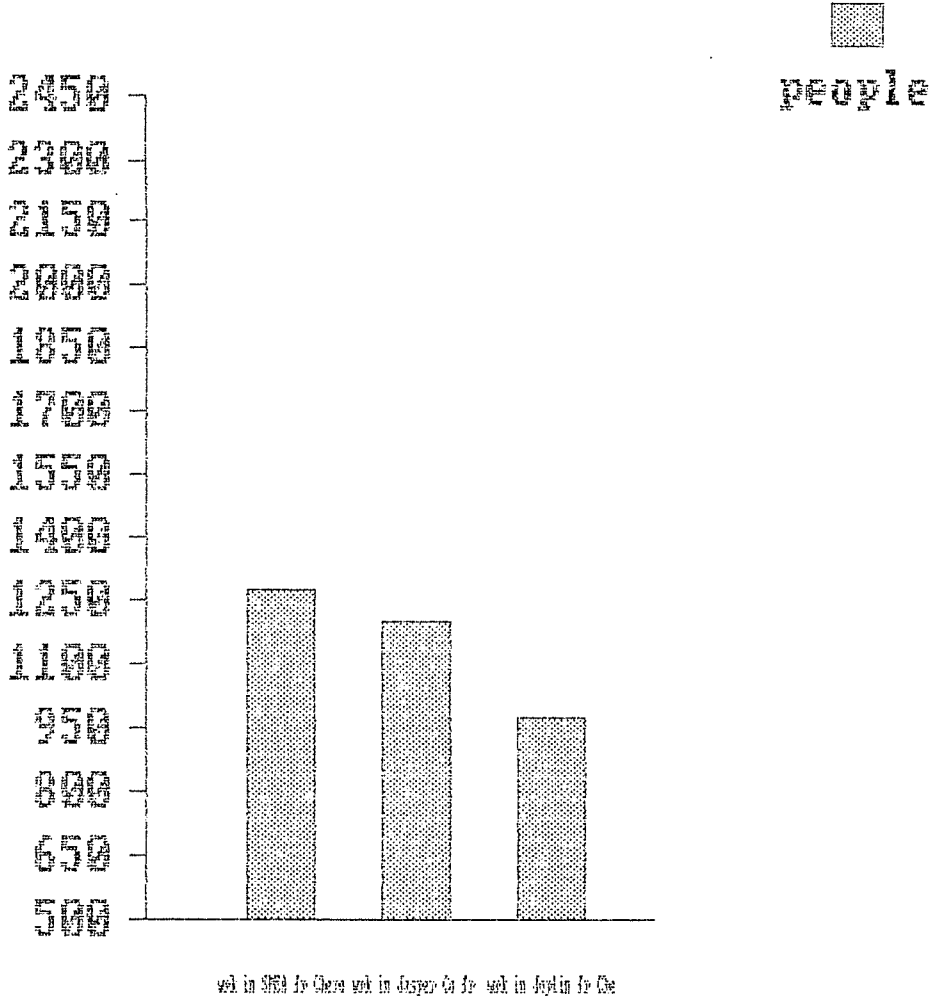


Source: U.S. Dept Comm Vol 5 78-83 Census

\* Kansas Statistical Abstract 1985-86



# Journeys to Work - Joplin SMSA - 1980 Metropolitan



work in SMSA for those who work in Jasper Co for work in Joplin for the

Cherokee County  
Industrial Property Available

Site	BAXTER SPRINGS			
	<u>Avail Land</u>	<u>Avail. Bldgs</u>	<u>Utilities</u>	<u>Zoned</u>
Ind. Park #1	30 ac.	98,580	Yes	Yes
Ind. Park #2	25 ac.	30,000	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	Yes	Yes
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

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

Company Name	Overall Cents/KWH	Rank	Residential Cents/KWH	Industrial Cents/KWH
Montana Power Company	2.80	1	3.87	2.29
West Penn Company	3.90	2	5.15	3.50
Potomac Edison Company	4.01	3	5.33	5.15
Kentucky Power Company	4.09	4	4.53	3.95
Mononbahela Power Company	4.13	5	5.63	3.34
Empire District Electric	4.25	6	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

## 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 My-an-uh 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 16,000 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.

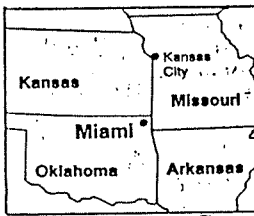
The plant's employees represent a payroll of about \$60 million a year. And when spending money from Goodrich salaries and tax payments dries up, the aftershocks could continue for years in a region already known for high unemployment.

"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.

