

Approved _____

Date

4/8/87

MINUTES OF THE SENATE COMMITTEE ON FEDERAL AND STATE AFFAIRS

The meeting was called to order by Senator Edward F. Reilly, Jr. at
Chairperson

11:00 a.m. ~~on~~ April 3, 1987 in room 254-E of the Capitol.

All members were present, ~~except~~

Committee staff present:

Mary Galligan, Legislative Services
June Windscheffel, Secretary to the Committee

Conferees appearing before the committee:

Mr. Larry Erne, Kansas Independent Greyhound Owners (KGOED)
Dr. David Schoenstadt, President, Kansas Racing Management, Inc.
Mr. Pete McGill, Pete McGill & Associates, Inc.
Mr. Paul F. Hartwell, Director of Racing and Racing Secretary, Agua Caliente Race Track, Tijuana, Mexico

The first conferee to speak concerning HB 2044, the Kansas parimutuel racing act, was Mr. Larry Erne, of the Kansas Independent Greyhound Owners. Mr. Erne stated they are devoted to the improvement of the greyhound industry in Kansas and to assist in developing the best possible racing and parimutuel legislation. His statement is attached. (Attachment #1) Mr. Erne also introduced Mr. Richard Nelson, of that organization who was present but who did not wish to speak. Mr. Nelson is President.

Dr. David Schoenstadt was the next conferee. As President of Kansas Racing Management, Inc., he appeared, he appeared before the Committee. A prepared outline of his statement is attached. (Attachment #2) In his remarks he pointed out that time is of the essence and that a delay of a few weeks can mean a loss of a whole racing season.

Mr. Pete McGill stated that he had two clients interested in the legislation to implement the constitutional amendment on parimutuel wagering: the Chamber of Commerce in Hutchinson, Kansas, working in collaboration with the Kansas State Fair Board, and Kansas Greyhound Racing, Inc. Mr. McGill's complete statement is attached. (Attachment #3) Mr. McGill introduced Mr. Wayne Strong, whose for profit organization is Kansas Greyhound Racing, Inc. A handout was before the Committee (Attachment #4) which explained the Greyhound Park and Entertainment Center proposed for Wyandotte County by Mr. Strong. Mr. Strong is a Kansas developer who proposes to build a queen dome in the Kansas City area.

The next conferee was Mr. Paul C. Hartwell, the Director of Racing of the Agua Caliente Race Track in Tijuana, Mexico. Mr. Hartwell's prepared statement is attached. (Attachment #5) He said the facility at Calients continues to survive because the profits from dog racing operations, as well as off-track betting and foreign book operations, subsidize losses from the horse racing operations. He said if this dual track facility were located in the United States, it would not survive as a dual purpose racing facility.

The conferees answered questions from the Members, and the Chairman thanked them for appearing. The Chairman said due to the hour it would be impossible to hear testimony from other conferees. He asked that the Committee read the statement before it from The Reverend Richard Taylor (Attachment #6). The Reverend Taylor expressed his concerns concerning parimutuel gambling, among which were live lures and drugs.

CONTINUATION SHEET

MINUTES OF THE SENATE COMMITTEE ON FEDERAL AND STATE AFFAIRS,
room 254-E, Statehouse, at 11:00 a.m. ~~April~~ on April 3, 1987.

There was also a handout before the Committee from Audrey McCaig, of the Helping Hands Shelter, which was copy of a letter from Wilafred Godsey of Waterville, Kansas. The letter opposes the use of live lures as bait in training dogs. (Attachment #7) The Chairman also asked that the Committee peruse this letter.

Senator Strick had a proposed bill draft for the Committee (7 RS 1426) concerning voice stress examiners. He said it would license polygraphers in the State of Kansas. Senator Strick moved that the bill be introduced. Seconded by Senator Martin. The motion carried. (Attachment #8)

The Chairman said it was his intent to meet on Monday on call of the Chairman.

The meeting was adjourned at noon.

**KANSAS INDEPENDENT
GREYHOUND OWNERS**

Rural Route 4
Abilene, Kansas 67410



4/3/87
Attachment #1

TESTIMONY BEFORE THE SENATE
FEDERAL & STATE AFFAIRS COMMITTEE
by the
KANSAS INDEPENDENT GREYHOUND OWNERS
H. B. 2044
April 3, 1987

Chairman Reilly
Members of the Committee

I am Larry Erne, registered lobbyist for the Kansas Independent Greyhound Owners. We are devoted to the improvement of the Greyhound Industry in Kansas and to assist in developing the best possible racing and parimutuel legislation. I appear today in support of H.B. 2044.

Members of the Independent Greyhound Owners worked with the Industry group preparing information and direction for the task force and agreed with all groups involved that a 3% tax across the board is in the best interest of a good racing program in Kansas. We feel the secondary market is being overlooked. With a 5% tax on greyhound tracks, markets such as Salina and Southeast Kansas, could be jeopardized.

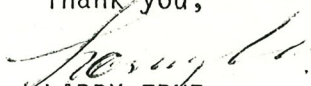
The start up cost on the developer is going to be great. Revenues can be reviewed each year and the tax can be increased when financially able.

We agree with other Conferees that Sec. 32 is confusing. The second part is not clear and should be stricken from the bill. We feel this type of legislation will only cause retaliation in other racing states against the Kansas resident breeders.

Dr. Coffman and the out-of-state experts said the medication portion of this bill should be under the Commission, we agree. We could not find any state that did not allow the Commission to manage this rapidly changing area.

The live lure section of this bill must not prohibit the use of jack rabbits. To do so would cost Kansas more dollars in existing business and business that will develop after the passage of H.B. 2044 than the highest tax percentage could produce. The use of the jack rabbit is more critical to this industry than parimutuel.

Thank you,


LARRY ERNE

Attachment #1
FSA 4/3/87

4/3/87
Attachment #2

TESTIMONY OF DR. DAVID SCHOENSTADT
TO THE SENATE FEDERAL & STATE AFFAIRS COMMITTEE
ON APRIL 3, 1987 ON HOUSE BILL 2044

1. I am the President of Kansas Racing Management, Inc.
2. We are the only corporation under contract to a bona fide non-profit corporation that predated the adoption of the constitutional amendment.
3. I own the Kansas City Comets and have successfully developed neighborhoods and new concept businesses - sports complex in Lenexa.
4. I am here to make the following points:
 - a. Time is of the essence - a delay of a few weeks can mean a loss of a whole racing season.
 - b. There have been witnesses before this committee whose vested interests are to delay the bill or see an unworkable bill produced.
 - c. Missouri has sharply accelerated a move toward greyhounds and may set a special election this summer to allow greyhound racing in Missouri.
 - d. Recommend modifying the bill to exempt public or quasi-public agencies/associations from burdensome restriction on use of not-for-profit proceeds as done for state and county fair associations.
 - e. Parimutuel taxes should be set as low as possible to enhance development and construction.
 - f. Reduce purses to 4% and 6% of handle by removing the fraction and going with flat percentages.
 - g. Only with this schedule of taxes and purses do we have any chance of horse racing.
 - h. A combined track should work, but cannot even be attempted without taking the steps outlined in points (e) and (f) above.

Attachment #2
FSA 4/3/87

4/3/87
Attachment #3

March 31, 1987

TESTIMONY
to
SENATE FEDERAL AND STATE COMMITTEE
HB 2044

Mr. Chairman - Members of the Committee.

I am Pete McGill of Pete McGill and Associates and we have two clients interested in the legislation that would implement the constitutional amendment on parimutuel wagering.

One of those is the Chamber of Commerce in Hutchinson Kansas working in collaboration with the Kansas State Fair Board to create the possibility of horse racing on the State Fair Grounds at a time other than during the fair.

There is a feasibility study presently under way and architectural renderings of several million of dollars of improvements at the fair grounds to accommodate this anticipated increased activity.

Negotiations for financing are under way and the Hutchinson Chamber working in collaboration with the State Fair Board have entered into an agreement that all the proposed improvements will belong to the state at no cost to the taxpayers.

Attachment #3
FSA 4/3/87

To say the least, the people of Hutchinson and communities from miles around are looking forward to the possibility of this increased entertainment.

Ed Schaub of our firm has been working with the Hutchinson Chamber of Commerce and the State Fair Board coordinating this proposed project. Both have supported the efforts of the parimutuel task force and are in full support of the philosophy of the bill originally recommended by the interim legislative committee.

Our other client is Kansas Greyhound Racing, Inc., a for profit organization presently owned by Wayne Strong of Abilene, Kansas.

Mr. Strong is a Kansas developer who proposes to build a queen-dome, the finest greyhound racing facility in the United States, at a location somewhere near the Kansas City market. You have a copy of that proposal in front of you. I suggest you may wish to turn to the first few pages that show the color rendering of the proposed project.

Mr. Strong asked me to point out to you, the project is scheduled to be built in three stages but even the first stage will be the finest there is to accommodate major league greyhound racing in Kansas.

Probably most of Mr. Strong's arguments and comments should be more appropriately reserved for the racing commission. It was our thought that the charge of the legislature would be to provide the implementing legislation for the constitutional amendment approved by the people relating to parimutuel wagering in Kansas. However, after observing the steady string of developers or potential developers that appeared before the House Committee and those that have appeared here thus far, we are extremely concerned about developers who are here seeking preferential treatment or preferential considerations in the way the legislation is drawn.

Mr. Strong is merely seeking legislation that will give him an equal opportunity to compete with other developers in presenting his proposal to the racing commission. He does not want a tax subsidy, he has no interest in developing a horse racing facility but he would like to build the finest greyhound racing facility in the United States. He would like the opportunity to do that here in Kansas.

He has asked me to state that he has absolutely no opposition to those who wish to construct a horse racing facility anywhere in the state - even the Kansas City area - and in fact encourages it as long as tax payers dollars are not used to give one developer a competitive advantage over another.

Mr. Strong's project was designed and the feasibility study made on the basis of paying a five percent tax to the state of Kansas. He believes that to be a fair tax and he believes the people of Kansas are entitled to that revenue.

One Senator on the interim committee explained it better than I when the interim committee was debating tax percentages to the State. He said something to the effect the people of the state of Kansas voted on a constitutional amendment and approved the amendment with the idea there would be public entertainment but more than that, there would be revenue generated in the way of tax dollars to the state.

We think he was absolutely correct. If there was a problem with the numbers, why wasn't that presented to the people. Most of this discussion and controversy never arose until after the constitutional amendment was passed. That amendment received extensive and exhaustive hearings before the legislature ever approved placing it on the ballot.

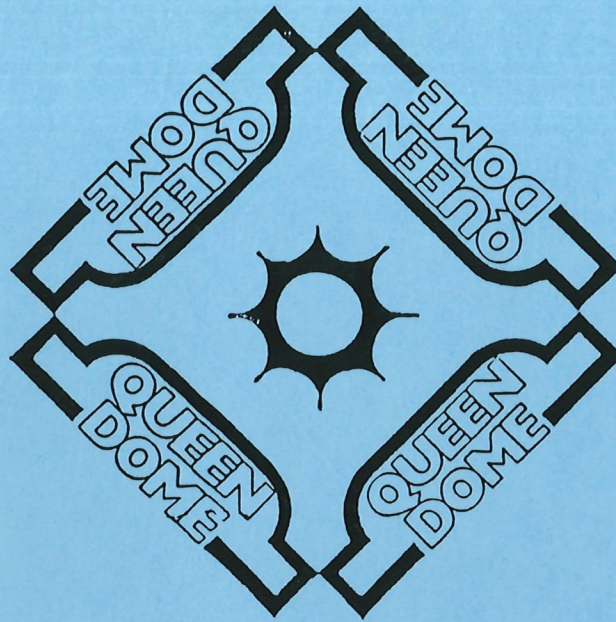
I respectfully suggest you may want to review those numbers. Contrary to what you may have heard there are some significant tax dollars available to the state over period of time that can be generated from parimutuel wagering. That is assuming this legislature doesn't attempt to do the racing commissions work and design legislation to give one developer or one type of developer preferential treatment over another.

One final comment, Mr. Chairman, before we chose to represent Mr. Strong we obtained copies of letters from the F.B.I. and the K.B.I. regarding Mr. Strong. We also received copies of letters from bankers attesting to Mr. Strong's financial capabilities of competing.

Neither of our clients, the Hutchinson Chamber of Commerce or Mr. Strong are asking for any state subsidy. All they want is an equal opportunity to compete when they take their proposal to the State Racing Commission.

In fact, the Hutchinson Chamber will be making a significant contribution to the State of Kansas in the way of permanent improvements at the State Fair Grounds. They are truly a non profit group.

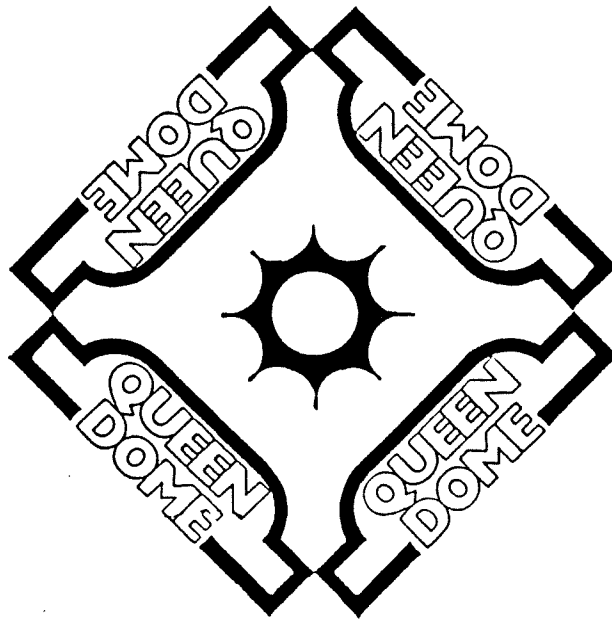
4/3/87
Attachment #4



**GREYHOUND
PARK
AND
ENTERTAINMENT
CENTER
WYANDOTTE COUNTY
KANSAS CITY, KANSAS**

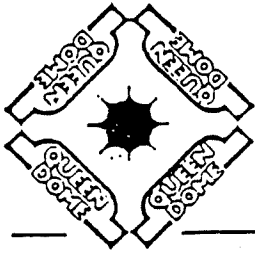
PREPARED FOR
KANSAS GREYHOUND RACING, INC.
WAYNE STRONG, PRESIDENT
P. O. BOX 397, ABILENE, KANSAS 67410
DECEMBER 1986

Attachment H4
FSA 4/3/87



**GREYHOUND
PARK
AND
ENTERTAINMENT
CENTER
WYANDOTTE COUNTY
KANSAS CITY, KANSAS**

PREPARED FOR
KANSAS GREYHOUND RACING, INC.
WAYNE STRONG, PRESIDENT
P. O. BOX 397, ABILENE, KANSAS 67410
DECEMBER 1986



December 18, 1986

City Council
City of Kansas City, Kansas
One Civic Center Plaza
Kansas City, Kansas 66101

RE: Greyhound Racing and Entertainment Complex
Kansas City, Kansas

Gentlemen:

On behalf of Kansas Greyhound Racing, Inc., I am pleased to submit this proposal to you along with information concerning my proposed in-door Greyhound Racing and Entertainment Complex in Kansas City, Kansas.

These cost estimates and projections represent a cost of \$90,000,000. This facility has a seated capacity of 17,500 with an employment capacity of 1,000 people and an annual payroll of \$10,000,000 per year. A project of this magnitude is feasible because of the economic potential of this particular area.

The Greyhound Industry needs a facility like this, and Kansas City can provide the location. The reason they can, is because of the population and accessibility to the site. An entertainment facility of this magnitude will also complement the entertainment facilities of Kansas City, Missouri.

The general program for development of the QUEEN DOME is to provide a facility with comfortable accommodations, spacious surroundings and comfortable seating for all patrons. It is a proven fact that more convenient and more comfortable facilities of this type produce increased attendance and handles. The stadium, being flanked on each side of the 1/4 mile Greyhound Racing Track with balanced bleachers and tiered dining seating, is to be covered and enclosed for year round use. The patrons' area is to have a controlled environment of heating, cooling, and lighting. I commissioned Evan M. Terry Associates, P.C., Birmingham, Alabama, Malcolm L. Sokol as Architect, also Hammer, Siler, George Associates, Atlanta, Georgia, as the Marketing Research Firm.

The primary function of this facility will be Greyhound racing and pari-mutuel betting. However, the facility will also

QUEEN DOME P.O. BOX 397 ABILENE, KANSAS 67410 (913) 263-1150

City Council
December 18, 1986
Page 2

function as an entertainment center for concerts, shows, and programs in the interest of the general public, as well as a major convention attraction.

Yours very truly,

KANSAS GREYHOUND RACING, INC.

Wayne Strong

WS/dd

N National G Greyhound A Association

Phone (913) 263-4660 • P. O. Box 543 • Abilene, Kansas 67410

Nov. 11, 1986

The Honorable Mike Hayden
Governor-Elect, State Of Kansas
State Capitol Bldg.
Topeka, KS 66612

Dear Governor Hayden:

First, we extend our congratulations on your election to the state's highest office. We're confident the state will enjoy new levels of growth and prosperity during your tenure as governor.

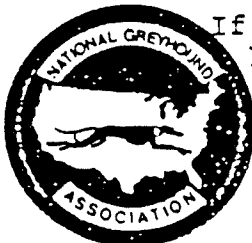
Earlier this year, Wayne Strong of Abilene met with the NGA's Executive Committee to present his ideas about greyhound racing in the state of Kansas.

At that Apr. 22 meeting, it was the feeling of the Executive Committee that Mr. Strong's vast experience in the sport, particularly as a breeder and kennel operator, would greatly enhance the prospects of major-league racing in our state. After Mr. Strong's ideas were presented concerning a domed stadium and other proposals that would be of tremendous benefit to all concerned--including the state of Kansas--the Committee was even more convinced that these innovative ideas were worthy of consideration.

The main intent of this letter is to advise that the 15-man Executive Committee of the NGA unanimously approved a motion to endorse Mr. Strong as a track manager and developer for a proposed track in Wyandotte County. More recently, Mr. Strong again met with the Committee (Oct. 16) to offer greater detail of his plan. The sentiments in favor of his proposal were just as strong, if not more so, at that time as they were initially.

It's worthy of note that in the NGA'S 80-year history--most of which has been enjoyed in the boundaries of Kansas--it has never before given an official endorsement of a proposed track.

If there are any questions concerning this, please do not hesitate to contact me.



Established in 1906

Sincerely,

Gary Guccione
Gary Guccione
Sec.-Treas.

VIII-9

DONNY OSMOND
ENTERTAINMENT CORPORATION

December 12, 1986

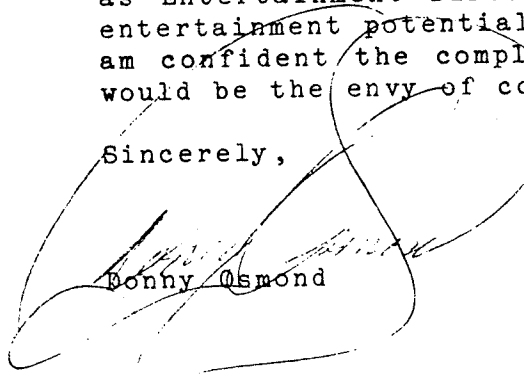
The Honorable City Council
of Kansas City
One Civic Center Plaza
Kansas City, KS 66101

Dear Sirs:

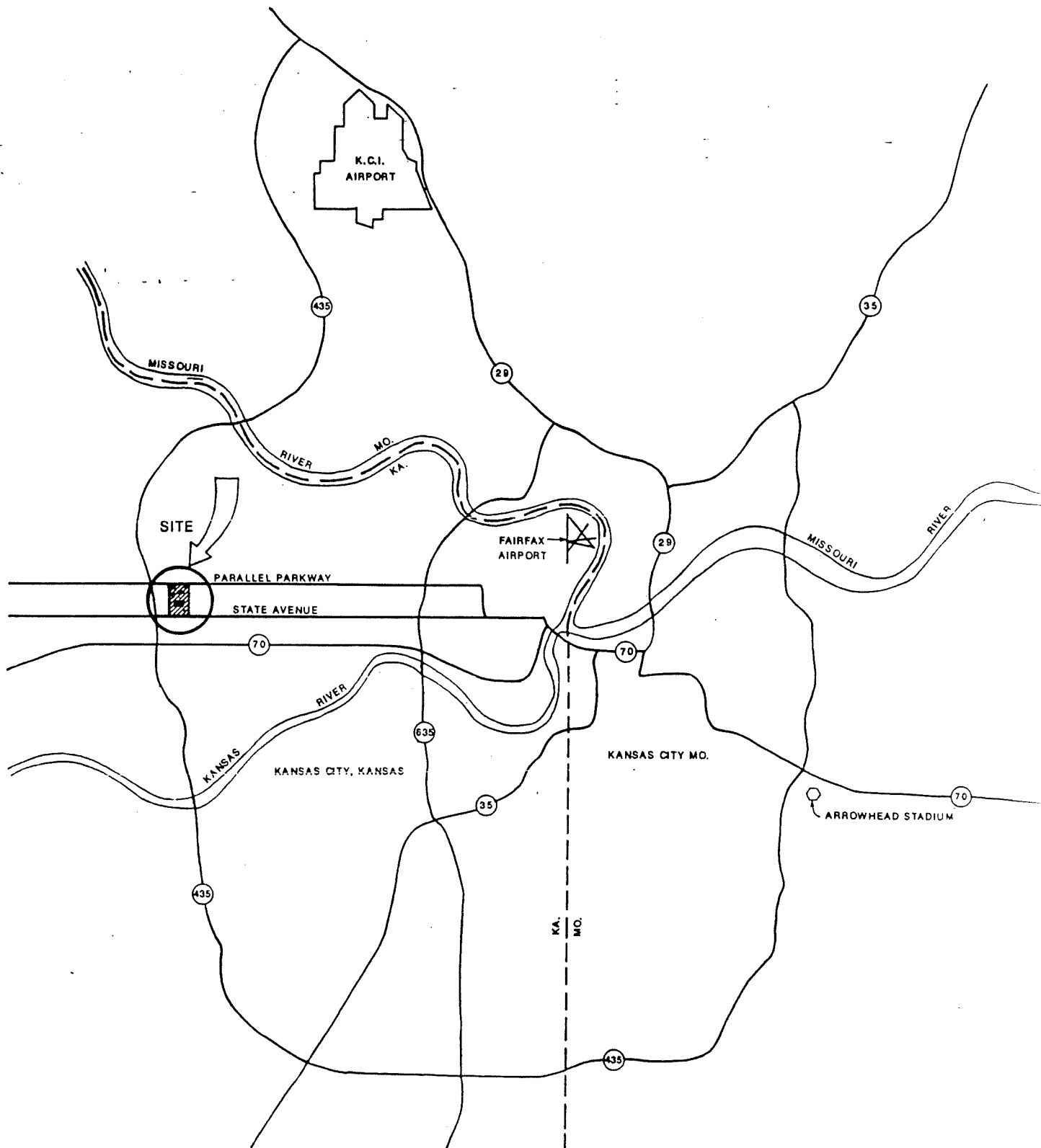
Due to a scheduling conflict I am unable to attend the Queen Dome Presentation. However, I do want to go on record stating my enthusiasm for the project.