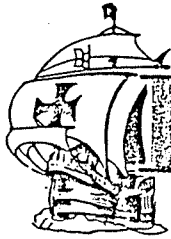
"Now is an opportunity for us to draw in people who worried about competing with wage scales of well-paid rubber workers," said Chuck Goldenberg, a city task force member and president of Miami's First National Bank. "That wasn't really a problem, but it was a perception other industries had. The town 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 68725)

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**

		1984									1985			Most Recent
		Oct.	Nov.	Dec.	Jan.	Feb.	Mar.	Apr.	May	June	July	Aug.	Sept.	12 Months
<b>CHEROKEE COUNTY, KANSAS</b>														
<b>EMPLOYMENT</b>														
Total Labor Force	thous	8.9	8.8	8.8	9.7	9.7	9.7	9.9	10.2	10.3	10.1	10.0	10.2	9.7
Unemployed	number	741	765	777	793	712	654	604	645	696	763	666	712	711
Unemployment Rate	percent	8.3	8.7	8.8	8.2	7.3	6.7	6.1	6.3	6.8	7.5	6.6	7.0	7.3
Employed	thous	8.2	8.1	8.0	8.9	9.0	9.1	9.3	9.5	9.6	9.4	9.4	9.5	9.0
<b>REAL ESTATE</b>														
Building Permits	number	3	2	2	1	3	2	4	8	1	5	6	2	39
Total Building Permits	thous\$	25.7	11.0	21.0	50.0	460.0	3.2	48.3	22.9	0.1	45.3	40.5	80.2	808.2
Housing Starts	thous\$	21.0	0	0	50.0	0	0	25.0	0	0	0	0	0	96.0
Remodel.: Exist. Res.	thous\$	4.7	11.0	1.0	0	7.5	3.2	23.3	11.8	0.1	2.0	25.5	5.2	95.3
Remodel.: Non.-Res.	thous\$	0	0	0	0	2.5	0	0	0	0	0.5	0	0	3.0
New Business Building	thous\$	0	0	20.0	0	450.0	0	0	0	0	0	0	75.0	545.0
New Apartment Units (includes duplexes)	thous\$	0	0	0	0	0	0	0	0	0	0	0	0	0
Other New Permits	thous\$	0	0	0	0	0	0	0	11.1	0	42.8	15.0	0	68.9
Mortgages Recorded	mil\$	1.2	2.3	1.4	7.0	1.4	1.8	2.1	1.2	0.9	1.5	2.1	2.1	25.0
<b>SALES</b>														
Total Retail Sales	mil\$	10.0	20.2	13.3	11.8	12.6	14.1	14.4	14.4	13.1	8.9	N/A	N/A	132.8
New Car Sales	number	39	37	31	26	30	41	35	44	43	57	33	64	480
New Truck Sales	number	15	35	29	22	15	25	16	27	26	32	33	21	296
<b>MISCELLANEOUS</b>														
Postal Receipts	thous\$	36.2	43.9	29.5	15.6	26.5	15.1	30.4	25.5	23.2	9.2	24.9	25.3	305.3
Rainfall	inches	6.99	2.07	4.47	2.26	7.87	4.29	4.43	6.58	6.55	2.55	9.73	4.12	61.91
<b>CRAWFORD COUNTY, KANSAS</b>														
<b>EMPLOYMENT</b>														
Total Labor Force	thous	16.8	16.9	16.6	16.3	16.4	16.7	16.9	17.2	17.3	17.2	17.0	17.3	16.9
Unemployed	number	1,161	1,361	1,330	1,436	1,320	1,206	1,001	982	972	958	943	891	1130
Unemployment Rate	percent	6.9	8.1	8.0	8.8	8.0	7.2	5.9	5.7	5.6	5.6	5.6	5.1	6.7
Employed	thous	15.6	15.5	15.3	14.9	15.1	15.4	15.9	16.2	16.3	16.3	16.0	16.4	15.7
<b>REAL ESTATE</b>														
Building Permits	number	34	28	25	23	20	27	53	42	34	40	44	33	403
Total Building Permits	thous\$	400.7	326.0	372.3	279.5	73.7	153.2	634.9	679.6	789.3	453.9	552.5	378.6	5294.2
Housing Starts	thous\$	125.1	168.7	111.0	133.6	0	0	531.9	191.7	608.5	203.2	307.4	212.3	2593.4
Remodel.: Exist. Res.	thous\$	17.4	19.0	10.0	16.8	18.2	8.3	60.5	48.9	41.4	17.0	48.5	22.0	328.0
Remodel.: Non.-Res.	thous\$	103.3	13.5	128.0	252.5	9.6	108.0	25.1	60.5	14.7	44.5	141.5	106.0	1007.2
New Business Building	thous\$	67.0	0	120.0	0	0	19.2	0	208.0	0	0	19.0	4.7	437.9
New Apartment Units (includes duplexes)	thous\$	70.0	108.9	0	63.3	39.9	0	0	156.0	110.0	145.2	0	0	693.3
Other New Permits	thous\$	17.9	16.0	3.3	13.3	6.0	17.8	17.4	14.5	14.7	43.9	36.0	33.6	234.4
Mortgages Recorded	mil\$	2.7	1.7	1.8	1.5	1.7	2.4	3.8	2.7	2.6	2.3	1.8	2.2	27.2
<b>SALES</b>														
Total Retail Sales	mil\$	15.8	44.1	55.6	21.9	21.6	39.3	28.2	30.8	34.8	24.6	N/A	N/A	316.7
New Car Sales	number	77	64	50	66	75	74	71	72	89	79	81	102	900
New Truck Sales	number	22	32	51	52	55	46	56	44	57	57	50	45	567
<b>MISCELLANEOUS</b>														
Postal Receipts	thous\$	22.6	24.0	121.4	90.8	75.3	77.0	77.8	90.5	62.5	74.6	104.6	93.5	914.6
Rainfall	inches	10.33	1.97	3.63	2.95	7.56	4.98	3.01	6.57	9.80	2.53	8.98	4.36	66.67