I am very excited about the prospect of providing services as Entertainment Director for the Queen Dome operations. The entertainment potential of the proposed facility is unlimited. I am confident the complex would be a spectacular landmark that would be the envy of communities across the country.

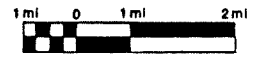
Sincerely,

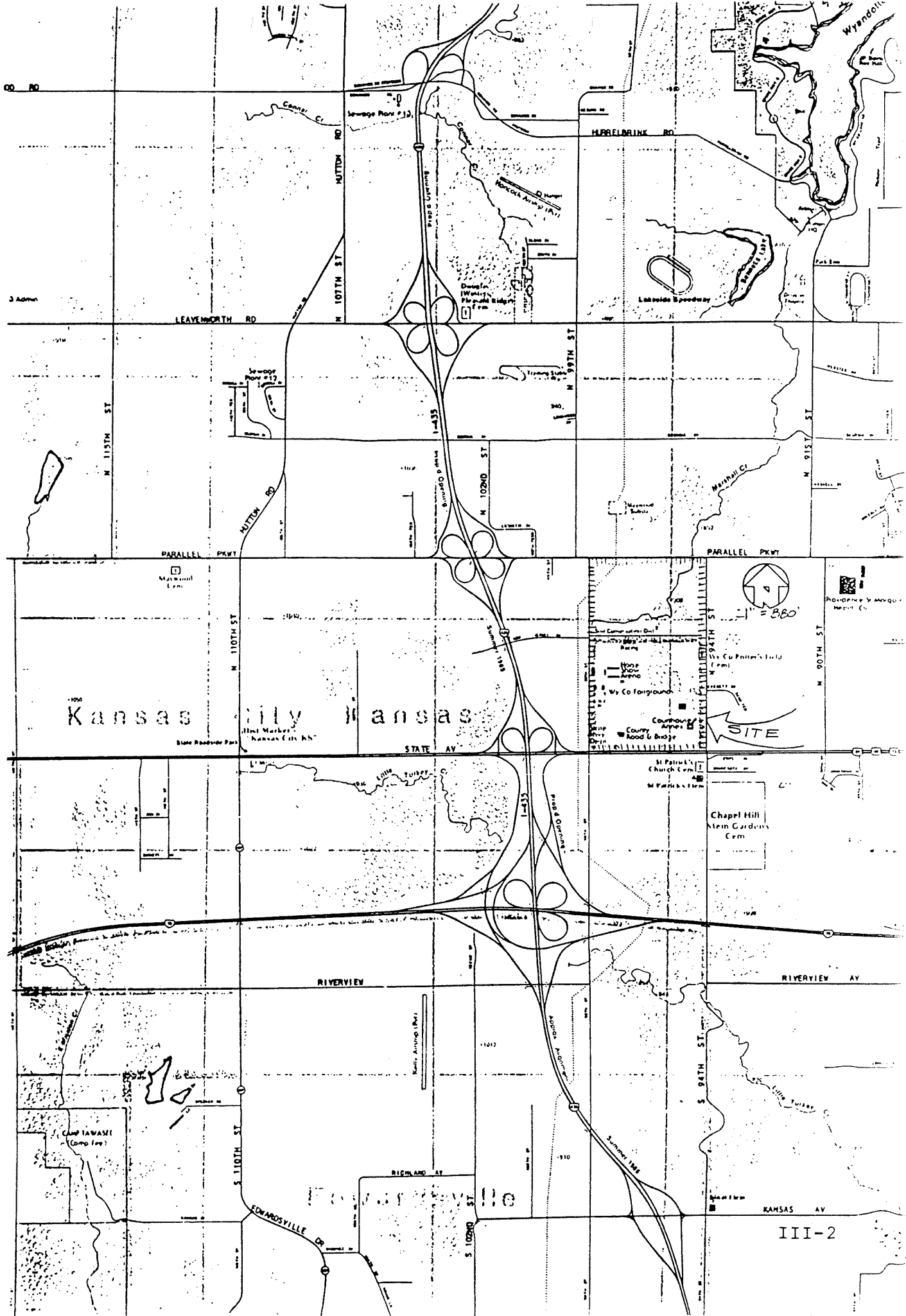


Donny Osmond

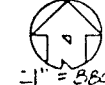


VICINITY MAP





Kansas City, Kansas



SITE



KANSAS CITY QUEEN DOME
KANSAS CITY, KANSAS

WAYNE STRONG - DEVELOPER
EVAN M. TERRY, ASSOCIATES P.C.
MALCOLM L. SOKOL - ARCHITECT
BIRMINGHAM, ALABAMA



**KANSAS CITY QUEEN DOME
KANSAS CITY, KANSAS**

**WAYNE STRONG - DEVELOPER
EVAN M. TERRY, ASSOCIATES P.C.
MALCOLM L. SOKOL - ARCHITECT
BIRMINGHAM, ALABAMA**

GREYHOUND PARK
AND
ENTERTAINMENT CENTER
WYANDOTTE COUNTY
KANSAS CITY, KANSAS

JOB NO. 1882

JUNE 30, 1986

SUMMARY OF FACTS

PREPARED BY
EVAN M. TERRY ASSOCIATES, P.C.
2129 MONTGOMERY HIGHWAY
BIRMINGHAM, ALABAMA 35209
(205) 871-9765

PREFACE

The general program for development of The Kansas City greyhound racing and entertainment center as conceived by Wayne Strong is to provide a facility with comfortable accommodations, spacious surrounds, and comfortable seats for all patrons. It is a proven fact that more convenient and more comfortable public facilities produce increased attendance and handles. The stadium, being flanked on each side of the 1/4 mile greyhound racing track with balanced bleachers and tiered dining seating, is to be covered and enclosed for year round use. Additionally, the patrons area is to have a controlled environment of heating, cooling, and lighting. Wayne Strong has commissioned Evan M. Terry Associates, P.C., Birmingham, Alabama, Malcolm L. Sokol as the architect.

The primary function of the facility will be greyhound racing and pari-mutuel betting. However, the facility will also function as an entertainment center for concerts, shows, and programs of interest to the general public. Also, an elaborate fountain and pool system will afford an exciting extravaganza of water display with light and sound.

As a unique feature of the facility, the fabric dome roof will be a show in itself as an engineering marvel. Basically, the primary support members will be space trusses fabricated with structural pipe, covered with highly weather resistive coated fiberglass fabric. The fabric will provide solar energy translucency of up to 45%. A cable system will provide tension on the fabric for controlling wind loads and snow loads.

As a special feature, simulcasting of horse racing is planned via a large screen television from a remote track.

As an added feature, the parking has been designed to surround the stadium to minimize the distance for patron walking. Parking will be free. Valet parking will be available. Kimley-Horn has made the initial traffic studies and at the appropriate time, traffic impact will be coordinated with the local authorities.

Another consideration related to the development of the greyhound park will be the potential development of commercial areas of approximately 52 acres located at the corners of the property.

GENERAL STATISTICS

SITE USE:

Primary Stadium Site.....	160 Acres
Landscaped Storm Water Retention Site.....	43 Acres
Commercial Sites.....	37 Acres
Future Commercial Sites.....	15 Acres
Total Property.....	255 Acres

Access Road	5 Lanes 15' Wide (Public).....	6,800 L.F.
Access Road	2 Lanes 15' Wide (Valet & Bus)....	4,500 L.F.

Parking - Free.....	7,361 Cars
Parking - Valet.....	1,080 Cars
Parking - Bus.....	50 Buses
Parking - Employee.....	670 Cars
Total.....	9,161 Cars

Parking Ratio: 17,500 8,441 = 2 per car

STADIUM:

Main Buildings.....	640,000 G.S.F.
Judges Stand.....	1,400 G.S.F.
Track Roof.....	355,083 G.S.F.
Total Enclosed Building.....	996,483 G.S.F.

General Admission Seating With Counters.....	720
General Admission Seating Without Counters.....	9,876
V.I.P. Lounge Seating.....	1,600
Deli-Lounge Seating.....	760
Dining Club Seating.....	4,560
Total Seating.....	17,516

SPECIAL FEATURES:

	Pari-mutuel Windows	Drink Bars	Food Bars
First Floor			
General Admission	260	8	10
Second Floor			
Lounges	48	4	4
Third Floor			
Club Rooms	260	4	
Total Stations	568	16	14

SITE

The site is located in Middle America, Kansas City, Kansas. The greyhound park is located between State Avenue and Parallel Parkway, two major east/west thoroughfares, eight miles west of Kansas City, Kansas. The site is directly accessible from three major interchanges within sight of the track. These interchanges are I-435 and Parallel Parkway, I-435 and State Avenue, and I-435 and I-70. I-435 is a major loop road connecting with I-29, I-70, and I-35. The market area population within a 100 mile radius is 3,731,300. The site is ideally located and is very accessible from all approaches.

MASTER PLAN

The master plan divides the 255 acre site into three major land uses: The stadium and required surface parking, mixed-use commercial, and storm water retention. Acreage allocated to these uses is as follows:

Stadium & Parking	160 acres
Commercial	52 acres
Storm Water Retention	43 acres

Physical site characteristics and the anticipated traffic desires and patterns led to the location of the stadium in the south half of the site. A five-lane roadway is proposed as a connection between Parallel Parkway and State Avenue to allow vehicular access to various parking areas and remove as much traffic from State Avenue as possible. Valet, bus, emergency vehicle, and service access points are separated from general admission parking to allow easier and more convenient ingress/egress.

The stadium is located so as to balance the parking serving each grandstand/clubhouse area. A total of 8,441 parking spaces are provided with 4,249 to the north and 4,192 to the south. Valet parking totals 1,080 spaces equally divided north and south. Pedestrian walks penetrate the parking area to allow safe and convenient access and to permit planting areas which reduce the impact of the vast paved area as well as direct the patron to the entrances of the building.

A commercial development is proposed along the north edge of the site with easy access from Parallel Parkway and exposure from surrounding roads as well as Interstate Highway 435. Anticipated uses range from a branch bank to a small shopping mall anchored by a high-rise hotel and major department store. A linear park is proposed to connect the hotel and stadium to allow pedestrian access between the two attractions.

FUNCTIONS

The primary function is for greyhound racing which will include matinees and evening performances. The north and south stadium has been divided into three major elements, first level, second level, and third level. In addition, there is a fourth level for the judges stand. The east and west ends of the stadium will function as offices for administration and the racing commission in addition to many support facilities and will also be capable for future expansion.

Emergency exits are located within a maximum distance of travel of 200 feet. The life safety features, as well as other requirements of the Uniform Building Code and the Life Safety Code, have been incorporated in the design of the structure.

First Level:

The first level has four primary entrances located for maximum convenience between the parking area and the seating areas. The average walking time from the patrons automobile to the main entrance is approximately three minutes. Upon entering the main entrance, the patron will remain on this lower level as a general admission patron or if the patron chooses, the club room and lounges are located on the upper levels, accessible at each entrance point by two-way escalators or elevators and stairs.

The seating is within 30 feet from the track and the floors have been designed with a slope to provide excellent viewing. The first four rows of seats will have counters for the convenience of the patrons. All remaining seats have been designed for ultimate comfort with upholstered seats, back rest and arm rest.

For the convenience of the patrons, the food service, beverage service, pari-mutuel windows, program sales, and toilets have been located within a short distance to each section of seating. Also within the main entrance elements, facilities for security, first aid, parking and admissions, and sales have been provided.

On this level and in full view of all patrons, in addition to the one-quarter mile dirt track, are two pools with elaborate fountain-lighting programs. These pools will provide a spectacular backdrop to the center entertainment circle providing a visual extravaganza of water display and color that, in itself, will be entertaining. The center stage has been designed as a function separate from greyhound racing and will be for concerts and other programs in the interest of the general public.

Functions (continued)

Second Level:

The second level is accessible by escalator-elevator-stairway or ramps to the third level. The primary function of this level will serve as lounge areas with large screen television for viewing the races. The V.I.P. Lounge will have beverage bars, food service from the kitchen, and pari-mutuel windows for the convenience of the patrons. The deli lounges will provide the patron with deli and beverage services. These areas are connected by an internal corridor which is also accessible to the escalator-elevators and the emergency exit stairs.

This level also includes the kitchens which will provide food service for the lounges on this level and the Club Room on the third level. Additional support facilities include mechanical equipment rooms, storage, electrical equipment rooms, toilets, etc.

Located at the east end of the greyhound track, on the first turn, are the administrative offices and the offices of the State Racing Commission. These offices will provide a full view of the track and the stadium. These areas are connected to the north and south stadiums by an internal corridor.

Emergency exits are located within a maximum distance of travel of 200 feet. The life safety features, as well as other requirements of the Uniform Building Code and the Life Safety Code, have been incorporated in the design of the structure.

Third Level:

The third level is designed for ultimate dining comfort with a commanding view of the track and the infield entertainment circles. The 4,560 dining seats have been designed with spacious considerations and large dining tables and comfortable dining chairs. The food service facilities have been located to the seating so as to provide maximum convenience for food service for serving hot and cold foods within a minimum of time.

These dining tiers are readily accessible to the pari-mutuel windows as well as the toilet facilities and emergency stair exits. Also for the convenience of the patrons, beverage bars have been provided. In addition, beverage service will also be available at the dining tables.

For a change of pace, this level is accessible to the lounge level on the level below via ramps which lead directly to these facilities.

Functions (continued)

Fourth Level:

The fourth level will be designed in accordance with regulations of the Kansas Racing Commission which will include space for the lure operator, program announcer, judges, photo finish lab, and a television studio in addition to related support facilities.

Kennels:

The kennel compound will be located convenient to the greyhound park, but will be remote to the park.

The kennel compound will require approximately 22 acres and will include 8 kennel building, each building containing 4 kennels for a total of 32 kennels at 50 dogs per kennel for a total of 1,600 dogs. This site will also include a schooling track for greyhound training.

In support of the kennels, a commissary will be provided which will also include toilet facilities and a swimming pool for the kennel personnel.

COST ESTIMATE

The Architect's cost estimate is \$90,000,000., including the site work, stadium with dome roof, and off site kennels, schooling track and commissary.

CONSTRUCTION METHOD AND TIME

The Architect's estimate is in consideration of constructing the facility by the fast track method, allowing fifteen months for construction.

COMMERCIAL DEVELOPMENT

The Architect has considered in the Master Plan, the development of the NW, SW, and SE corners of the site for commercial use; however, these areas will be developed separate from the Greyhound Park and Entertainment Center.

The Architect projects the following commercial development for the northwest corner of the site.

200 Room Hotel - 12 Story Construction Cost.....	\$12,000,000.
155,000 S.F. 2 Story Shopping Mall and 40,000 S.F. 2 Story Anchor Store Construction Cost.....	\$19,500,000.
135,000 S.F. 3 Story Office Building Construction Cost.....	\$10,125,000.
20,000 S.F. 1 Story Bank Construction Cost.....	\$ 1,000,000.
10,000 S.F. Restaurant Construction Cost.....	\$ 650,000.
5,000 S.F. Food/Gas Store Construction Cost.....	\$ 325,000.
TOTAL CONSTRUCTION COST.....	\$44,600,000.

The southwest and southeast commercial sites are proposed for future development.