		Jan.	Feb.	Mar.	Apr.	1985		July	Aug.	Sept.	Oct.	Nov.	Dec.	Most Recent 12 Months
						May	June							
<b>CHEROKEE COUNTY, KANSAS</b>														
<b>EMPLOYMENT</b>														
Total Labor Force	thous	9.7	9.7	9.7	9.9	10.2	10.3	10.1	10.0	10.2	10.1	9.9	9.9	10.0
Unemployed	number	793	712	654	604	645	696	763	666	712	771	713	771	708
Unemployment Rate	percent	8.2	7.3	6.7	6.1	6.3	6.8	7.5	6.6	7.0	7.6	7.2	7.8	7.1
Employed	thous	8.9	9.0	9.1	9.3	9.5	9.6	9.4	9.4	9.5	9.4	9.2	9.2	9.3
<b>REAL ESTATE</b>														
Building Permits	number	1	3	2	4	8	1	5	6	2	5	1	0	38
Total Building Permits	thous\$	50.0	460.0	3.2	48.3	22.9	0.1	45.3	40.5	80.2	8.9	0.3	0	759.7
Housing Starts	thous\$	50.0	0	0	25.0	0	0	0	0	0	0	0	0	75.0
Remodel.: Exist. Res.	thous\$	0	7.5	3.2	23.3	11.8	0.1	2.0	25.5	5.2	8.9	0.3	0	87.8
Remodel.: Non.-Res.	thous\$	0	2.5	0	0	0	0	0.5	0	0	0	0	0	3.0
New Business Building	thous\$	0	450.0	0	0	0	0	0	0	75.0	0	0	0	525.0
New Apartment Units (includes duplexes)	thous\$	0	0	0	0	0	0	0	0	0	0	0	0	0
Other New Permits	thous\$	0	0	0	0	11.1	0	42.8	15.0	0	0	0	0	68.9
Mortgages Recorded	mil\$	7.0	1.4	1.8	2.1	1.2	0.9	1.5	2.1	2.1	1.2	0.7	1.4	23.4
<b>SALES</b>														
Total Retail Sales	mil\$	11.8	12.6	14.1	14.4	14.4	13.1	8.9	11.8	6.4	14.6	N/A	N/A	122.1
New Car Sales	number	26	30	41	35	44	43	57	33	64	34	23	N/A	430
New Truck Sales	number	22	15	25	16	27	26	32	33	21	27	12	N/A	256
<b>MISCELLANEOUS</b>														
Postal Receipts	thous\$	15.6	26.5	15.1	30.4	25.5	23.2	9.2	24.9	25.3	25.7	29.8	35.9	287.1
Rainfall	inches	2.26	7.87	4.29	4.43	6.58	6.55	2.55	9.73	4.12	6.78	9.53	2.33	67.02
<b>CRAWFORD COUNTY, KANSAS</b>														
<b>EMPLOYMENT</b>														
Total Labor Force	thous	16.3	16.4	16.7	16.9	17.2	17.3	17.2	17.0	17.3	17.2	17.0	16.8	16.9
Unemployed	number	1,436	1,320	1,206	1,001	982	972	958	943	891	948	1,060	1,123	1,070
Unemployment Rate	percent	8.8	8.0	7.2	5.9	5.7	5.6	5.6	5.6	5.1	5.5	6.2	6.7	6.3
Employed	thous	14.9	15.1	15.4	15.9	16.2	16.3	16.3	16.0	16.4	16.3	15.9	15.7	15.9
<b>REAL ESTATE</b>														
Building Permits	number	23	20	27	53	42	34	40	44	33	44	38	18	416
Total Building Permits	thous\$	279.5	73.7	153.2	634.9	679.6	789.3	453.9	552.5	378.6	495.7	190.0	402.2	5283.1
Housing Starts	thous\$	133.6	0	0	531.9	191.7	608.5	203.2	307.4	212.3	125.0	104.4	243.8	2661.8
Remodel.: Exist. Res.	thous\$	16.8	18.2	8.3	60.5	48.9	41.4	17.0	48.5	22.0	113.6	49.6	10.1	454.9
Remodel.: Non.-Res.	thous\$	252.5	9.6	108.0	25.1	60.5	14.7	44.5	141.5	106.0	41.2	19.2	64.7	887.5
New Business Building	thous\$	0	0	19.2	0	208.0	0	0	19.0	4.7	105.0	0	0	355.9
New Apartment Units (includes duplexes)	thous\$	63.3	39.9	0	0	156.0	110.0	145.2	0	0	80.1	0	82.2	676.7
Other New Permits	thous\$	13.3	6.0	17.8	17.4	14.5	14.7	43.9	36.0	33.6	30.7	16.8	1.4	246.1
Mortgages Recorded	mil\$	1.5	1.7	2.4	3.8	2.7	2.6	2.3	1.8	2.2	1.7	1.6	1.5	25.8
<b>SALES</b>														
Total Retail Sales	mil\$	21.9	21.6	39.3	28.2	30.8	34.8	24.6	35.5	23.9	30.1	N/A	N/A	290.7
New Car Sales	number	66	75	74	71	72	89	79	81	102	92	48	N/A	849
New Truck Sales	number	52	55	46	56	44	57	57	50	45	47	41	N/A	550
<b>MISCELLANEOUS</b>														
Postal Receipts	thous\$	90.8	75.3	77.0	77.8	90.5	62.5	74.6	104.6	93.5	97.6	89.3	145.7	1079.2
Rainfall	inches	2.95	7.56	4.98	3.01	6.57	9.80	2.53	8.98	4.36	4.62	7.92	2.83	66.38