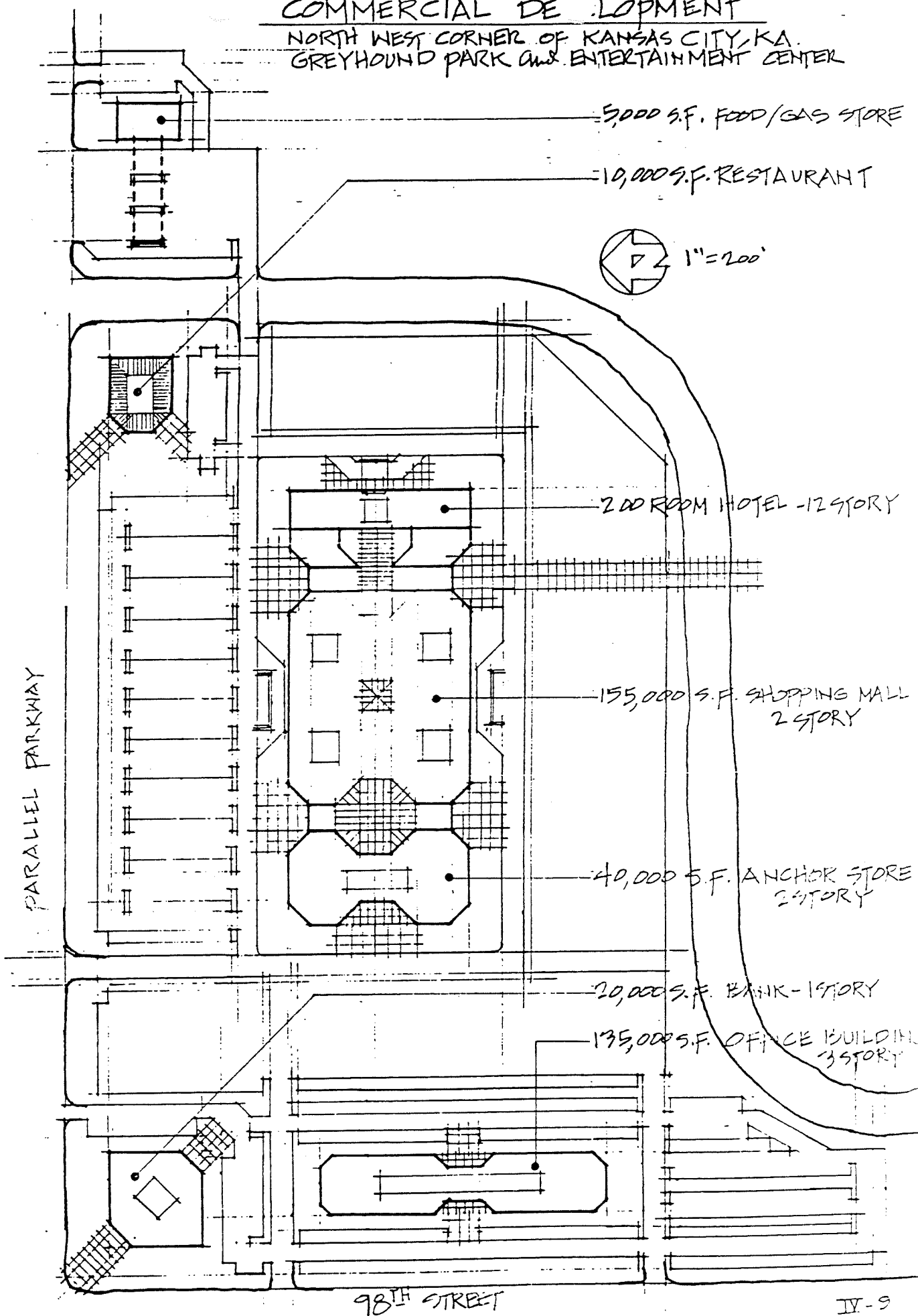
EVAN M. TERRY ASSOCIATES, CONSULTANT

MALCOLM L. SOKOL, ARCHITECT

GENE S. JONES, PROJECT MANAGER

COMMERCIAL DEVELOPMENT

NORTH WEST CORNER OF KANSAS CITY, KA.
GREYHOUND PARK and ENTERTAINMENT CENTER



5,000 S.F. FOOD/GAS STORE

10,000 S.F. RESTAURANT

200 ROOM HOTEL - 12 STORY

155,000 S.F. SHOPPING MALL
2 STORY

40,000 S.F. ANCHOR STORE
2 STORY

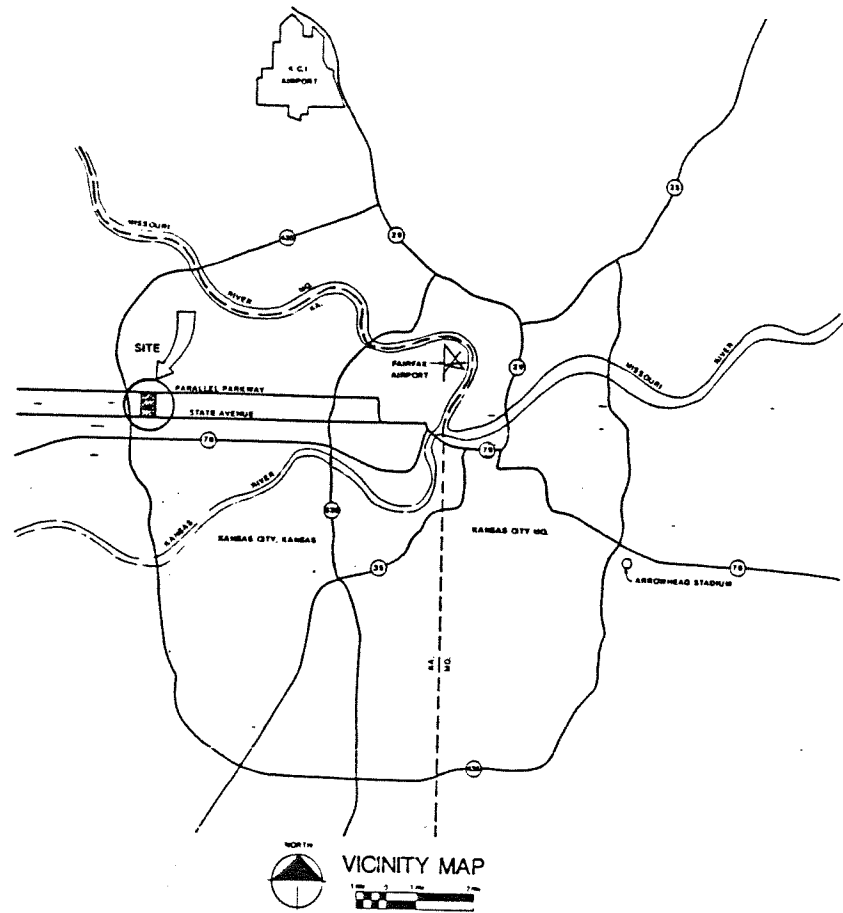
20,000 S.F. BANK - 1 STORY

135,000 S.F. OFFICE BUILDING
3 STORY

PARALLEL PARKWAY

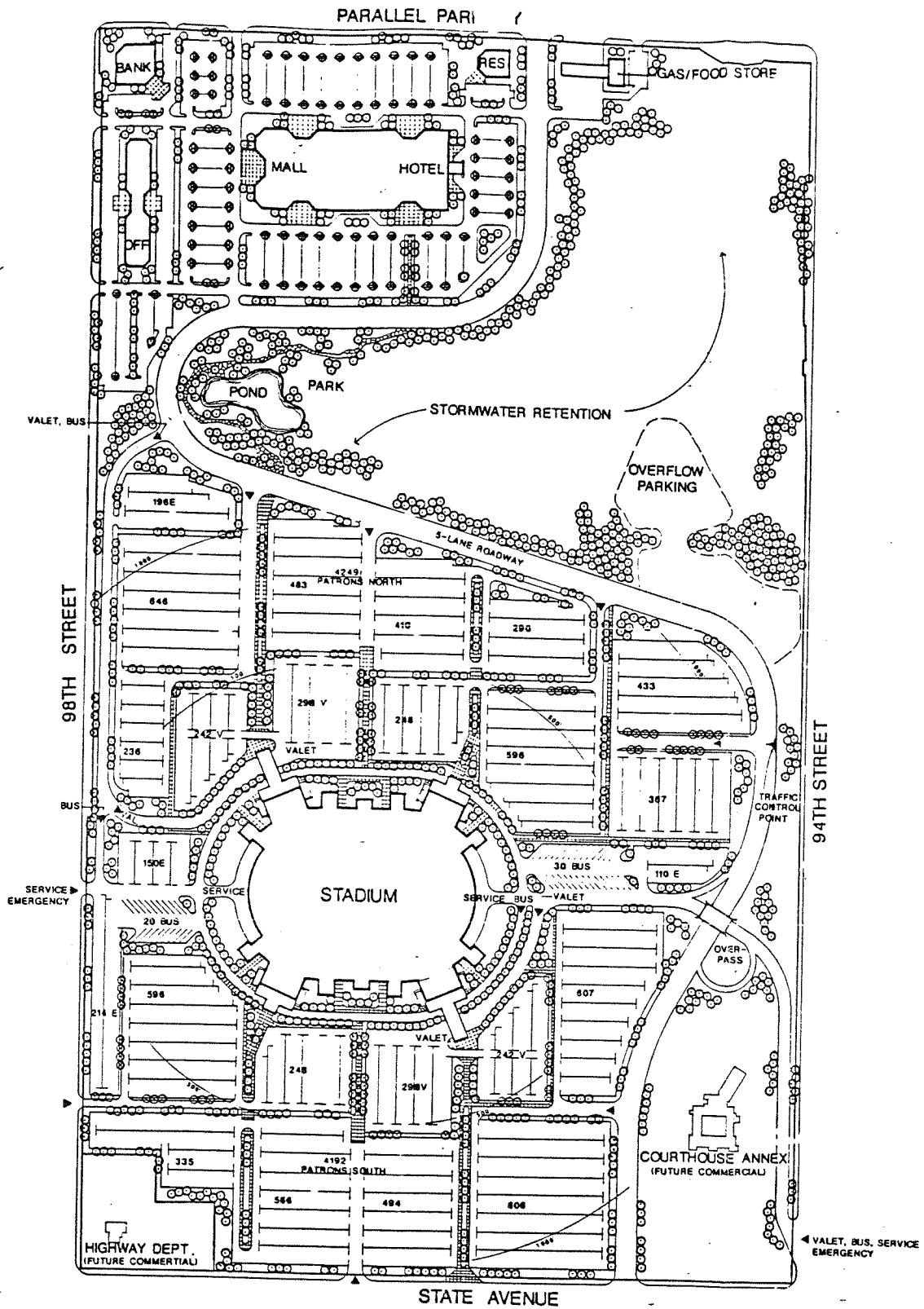
98TH STREET

SECTION V
SCHEMATIC DRAWINGS



GREYHOUND PARK AND ENTERTAINMENT CENTER

WYANDOTTE COUNTY
KANSAS CITY, KANSAS

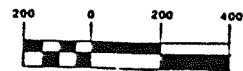


PARKING SUMMARY

VALET(V)	1080
GENERAL ADMISSION	7361
EMPLOYEE(E)	670
BUS	50

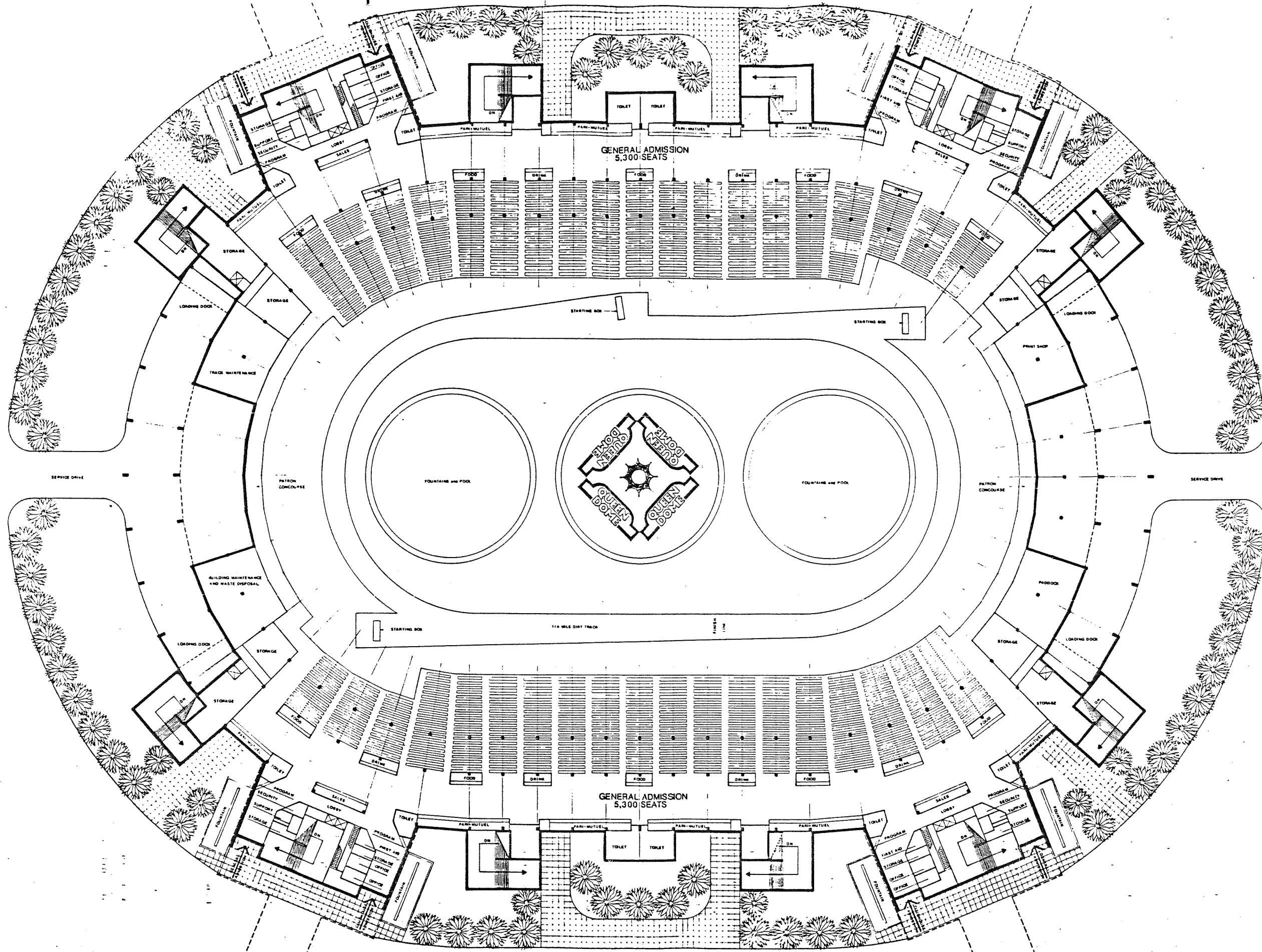
TOTAL OF 8441 PATRON SPACES

MASTER PLAN



Malcolm L. Sokol
ASSOCIATES
MALCOLM L. SOKOL
Architect

1882
2128 Main Street - Springfield, Missouri 65808
6-10-86



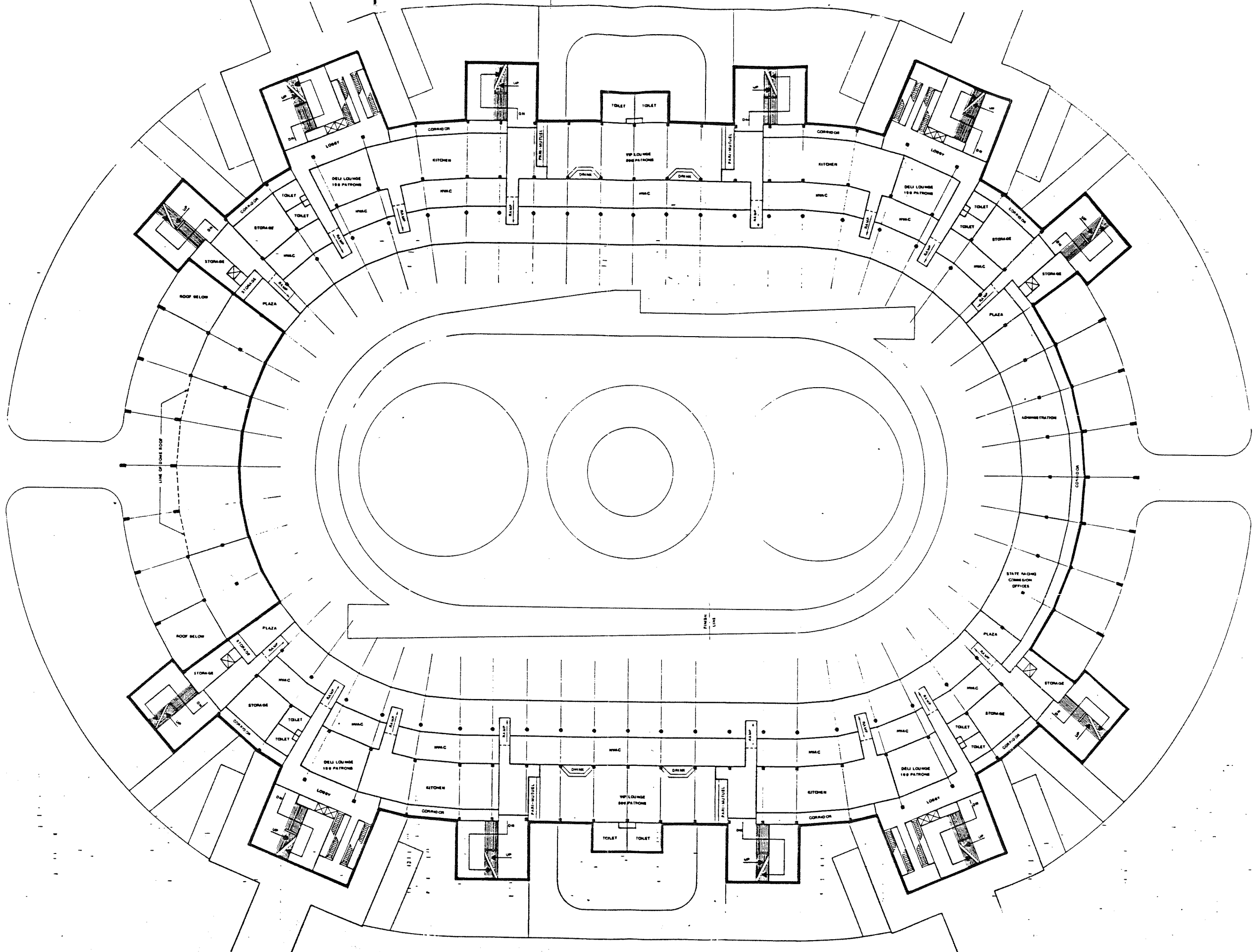
FIRST FLOOR PLAN



Evans & Terry
ASSOCIATES
MALCOLM L. SOKOL
Architect

1882

6-10-66

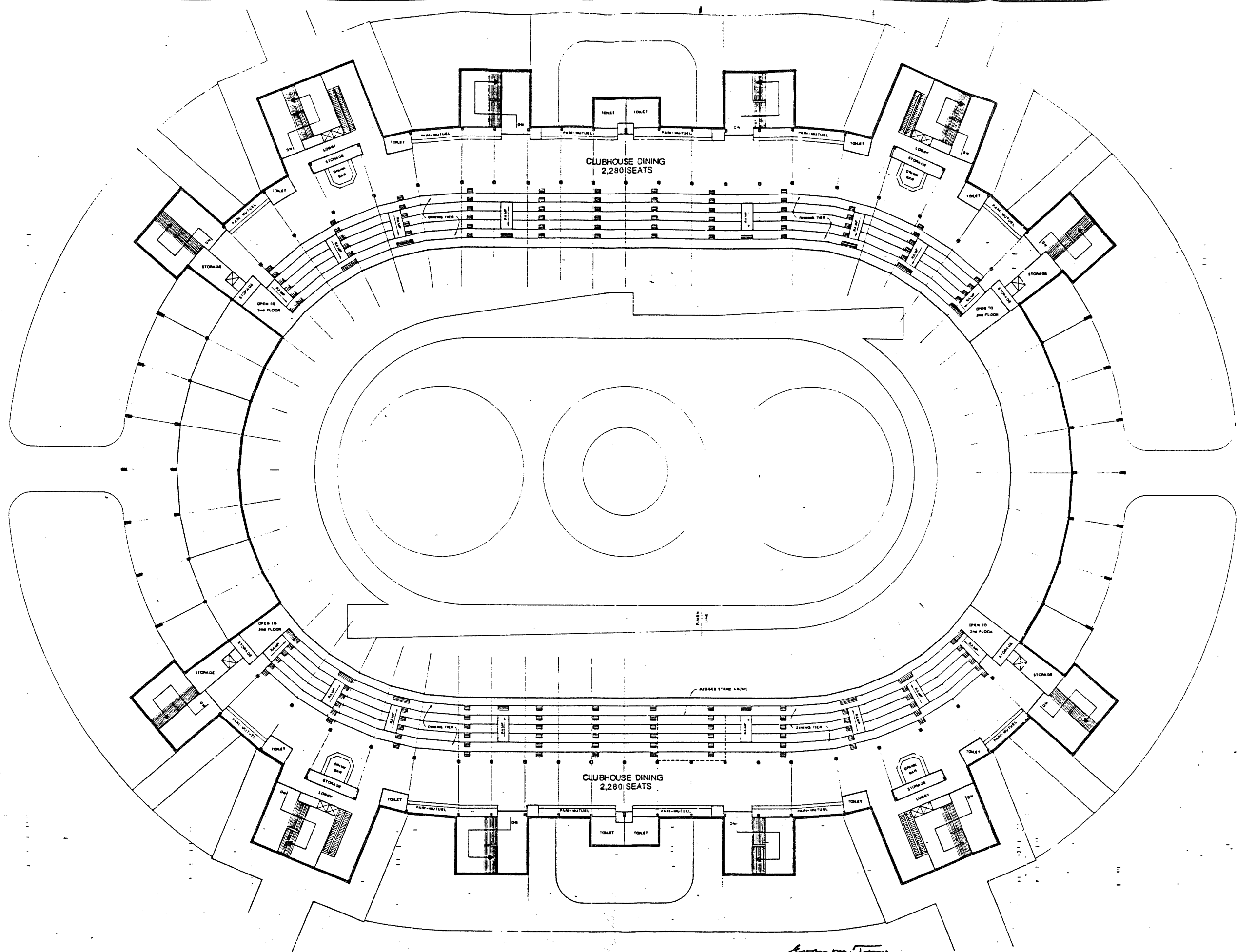


SECOND FLOOR PLAN



Evans & Terry
ASSOCIATES
MALCOLM L. SOKOL
 Architect

1882
 2129 Montgomery Highway, Birmingham, Alabama 35209
 (205) 871-1766
 8-10-66

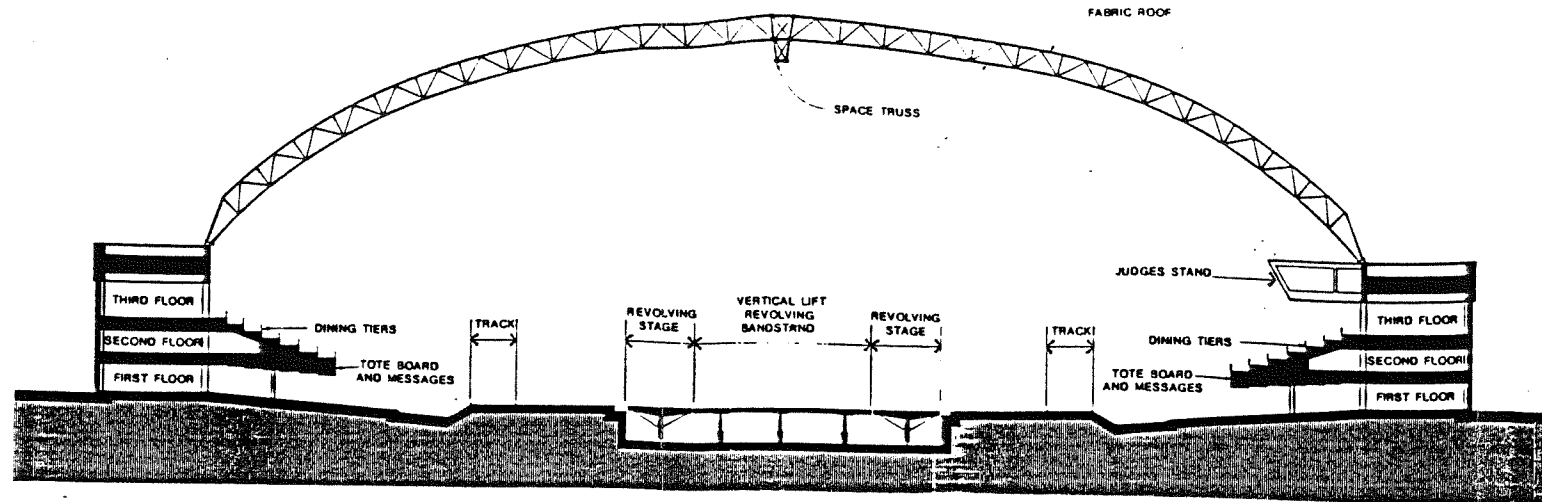


THIRD FLOOR PLAN

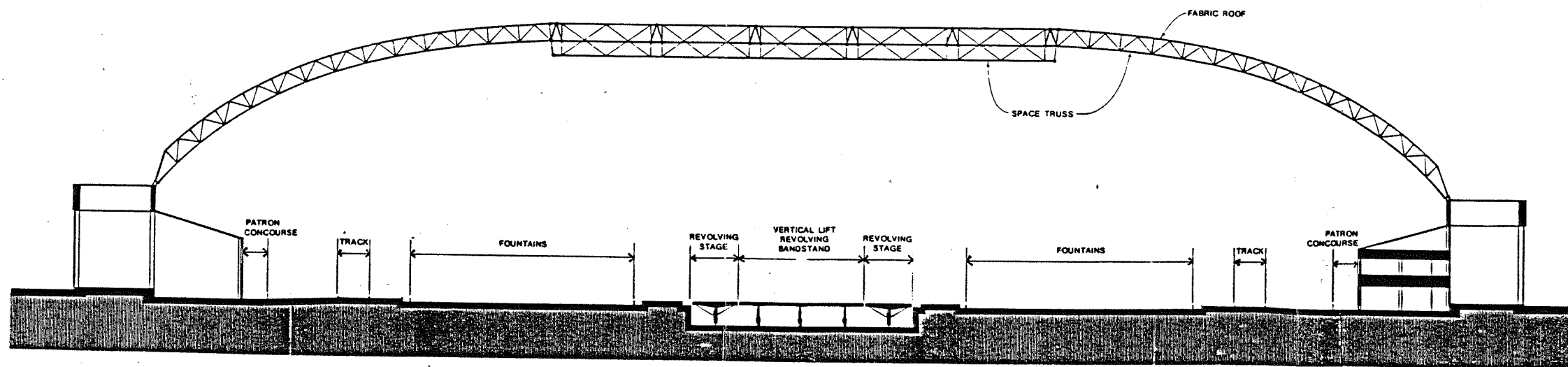
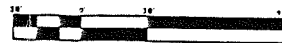


Evans & Toney
 ASSOCIATES
 MALCOLM L. SOKOL
 Architect
 1882 7129 Montgomery Highway, Birmingham, Alabama 35208
 205 871 8700

8-10-68



TRANSVERSE SECTION



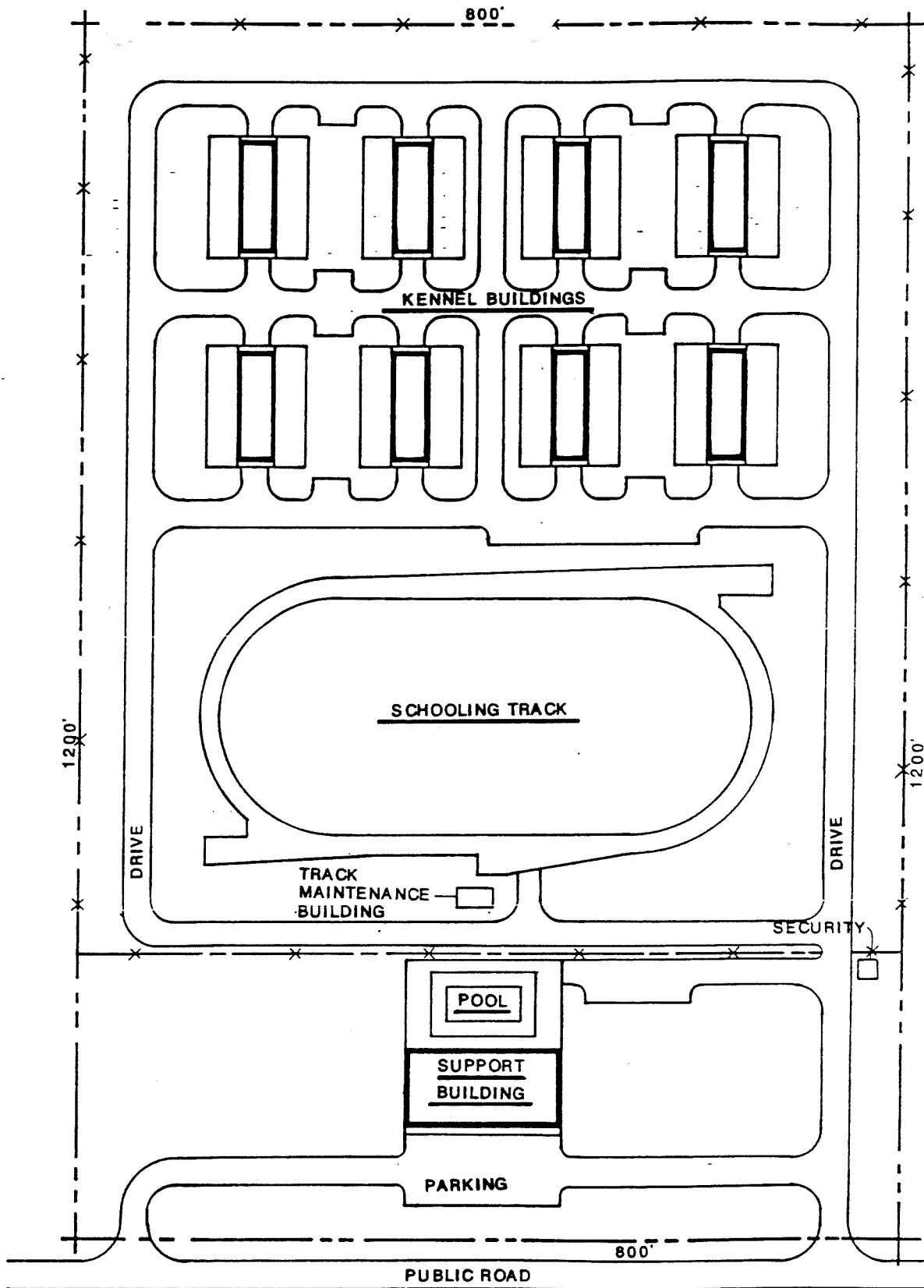
LONGITUDINAL SECTION



Evans & Fox
 ASSOCIATES
 MALCOLM L. S.D. J.
 Architect

1882

6-10-66



CONCEPTUAL KENNEL SITE PLAN

32 KENNELS @ 50 DOGS/KENNEL - 1600 DOGS

NO SCALE

KANSAS CITY GREYHOUND PARK
 KANSAS CITY, KANSAS
 JOB NO. 1882

V-6

EVAN M TERRY ASSOC.
 BIRMINGHAM ALA.
 6-10-86

SECTION VI
CONTRACTOR'S REPORT

PROJECT FACT SHEET

PROJECT: Queen Dome

LOCATION: Kansas City

DATE: 6/25/86

BY: J. Hope

Page 1 of 1

DESCRIPTION

Building Area 640,000 S.F. GROUND FLOOR 10,600 Seats DINING & CLUBHOUSE 6,920 Seats

TRACK ROOF AREA 355,083 S.F.

Type of Struct. Steel & Concrete Type of Found. Caisson No./Floors 3

Type of Ext. Skin Metal Ext Skin Area 240,000 S.F. Designed Vert/Exp. (N)

Roof Area 572,000 S.F. Site Area 207 Acre

BUDGET INFORMATION

Includes Kennels for 1600 Greyhounds, Schooling Track, Commissary

FOR OWNER'S USE

CON Construction	_____	Actual Construction	_____
CON Site	_____	Actual Site	_____
CON Contingency	_____	Actual Contingency	_____
CON Construction Total	_____	Actual Construction Total	_____
CON Per S.F.	_____	Actual Per S.F.	_____
CON Per Bed	_____	Actual Per Bed	_____

Contractor: The Robins Corporation

Architect Evan M. Terry Associates, Consultant, Malcolm Sokol, Architect

Construction Start Date: To be determined

Scheduled Completion: 15 months

Actual Open House or Occupancy: To be scheduled

Remarks or Special Aspects: _____

VI-1

THE ROBINS CORPORATION

ESTIMATE SUMMARY

PROJECT: Queen Dome - Kansas City

STATUS: Preliminary

SIZE: NEW CONST. 640,000 S.F. RENOV. _____ S.F. DATE: 7/1/86 PAGE: 1 of 2

NBR.	ITEM OF WORK	QUANTITY	UNIT COST	TOTAL COST	BUILDING S.F. COST	% OF TOTAL COST
1.	Site Excavation & Preparation	Allow		500,000	0.78	
2.	Site Utilities	Allow		250,000	0.39	
3.	Storm Drainage and Retention Pond	Allow		800,000	1.25	
4.	Roads and Bridges	Lump Sum		1,857,440	2.90	
5.	Paving	413,950 SY	8.00	3,311,600	5.17	
6.	Curb & Gutter	46,547 SF	8.00 LF	372,376	0.58	
7.	Concrete Walks	29,749 SY	12.43 SY	369,780	0.58	
8.	Fencing	Allow		95,000	0.15	
9.	Overflow Parking	Omit				
10.	Concrete Drives	5,040 SY	12.43 SY	62,647	0.10	
11.	Lure Rails and Curbs	2 EA		150,000	0.23	
12.	Track	2 EA		80,000	0.13	
13.	Landscaping / Irrigation - 120 Acres	Allow		800,000	1.25	
14.	Camping and Park Area	Allow		250,000	0.39	
15.	Kennel Area Pool	Allow		35,000	0.05	
16.	Exterior Fountains	8 EA	50,000 EA	400,000	0.63	
17.						
18.	Total Site Work (Subtotal)			9,333,843	14.56	
19.						
20.	General Conditions - Building	Allow		1,382,400	2.16	
21.	Demolition	By Others				
22.	Special Foundations	7,600 CY	500.00	3,800,000	5.94	
23.	Soil Poisoning	264,000 SF	.05	13,200	0.02	
24.	GC Excavation	Allow		150,000	0.23	
25.	Cast In Place Concrete	56,000 CY	250.00	14,000,000	21.88	
26.	Entrance Space Frames	44,000 SF	15.00	660,000	1.03	
27.	Masonry	Allow		1,000,000	1.56	
28.	Structural Steel	2,540 Ton	1,500.00	3,810,000	5.95	
29.	Rough Carpentry	Allow		1,171,200	1.83	
30.	Waterproofing & Dampproofing	Allow		192,000	0.30	
31.	Roofing & Sheet Metal	217,000 SF	3.50	759,500	1.19	
32.	Caulking & Sealants	Allow		50,000	0.08	
33.	Insulation	Allow		20,000	0.03	
34.	Metal Siding	240,000 SF	8.00	1,920,000	3.00	
35.	Hollow Metal	Allow		384,000	0.60	
36.	Wood Doors	W/Finish Carp.				

THE ROBINS CORPORATION

ESTIMATE SUMMARY

PROJECT: Queen Dome - Kansas City

STATUS: Preliminary

DATE: J. Hope

PAGE: 2 of 2

NBR.	ITEM OF WORK	QUANTITY	UNIT COST	TOTAL COST	BUILDING S.F. COST	% OF TOTAL COST
37.	Special Doors /Overhead Doors	Allow		76,800	0.12	
38.	Windows	Allow		100,000	0.16	
39.	Finish Hardware	Allow		563,200	0.88	
40.	Glass, Glazing & Storefront	Allow		100,000	0.16	
41.	Drywall	Allow		3,065,600	4.79	
42.	Plaster	-		-		
43.	Sprayed Fireproofing	Allow		569,600	0.89	
44.	Hard Tile	Allow		435,200	0.68	
45.	Acoustical Ceilings	Allow		595,200	0.93	
46.	Resilient Flooring	Allow		166,400	0.26	
47.	Carpet	Allow		262,400	0.41	
48.	Painting & Vinyl Wallcovering	Allow		652,800	1.02	
49.	Specialties	Allow		268,800	0.42	
50.	Equipment	Allow		44,800	0.07	
51.	Casework /Finish Carpentry	Allow		1,100,000	1.72	
52.	Food Service	4 EA	400,000-	1,600,000	2.50	
53.	Elevators /Escalators	28 EA	83,617	2,341,280	3.66	
54.	Plumbing	Allow		2,604,800	4.07	
55.	Mechanical	Allow		5,920,000	9.25	
56.	Electrical	Allow		6,054,400	9.46	
57.	Sprinklers	Allow		595,200	0.93	
58.	Seating and Tables	Allow		2,000,000	3.13	
59.	Dog Cages	1,720 EA	80.00 EA	137,600	0.22	
60.	Turnstiles	40 EA	2,250.00 EA	90,000	0.14	
61.	Fountains - Interior	Allow		500,000	0.78	
62.	Roof Structure & Fabric	355,083 SF	42.24 SF	15,000,000	1.80	
63.	Revolving Stages	Allow		1,000,000	1.56	
64.	Air Curtains	3,120 LF	500.00	1,560,000	2.44	
65.	Sky Boxes	720 LF	2,000.00	1,440,000	2.25	
66.						
67.	Building Value (Subtotal)			78,156,380	122.12	
68.	Total Value			87,490,223	136.70	



The ROBINS Corporation • Contractors • Phone 205/870-1000 • Box 59289 • Birmingham, Alabama 35259

QUEEN DOME
KANSAS CITY, KANSAS

PRELIMINARY MONTHLY DRAW ESTIMATE

JULY 1, 1986

1.	\$ 2,300,000
2.	3,800,000
3.	2,900,000
4.	2,880,000
5.	4,500,000
6.	5,850,000
7.	7,150,000
8.	9,710,000
9.	10,480,000
10.	9,190,000
11.	4,550,000
12.	4,650,000
13.	5,090,000
14.	6,470,000
15.	7,970,223
TOTAL	<u>\$87,490,223</u>

ARCHITECT'S INTRODUCTION

The firm of Evan M. Terry, Architect was formed in 1952 by Evan M. Terry as a sole proprietorship. The firm was reorganized in 1985 as Evan M. Terry Associates, P.C. with Evan M. Terry as President, Malcolm L. Sokol as Vice President, and James L. Terry as Secretary/Treasurer.

The office of Evan M. Terry has served as primary architect for more new greyhound tracks than any other firm in the United States in the last 5 years. These include Greenetrack in Eutaw, Alabama, VictoryLand in Tuskegee, Alabama, Tri-State Greyhound Park in Cross Lanes, West Virginia, and Bluffs Run in Council Bluffs, Iowa. The firm is also involved in the planning of a number of other greyhound facilities around the United States. Presently, the firm has staff architects registered in 21 states with work in progress in 18 states.

In addition to greyhound racing facilities, Evan M. Terry Associates has served as primary architect on over 15,000,000 square feet of shopping centers, \$200,000,000.00 in health care facilities, high rise condominiums, low rise multifamily housing, office buildings, and educational facilities from elementary through university research buildings.

GGREYHOUND PARK PROJECTS COMPLETED BY
EVAN M. TERRY ASSOCIATES, P.C.

GREENETRACK

LOCATION:	EUTAW, ALABAMA
TRACK OPENING:	1977
TOTAL TRACK CAPACITY:	5,000 PATRONS-2,200 SEATED (800 DINING)
FEATURES:	-CLOSED CIRCUIT COLOR TV SYSTEM -KENNEL CLUB, GREENE ROOM AND PRIVATE LOUNGE DINING

VICTORYLAND

LOCATION:	TUSKEGEE, ALABAMA
TRACK OPENING:	1984
TOTAL TRACK CAPACITY:	9,000 PATRONS-3,800 SEATED (900 DINING, 240 LOUNGE)
FEATURES:	-CLOSED CIRCUIT COLOR TV SYSTEM -MATRIX MESSAGE BOARD -CLUBHOUSE DINING AND LOUNGE SEATING

TRI-STATE GREYHOUND PARK

LOCATION: CROSS LANES, WEST VIRGINIA
TRACK OPENING: MAY 1985
TOTAL TRACK CAPACITY: 8,000 PATRONS-4,400 SEATED
(900 DINING)
FEATURES: -HEATED RACING SURFACE FOR YEAR
ROUND RACING
-Z-ALPHA MATRIX MESSAGE BOARD
-CLOSED CIRCUIT COLOR TV SYSTEM

BLUFFS RUN

LOCATION: COUNCIL BLUFFS, IOWA
TRACK OPENING: FEBRUARY 1986
TOTAL TRACK CAPACITY: 8,000 PATRONS-4,1500 SEATED
(1.100 DINING AND KENNEL CLUB)
FEATURES: -TABLE TOP TV MONITORS AT
CLUBHOUSE DINING
-HEATED RACING SURFACE FOR
YEAR ROUND RACING
-CLOSED CIRCUIT COLOR TV SYSTEM
-PRIVATE LOUNGE WITH TV MONITORS
AND DELI-BAR, DRINK BAR AND
PARI-MUTUEL WAGERING

PROPOSED: CENTRAL WEST VIRGINIA
GREYHOUND PARK

LOCATION: CLARKSBURG, WEST VIRGINIA
TOTAL TRACK CAPACITY: 6,800

SCHEMATIC DESIGN DRAWINGS SUBMITTED
WITH APPLICATION FOR GREYHOUND RACING
MAY 1985. ADDITIONAL INFORMATION AND
REFERENCES AVAILABLE UPON REQUEST.

EVAN, M. TERRY ASSOCIATES, P.C.



Gene S. Jones, Project Manager

HORST BERGER PARTNERS

Firm Description

Horst Berger Partners is a consulting firm with expertise in the design and engineering of building structures, bridges, and special structure projects. The firm is headed by Horst Berger and Chris Anastos, the managing partner. The firm and its members have outstanding experience in long span roof structures and related facilities, such as sports arenas, convention centers, shopping malls, airport facilities, and educational and commercial applications. In addition, the firm's background includes the structural design of high rise buildings, towers, bridges, commercial and industrial buildings, and major building alterations.

The firm's strength lies in its ability to approach each project as a unique task, to apply to the project the special skills of a team of outstanding engineers, and to back them up with unique resources, including its own computer systems and software.

Mr. Berger is internationally known for his work on the development, design, and engineering of membrane tension structure roofs, as well as other special structures. He and his firm are continuing the effort in this field, which he began in 1969 as a principal of Geiger Berger Associates.

At present the firm is involved in the design of the San Diego Convention Center; Arrowhead Stadium in Kansas City; Flushing Meadows Stadium in New York City; the Wimbledon Tennis Arena; Brooklyn Borough Hall; the Woodlands Amphitheater and several office buildings.

Mr. Berger and his team, as members of Geiger Berger Associates, were design consultants and engineers of such projects as the roof structure of the Riyadh International Stadium in Saudi Arabia, which is the largest span roof structure in the world; the Canada Place Convention Hall in Vancouver; the Bullock's Department Stores in San Mateo and San Jose; the Florida Festival facility of Seaworld; the 105-acre tension structure roof for the Haj Terminal of the Jeddah International Airport in Saudi Arabia, and numerous other projects.

Attached is a list of projects of the firm as well as a list of projects headed by Horst Berger while he was a principal at Geiger Berger Associates.

H O R S T B E R G E R

Partner

Horst Berger is a licensed professional engineer and is internationally known for his structural designs. He is a leading authority on fabric tension structures. He is also an adjunct Professor of Architecture at Columbia University and a frequent visiting lecturer.

Mr. Berger studied Architecture and Social Sciences at Iowa State University and received a professional degree (Diplom Ingenieur) in Civil Engineering from Stuttgart University, Stuttgart, Germany.

Mr. Berger started his professional career in 1955 in the bridge and special structures department of one of Germany's leading design/construct firms. From 1958 to 1960, he headed the structural department of F.H. Kocks, a large Architectural and Engineering firm in Iran; and in 1960 he joined Severud Associates in New York City. There he participated in the design of such structures as the St. Louis Arch, the Marina City Towers, Toronto City Hall, and Madison Square Garden. As an associate, he designed numerous structures including the Annenberg Building of Mt. Sinai Hospital, the Science and Physical Education Building of CCNY, the Hofstra University bridge, the University of Virginia Field House, and the Wesleyan University Hockey Rink.

In 1968 he joined David Geiger to form Geiger Berger Associates, P.C., the firm which was instrumental in introducing fabric structures into many permanent applications. Mr. Berger is an expert in concrete structures, especially post-tensioned concrete and shell structures. In recent years he has become known for his work in tensile membrane structures, an area in which he is an internationally recognized authority. His over twenty executed designs of translucent lightweight structures include the award-winning Bullock's Department Store in San Mateo, California. Mr. Berger was responsible for the final engineering of SOM's 4.6 million square foot Haj Terminal of the Jeddah International Airport in Saudi Arabia, the world's largest roof cover. Two of his major roof structures for Canada Place in Vancouver, B.C. and the 950' diameter roof for the Riyadh International Stadium in Saudi Arabia, have just been completed (1985).

In 1983 Horst Berger left Geiger Berger Associates and began Horst Berger Partners.

Mr. Berger is a member of the ASCE, the IASS, and many other professional organizations. His work is widely published and he has received numerous awards.

CHRIS ANASTOS

Partner

Chris Anastos is the managing partner of the firm. He is a licensed professional engineer and has a B.S. in Civil Engineering from Columbia University, New York.

Mr. Anastos started his professional career in 1970 as a bridge designer and structural engineer for civil engineering projects with Edwards and Kelcey, Consulting Engineers, Newark, NJ. He worked on the design of numerous highway and railroad bridges in New York, New Jersey and Connecticut. In 1976 he joined Wolchuck and Mayrbaurl, Consulting Engineers, New York, a civil engineering firm which was known for its work in orthotropic plate bridge design. As a Senior Structural Engineer, he was responsible for the structural design of various bridge, power plant, and sewage treatment plant projects, including the White River Power Generating Station for the AEP Company in Indiana; and the Parsippany Sewage Treatment Plant in New Jersey.

From 1978 to 1983 Mr. Anastos was an Associate with Geiger Berger Associates, P.C., Consulting Engineers, New York. He was Project Engineer and Project Manager supervising multidiscipline projects including structural, mechanical, and civil engineering trades. His projects include the 950-foot diameter roof structure for the Riyadh International Stadium in Saudi Arabia; the 700-foot diameter Pinellas County Stadium in St. Petersburg, Florida; the MIT Field House in Cambridge, Massachusetts; the Brooklyn Borough Hall restoration; two bridges at the Myriad Gardens Botanical Gardens in Oklahoma City; and the 105-acre Haj Terminal of the Jeddah International Airport in Saudi Arabia.

In February of 1984 Chris Anastos joined Horst Berger to form Horst Berger Partners. He is responsible for various projects in the firm, including the San Diego Convention Center Roof, the Brooklyn Borough Hall restoration, the administrative building at the Foreign Trade Zone in Mount Olive, NJ, and the Wimbledon Tennis Arena.

Mr. Anastos is a member of ASCE and ACEC.

J O S E P H A . D e N A R D I S

Associate

Joseph De Nardis is an Associate and Project Engineer. He is a licensed professional engineer and holds a B.S. in Civil Engineering and an M.S. in Structural Engineering, both from Manhattan College in New York. He has special experience in the structural design of high rise buildings, sports facilities, and long span lightweight structures, and he has expertise in computer analysis of structural systems.

From 1978 to 1984 Mr. De Nardis was a Structural Engineer for Geiger Berger Associates, P.C., Consulting Engineers, New York. During this time he was involved in the structural design of the 24-story concrete building for Columbia University's East Campus Project, and the 50,000-seat Carrier Dome of Syracuse University. He was the Project Engineer for the 15,000-seat Hawkeye Arena of Iowa University with its 480-foot space truss roof; the new Baker Field Stadium for Columbia University; the Fieldhouse for William Patterson College in New Jersey; and for a multipurpose project at Westover School in Connecticut. He also worked on the conceptual designs of the Pinellas County Stadium in Florida and the sports arena for Arkansas State University.

In April 1984 Mr. De Nardis joined Horst Berger Partners as Associate. He has been Associate-in-Charge of various projects including the 300 foot span fabric roof for the San Diego Convention Center, several Bronx Zoo Rehabilitation Projects, and the roof for the Shoreline Amphitheater.

Mr. De Nardis is a member of AISC and ASCE.

WILLIAM SPILLERS, PhD

Consultant, Head of Computer Department

Dr. Spillers heads the firm's computer department and acts as a scientific consultant on the firm's projects. He holds a B.S. and an M.S. in Structural Engineering from the University of California at Berkeley, and a PhD in Engineering from Columbia University, New York.

Dr. Spillers has special expertise in the areas of static and dynamic behavior of high rise buildings and long span structures, and has served as a special structural consultant on numerous major building structures in the U.S. and Europe, including the John Hancock Building in Chicago, then the world's tallest building. He is an authority on the behavior and analysis of space truss systems and cable networks, and he is knowledgeable in the field of structural behavior due to wind loads.

With Horst Berger, Dr. Spillers developed advanced computer design methods for finding the equilibrium shape of fabric tension structures. Beyond that, he has a background in materials behavior and has carried out research in the behavior of woven structural fabrics. Currently he is doing research in the mechanics of fiber optic cables for the Lawrence Livermore Lab, and in the area of structural optimization for the National Science Foundation.

Dr. Spillers has written three books and ninety technical papers on the subject of structural analysis. He has received several awards, including a Guggenheim fellowship in 1968 and a National Science Foundation fellowship in 1976.