		1985			1986								Most Recent 12 Months	
		Oct.	Nov.	Dec.	Jan.	Feb.	Mar.	Apr.	May	June	July	Aug.		Sept.
<b>CHEROKEE COUNTY, KANSAS</b>														
<b>EMPLOYMENT</b>														
Total Labor Force	thous	9.8	9.6	9.6	9.3	9.4	9.8	9.9	10.0	10.0	10.0	9.9	9.7	9.8
Unemployed	number	761	667	733	828	837	1,225	1,044	959	1,035	1,072	1,129	998	941
Unemployment Rate	percent	7.8	8.0	7.6	8.9	7.9	12.5	10.6	9.6	10.3	10.7	11.4	10.3	9.6
Employed	thous	9.0	8.9	8.9	8.4	8.5	8.5	8.8	9.0	9.0	8.9	8.8	8.7	8.8
<b>REAL ESTATE</b>														
Building Permits	number	5	1	0	1	6	3	4	7	2	0	7	2	38
Total Building Permits	thous\$	8.9	0.3	0	1.4	151.0	119.5	55.8	30.5	500.5	0	198.0	0.9	1066.8
Housing Starts	thous\$	0	0	0	0	0	0	0	0	0	0	37.0	0	37.0
Remodel.: Exist. Res.	thous\$	8.9	0.3	0	1.4	5.5	4.5	7.3	30.5	0.5	0	50.0	0.9	109.8
Remodel.: Non.-Res.	thous\$	0	0	0	0	115.0	0	48.5	0	0	0	0	0	163.5
New Business Building	thous\$	0	0	0	0	30.5	115.0	0	0	500.0	0	0	0	645.5
New Apartment Units (includes duplexes)	thous\$	0	0	0	0	0	0	0	0	0	0	0	0	0
Other New Permits	thous\$	0	0	0	0	0	0	0	0	0	0	111.0	0	111.0
Mortgages Recorded	mil\$	1.2	0.7	1.4	0.7	1.6	0.9	2.4	1.2	1.8	2.0	3.9	1.7	19.5
<b>SALES</b>														
Total Retail Sales	mil\$	14.6	11.4	13.5	7.6	19.3	9.5	10.6	10.0	11.4	8.7	N/A	N/A	116.6
New Car Sales	number	34	23	29	30	25	32	23	24	47	37	34	N/A	338
New Truck Sales	number	27	12	16	17	15	23	16	20	30	25	16	N/A	217
<b>MISCELLANEOUS</b>														
Postal Receipts	thous\$	25.7	29.8	35.9	26.8	31.5	27.0	24.9	27.5	20.4	23.4	24.5	30.4	327.8
Rainfall	inches	6.78	9.53	2.33	0.01	1.68	1.67	6.03	3.70	4.20	1.02	3.06	10.95	50.96
<b>CRAWFORD COUNTY, KANSAS</b>														
<b>EMPLOYMENT</b>														
Total Labor Force	thous	17.2	16.9	16.8	16.3	16.6	16.5	16.8	17.0	16.9	16.8	16.5	16.9	16.8
Unemployed	number	921	986	1,136	1,354	1,400	1,356	1,092	1,021	1,063	1,087	1,096	1,092	1,134
Unemployment Rate	percent	5.3	5.8	6.7	8.3	8.4	8.2	6.5	6.0	6.3	6.5	6.7	6.5	6.8
Employed	thous	16.3	15.9	15.7	14.9	15.2	15.2	15.7	15.9	15.9	15.7	15.4	15.8	15.6
<b>REAL ESTATE</b>														
Building Permits	number	44	38	18	46	27	38	42	29	30	51	31	31	425
Total Building Permits	thous\$	495.7	190.0	402.2	950.5	62.6	629.0	341.5	662.3	451.6	89.6	246.9	40.1	4562.0
Housing Starts	thous\$	125.0	104.4	243.8	161.2	0	386.1	162.0	226.0	220.4	0	100.4	0	1729.3
Remodel.: Exist. Res.	thous\$	113.6	49.6	10.1	20.2	29.9	79.8	63.8	35.6	114.6	84.6	59.4	31.2	692.4
Remodel.: Non.-Res.	thous\$	41.2	19.2	64.7	22.3	0	14.0	7.0	37.1	89.6	5.0	63.9	8.7	372.7
New Business Building	thous\$	105.0	0	0	700.0	0	0	0	220.9	0	0	0	0	1025.9
New Apartment Units (includes duplexes)	thous\$	80.1	0	82.2	0	0	135.1	100.6	142.6	27.0	0	0	0	567.6
Other New Permits	thous\$	30.7	16.8	1.4	46.9	32.7	14.1	8.1	0	0	0	23.2	0.3	174.2
Mortgages Recorded	mil\$	1.7	1.6	1.5	1.3	1.9	2.3	1.6	4.1	2.6	2.0	2.7	2.2	25.5
<b>SALES</b>														
Total Retail Sales	mil\$	30.1	36.5	58.8	29.7	26.7	34.9	26.3	32.7	34.0	23.4	N/A	N/A	333.1
New Car Sales	number	81	102	92	48	45	86	65	73	90	76	62	N/A	756
New Truck Sales	number	47	41	36	52	36	36	52	58	64	34	35	N/A	491
<b>MISCELLANEOUS</b>														
Postal Receipts	thous\$	97.6	89.3	145.7	80.4	90.3	88.1	94.0	87.4	82.1	N/A	N/A	N/A	854.9
Rainfall	inches	4.62	7.92	2.83	0.03	2.30	1.63	4.15	4.68	3.82	1.02	5.35	16.24	54.59