P R O J E C T S

Partial List of Projects by Horst Berger Partners and Horst Berger as Principal at Geiger Berger Associates

Shoreline Amphitheater, Mountain View, California
Milwaukee Stadium Study, Milwaukee, Wisconsin
San Diego Convention Center Roof Structure, San Diego, California
Arrowhead Stadium Roof, Kansas City, Missouri
Flushing Meadows Stadium, New York City, New York
Mount Saint Mary's College Athletic Facility, Emmitsburg, Maryland
The Woodlands Amphitheater Pavilion, Houston, Texas
500 International Drive Office Complex, Mount Olive, New Jersey
Naarden International Office Building and Warehouse, Mount Olive, New Jersey
Brooklyn Borough Hall Restoration, New York
Bronx Zoo - New Amphitheater and Restoration of Existing Facilities, New York
Wimbledon Tennis Arena, United Kingdom
Festival Market Park Structure, Flint, Michigan
Sierra Pacific Cooling Towers, Reno, Nevada
Alexandra Palace, London, England
90 Church Street Federal Bldg. Additions and Alterations, New York City

Canada Place Convention Hall, Vancouver, B.C.
Riyadh International Stadium, Saudi Arabia
Pinellas County Stadium, St. Petersburg, Florida
Thomas & Betts, Inc. Office Building, New Brunswick, New Jersey
Colorforms, Inc. Manufacturing Complex, Ramsey, New Jersey
E. B. Stimpson Company Industrial Building, Islip, Long Island
Herman Miller Furniture Co. Office Building and Addition, Holland, Michigan
U.S. Exhibition in Peking, China
African Environment Structure, Asheboro Zoo, Asheboro, North Carolina
Callaway Gardens Horticulture Center, Pine Mountain, Georgia
Crown Center Terrace Pavilion, Kansas City, Missouri
Tennessee Pavilion, Knoxville World's Fair, Tennessee
One William Street Bank and Office Building, New York, New York
Bullock's Department Store at San Mateo, California
Bullock's Department Store at San Jose, California
163rd Street Mall, Miami, Florida
Haj Terminal, Jeddah International Airport, Saudi Arabia
Florida Festival of Seaworld, Orlando, Florida
Park Pavilion of Seaworld, San Diego, California
East Campus Housing Project, Columbia University, New York, New York
Avery Hall Extension, Columbia University, New York, New York
Lehman College Auditorium, Library, Speech and Theater Center, New York, NY
MIT Fieldhouse, Cambridge, Massachusetts
Myriad Gardens, Botanical Garden and Bridge, Oklahoma City, Oklahoma
Westover School Library and Science Center, Middlebury, Connecticut



July 28, 1986

Mr. Wayne Strong
P. O. Box 397
Abilene, KS 67410

Dear Wayne:

For over 40 years, The Robins Corporation has been successfully satisfying owners' needs in some of the most demanding construction in the industry. Whether it be massive steel mills, precision manufacturing plants, sterile healthcare facilities, football stadiums or horse racing complexes, Robins has set new standards of performance for quality and timely completion.

Our way of business is directed toward satisfying our clients' needs and providing excellent performance in all phases of our work. In 1985 we were ranked among ENR's top 200 contractors with over 90% of our business from repeat clients. Because all of our work is negotiated, our organization is trained to work toward your goals and protect your interest rather than concentrating on opportunities for profit at your expense.

In value engineering we have the expertise to insure you get the most construction value for your dollar. On the Birmingham horse racing complex we produced over \$12 million in savings from alternate materials and methods. Our detailed estimating during the preliminary and design phases insures that you have the information necessary to make budget decisions and insures the project designed can be built within budget.

We insure your pricing is competitive by soliciting bids on approximately 85% of the scope of the work from the best local subcontractors and suppliers, as well as our national database of quality firms with whom we have worked. After analyzing the bids, we shall present our final budget proposal detailing all bids, our recommendation and a final cost option list of alternates for your review and approval. In 1985, HCA, our largest client, announced we had produced the lowest \$/SF cost among all its contractors while maintaining an "excellent" quality rating.

Our on-site management systems have proven themselves again and again. Since their implementation in 1978, we have never missed a promised opening date. Our detailed planning, scheduling and inspection techniques allow us to build facilities 10-15% quicker than our competitors without additional overtime expense while retaining superior workmanship. We are dedicated to a team approach and will provide you with bi-weekly and monthly reports to keep you, the architect and all team members fully abreast of progress and problems.

Letter to Wayne Strong
Page Two
July 28, 1986

As evidenced by our happy clients, we have the experienced people, systematic planning and commitment to performance to construct your greyhound track complex in an expedient and professional manner.

We thank you for the opportunity and look forward to serving you.

Yours very truly,

THE ROBINS CORPORATION

Todd

Todd Robins
Chairman of the Board

TR/pl

Attachments

THE AMERICAN INSTITUTE OF ARCHITECTS



AIA Document A305

Contractor's Qualification Statement 1979 EDITION

Required in advance of consideration of application to bid or as a qualification statement in advance of award of contract. Approved and recommended by The American Institute of Architects and The Associated General Contractors of America.

The Undersigned certifies under oath the truth and correctness of all statements and of all answers to questions made hereinafter.

SUBMITTED TO: WAYNE STRONG, Developer

ADDRESS: P. O. Box 397
Abilene, KS 67410

SUBMITTED BY: THE ROBINS CORPORATION
NAME:

ADDRESS: P. O. Box 59289, Birmingham, AL 35259
PRINCIPAL OFFICE: Birmingham, AL

Corporation
Partnership
Individual
Joint Venture
Other

1.0 How many years has your organization been in business as a General Contractor? 9 Years

2.0 How many years has your organization been in business under its present business name? 9 Years
2.1 Under what other or former names has your organization operated?

Started 1946 - Robins Engineering (Sole Proprietorship)
The Robins Corporation incorporated as subsidiary of
Robins Engineering, Inc. in 1955.
The Robins Corporation incorporated as Delaware Corporation
in 1982.

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right laws of the United States and will be subject to legal prosecution.

3.0 If a corporation answer the following:

- 3.1 Date of incorporation: 9/16/82*
3.2 State of incorporation: Delaware
3.3 President's name: Barry Morton
3.4 Vice-president's name(s): Bobby J. Harris - Vice President - Finance
Wayne Gordon - Vice President
Earl Johnson - Vice President
Todd Robins - Chairman of the Board

*Reorganized as a Delaware Corporation on this date, original incorporation date July, 1976 in Alabama.

- 3.5 Secretary's name: Bobby J. Harris
3.6 Treasurer's name: Bobby J. Harris

4.0 If an individual or a partnership answer the following:

- 4.1 Date of organization:
4.2 Name and address of all partners (State whether general or limited partnership):

5.0 If other than a corporation or partnership, describe organization and name principals:

6.0 List states and categories in which your organization is legally qualified to do business. Indicate registration or license numbers, if applicable. List states in which partnership or trade name is filed.

Alabama	Tennessee
Delaware	Virginia
Florida	West Virginia
Georgia	Texas
Mississippi	Arkansas
North Carolina	Illinois
Louisiana	Missouri
South Carolina	Nevada

7.0 We normally perform the following work with our own forces:

Concrete
Carpentry
Millwright
Specialists

8.0 Have you ever failed to complete any work awarded to you? If so, note when, where, and why:

No

9.0 Within the last five years, has any officer or partner of your organization ever been an officer or partner of another organization when it failed to complete a construction contract? If so, attach a separate sheet of explanation.

No

10.0 On a separate sheet, list major construction projects your organization has in process, giving the name of project, owner, architect, contract amount, percent complete, and scheduled completion date.

See Attached "Jobs In Progress" Listing

11.0 On a separate sheet, list the major projects your organization has completed in the past five years, giving the name of project, owner, architect, contract amount, date of completion, and percentage of the cost of the work performed with your own forces.

See Attached "Jobs Completed" Listing

12.0 On a separate sheet, list the construction experience of the key individuals of your organization.

See Attached Resumes, Additional Information Available

13.0 Trade References:

Bymoco Metal Fabricators
P. O. Box 6208
Birmingham, AL 35217
(205)841-5501

Hardware Services, Inc.
4942 Hammermill Road
Tucker, GA 30084
(404)493-8340

Butler Hardware & Specialty Co.
4287 Daley Avenue
Charleston, SC 29411
(803)554-0250

Manning Materials, Inc.
P. O. Box 1500362
Nashville, TN 37215
(615)292-0939

14.0 Bank References:

SouthTrust Bank of Alabama
112 North 20th
Birmingham, AL 35203

Roy Gilbert, President
(205)254-5090

15.0 Name of Bonding Company and name and address of agent:

Chubb Group of Insurance Companies
Southeastern Office
Three Piedmont Center
3565 Piedmont Road
Atlanta, GA 30363-1001

Andrew D. McGaughey
(404)266-4055

16.0 Attach a financial statement, audited if available, including Contractor's latest balance sheet and income statement showing the following items:

- A. Current Assets (e.g., cash, joint venture accounts, accounts receivable, notes receivable, accrued income, deposits, materials inventory and prepaid expenses):
- B. Net Fixed Assets:
- C. Other Assets:
- D. Current Liabilities (e.g., accounts payable, notes payable, accrued expenses, provision for income taxes, advances, accrued salaries, and accrued payroll taxes):
- E. Other Liabilities (e.g., capital, capital stock, authorized and outstanding shares par values, earned surplus, and retained earnings):

Name of firm preparing financial statement and date thereof:

L. Paul Kassouf & Company, P.A.
2208 Eighth Avenue South
Birmingham, AL 35233

March 31, 1986

Is this financial statement for the identical organization named on page one?

Robins Engineering, Inc. (parent company)
If not, explain the relationship and financial responsibility of the organization whose financial statement is provided (e.g., parent-subsidiary).

Will this organization act as guarantor of the contract for construction?

17.0 Dated at Birmingham, Alabama

this 23

day of July

1986

Name of Organization: The Robins Corporation

Barry Morton

By: Barry Morton
Title: President

18.0

Mr. Bobby J. Harris
that he ~~XXX~~ is the Secretary/Treasurer

being duly sworn deposes and says
of The Robins Corporation

Contractor(s), and that answers to the foregoing questions and all statements therein contained are true and correct.

Bobby J. Harris

Subscribed and sworn before me this 28th

day of July

1986

Notary Public: *Lisa Stewart*

My Commission Expires: ~~My Commission Expires~~ March 11, 1987

JOBS IN PROGRESS

PROJECT: Horse Racing Facility
LOCATION: Birmingham, Alabama
OWNER: Birmingham Turf Club Ltd., Inc.
ARCHITECT: Ewing Cole Cherry Parsky, Inc.
DATE: 10/7/85 - Sch. Comp. 3/1/87
AMOUNT: \$46,613,401

PROJECT: Parkridge Hospital Ancillary Expansion
LOCATION: Chattanooga, Tennessee
OWNER: Hospital Corporation of America
ARCHITECT: Gresham, Smith & Partners
DATE: 9/15/85 - Sch. Comp. 3/88
AMOUNT: \$10,000,000

PROJECT: North Trident Regional Hospital
LOCATION: Charleston, South Carolina
OWNER: Hospital Corporation of America
ARCHITECT: Gresham, Smith & Partners
DATE: 12/1/85 - Sch. Comp. 5/1/86
AMOUNT: \$1,223,890

PROJECT: Carter County Hospital
LOCATION: Elizabethton, Tennessee
OWNER: Hospital Corporation of America
ARCHITECT: Gresham, Smith & Partners
DATE: 10/15/85 - Sch. Comp. 1/87
AMOUNT: \$9,400,000

PROJECT: St. Martins in the Pines
Retirement Apartments
LOCATION: Birmingham, Alabama
OWNER: Episcopal Foundation of Jeff. Co., Inc.
ARCHITECT: Garikes & Partners, Inc.
DATE: 10/15/85 - Sch. Comp. 8/25/86
AMOUNT: \$5,196,230

PROJECT: SMI Steel Mill Misc. Construction
LOCATION: Birmingham, Alabama
OWNER: SMI
ARCHITECT: SMI
DATE: 11/84 - (Ongoing)
AMOUNT: Cost Plus

JOBS IN PROGRESS

PROJECT: Birmingham Steel Corp. Caster
LOCATION: Bourbondais, Illinois
OWNER: Birmingham Steel Corp.
ARCHITECT: Birmingham Steel Corp.
DATE: 11/4/85 - Sch. Comp. 3/31/86
AMOUNT: \$500,000

PROJECT: Wimberly-Thomas Warehouse Renovation
LOCATION: Birmingham, Alabama
OWNER: The Wimberly Thomas Bldg.
Restoration Partnership
ARCHITECT: The Ritchie Organization
DATE: 11/15/85 - Sch. Comp. 8/1/86
AMOUNT: \$2,670,000

PROJECT: Dickenson County Medical Center
LOCATION: Clintwood, Virginia
OWNER: Dickenson County Medical Center, Inc.
ARCHITECT: Orr/Houk & Associates, Architects, Inc.
DATE: 4/1/86 - Sch. Comp. 10/1/86
AMOUNT: \$3,299,789

PROJECT: Lincoln Trail Hospital
LOCATION: Radcliff, Kentucky
OWNER: United Health Care
ARCHITECT: Yearwood + Johnson
DATE: 4/1/86 - Sch. Comp. 9/1/86
AMOUNT: \$3,055,000

PROJECT: Desert Vista Hospital
LOCATION: Mesa, Arizona
OWNER: Healthcare Services of America
ARCHITECT: Evan M. Terry, Architects
DATE: 5/13/86 - Sch. Comp. 1/87
AMOUNT: \$8,500,000

PROJECT: Trident Outpatient Surgery Addition
LOCATION: Charleston, South Carolina
OWNER: Hospital Corporation of America
ARCHITECT: Gresham, Smith & Partners
DATE: 6/1/86 - Sch. Comp. 1/1/87
AMOUNT: \$1,329,379

JOB S IN PROGRESS

PROJECT: Cumberland Hall Psychiatric Treatment Center
LOCATION: Nashville, Tennessee
OWNER: American Healthcare Corporation
ARCHITECT: Orr/Houk & Associates, Architects, Inc..
DATE: 4/14/86 - Sch. Comp. 10/31/86
AMOUNT: \$1,300,000

PROJECT: Southern Heritage Funeral Home
LOCATION: Shelby County, Alabama
OWNER: Ridout-Brown Service, Inc.
ARCHITECT: J. Stuart Todd, Inc.
DATE: 7/28/86 - Sch. Comp. 3/1/87
AMOUNT: \$1,500,000

PROJECT: Dickenson County Hospital
LOCATION: Clintwood, Virginia
OWNER: Dickenson County Medical Center, Inc.
ARCHITECT: Orr/Houk & Associates, Architects, Inc.
DATE: 3/17/86 - Sch. Comp. 10/31/86
AMOUNT: \$3,440,272

PROJECT: Gulf Coast Hospital - Renovations & Addition
LOCATION: Baytown, Texas
OWNER: Healthcare Corporation of America
ARCHITECT: Gould Turner Group
DATE: 7/28/86 - Sch. Comp. 11/28/86
AMOUNT: \$898,718

TODD ROBINS

CHAIRMAN OF THE BOARD

THE ROBINS CORPORATION

EDUCATION:

Virginia Polytechnic Institute - 1937
B.S. - Metallurgical Engineering

WORK EXPERIENCE:

U. S. Steel Corporation - Metallurgist - 1937-1942

U. S. Army Corp. of Engineers - 1942-1945

Todd Robins DBA Robins Engineering, Inc. and
The Robins Corporation - 1946-Present.

Design and construction of mini-steel mills, foundries,
commercial and industrial buildings.

Construction of private and institutional buildings,
manufacturing plants, schools, hospitals and health
related facilities and apartments.

PROFESSIONAL
QUALIFICATIONS:

Licensed Professional Engineer in Alabama, Georgia,
Mississippi, Illinois, Tennessee, and South Carolina

MEMBERSHIPS:

American Society of Professional Engineers
The American Concrete Institute
The Exchange Club of Birmingham
The Asian Art Society (Birmingham)

BARRY MORTON

PRESIDENT
THE ROBINS CORPORATION

EDUCATION:

Shades Valley High School
Birmingham, Alabama

Auburn University, Auburn, Alabama
B.S. - Building Technology - 1960

Top Management Briefing - 1971

The President's Association
American Management Association - 1974

Grid Management Program - 1976

Emory University
MBA/Advanced Management Program - 1977

WORK EXPERIENCE:

Robins

- . 1955-61 (Summers)
Journey Carpenter
- . 1962-69
Estimator/Superintendent/Project Manager
- . 1969-71
Manager of Construction Planning
- . 1971-73
Vice President
- . 1973-81
Executive Vice President
- . 1982-Present
President

MEMBERSHIPS:

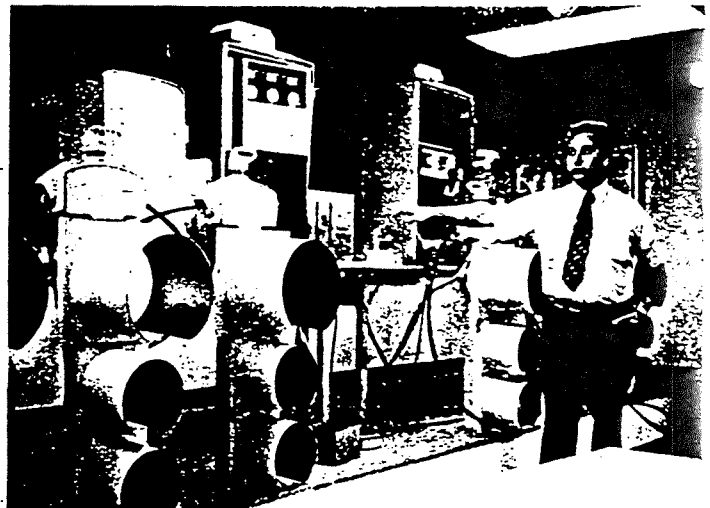
American Arbitration Association
Auburn University Industry Advisory Committee
Associated Builders and Contractors Board
Alabama Development Office Advisory Board
Birmingham Country Club
Downtown Club
The Club
The Relay House/Capitol City Club

Traffic Operations and Design

Throughout our transportation engineering and planning practice, Kimley-Horn relies on the practical traffic operations perspective of the senior staff. Key personnel in every office have many years of experience in all areas of traffic operations, planning and design, and many are former municipal or state traffic engineers. They serve as project managers, calling upon in-house specialists for technical assistance.

For both new systems and remedial work, Kimley-Horn takes an extra step in the project development process. Drawing upon our broad transportation expertise, we first analyze how each proposed traffic element or system will be used and what actual products will be required, so that all planning and design efforts are efficient, specific to the project, and user oriented.

Kimley-Horn has been responsible for the design and construction of major urban area traffic control projects. Our experience ranges from residential streets to expressway systems, and we are especially qualified to study and recommend operations and accident prevention policies and improvements, including pedestrian safety. The firm offers a complete range of services as a prime consultant, or in association with other planning and design consultants.



Proposed internal collector street network

Representative Projects

Accident Analysis and Testimony

- Panama Canal Company, U.S. Canal Zone
- Seaboard Coastline Railroad, Richmond, VA
- Southern Coach Company, Durham, NC
- American Mutual Insurance Company, Goldsboro, NC
- Railroad Accident Investigation, Palm Beach Gardens, FL

Speed Zoning Studies

- Deerfield Beach, FL
- Gainesville, FL
- Lake Park, FL
- Riviera Beach, FL
- Charlotte, NC

Pedestrian Safety Programs

- Rocky Mount, NC
- Erwin, TN
- Clearwater, FL
- New Port Richey, FL
- Oakland Park, FL
- Plant City, FL
- Wilson, NC

Intersection Design

- State of North Carolina
- State of Tennessee
- State of West Virginia
- Boca Raton, FL
- St. Petersburg, FL
- Tampa, FL
- Titusville, FL
- West Palm Beach, FL
- Knoxville, TN

Traffic Signal Design

- State of Florida
- State of North Carolina
- State of Tennessee
- Boca Raton, FL
- Broward County, FL
- Melbourne, FL
- St. Petersburg, FL
- Fayetteville, NC
- Rocky Mount, NC
- Greenville, TN

Traffic Engineering Consultation

- Boca Raton, FL
- Melbourne, FL
- Palm Beach, FL
- Titusville, FL
- Rocky Mount, NC

Lighting Design

- SR 68, St. Lucie County, FL
- Avenue E, Belle Glade, FL
- Hawthorne Road Parking Lot, Winston-Salem, NC

Signing and Marking Studies and Plans

- Hartselle, AL
- Brevard County, FL
- Palm Beach County, FL
- Clearwater, FL
- Lake Park, FL
- Goldsboro, NC
- Etowah, TN
- Johnson City, TN

Safety and Operations Studies and Plans

- State of Alabama
- State of Florida
- State of North Carolina
- State of Tennessee
- State of Virginia
- State of West Virginia
- Athens, AL
- Ft. Myers, FL
- Gainesville, FL
- Fayetteville, NC
- Greenville, NC
- Johnson City, TN
- Kingsport, TN
- Amarillo, TX

TAB THREE

Wayne Strong is prepared to disclose cash flow Pro forma (projected operating statements) with the City Council. However, due to the competitive nature of the present circumstances, the information cannot be disclosed except through a confidentiality agreement with the City of Kansas City, Kansas.

SECTION VII
ENTERTAINMENT

ENTERTAINMENT

Even though the entertainment aspects of Queen Dome are second to greyhound racing, the potential success is directly related to the marketing survey for greyhound racing. The facility has been designed for joint use as an entertainment center for patrons with interests in stage shows, public performances of various types, and other forms of assembly entertainment. The potential of attraction to conventioners will be high on the list. Musical concerts will also be a major use factor.

The program for non-racing events will be scheduled at selected seasons throughout the year that will be attractive to various age groups and patrons with varying interests. Initial studies indicate that 20 performances per year will be the normal schedule with additional performances as may be in the interest of the public.

The stage has been designed to be elevated and rotated for spectacular performances. Special high-tech lighting and sound systems will be provided.

In addition to the regular scheduled performances and for additional entertainment, the infield of the track has been designed with two 100' diameter pools flanking the center stage. These pools will be fitted with high-tech programmed water fountain/light systems that will provide a spectacular visual and sound water display extravaganza that, in itself, will be entertaining.