**KANSAS  
COMMUNITIES:**

**CHANGES,  
CHALLENGES,  
CHOICES**

**THE UNIVERSITY OF KANSAS**

Testimony on HB 2378  
House Transportation Committee  
February 26, 1987  
Prepared by Joe Lieber  
Kansas Cooperative Council

Mr. Chairman and members of the Committee: I'm Joe Lieber, Executive Vice President of the Kansas Cooperative Council. The Council has over 200 local cooperative members and those local cooperatives have a membership of over 100,000 farmers and ranchers. The Council wholeheartedly supports the construction of the new highways mentioned in HB 2378 and SB 137.

We agree with earlier testimony that the new highways would be a shot-in-the-arm to the sagging Kansas economy. This is especially true in the southeastern part of the state where the weather the last few years, has been devastating to the farmers. The construction of these new highways would help, even if it means an off-the-farm job to help ends meet.

The plight of the farmers in southeast Kansas, as well as other parts of the state, brings us to the concern we have with the 5¢ per gallon tax on gasoline that HB 2378 and SB 137 propose. This is not a good time to add a tax to rural Kansas. Let me make it clear here that we are talking about gasoline and not diesel fuel.

It is our belief that the majority of the farmer's gasoline is used for off-farm use, such as going to school, town, church, etc., and therefore is not subject to a tax refund or exemption. It is an expense that all of us have, but it's a larger part of a farmer's family budget because of the distance they must travel - a budget that is already hard-strapped.

We would like to share some figures with you. In 1986 Farmland Industries sold nearly 84 million (83,779,160.00) gallons of gasoline to local Kansas cooperatives. In using this figure we have made some assumptions.

*Attach. 7*

- \* The majority of this gasoline, but not all, was used by Kansas farmers and ranchers.
- \* Cooperatives are not the only place farmers and ranchers buy their gasoline, so the total amount used would be much higher.
- \* The majority of this gasoline would be used for non-farm use and therefore would not be tax-exempt.