PROJECTED INCOME

Projections for this feature, based on full occupancy, are as follows:

ONE PERFORMANCE

720 Counter Seats @ \$15.00 ea.....	\$10,800.00
9,876 General Admission Seats @ \$12.00 ea.....	\$118,512.00
4,560 Dining Club Seats w/Dinner @ \$40.00 ea.....	\$182,400.00
Sub Total.....	\$311,712.00
Other Food and Beverage Service.....	\$ 55,000.00
Income.....	\$366,712.00
Gate Receipts \$220,512.00 x 10% Take Out	
Plus \$100,000.00 (Average Fee for Entertainer)...	\$122,051.00
Sub Total.....	\$244,661.00
Overhead.....	\$ 50,000.00
Income.....	\$194,661.00

ANNUAL INCOME

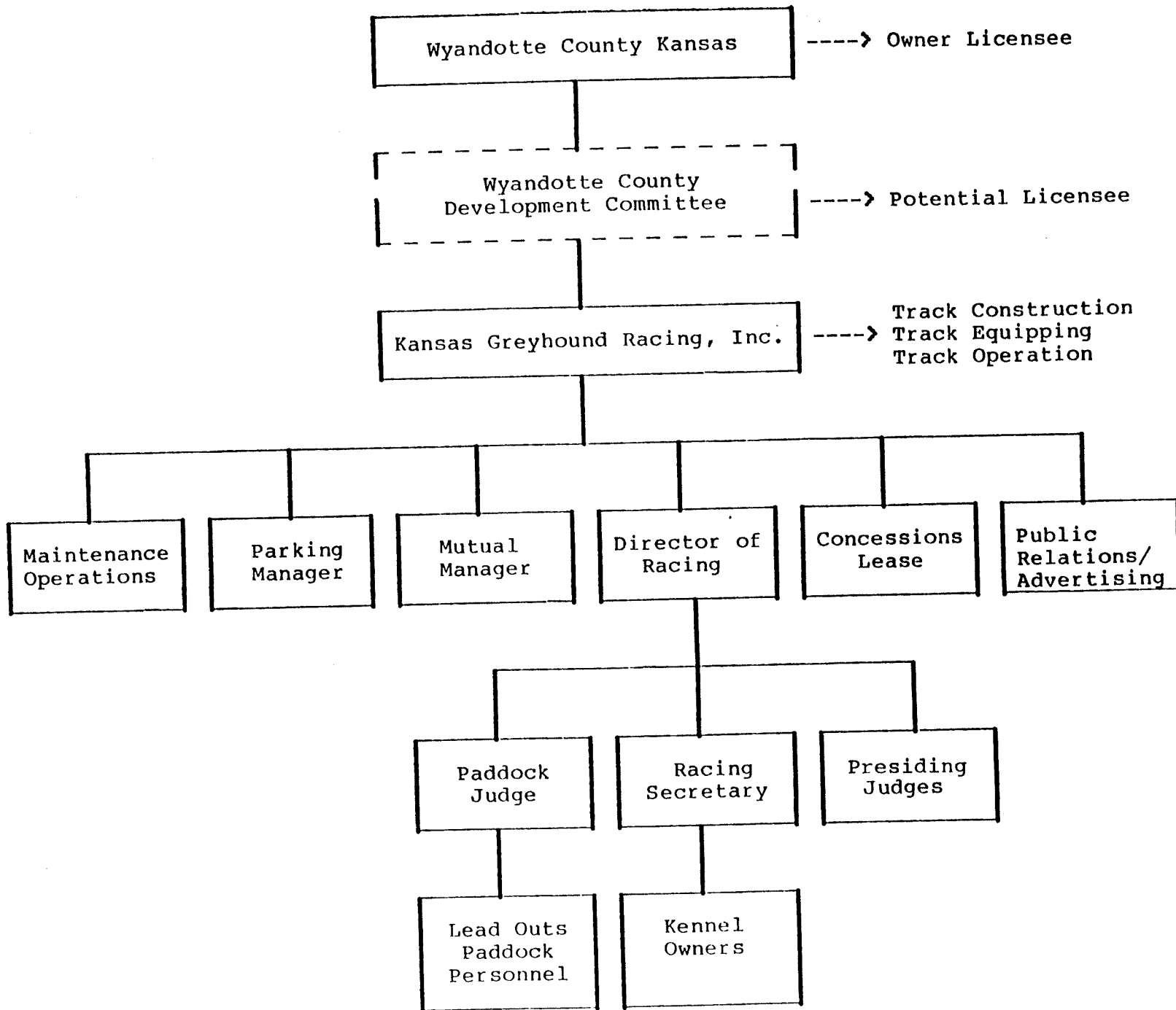
\$194,661.00 X 20 Performances Per Year = \$3,893,220.00

TAB FOUR

The operator and developer of the Queen Dome will be Kansas Greyhound Racing, Inc., a Kansas corporation, that is owned by Wayne Strong. Wayne Strong has twenty-six years experience in racing, breeding and owning greyhounds. He has raced greyhounds in more than twenty greyhound tracks in the United States. Presently he owns and operates kennels in Abilene, Kansas, Tampa and St. Petersburg, Florida, and Wonderland Park in Revere, Massachusetts.

Mr. Strong has interviewed and will employ at key positions very experienced people who currently are employed in similar positions in operating greyhound tracks in the United States. All other jobs at the Queen Dome will be filled by giving a hiring preference to residents of Kansas City, Kansas, and Wyandotte County. If it is determined that a particular position cannot be filled by a Kansas City, Kansas, or Wyandotte County resident, then others will be considered. Kansas Greyhound Racing, Inc. is an equal opportunity employer.

The relationship between Wyandotte County, Kansas, and Kansas Greyhound Racing, Inc. will be contractual and will be based upon a comprehensive agreement that probably will require the approval of the Kansas Racing Commission. The agreement will, inter alia, confer upon Kansas Greyhound Racing, Inc. full authority and responsibility for track operations and parimutuel wagering except in those areas that will be directly regulated and operated by the Kansas State Racing Commission.



TAB FIVE

The financing plan has been prepared by B. C. Christopher and Company, investment counsel to Wayne Strong. Due to the competitive nature of the present circumstances the plan(s) cannot be disclosed without a confidentiality agreement with the City of Kansas City, Kansas.

TAB SIX

Preliminary financing commitments have been obtained. Due to the competitive nature of the present circumstances written evidence of the commitments cannot be disclosed except through a confidentiality agreement with the City of Kansas City, Kansas.

TAB SEVEN

Some information in the feasibility study are the basis for the financial Pro forma. Due to the competitive nature of the situation some details of the study cannot be disclosed except through a confidentiality agreement with the City of Kansas City, Kansas.

TOUCHE ROSS & CO.

SPORTS AND ENTERTAINMENT INDUSTRY

QUALIFICATIONS

The Sports and Entertainment Industry is a highly specialized and complex industry. Successful consulting to this industry requires in-depth knowledge and extensive experience in a broad range of areas. Sports and Entertainment consulting encompasses not only diverse organizational and technical issues, but many such projects must be performed under public scrutiny in a complex marketing, financial, and statutory environment. Day-to-day project work and the results of all project activities must be consistent with industry practices and procedures. Skills in a variety of functional and technical areas must be exercised to support the range of services required by the industry.

Touche Ross & Co. is one of the "Big Eight" international management consulting and public accounting firms. Touche Ross & Co. has a major commitment to the sports, entertainment, and convention facilities industry. The firm has a solid record of high-quality, results-oriented planning, financial feasibility, marketing, and internal operations work for owners, managers, and planners of entertainment projects. Multi-purpose stadiums, arenas, racetracks, convention centers, and performing arts and civic centers are a particular specialty of Touche Ross & Co., since its experience affords a first-hand knowledge of the unique pressures and challenges facing both developers and managers of these types of facilities. The firm has dealt successfully with the complete range of complex issues that bear upon the planning and implementation of large scale, public entertainment facilities. We believe that Touche & Co. represents an outstanding team of consultants with an unmatched record of accomplishment. Touche Ross & Co. is experienced in working with project teams comprised of investment bankers, legal counsel, regulatory agencies, and architectural/design/engineering firms.

Touche Ross's position of leadership in the assessment of public entertainment project feasibility has led to a series of successful engagements working with underwriters, senior city officials, and state or regional planning authorities faced with major potential commitments of public and private funds to new entertainment projects. The matrix on the following pages indicates the general areas of the Firm's involvement in selected projects. A more complete description of Touche Ross's relevant qualifications is provided in section IV of this document.

SUMMARY OF TOUCHE ROSS & CO. EXPERIENCE

SPORTS AND ENTERTAINMENT FACILITIES

	<u>Feasibility Analysis</u>	<u>Planning and Design Concept</u>	<u>Market/ Economic Analysis</u>	<u>Final Implement- ation</u>	<u>Post- Construction Operation</u>
<u>Arenas and Coliseums</u>					
. Meadowlands Sports Complex, New Jersey	o	o	o	o	o
. Massachusetts Convention Center Authority	o	o	o		
. Rockingham Park, Salem, New Hampshire	o		o		
. Miami Sports and Exhibition Authority		o		o	
. Veteran's Memorial Coliseum, New Haven, Connecticut	o				
. Ogden Leisure, Inc./Boston Celtics, Massachusetts	o		o		
. City of New York/Madison Square Garden, New York			o		
. Scranton Public Auditorium Authority	o		o		
. Greensboro Coliseum Complex, North Carolina					o
. Pontiac Arena (Proposed), Michigan	o		o		
. Columbus Indoor Sports Facility, Ohio	o		o		
. Sports Committee, St. Louis, Missouri	o		o		
. Olympia Stadium (Arena), Detroit, Michigan	o		o		
. Wings Stadium (Arena), Kalamazoo, Michigan					o
. Portland Exposition and Recreation, Commission, Oregon					o
. Mt. Laurel Exposition, Inc., New Jersey	o		o		
. Century World	o		o		
. Broward County Tourist Development Council, Florida	o		o		
<u>Stadiums</u>					
. Maryland Special Advisory Commission on Professional Sports	o	o	o		
. New York State Urban Development Corporation	o	o	o		
. City of San Antonio/Baseball Stadium Study, Texas	o	o	o		
. Pontiac Silverdome, Michigan	o	o	o	o	o
. Houston Sports Association (Astrodome), Texas	o		o		
. Louisiana Superdome, New Orleans					o
. Denver Baseball Commission, Colorado	o		o		
. Pinellas Sports Authority, Florida	o		o		
. Trump Organization, New York City Football Stadium	o	o			
. Dade County Sports Authority, Florida	o	o	o		
. Minnesota Sports Committee, Minneapolis	o	o	o		
. Tulsa Urban League, Oklahoma	o		o		
. Chicago Bears Stadium/Madison Square Garden Corp., Illinois	o	o	o		
. City of Memphis/Memorial Stadium, Tennessee	o		o		
. Oklahoma State Fair Board	o		o		
. Holzmann Services - Riyadh Stadium, Saudi Arabia					o
<u>Racetrack/State Racing Commissions</u>					
. New York State Division of the Budget	o		o		
. Missouri Horse Racing Commission			o		
. Arizona Legislative Council	o		o		
. Iowa State Racing Commission		o			
. Birmingham Turf Club, Alabama	o		o	o	
. Shearson Lehman/American Express, Lana Lobell Farms, Inc.	o		o		
. Garden State Racetrack, New Jersey	o		o		
. New Castle County/Delaware Park			o		
. New York City Off-Track Betting Corp.	o	o	o	o	o

SUMMARY OF TOUCHE ROSS & CO. EXPERIENCE

SPORTS AND ENTERTAINMENT FACILITIES

(Continued)

	<u>Feasibility Analysis</u>	<u>Planning and Design Concept</u>	<u>Market/ Economic Analysis</u>	<u>Final Implement- ation</u>	<u>Post- Construct- tion Operation</u>
<u>Hotel/Convention Centers</u>					
. Massachusetts Convention Center Authority			o		o
. Las Vegas Convention and Visitor Authority, Utah	o	o	o	o	
. Los Angeles Convention Center, California	o	o	o		
. City of Miami Beach, Florida			o		o
. Atlantic City Convention Hall, New Jersey	o	o	o		
. City of Worcester, Massachusetts	o	o	o		
. Boise Municipal Auditorium District	o		o		
. City of Larado Convention and Civic Center	o	o	o		
. Quintet Corporation - Sharon Springs Resort	o	o	o		
. Kupper Consultants, Atlantic City, New Jersey	o	o	o		
. Port Authority of New York/New Jersey	o	o	o		
. Washington State Convention and Trade Center, Seattle	o	o	o		
. Palm Springs Convention and Cultura Center, Florida	o	o	o		
. Titan Group, Inc., Sullivan County, New York	o		o		
. Sanzari Enterprises, Teaneck, New Jersey	o	o	o		
. City of Atlanta, Georgia	o		o		
. Garden State Sports Foundation, New Jersey		o	o		
. John R. Wood & Associates, Florida			o		
<u>Performing Arts and Civic Centers</u>					
. Atlantic City Performing Arts Center, New Jersey	o		o		
. Detroit Symphony Orchestra, Michigan			o		o
. Garden State Arts Center, Woodbridge, New Jersey					o
. Dearborn Performing Arts Center, Michigan	o	o			
. Long Island Cultural Center, New York	o	o	o		o
. Bay County, Michigan Regional Theme Park	o		o		
. Jefferson Parish, Louisiana	o		o		
. Exposition-Recreation Commission, Portland, Oregon					o
. Little Michigan, Inc., Bay County, Michigan	o	o	o		
<u>Olympics, Expositions and Fairs</u>					
. Los Angeles Olympics		o			
. Vancouver 1986 World's Fair	o				
. Expo '81 - World's Fair and Exposition, Ontario, California	o		o		
. Montreal Expo					o
. Seattle World's Fair			o		o
. New York World's Fair		o			o

Touche Ross is well qualified to provide the Sports and Entertainment Industry with the broad range of analytical and technical resources which they require. Touche Ross & Co.'s qualifications to serve the Industry contained in this document in the following sections:

- I. Description of the Firm
- II. Unique Firm Attributes
- III. Relevant Industry Experience
- IV. Industry Project Experience
- V. Industry Professional Staff

II. UNIQUE FIRM ATTRIBUTES

Touche Ross & Co. has several organizational features that distinguish the firm from other financial service firms in the Sports and Entertainment Industry. These features include two unique service centers, an Advanced Technology Service Organization, and a Travel and Leisure National Practice Organization.

Service Centers

Two areas in which many clients frequently need assistance are relations with the federal government and with the financial community. To meet these needs, Touche Ross & Co. created two organizations: the Financial Services Center, situated in New York's Wall Street area, and the Washington Service Center, located in the nation's capital.

The Financial Services Center (FSC) was established with two complementary purposes:

- . to serve as a liaison between all of the Firm's clients and the financial community, and
- . to serve financial organizations with the best service possible.

One of the FSC's major objectives is to assist clients with creative solutions to financial opportunities. Among the services FSC professionals provide are:

- . Selection of investment bankers and advisors,
- . Advice on debt and equity financing,
- . Locating corporate buyers and sellers, and
- . Identifying and evaluating innovative financing techniques.

FSC professionals work directly with client service teams to offer their services to the local office structure.

The Washington Service Center (WSC) provides a full range of technical resources required to handle financial management questions and issues relating to the federal government.

The WSC professionals perform the following services:

- . Serve as liaison between federal agencies or departments and Touche Ross practice offices and clients around the country.
- . Provide information and research assistance on federal regulations, law and policies.
- . Track and interpret developments in legislation and regulations in areas of interest to clients.

- . Prepare and submit testimony or official comments on legislation and regulations to Congress and/or the administration.
- . Act as intermediary with and monitor developments at various federal departments and agencies.
- . Join in direct consultations with clients as requested.

Advanced Technology Services

Today, the focus of business is increasingly on the area of advanced technology -- an area in which Touche Ross & Co. excels. The Firm's professionals employ advanced technology to:

- . Reduce the cost of delivering quality services,
- . Work efficiently within clients' technical environments,
- . Provide knowledgeable advice and sound counsel, and
- . Manage the practice effectively at firmwide, office and engagement levels.

To maintain a competitive edge, Touche Ross & Co. created a national Advanced Technology function, composed of 60 professionals. The first of its kind in the "Big 8", this function assists audit, tax, and management consulting professionals in delivering quality services to clients.

A relevant example of the application of advanced technology is the extensive use of flexible computer modeling and graphics programs in the financial analysis for Sports and Entertainment Industry projects. Such analyses are run on portable micro-computers capable of linking through telecommunications to the client, off-site work teams, and the home office.

Travel and Leisure National Practice Organization

The Firm's services to sports and entertainment clients are backed up by a larger organization which coordinates the Firm's service delivery to the entire travel and leisure industry: The Touche Ross & Co. Travel and Leisure National Practice Organization. This organization:

- . Assures cross-fertilization of innovative concepts across industry segments,
- . Keeps practitioners abreast of industry developments, of trends in the market and technology, and of regulatory or legislative issues, and
- . Assures the Firm's full range of expertise is brought to bear on the client's problem, leading to nothing less than the highest quality services.

IV. INDUSTRY PROJECT EXPERIENCE

IV. INDUSTRY PROJECT EXPERIENCE

Summary of Previous Clients

The depth and diversity of Touche Ross & Co.'s experience in the feasibility of sports, entertainment, civic, and convention facilities is best demonstrated by a summary list of previous clients for whom consulting services have been provided, as follows:

ARENAS AND COLISEUMS

- . Meadowlands Sports Complex (from Inception to Industry Leadership)
- . Massachusetts Convention Center Authority, Boston Arena Study
- . Rockingham Park/State of New Hampshire
- . Miami Sports and Exhibition Authority
- . Veterans Memorial Coliseum, New Haven
- . Ogden Leisure, Inc./Boston Celtics
- . City of New York/Madison Square Garden
- . Scranton Public Auditorium Authority
- . Greensboro Coliseum Complex, N. Carolina
 - Review of Controls and Procedures
 - Rate Analysis
- . Pontiac Arena (Proposed)
- . Columbus Indoor Sports Facility
- . Sports Committee (St. Louis)
- . Olympia Stadium (Arena), Detroit
- . Wings Stadium, (Arena), Kalamazoo, Michigan
- . Portland Exposition - Recreation Commission
- . Mt. Laurel Exposition, Inc.
- . Century World
- . Broward County Tourist Development Council

STADIUMS

- . Meadowlands Sports Complex, Giants Stadium
- . Maryland Special Advisory Commission on Professional Sports
 - Professional Sports Action Plan
 - Stadium Site Evaluation and Fiscal Analysis
- . New York State Urban Development Corporation, Buffalo Baseball Stadium
- . City of San Antonio, Baseball Stadium
- . Pontiac Silverdome
 - Feasibility Study
 - Community Impact Study
 - Operations Review
- . Houston Sports Association (Astrodome)
- . Louisiana Superdome
 - Operations Turnaround and Cost Reduction
 - Event Reporting and Control Systems
- . Denver Baseball Commission
- . Pinellas Sports Authority
- . Trump Organization, New York City Football Stadium
- . Dade County Sports Authority
- . Minnesota Sports Committee
- . Tulsa Urban League
- . Chicago Bears Stadium/
Madison Square Garden Corp.
- . City of Memphis/Memorial Stadium
- . Oklahoma State Fair Board
- . Holtzmann Services - Riyadh Stadium, Saudi Arabia

PROFESSIONAL SPORTS FRANCHISES

- . Atlanta Hawks Basketball Team
- . Atlanta Flames Hockey Team
- . Golden State Warriors Basketball Team
- . New York Islanders Hockey Team
- . New York Mets Baseball Team
- . Colorado Rockies Hockey Team
- . American Basketball Association
- . Denver Nuggets Basketball Team
- . St. Louis Blues Hockey Team
- . New York Giants Football Team
- . Seattle Seahawks Football Team
- . Philadelphia Eagles Football Team
- . Los Angeles/Oakland Raiders Football Team
- . Denver Broncos Football Team
- . Dallas Cowboys Football Team
- . Boston Celtics Basketball Team
- . New Jersey Nets Basketball Team
- . Ontario Soccer Association
- . World Soccer Association
- . Canadian Football Players Association

RACETRACKS/STATE RACING COMMISSIONS

- . The Meadowlands Sports Complex, Racetrack
- . State of New Hampshire/Rockingham Park
- . New York State Division of the Budget
- . Missouri Horse Racing Commission
- . Arizona Legislative Council
- . Iowa State Racing Commission
- . Birmingham Turf Club
- . Shearson Lehman/American Express, Co. (Lana Lobell Farms, Inc.)
- . Garden State Racetrack, New Jersey
- . New Castle County/Delaware Park
- . New York City Off-Track Betting Corp.
 - Review of Financial Performance
 - Operations Studies

HOTEL/CONVENTION CENTERS

- . Massachusetts Convention Center Authority
 - Convention Industry Economic Impact Study
 - Convention Facilities and Marketing Funding Survey
- . Las Vegas Convention and Visitor Authority
- . Los Angeles Convention Center
- . City of Miami Beach, Florida
- . Atlantic City Convention Hall
- . City of Worcester, Massachusetts
- . Boise Municipal Auditorium District
- . City of Larado Convention and Civic Center
- . Quintet Corporation, Sharon Springs Resort and Conference Center
- . Kupper Consultants (Atlantic City)
- . Port Authority of New York/ New Jersey
- . Washington State Convention and Trade Center (Seattle)
- . Palm Springs Convention and Cultural Center
- . Titan Group, Inc.
- . Sanzari Enterprises
- . City of Atlanta, Georgia
- . Garden State Sports Foundation
- . John R. Wood & Associates

PERFORMING ARTS AND CIVIC CENTERS

- . Atlantic City Performing Arts Center
- . Detroit Symphony Orchestra
- . Garden State Arts Center
- . Dearborn Performing Arts Center
- . Long Island Cultural Center
- . Bay County (Michigan) Regional Theme Park
- . Jefferson Parish, Louisiana
- . Exposition-Recreation Commission, Portland, Oregon
- . Little Michigan, Inc.

OLYMPICS, EXPOSITIONS AND FAIRS

- . Los Angeles Olympics
- . Vancouver 1986 World's Fair
- . Expo '81 - World's Fair and Exposition, Ontario, California
- . Montreal Expo
- . Seattle World's Fair
- . New York World's Fair
 - Planning Study
 - Accounting Systems

Relevant Project Descriptions

The following pages contain descriptions of previous projects. These projects demonstrate Touche Ross & Co.'s breadth of experience in sports and entertainment facilities.