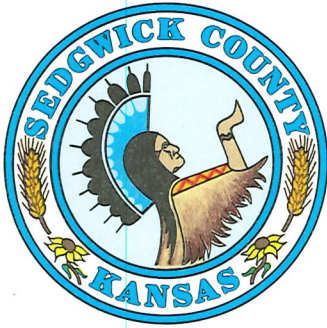
A 5¢ tax on 84 million gallons would be \$4,200,000 (\$4,188,958.40.) This additional \$4 million would come out of the farmers' pockets at a time when they need to hold on to every cent they can.

We are not naive enough to stand before you and not realize that you are wondering if we have an alternate method of funding for the new highways. I'm sorry, we don't. But we do have food for thought.

- \* Why not be creative in the funding. Just because fuel taxes, bonds and tolls are the usual means of funding, does that mean we cannot look into other methods of funding?
- \* Do all or most funds have to come from one source?
- \* Some say a toll road is not feasible. Is a toll road with a 1¢ a gallon tax feasible?
- \* We heard a lot about commercial use of the new highways. Are the commercial users paying their fair share?
- \* Where does a sales tax fit in?

As you can see, questions are easier to come by than solutions. We hope the problem of funding does not delay your decision because we need these highways. But we also hope that you decide on an equitable way of funding that would not put an additional burden on the farmers and ranchers of Kansas.

Thank you.



**SEDGWICK COUNTY, KANSAS**

**INTERGOVERNMENTAL COORDINATOR**

**WILLIE MARTIN**

COUNTY COURTHOUSE • SUITE 315 • WICHITA, KANSAS 67203-3759 • TELEPHONE (316) 268-7552

February 25, 1987

**TO: HOUSE COMMITTEE ON TRANSPORTATION**

**RE: HB 2378**

**Testimony of: Willie Martin, Intergovernmental Coordinator  
Sedgwick County Board of Commissioners**

Mr. Chairman and Members of the Committee:

I am Willie Martin representing the Board of Sedgwick County Commissioners. I appreciate this opportunity to speak to the Committee in support of House Bill 2378.

The City of Wichita and Sedgwick County have worked closely together to try and address our highway needs. In consideration of your time, this testimony reflects the adopted position of both the City and County.

Southeastern, southcentral and southwestern Kansas, including Wichita and Sedgwick County are at an economic crossroads. The passage of House Bill 2378 will positively impact the future growth and development of the entire area. We have worked closely with our neighboring counties and cities in southern Kansas in an examination of long-term highway needs. We believe that the proposals in House Bill 2378 are integrally linked to development of a highway system which can spur greater economic growth for this region and the entire state. An adequate highway system, both rural and urban, provides increased mobility, allows for the distribution of goods and services, and increases the potential for development in the entire area.

We would support an amendment which would continue the improvements beyond Bucklin through Liberal to the Oklahoma border and through Dodge City and Garden City to the Colorado border as recommended in the Howard Needles study.

Presently all Kansans are paying for the depressed economy in southeastern Kansas and the stifled opportunities in southwestern Kansas. We feel strongly that the proposals in House Bill 2378 will prove to be a productive expenditure of Kansas dollars. We sincerely believe that the results will be positive for all of Kansas.

*Attach. 8*



Legislative Testimony  
THE WICHITA AREA CHAMBER OF COMMERCE  
February 25, 1987  
HR 2378

By Jon Josserand  
Vice-President Government Relations

The Wichita Area Chamber of Commerce appreciates the opportunity to appear today in support of HB 2378.

The Chamber believes that a strong, aggressive, comprehensive road construction program will render short and long term economic benefits to the entire state. In particular, the Chamber supports the approach being taken by the Legislature; that is the examination and improvements along entire corridors.

A significant opportunity exists now that may not last very long. The current retail price of gas and current bond rates have not been this favorable for a long time.

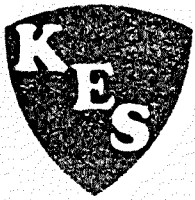
The Chamber supports 2378. Our only concern is that it may not go far enough. The Chamber believes that other segments included in the HNTB study but omitted in this bill should be seriously considered for inclusion. The Chamber believes that four lane improvements should be considered wherever practical.

Finally, the Chamber would support mechanisms to recognize local contributions to these efforts. As many of you know, the taxpayers of Sedgwick County voted to impose a voluntary sales tax upon themselves last year. Half of the proceeds of that tax will be devoted to road construction projects.

As many of you can imagine, public support of such an option is not automatic or easy. It would be easy to wait for the federal and state government to finance our highways for us as some areas of the country have done. But that would not be practical. On the other hand, areas that produce local effort should not be penalized for those efforts.

I should stress that the Chamber believes that the benefits of corridor development accrue to the entire state, not just the cities on the corridor. By improving the Denver to Joplin Corridor and the Albuquerque to Kansas City corridor we believe new markets will be created for existing and new firms across Kansas.

Att. 9



*Kansas Engineering Society, Inc.*  
*627 S. Topeka, P.O. Box 477*  
*Topeka, Kansas 66601 (913) 233-1867*

Testimony on H.B. 2378  
Thursday, February 26, to the  
House Transportation Committee

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William M. Henry, J.D.  
Executive Vice President

Mr. Chairman and members of the committee I am Bill Henry, Executive Vice President for the Kansas Engineering Society. The engineering society consists of more than 1000 licensed engineers who practice engineering in the state of Kansas in private practice, education, construction, industry and government. Today we appear before this committee in support of H.B. 2378.

The Society believes that the construction of any new roads in Kansas in recent years has been a difficult task. Difficult, due to the high cost of construction and the continuing inflation that we have faced for several years. As has been noted by several of the conferees that have appeared before you to date we indeed today have a brief window in terms of interest rates to consider bonding as a viable means of financing new roads in our state.

Like S.B. 137 the Society believes this measure is based upon a well done study of road needs and is cost-effective in that much of the proposed improvements utilize existing right of way.

We also note H.B. 2378 contains one important element that S.B. 137 does not. That element we feel is important because its presence acts as an assurance to many Kansans that the state's current road system will not suffer or deteriorate with the dedication of funds to the roads planned in this measure.

The assurance we speak of is the dedication of the one cent fuel tax to go to the State Highway Fund to be utilized in that fund to continue work, planning and rehabilitation of our current road system. While the members of the profession I represent are excellent at studying the road needs and forecasting road costs we realize that the location of a road system is a matter that has to be determined by those elected officials like yourselves. Members of the engineering profession, both in government and private practice, can provide the data, provide the costs but then the political decision rests with the members on this committee and your fellow Representatives on the floor.

Thank you for the opportunity to express our views.

Respectfully submitted,  
William M. Henry  
Executive Vice President

Attach. 10



**Hoisington Chamber of Commerce**

123 North Main Street

Hoisington, Kansas 67544-2594

Telephone 316-653-4311

February 24, 1987

TO: HOUSE TRANSPORTATION COMMITTEE

FROM: Hoisington Chamber of Commerce

The Hoisington Chamber of Commerce is in support of highways for the western part of the state and the Northwest Passageway in particular.

We feel that successful economic development, industry retention and recruitment cannot be done without adequate highway transportation to all corners of the state. We need a good, cost-efficient system of transportation of our manufactured products to remain competitive in the marketplace today. Recently it was stated that "Arizona Grows Where Water Flows", the same principal could apply to Kansas. "Kansas Gains Along Transportation Lanes." We feel that a good highway system in our part of the state is an investment in our future.

Therefore, the Hoisington Chamber of Commerce is in support of the engineers recommended highway proposal as outlined in Senate Bill 137 and urge your support of legislation to that effect.

Sincerely,

HOISINGTON CHAMBER OF COMMERCE

Loretta Finger  
President

A++ 11

SUMMARY OF TESTIMONY  
HOUSE TRANSPORTATION COMMITTEE

HOUSE BILL 2524

MARCH 2, 1987

BY

CAPTAIN DAVID HORNBAKER  
KANSAS HIGHWAY PATROL

We appear today in support of HB 2524. As I am certain all of you are aware, odometer fraud is a widespread crime. Estimates place the monetary loss at approximately \$5 billion annually in the United States. It is conservatively estimated that a reduction of 30 to 40 thousand miles in a vehicle odometer increases the vehicle's value from \$750 to \$1,500.

Not only does this "rip-off" the buyer, the reduced mileage gives a false sense of security as to the vehicle's condition.

Increased mileage means increased wear on critical mechanical components which affect the safety reliability of the particular vehicle.

We do have some recommended amendments to HB 2524. In the definitions portion of the statute, we would like to add the following:

"Odometer" means an instrument or device used for registering the use or mileage of motor vehicles but does not include any auxiliary odometer designed to be reset by the operator of a motor vehicle for the purpose of recording mileage on trips.

In line 22 we would like that amended to read: "(a) It is unlawful for any person to sell, offer for sale, attempt to sell or convey a motor vehicle ...."

As a last amendment we would like to add a new unlawful act stating "It is unlawful to knowingly make, or cause to be made, or to deliver a false odometer statement.

The Committee's willingness to sponsor this bill is sincerely appreciated. With the amendments as proposed, we would ask for favorable consideration of HB 2524.