The project descriptions are organized into the following topical areas:

<u>Section</u>	<u>Sports and Entertainment Facility Type</u>
A.	. Arenas and Coliseums
B.	. Stadiums
C.	. Racetracks/State Racing Commissions
D.	. Hotel/Convention Centers
E.	. Performing Arts and Civic Centers
F.	. Olympics, Expositions and Fairs

TOUCHE ROSS & CO. PREVIOUS PROJECTS

SPORTS AND ENTERTAINMENT FACILITIES

A. Arenas and Coliseums

1. Meadowlands Sports Complex (from Inception to Industry Leadership)
2. Massachusetts Convention Center Authority, Boston Arena
3. Rockingham Park/State of New Hampshire
4. Miami Sports and Exhibition Authority
5. Veterans Memorial Coliseum, New Haven
6. Ogden Leisure, Inc./Boston Celtics
7. City of New York/Madison Square Garden
8. Scranton Public Auditorium Authority
9. Greensboro Coliseum Complex
 - a. Review of Controls and Procedures
 - b. Rate Analysis
10. Pontiac Arena (Proposed)
11. Columbus Indoor Sports Facility
12. Sports Committee (St. Louis)
13. Olympia Stadium (Arena), Detroit
14. Wings Stadium (Arena), Kalamazoo, Michigan
15. Portland Exposition and Recreation Commission
16. Mt. Laurel Exposition, Inc.
17. Century World
18. Broward County Tourist Development Council

Iowa State Racing Commission

Comparative Analysis of
Racetrack License Applications

Touche Ross & Co. was retained by the Iowa State Racing Commission to assist in the evaluation of the racetrack license applications received during a licensing process for pari-mutual racing in Iowa. The major worksteps involved in the evaluation of the applications included:

- . Evaluation of the following areas in the initial license applications:
 - Market demand analyses
 - Type and mix of racing events and the related impact on attendance and operating revenue/expense structures.
 - Length and compatibility of racing seasons for competing facilities within Iowa and surrounding states.
 - Major facility design characteristics.
 - Major operating revenue and expense categories and assumptions.
 - Financial structure of the racetrack.
 - Organizational Structure of the racetrack.
 - Conformity of financial assumptions with statutory requirements.
- . Preparation of preliminary comparisons using the decision and evaluation criteria outlined above.
- . Interviews with individual applicants for communication, clarification and resolution of issues identified in the evaluation and preliminary comparisons of the applications.

The scope of the evaluation and analysis was to reduce each application to a common basis in order to highlight issues and concerns, aid the applicants in their presentations before the commission, and facilitate comparison and evaluation of the applicants by the commission. No assessment or conclusions regarding the suitability of any applicant for licensing nor the feasibility of any proposed racing facility were made.

Resume of: STEWART ROG, CMC

Present Position: Partner, Management Consulting
Touche Ross & Co., New Jersey Offices

Firm Experience: SPORTS AND ENTERTAINMENT

- Sports Strategic Plan: managed the development of a Professional Sports Action Plan to retain and expand professional sports in the State of Maryland. Based on analyses performed on market demand and financial viability, the Plan established a legislative framework for the development of new or renovated sports facilities. The sports covered by this statewide strategic plan included horse racing and breeding, baseball, football, hockey, basketball, auto racing, soccer, golf, wrestling, boxing, and tennis.
- Stadium Site Evaluation and Fiscal Impact Study: directed an evaluation of alternative sites for a new stadium in Baltimore. In addition to site requirements, site plans, and cost estimates, this engagement included a fiscal impact analysis on the local jurisdiction in which each site was located.
- Arena Feasibility: directed a feasibility evaluation of a new 10,000 seat arena in Scranton, Pennsylvania. This engagement included developing a projection of market demand by event type, evaluating estimated project capital costs, projecting operating revenues and expenses, and analyzing the proposed ownership, operating structure and financing plan for the facility.
- Financial Feasibility/Advance Refunding: directed the financial feasibility study to support the restructuring of debt by the New Jersey Sports and Exposition Authority to reduce its annual debt service. The refinancing defeased two outstanding bond issues and marketed two new issues. Key issues in the feasibility study included the then pending voter initiative on intertrack simulcasting and the acquisition of Monmouth Park Jockey Club. In addition, directed the verification of the sufficiency of the escrow cash flow to defease the outstanding bonds.
- Business Plan: managed the formulation of a Business Plan for a mixed-use, public/private development project. This project consisted of a hotel, office complex and amateur athlete training facilities, including a gymnasium, natatorium, sports medicine, and track and field facilities.

Resume of:

STEWART ROG, CMC
(Continued)

- Racetrack Feasibility: technical advisor on a financial feasibility study for a new racetrack in Birmingham, Alabama.
- Stadium Feasibility: managed a study evaluating the feasibility of constructing a stadium in downtown Buffalo. The study included analyses of market demand, financial performance, and economic justification for the stadiums. Financial models were used to perform extensive sensitivity analyses of stadium capacity, domed versus open air, projected attendance, and other key issues and assumptions.
- Arena Feasibility: evaluated financial alternatives for a new indoor arena to replace the Boston Garden. Public financing alternatives as well as joint public/private development options were analyzed.
- Venture Analysis: evaluated the financial feasibility of construction of a sports and entertainment complex in the Midwest. The complex included a racetrack, outdoor stadium and theme park.
- Financial Feasibility/Advanced Refunding: managed a project to determine the feasibility of advanced refunding financing for the Meadowlands Complex in New Jersey. Project was timecritical to meet underwriter's deadlines for marketing of the issue. Project involved heavy financial modeling techniques on state-of-the-art microcomputers to predict future operating results for the arena, racetrack, stadium, and parking business components.
- Financial Feasibility: participated in a \$45 million financing for the Meadowlands Complex, used to consolidate a series of minor financings, provide for completion costs for the arena, and to fund future capital plans.

Resume of: STEWART ROG, CMC
(Continued)

GENERAL MANAGEMENT

- Business Interruption: prepared a business interruption insurance claim for a large food retail chain that had a major distribution center completely destroyed by fire. Lost sales, gross margins, discontinued expenses and expediting expenses were projected and/or documented for an interruption period which lasted more than a year. The total claim was in excess of \$40 million.
- Operations Review: performed a comprehensive review of operations for an importer of audio-video tapes. This review covered order processing, credit and collections, accounting functions, data processing, marketing, advertising, importing and warehousing. The company had been experiencing problems due to its rapid growth. This review helped the company to maintain its growth position without loss of control.
- Organization Review: reviewed the organization of a \$100 million company to identify structural weaknesses in terms of spans of control, reporting relationships, definition of responsibilities and communications. The recommended changes were implemented by top management.
- Feasibility Evaluation: evaluated the feasibility of using tokens on a major toll road. All quantifiable benefits and costs of the token program were analyzed to establish whether it was financially justified. Sensitivity analyses were performed on the key variables. When the token program was found to be financially justified, operating requirements for implementing the token program were developed. The token program was successfully implemented on time.

FINANCIAL MANAGEMENT

- Cash Management: developed and implemented a comprehensive cash management system for a major retailer with divisions throughout the United States. Major components of the system include: (1) coordinated cash forecasting; (2) improved operating procedures to speed cash availability and increase disbursement control at the store and division levels; (3) a banking network utilizing Depository Transfer Checks and Zero Balance Accounts to concentrate funds and minimize idle balances; and (4) establishment of a corporate cash desk to invest excess funds, coordinate reporting and control and maintain bank relationships. The system has successfully reduced collection float and idle balances and the annual return from invested funds has increased \$0.5 million.

Resume of:

STEWART ROG
(Continued)

- Financial Management: developed a program to eliminate a major operating loss for a medical center. This program included: (1) cost reduction through a review of operations; and (2) an evaluation of the intensity of medical services offered. The engagement included analyses of productivity, staffing levels, overtime requirements, and admitting and collection procedures. A profitability analysis was performed to identify the medical programs contributing to the operating loss. This facilitated the medical center's efforts in working with its medical staff to reduce costs.
- Financial Feasibility: performed a study to determine the feasibility for a medical center to support the debt service on \$23 million in bonds issued to undertake a major building program. The analysis included quantifying the impact of the building program on demand, projecting operating expenses and revenues, and developing projected financial statements.

OPERATIONS MANAGEMENT

- Production Scheduling and Control: designed and implemented a production scheduling and control system for a manufacturer of recreational garments, sleeping bags, and tents. The system allows management to maintain control of operations, meet required shipping dates, and manufacture both to order and for finished goods inventory. The engagement also included the design of a raw material, work in process, and finished goods inventory control system.
- Inventory Control: developed and implemented a computer-based raw material inventory control system for a manufacturer of heavy machinery. This system was integrated with the production scheduling and control system to provide material requirements planning capability. The inventory control system captured transactions for both manufacturing demands and spare parts sales. The system also provided identification of committed parts from open stock on hand and on order.

Resume of: STEWART ROG
(Continued)

Previous Experience: Tippetts-Abbett-McCarthy-Stratton
Transportation Consultant

- Financial and Economic Feasibility: evaluated the financial feasibility of: (1) implementing port facilities in Honduras; (2) constructing new hotels in Haiti; (3) deepening the Chesapeake and Delaware Canal; and (4) upgrading a major highway in Africa.
- Industrial Development: established the development potential of an industrial park at a proposed deepwater port in Hawaii.
- Transportation Planning and Management: provided technical advisory services regarding the planning, development, and management of transportation systems. Developed trip forecasting models, alternative comprehensive transportation systems, and transit and highway programs
- Airport Planning: developed econometric models to forecast international and domestic passenger and cargo demands for major airport development projects.

Education:

- . The Cooper Union, B.E. in Civil Engineering
- . Cornell University, M. Eng. in Transportation Planning
- . New York University, M.B.A. in Finance

Professional: Institute of Management Consultants, Certified Management Consultant

FOREWORD

The Queen Dome is planned as a major multi-purpose entertainment center with its primary function as a venue for hosting pari-mutuel betting on greyhound racing performances. With seating for 16,500 in an all-weather domed facility, the structure will be able to serve both as a race track and a setting for concerts and other mass-audience entertainment, meeting needs of the greater Kansas City market area.

Hammer, Siler, George Associates was engaged to analyze the economic impact upon Wyandotte County, Kansas, of the construction and operation of the Queen Dome. The county currently owns land to be occupied by the track and its support facilities and is expected to play a role in the development process. In return, operation of the track is expected to provide new sources of direct and indirect income to the county, as well as substantial sums to the State of Kansas. Additionally, investment in the track and its operation will expand the exposure and increase economic development potentials for Wyandotte County.

As a prelude to estimating economic impact, the consultant team examined records of greyhound racing activities throughout the United States. Formulation of potential levels of attendance and wagering were based upon the actual experience of tracks now in operation in other metropolitan areas.

Forecasts and estimates in this report are based upon certain assumptions as to the outcome of future events, and there is no assurance that the results projected will approximate actual results.

HAMMER, SILER, GEORGE ASSOCIATES
Atlanta, Georgia
July 1986

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Section I. HAMMER, SILER, GEORGE ASSOCIATES
CORPORATE CREDENTIALS

Missouri Horse
Racing Commission

Horse Racing
Development Study

In the aftermath of a constitutional amendment to the Missouri Constitution that legalized horse racing and established the Missouri Horse Racing Commission (MHRC), several critical issues related to the future of pari-mutuel horse racing in Missouri arose. The MHRC engaged Touche Ross to perform a study of these issues. These issues were addressed as follows:

- . Assessment of the impact of the local option provision of the constitutional amendment. The local option provision authorized a local county to prohibit pari-mutuel wagering within its jurisdiction after that county had approved pari-mutuel racing.
- . Determination of the appropriate pari-mutuel withholding and tax structure which would promote the development of first class racing facilities.
- . Assessment of areas in Missouri with sufficient population and economic means to support a horse racing facility.
- . Assessment of the market supply and demand (availability) of racing stock for pari-mutuel horse racing in Missouri.

The results of this study provided information to support the MHRC's recommendations to the Missouri Legislature on revising the horse racing amendment, and to support the MHRC's decisions on structuring horse racing programs in Missouri.

HSGA clients have included city and county governments, state government agencies, development corporations, housing authorities, local and regional planning commissions, port and industrial authorities, and various agencies of the federal government. The company has also carried out important assignments to develop federal policy in areas of housing, redevelopment, manpower, and transportation.

Four types of economic research represent the bulk of the firm's work in the public sector. The first is concerned with the structure of local and regional economies, analyzing the strengths, weaknesses, potentials, and development options. The second deals with the feasibility of public investments in infrastructure improvements, public works and community facilities, including their performance and revenue analysis often required for financing. The third evaluates the economic implications of alternative public policy decisions -- in land use, resource utilization, service delivery, tax and assessment practices, housing supply, capital budgeting, and development management. The fourth focuses on synthesizing the various predevelopment activities required of public bodies in today's difficult and increasingly competitive and rapidly changing economy.

The company has been particularly active in assignments that translate public policies into the actions which support private economic activities. It is through such private activities that public development goals can be achieved in upgrading the environment, raising employment, and increasing tax resources.

Selected public clients include:

City of Americus ... Fulton County (Georgia) ... Tampa Downtown
Development Authority ... City of Birmingham ... City of Opelika

(Alabama) ... Charlotte City Engineer ... Chattanooga/Hamilton County Planning Commission ... Miami Department of Development ... Milwaukee Department of Development ... Metropolitan Atlanta Rapid Transit Authority ... Savannah River Basin Development Commission ... Metropolitan Washington Council of Governments ... San Diego Association of Governments ... Columbus Department of Development ... Harlem Urban Development Corporation ... Hartford Development Department ... Pittsburgh Department of Economic Development.

Appalachian Regional Commission ... U.S. Department of Housing and Urban Development ... Economic Development Administration ... Joint Congressional Committee on Washington Metropolitan Problems ... National Capital Commission, Ottawa, Canada ... U.S. Department of Transportation ... National Trust for Historic Preservation ... U. S. Army Corps of Engineers ... Port Authority of New York ... Kentucky Department of Economic Development ... Maryland Department of Economic Development ... North Carolina State Planning Task Force ... Pennsylvania State Planning Board ... State of Virginia.

Detroit Renaissance, Inc. ... Future Memphis, Inc. ... Baltimore Regional Council ... Atlanta Region Metropolitan Planning Commission ... Charleston (W.Va.) Planning Commission ... Charlotte-Mecklenburg County Planning Commission ... East Central Florida Regional Planning Council ... Gary (Ind.) Planning Department ... Greenville County (S.C.) Planning Commission ... Indianapolis-Marion County Planning Commission ... Jersey City Division of Planning ... Kansas City Metropolitan Planning Commission ... Memphis and Shelby County Planning Commission ... Nashville and Davidson County Metropolitan Planning Commission ... National Capital Planning Commission, Washington, D.C. ... Norfolk Department of City Planning ... Rochester (N.Y.) Department of City Planning ... Toledo City Planning Department ... Winston-Salem- Forsyth County Planning Board.

Private Sector Experience

As a matter of policy, HSGA has maintained a balance between its private and public clientele. This approach allows the firm to evaluate how factors in one sector affect development activities and events in the other -- thus offering clients a clearer insight to the impact of actions and project proposals.

In the private sector HSGA works with clients making business and investment decisions relating to development. They include real estate developers, home builders, banks and savings and loan associations, retailers, manufacturers and distributors, insurance companies, property owners, investment houses, and other types of private enterprise.

Assignments in the private sector are tailored to the specific needs of the client. Feasibility studies evaluate the potential profitability and return on investment of project undertakings -- residential subdivisions, office buildings, shopping centers, industrial and commercial parks, hotels and motels, and recreation complexes. Site location studies seek optimum locations for facilities requiring the most profitable access to consumer markets and/or sources of labor, services and supplies.

Sound economic research for private development takes two major sets of factors into account. One covers the "external" factors -- characteristics and location of markets, patterns of competition, availability of utilities and transportation access, topographic features, public tax and land development policies, environmental constraints, and strengths and weaknesses of the local economy. Here, an intimate knowledge of public sector policies and considerations is essential to sound advice for private decision making.

The other set of major factors are "internal" -- the economics of private development, timing and staging of investments against anticipated cash flow, financial planning, alternative development strategies, marketing potentials and pricing, and cost analysis. Essentially, this is the field of real estate economics.

Selected private clients include:

Mobil Land Development (Georgia) ... SONAT (Birmingham) ...
Can-American Corp ... Homart Development Corp ... Taylor & Mathis ...
Elkay Properties ... Cousins Properties Incorporated ... Edmund J.
Bennett Associates ... John Portman & Associates ... The Rouse
Company ... Yeonas Development Corporation ... Gulf Oil Real Estate
Development Corporation ... Sea Pines Company ... Alpert Investment
Corporation ... The Forbes Company ... Trammell Crow Company ...
Crown American Corporation ... Commercial Credit Development Corpora-
tion ... Realtec ... Phipps Land Company ... Amterre Development,
Inc. ... The Goodman Company ... Strouse, Greenberg and Co. ... Scott
Hudgens Company ... Venture Out, Inc.

Alexander's ... Allied Stores Corporation ... B. Altman and Company
... Bergner's ... City Stores Corporation ... Colonial Stores, Inc.
... Loveman's, Nashville...Miller Bros., Chattanooga...Peoples Drug
Stores, Inc. ... Rich's, Inc. ... Sears, Roebuck and Co. ...
Hechinger's ... Hess's ... Raleigh Haberdasher ... Forbes-Wallace ...
J. B. Ivey Co. ... Belk Brothers.

Commerce Union Bank, Nashville ... Cal Fed Savings and Loan ...
Equitable Savings and Loan, Washington, D.C. ... North Carolina
National Bank ... South Carolina National Bank ... Trust Company of
Georgia ... Merrill Lynch, Pierce, Fenner & Smith ... Lazard Freres
... Cousins Mortgage and Equity Investments ... Republic Mortgage Co
... Commercial Credit Company ... First National City Bank ...
Barnett National Bank.

Burlington Mills ... J. P. Stevens Company ... Lockheed Aircraft
Corporation ... Monogahela Power Company ... Ohio Power Company ...
American Electric Power Company ... Nationwide Insurance Companies
... Jefferson Standard Life Insurance Co ... John Hancock Mutual Life
Insurance Co. ... Southern Bell Telephone and Telegraph Co. ...
Southern Railway System ... Norfolk and Western Railway ... Combustion
Engineering Corp ... Aerojet-General Corporation ... Brunswick
Pulp & Paper Co ... Atlantic Richfield Corporation ... Sun Oil
Company ... Allied Mills ... Alladin Industries ... Toledo Edison
Company ... GENESCO, Inc. ... Radio Corporation of America ...
Insurance Company of North America.

Audience-Support Facility Studies

Hammer, Siler, George Associates has conducted studies to test the feasibility of sports arenas, convention centers, performing arts centers, and civic centers. These analyses often involve multi-purpose projects that house different combinations of functions, either in a single structure or in a complex of buildings. Our studies provide the basis for projects scaled to the specific markets and financial capacity of the sponsoring institution. Results of our research have been incorporated in official statements for bond issues. Consultation has provided guidance for effective strategies for project implementation.

Substantive analysis involves examination of market support for trade shows, conventions, public shows, entertainment, and civic events. Through a network of industry experts and extensive files and accumulated data resources, the operating characteristics of a new or expanded facility can be tested. Site needs are frequently defined through collaborative efforts with design professionals.

Representative projects with which we have been involved include:

- . The Fox Theater, Atlanta - Georgia Department of Natural Resources
- . Georgia Mountains Center, Gainesville, Georgia - Gainesville Community Development Department
- . New Orleans Convention and Exhibition Center - New Orleans Exhibition Hall Authority
- . Charlotte Coliseum - City of Charlotte, Office of City Engineer
- . Bowling Green/Warren County Civic-Convention Center - Bowling Green/Warren County Tourist-Convention Commission
- . Jacksonville Convention Center - City of Jacksonville, Office of the Mayor, Union Terminal Negotiating Committee
- . Performing Arts Center, White River Park, Indianapolis, Indiana - Howard, Needles, Tammen & Bergendoff

- . Charlotte Convention Center Expansion Analysis - Charlotte Auditorium-Coliseum-Civic Center Authority
- . Charleston Arena - City of North Charleston, South Carolina
- . Century III Complex and Nashville Convention Center, Nashville, Tennessee - Century III Authority
- . Horizon Arena - City of Rosemont (Chicago), Illinois
- . Houston Summit - Houston, Texas
- . The Scope - Norfolk, Virginia

Section II. MARKET SUPPORT

Section II. MARKET SUPPORT

The essential determination in evaluation of economic impact of the Queen Dome is an analysis of the potential level of activity which might be attracted to the proposed facility. Excepting the fact that no other greyhound track in the United States is under an all-weather dome, the consultant reviewed the operating characteristics of a number of tracks across the country to formulate reasonable estimates of Queen Dome activity.

National Greyhound Racing Trends

Greyhound racing is a sport ("the sport of queens") which has enjoyed substantial growth across the United States. At present (year end 1985) racing and attendant pari-mutuel wagering is permitted and actively pursued in 14 states with a total of 49 tracks.

Table 1 following traces attendance, wagering (handle), and wagering per attendee for selected years to illustrate one dimension of greyhound racing activity in the country.

Table 1. SELECTED GREYHOUND RACING
STATISTICS, UNITED STATES

<u>Year</u>	<u>Attendance</u>	<u>Handle</u> (000)	<u>Bet Per</u> <u>Attendee</u> <u>1/</u>
1970	12,660,000	\$ 730,000	\$ 57.66
1975	17,458,000	\$1,261,000	\$ 72.23
1980	20,831,000	\$2,098,704	\$100.75
1981	21,508,000	\$2,190,130	\$101.83
1982	21,498,000	\$2,208,552	\$102.73
1983	22,090,000	\$2,325,847	\$105.29
1984	22,284,000	\$2,451,386	\$110.01
1985	23,967,700	\$2,698,934	\$112.61

1/ Current dollars.

Source: American Greyhound Track Operators Association;
Siler, George Associates.

To examine the market share, or the degree to which greyhound racing attracts attendance from the general population, another table compares the attendance recorded in Table 1 above against estimates of the United States population. Table 2 following shows that the resulting "market share" has grown appreciably since 1970 and, after a period of stability in the early 1980's, appears to be moving upward again.