*Attach. 12*

HOUSE TRANSPORTATION COMMITTEE

Re: HB 2491

Topeka, Kansas

March 2, 1987

Presented by: John Bottenberg, Lobbyist

Kansas Ethanol Association

Mr. Chairman and Members of the Committee:

Thank you for the opportunity to make brief comments on HB 2491, a measure designed to establish the Kansas qualified ethyl-alcohol producer incentive fund. We support HB 2491.

Current law provides for a \$.03 per gallon exemption from the motor fuels tax of fuels containing 10% or more of agricultural ethyl-alcohol sold in Kansas. This exemption drops to \$.02 per blended gallon on July 1, 1987.

The current exemption is projected to cost the highway fund in excess of \$5 million for fiscal year 1988. If gasoline prices would increase, the amount of lost revenue would increase accordingly.

An estimated 240 million gallons of ethanol blends were sold in Kansas during 1986. The majority of the ethanol used in the blends came from states other than Kansas. Therefore, the largest portion of the benefits from the existing exemption flowed through the blenders to out-of-state ethanol producers.

HB 2491 provides a straight forward solution to the problem of out-of-state producers receiving the benefits of the Kansas tax exemption. This bill would establish an in-state ethanol producer incentive fund of \$4.8 million. The monies in this fund would be distributed quarterly to Kansas qualified ethanol producers at the rate of \$.40 per gallon of agricultural ethyl-alcohol sold to an alcohol blender.

By acting favorably on HB 2491, the advantages to Kansas would be:

- 1) A maximum cost of \$4.8 million per year. The "open exemption" that current law now provides has no maximum.
- 2) Would assure Kansas ethanol producers of a market for their production.
- 3) Provide stronger markets for Kansas grains.
- 4) Provide employment opportunities for Kansans.
- 5) Would maintain and enhance the development of additional in-state production.
- 6) A cleaner environment for Kansans, both present and future generations.

This bill is truly an economic development proposal. If passed it would keep Kansas dollars in Kansas. The Kansas Ethanol Association urges your favorable consideration and passage of HB 2491.

We would be pleased to answer questions at this time.

## Kansas Fuel Ethanol Sales - (000)

	FY 1986	FY 1987	FY 1988*
July	25,162	19,901	22,000
August	25,579	20,099	22,000
September	22,670	17,429	22,500
October	24,289	17,657	24,000
November	23,391	15,130	23,000
December	24,370	16,000*	22,000
January	22,178	17,500*	21,000
February	20,021	17,000*	20,500
March	23,390	18,000*	22,000
April	21,666	18,500*	23,000
May	20,919	20,000*	24,000
June	<u>18,832</u>	<u>21,000*</u>	<u>25,000</u>
<b>Total Sales</b>	<b>272,467</b>	<b>218,216</b>	<b>271,000</b>
Tax Exemption	.04	.03	.02
<b>Revenue</b>	<b>\$10,898.68</b>	<b>\$6,546.48</b>	<b>\$5,420.00</b>

\*Projected by Information Resources, Inc.

**Assumptions:**

1. Increased Premium Gasoline Demand
2. Retail Gasoline Margin Squeeze
3. End of Lead Banking
4. Growth in 89-octane Mid-Grade Unleaded
5. Reduced Negative Press

STATEMENT

By The

KANSAS MOTOR CARRIERS ASSOCIATION

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Concerning House Bill 2491 relating to the  
subsidy on ethyl alcohol blended with motor  
fuels.

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Presented to the House Transportation Committee,  
Rep. Rex Crowell, Chairman; Statehouse, Topeka,  
Monday, March 2, 1987.

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MR. CHAIRMAN AND MEMBERS OF THE COMMITTEE:

I am Mary E. Turkington, Executive Director of the Kansas Motor Carriers Association with offices in Topeka. I appear here today representing our membership and the highway transportation industry.

The policy of the Kansas Motor Carriers Association, adopted on December 12, 1984 is:

The Kansas Motor Carriers Association respectfully requests that the tax subsidies on gasohol fuels at both the state and federal levels be eliminated and this fuel bear its share of taxes when consumed on streets and highways.

As we understand House Bill 2491, this proposal would have a substantial impact on highway revenues.

We are not lawyers, but there does seem to be several questions with respect to the application of the 40-cent-per-gallon subsidy to Kansas-based producers.

Attach. 14



We further understand, at the federal level, that the Administration again has called for repeal of the tax exceptions for gasohol, methane and ethanol which rob the Federal Highway Trust Fund of major tax dollars.

Studies by the U.S. Department of Agriculture further support the high cost of the gasohol subsidy.

We sincerely believe that if gasohol is going to be used in motor vehicles that travel on highways, this fuel should bear its share of the motor fuels tax urgently needed for the preservation of our Kansas highway network.

Thank you for the opportunity to present this testimony to the Committee.

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