Table 2. MARKET SHARE FOR GREYHOUND RACING, UNITED STATES

<u>Year</u>	<u>Attendance</u>	<u>Resident U.S. Population (000)</u>	<u>Market Share (.00001)</u>
1970	12,660,000	203,984,000	6.2
1975	17,458,000	215,465,000	8.1
1980	20,831,000	227,255,000	9.2
1981	21,508,000	229,637,000	9.4
1982	21,498,000	231,996,000	9.3
1983	22,090,000	234,284,000	9.4
1984	22,284,000	236,495,000	9.4
1985	23,967,000	238,740,000	10.0

Source: American Greyhound Track Operators Association; U. S. Census; and Hammer, Siler, George Associates.

The final insight from track operators gathered by the American Greyhound Track Operators Association illustrates the national average attendance per performance. A performance is a single series of races staged by a track. Ordinarily, weekday operations might have a single evening performance. On weekends tracks often stage more than one performance, attracting patrons to afternoon then again to evening racing. Table 3 following indicates the rising number of performances staged across the country, up almost 26 percent since 1980. While that substantial growth in opportunity for patrons has indeed stimulated a 15 percent increase in total attendance, the actual number per performance has declined somewhat. As subsequent discussion will indicate, national indicators may pale beside the activity levels of groups of tracks or individual tracks.

Table 3. GREYHOUND RACING ATTENDANCE
TRENDS, UNITED STATES

<u>Year</u>	<u>Performances</u>	<u>Attendance</u>	<u>Attendance Per Performance</u>
1980	7,756	20,831,000	2,686
1981	8,444	21,508,000	2,547
1982	8,300	21,498,000	2,590
1983	8,599	22,090,000	2,569
1984	8,725	22,284,000	2,554
1985	9,761	23,967,000	2,455

Source: American Greyhound Track Operators Association; and Hammer, Siler, George Associates.

Track Performance Analysis and Forecasts

To narrow the focus of greyhound track performance potentials for a Kansas City/Wyandotte County facility, the consultant reviewed published and unpublished data prepared by various greyhound racing institutions. A foundation for comparison can be found by examining 18 market areas throughout the United States which contain 34 operating greyhound tracks. These 18 markets were located in the southeastern region, plains states, and western states. The market areas and tracks appear to represent the variety of conditions which might be considered comparable or representative of the market sources available to Kansas City/Wyandotte County.

Table 4 following summarizes key 1985 characteristics of the 18 market areas. These characteristics are compared to five market areas deemed particularly relevant to the level of activity envisioned for the Queen Dome.

Table 4. CHARACTERISTICS OF SELECTED MARKET AREAS
TRIBUTARY TO DOG RACING TRACKS, 1985

	<u>1985</u> <u>18-Market</u> <u>Profile</u>	<u>1985</u> <u>Five-Market</u> <u>Profile</u>
Average Market Area Population (100 mi. radius)	2,467,000	2,640,600
Average Annual Track Attendance	508,500	1,411,100
Attendance Per 1,000 Population	206	534
Average Market Area TPI (000) <u>1/</u>	\$26,253,161	\$28,927,915
Handle as % of Income	.002174	.006084
Average Annual P/M Handle (000)	\$ 57,071	\$176,009
Average Daily P/M Handle	\$446,500	\$911,966
Per Capita Handle	\$112	\$125
Average Track Capacity (Total)	9,214	14,100
Average Track Seating Capacity	4,448	6,400
Average Attendance/Performance	2,714	3,350
Average Attendance as % of:		
Total Capacity	29.5%	24.0%
Seating Capacity	61.0%	52.0%
Average Total Performances	188	421

1/ Total Personal Income.

Note: Five-market analysis included Greentrack, Victoryland, Southland, Miami, and Denver. There are four tracks in the Miami market and three tracks in the Denver market.

Source: American Greyhound Track Operators Association and National Planning Data Corporation.

Four tracks serve the Miami/West Palm Beach market. Three tracks serve the Denver/Boulder/Colorado Springs market. The other tracks are

located to capture major market support from nearby major cities. As can be seen, the attendance and annual handle for the five markets is substantially higher than the national sample of 18 markets and 34 tracks and even higher than the total national picture reflected in earlier discussion.

Section III. ECONOMIC IMPACT

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Section III. ECONOMIC IMPACT

Measurable direct economic impacts that would result from development of the racetrack would include creation of full- and part-time employment positions during construction and operation; wagering, admission, food, and merchandise expenditures by attendees at race events; and the tax revenues that accrue to the state and county as a result of these expenditures. For the purpose of this analysis, a multiplier reflecting the local economy was used to trace additional spending and taxes resulting from the primary expenditures mentioned above. All estimates are presented in terms of 1986 constant dollars.

A significant economic impact is attributable to the governmental share of wagering revenues. This "take out" by the state, with a rebate to Wyandotte County, has a major effect upon local income resources.

Background

It is estimated that approximately 77 percent of construction wages will become personal consumption expenditures. This estimate is based on data published by the U.S. Department of Commerce. Personal consumption expenditures can, in turn, be multiplied by a factor to reflect the impact of the primary expenditures through successive sectors of the local economy. This impact represents an economic impact equal to an estimated 2.25 times primary expenditures.

Based on Department of Commerce data on patterns of personal consumption expenditures and on the specifics of Kansas sales tax law, we estimate that 48 percent of personal consumption expenditures in Kansas are spent for taxable retail goods and services. The remaining 52 percent is spent for housing, personal medical care, education, and other non-taxable purposes.

The tables in this section provide estimates of the annual economic impact from wages that will be spent on taxable expenditures and estimates the sales tax receipts that will accrue directly to the state and Wyandotte County as a result of these expenditures. An additional eight percent of state tax revenues are returned to Kansas counties and municipalities from the city/county revenue-sharing fund and the ad valorem tax reduction fund by complicated formulas based on population and assessed property valuations. This amount is not calculated in this analysis but would increase the revenues from sales tax accruing to Wyandotte County as a result of economic activity generated by the proposed Queen Dome.

Impact of Track Construction

Construction of the Queen Dome would take 15 months and cost \$85 million, with expenditures made fairly evenly over this period. It is estimated that 40 percent of the total construction budget would be expended on labor. The following table shows the annual breakdown of expenditures for labor and materials over the 15-month construction period.

Table 7. ANNUAL EXPENDITURES FOR LABOR AND MATERIALS, PROPOSED QUEEN DOME

	<u>Labor</u>	<u>Material</u>
Year 1	\$27,200,000	\$40,800,000
Year 2	\$ 6,800,000	\$10,200,000

Source: Hammer, Siler, George Associates.

Following the methodology outlined above, total impact of construction wages would be over \$47 million in the first year of construction and about \$12 million in the second year. Almost \$283,000 in additional sales taxes would accrue to Wyandotte County as a result of the construction activity.

Table 8. ANNUAL ECONOMIC IMPACT OF CONSTRUCTION WAGES, PROPOSED QUEEN DOME

	<u>Year 1</u>	<u>Year 2</u>
Annual Payroll	\$27,200,000	\$ 6,800,000
Total Impact	\$47,124,000	\$11,781,000
Taxable Expenditures	\$22,619,500	\$ 5,654,900
Sales Tax	\$ 1,357,200	\$ 339,300
County Sales Tax Receipts	\$ 226,200	\$ 56,600
State Sales Tax Receipts	\$ 904,800	\$ 226,200

Source: Hammer, Siler, George Associates.

It is estimated that about 10 percent of the materials for the proposed racetrack would be purchased locally. Current patterns show that about 11.5 percent of building material sales go to the wages of employees. The impact of these wages can be estimated in the same way as construction wages. Materials expenditures would result in additional

state sales tax collections of \$19,500 and county sales tax collections of almost \$5,000 over the construction period.

Table 9. ANNUAL ECONOMIC IMPACT OF CONSTRUCTION MATERIALS PURCHASES, PROPOSED QUEEN DOME

	<u>Year 1</u>	<u>Year 2</u>
Annual Payroll	\$469,200	\$117,300
Total Impact	\$812,889	\$203,222
Taxable Expenditures	\$390,200	\$ 97,500
Sales Tax	\$ 23,400	\$ 5,900
County Sales Tax Receipts	\$ 3,900	\$ 1,000
State Sales Tax Receipts	\$ 15,600	\$ 3,900

Source: Hammer, Siler, George Associates.

Over the 15-month construction period over \$34 million would be disbursed in wages, resulting in a total economic impact of almost \$60 million. Total sales tax collections resulting from taxable expenditures would be about \$1.7 million, with about \$288,000 accruing to Wyandotte County.

Impact of Track Employment

It is estimated that the annual payroll of the proposed track would be about \$9 million. The economic impact of the wages of these full- and part-time workers can be traced using the methodology described above. The following table shows that additional sales taxes generated would total about \$449,100 annually with about \$75,000 accruing to the Wyandotte County.

Table 10. ANNUAL IMPACT OF RACETRACK WAGES, PROPOSED
QUEEN DOME, TYPICAL YEAR

Annual Payroll	\$ 9,000,000
Total Impact	\$15,592,500
Taxable Expenditures	\$ 7,484,400
Sales Tax	\$ 449,100
County Sales Tax Receipts	\$ 74,900
State Sales Tax Receipts	\$ 299,400

Source: Hammer, Siler, George Associates.

Impact of Spending by Attendees

Attendees at race events will spend a significant amount on taxable goods and services. Discussions with officials at the Kansas Department of Revenue indicate that food, programs, and admission would be subject to sales tax, but that expenditures for parking would not.

It is estimated that on the average an attendee would spend \$3.00 on food and beverage purchases and \$1.00 for a program. Revenues from admission tickets for seating in different areas could reasonably average \$2.67 per person. All impact estimates are presented for the conservative, most likely, and optimistic attendance forecasts.

Total taxable expenditures could range from about \$8.5 million to \$21.2 million for admissions, concessions, and programs. Total sales taxes on these expenditures could range from about \$.5 million to \$1.3 million. The additional revenue to the county could range from about \$85,000 to \$212,000.

Table 11. ANNUAL IMPACT OF PURCHASES BY ATTENDEES, PROPOSED QUEEN DOME

	Alternative Scenarios		
	<u>Conservative</u>	<u>Most Likely</u>	<u>Optimistic</u>
Total Attendance	1,890,200	2,268,300	2,646,400
Per Capita Sales:			
Food and Beverage	\$2.00	\$3.00	\$4.00
Seating	\$1.50	\$2.67	\$3.00
Program	\$1.00	\$1.00	\$1.00
Total Sales:			
Food and Beverage	\$3,780,400	\$ 6,804,900	\$10,585,600
Seating	2,835,300	6,056,400	7,939,200
Program	<u>1,890,200</u>	<u>2,268,300</u>	<u>2,646,400</u>
Total	\$8,505,900	\$15,129,600	\$21,171,200
Sales Tax	\$ 510,400	\$ 907,800	\$ 1,270,300
County Sales Tax Receipts	\$ 85,100	\$ 151,300	\$ 211,700
State Sales Tax Receipts	\$ 340,300	\$ 605,200	\$ 846,900

Source: Hammer, Siler, George Associates.

Impact of Wagering

A referendum on a constitutional amendment to permit pari-mutuel wagering will be placed before Kansas voters in November 1986. Total takeout -- the amount retained by the State of Kansas -- has not been decided; it may range between three and six percent. After 1989 all revenues will go toward juvenile detention facilities and economic development administered by the state. For illustrative purposes, a graduated takeout to the state is assumed in the following table. Further, it has been assumed that a portion of the state takeout will be rebated to the cities and counties in which tracks may be located.

Under the alternative scenarios of attendance presented above and with per capita handles of \$134 to \$140, total annual handle can be expected to range from \$253 million to \$370 million. The graduated state takeout assumption calls for three percent from the first \$100 million in handle, four percent from the next \$50 million, five percent from the next \$50 million, and six percent for all handle over \$200 million.

Table 12. ANNUAL IMPACT OF WAGERING, STATE OF KANSAS, PROPOSED QUEEN DOME

	Alternative Scenarios		
	<u>Conservative</u>	<u>Most Likely</u>	<u>Optimistic</u>
Total Attendance	1,890,200	2,268,300	2,646,400
Per Capita Handle	\$134	\$140	\$140
Annual Handle	\$253,286,800	\$317,562,000	\$370,496,000
Revenue Received by the State	\$ 10,697,208	\$ 15,553,720	\$ 17,729,760

Source: Hammer, Siler, George Associates.

Most states provide for a takeout earmarked for local government as well as state government. The amount ranges from 0.5 percent to four percent, with many special provisions and considerations tailored to local need. Overall, the average county takeout is 1.5 percent. For purposes of this analysis, it is assumed that Wyandotte County will receive half the local government allotment, or 12.5 percent of the state takeout. This represents almost 0.6 percent of the handle, well below the national average. The following table illustrates county revenue from wagering using this assumption and the three scenarios of Queen Dome activity. It is further assumed that the state would collect state and county revenues, then rebate the county share without any collection fee.

Table 13. ANNUAL IMPACT OF WAGERING, WYANDOTTE COUNTY, PROPOSED QUEEN DOME

	Alternative Scenarios		
	Conservative	Most Likely	Optimistic
Total Attendance	1,890,200	2,268,300	2,646,400
Per Capita Handle	\$134	\$140	\$140
Annual Handle	\$253,286,800	\$317,562,000	\$370,496,000
Revenue Received by Wyandotte County	\$ 1,337,151	\$ 1,819,215	\$ 2,216,220

Source: Hammer, Siler, George Associates.

The dramatic impact of pari-mutuel wagering activity upon local government budget resources is apparent. Consequently, the county takeout ultimately decided after the statewide referendum in November 1986 could have a profound statewide effect upon Wyandotte County. A like amount of revenues would also flow to Kansas City.

Summary

The table below summarizes the economic impact of the construction and operation of the proposed Queen Dome. During construction, the state and county would realize over \$1.4 million in additional tax revenue. In a typical year of operation the state would realize about \$16.8 million in additional tax revenue and Wyandotte County would realize over \$226,000 in additional tax revenues. With revenues from wagering activity added, the annual state economic impact is \$16.5 million and the annual impact on Wyandotte County is \$2.0 million.

Table 14. SUMMARY-OF ECONOMIC IMPACT;
PROPOSED QUEEN DOME

	<u>15-Month Construction Period</u>	<u>Typical Year Most Likely Scenario</u>
Total Additional Revenue to the State of Kansas:		
From Sales Tax	\$1,150,500	\$ 904,600
From Gaming Tax	-	<u>15,553,720</u>
Total		\$16,458,320
Revenue to Wyandotte County:		
From Sales Tax	\$ 287,700	\$ 226,200
From Gaming Tax	-	<u>1,819,215</u>
Total		\$ 2,045,415

Source: Hammer, Siler, George Associates.

Section IV. PROPERTY TAX IMPACT

Section IV. PROPERTY TAX IMPACT

A continuing source of income to Wyandotte County attributable to development of the Queen Dome is the flow of ad valorem tax revenues from the leasehold and improvements to the fairgrounds site. Drawing upon consultation with the county tax assessor staff and Kansas Department of Revenue personnel and the preliminary design and cost estimate of the track, the consultant has prepared a probable level of property tax impact.

There are two major caveats to this estimate of property tax impact. One, the financing strategy for Queen Dome, could involve revenue bonds. If such a strategy were employed, it appears that current state law permits a 10-year exemption of property taxes. After the exempt period taxes would be payable. Two, even if the financing strategy for Queen Dome development does not involve revenue bonds, it may be advantageous to seek a ruling from the Kansas Board of Tax Appeals regarding property tax relief for the racetrack portion of the project. Any outcome from such a request is not predictable, but it is reasonable to assume a tax burden at some level would result.

Tax Estimate

Two considerations are necessary to arrive at the probable level of property tax yield from the Queen Dome project. One consideration

involves the value of the land leased by Wyandotte County to the sponsoring institution for the project. The second consideration involves the improvements -- buildings and equipment -- to support the track activity.

Of the total 255-acre site, only 203 acres will be necessary for the building, parking, and necessary retention pond. The retention pond will require 43 acres; 160 acres being the portion devoted to track development.

If a value of \$12,000 per acre is assigned to the 160-acre portion and a value of \$6,000 per acre is assigned the 43-acre portion, the land value for Queen Dome development and operation is \$2,178,000. These land values appear to be consistent with values experienced by the tax assessors office in that area of the county.

Preliminary construction estimates used earlier in this analysis are shown at \$85 million. This figure excludes demolition of existing structures and contains certain on-site improvements to access. Of course, the actual development cost will not be clear until detailed design and construction estimates are complete.

To begin the property tax calculation, the total project value is \$87.2 million -- land value plus improvements. County assessment procedures in 1985 reduce such values to 80 percent to reach fair market value -- \$69.7 million. State procedures call for assessed value to be three-tenths of fair market value -- \$20.9 million. The Wyandotte County tax rate in 1985 was \$165,482 per thousand dollars of assessed value. Therefore, the annual property tax burden for the Queen Dome project would be \$3.5 million if it were to come onto the tax rolls in 1985. With

increasing rates and revised construction costs, the 1991 annual tax impact can be expected to exceed \$3.5 million. Of the total amount, Wyandotte County would receive \$646,130, with other components going to the state, schools, junior college, and city and township.

When the annual property tax contribution of \$646,130 is added to other economic impacts of Queen Dome development and operation, the significance of the track as a major economic stimulus in Wyandotte County is underscored.

APPENDIX

Appendix Table A-1

SELECTED CHARACTERISTICS, 18 MARKET AREAS
TRIBUTARY TO DOG RACING TRACKS, 1985

	<u>Population</u>		<u>Annual Handle</u>		<u>Per Capita Handle</u>		<u>Annual Attendance</u>	
	<u>Number</u>	<u>Rank</u>	<u>Amount</u>	<u>Rank</u>	<u>Amount</u>	<u>Rank</u>	<u>Number</u>	<u>Rank</u>
<u>Alabama</u>								
Greenetrack	2,048,900	14	\$ 83,468,900	11	\$146	1	572,000	12
Victoryland	2,366,500	10	\$164,272,000	3	\$136	2	1,208,600	6
Mobile	1,495,800	15	\$ 88,537,900	10	\$110	9	801,600	10
<u>Arizona</u>								
Phoenix/Tucson (5 tracks)	2,543,400	6	\$145,316,800	5	\$106	11	1,371,800	3
Yuma	226,700	17	\$ 8,430,100	17	\$ 69	17	121,600	17
<u>Arkansas</u>								
West Memphis	2,213,800	11	\$132,064,700	6	\$127	3	1,042,600	8
<u>Colorado</u>								
Denver/Boulder (3 tracks)	2,692,700	5	\$151,455,500	4	\$122	4	1,243,200	5
Pueblo (2 tracks)	2,400,600	9	\$ 57,703,200	12	\$111	8	520,800	13
<u>Florida</u>								
Jacksonville (3 tracks)	2,095,900	13	\$122,606,700	8	\$115	7	1,069,300	7
Daytona Beach (3 tracks)	3,917,000	2	\$126,956,600	7	\$101	12	1,255,800	4
Miami (4 tracks)	3,880,900	3	\$348,784,700	1	\$116	6	2,989,100	1
Tampa (3 tracks)	3,484,300	4	\$246,406,400	2	\$108	10	2,291,400	2
<u>Iowa</u>								
Dubuque	2,466,000	7	\$ 41,690,200	15	\$ 72	16	576,200	11
<u>Oregon</u>								
Portland	2,154,000	12	\$ 42,732,700	14	\$ 86	15	496,300	15
<u>South Dakota</u>								
Black Hills	186,000	18	\$ 6,666,800	18	\$ 60	18	111,200	18
Sodrac	1,438,700	16	\$ 22,802,200	16	\$ 92	14	248,800	16
<u>West Virginia</u>								
Tri-State	2,415,100	8	\$ 49,100,800	13	\$ 98	13	503,100	14
Wheeling	6,379,900	1	\$101,409,700	9	\$117	5	867,400	9

Source: American Greyhound Track Operators Association; National Planning Data Corporation; and Hammer, Siler, George Associates.

Appendix Table A-2

COMPARATIVE STATISTICS
SELECTED U.S. GREYHOUND TRACKS

<u>Track</u>	<u>Racing Days</u>	<u>Total Performances</u>	<u>Annual Attendance</u>	<u>Annual Handle</u>	<u>Average Handle/Performance</u>	<u>Average Attendance/Performance</u>
Southland:						
1980	116	147	1,067,696	\$114,649,024	\$779,925	7,263
1981	116	148	1,092,327	\$121,378,532	\$820,125	7,380
1982	116	147	1,119,037	\$121,173,887	\$824,312	7,612
1983	136	170	1,189,108	\$128,913,300	\$758,314	6,995
1984	140	175	1,183,212	\$136,025,430	\$777,288	6,761
1985	136	171	1,042,571	\$132,064,678	\$772,308	6,097
Tampa:						
1980	101	154	762,137	\$ 74,499,468	\$483,763	4,949
1981	101	153	808,389	\$ 81,312,602	\$531,455	5,284
1982	104	157	767,600	\$ 83,751,814	\$533,451	4,889
1983	104	155	749,318	\$ 85,775,439	\$553,390	4,834
1984	104	156	824,126	\$ 90,577,159	\$580,623	5,283
1985	103	153	794,876	\$ 89,586,959	\$585,536	5,195
St. Petersburg:						
1980	101	154	1,021,112	\$ 90,956,692	\$590,628	6,631
1981	101	154	1,014,477	\$ 95,235,886	\$618,415	6,588
1982	101	153	1,066,477	\$ 96,466,738	\$630,502	6,970
1983	101	153	1,045,078	\$ 96,013,617	\$627,540	6,831
1984	101	153	1,014,533	\$103,032,752	\$673,417	6,631
1985	103	156	1,044,760	\$106,532,694	\$682,902	6,697
Hollywood:						
1980	105	159	999,262	\$ 95,373,089	\$599,831	6,285
1981	103	157	1,041,404	\$107,148,897	\$682,477	6,633
1982	103	156	1,084,021	\$110,005,165	\$705,161	6,949
1983	105	159	1,043,201	\$112,173,834	\$705,496	6,561
1984	104	156	997,788	\$108,088,187	\$692,873	6,396
1985	104	155	922,284	\$101,896,054	\$657,394	5,950
Biscayne:						
1980	105	159	887,033	\$104,868,713	\$659,552	5,579
1981	102	156	836,978	\$102,297,238	\$655,752	5,365
1982	103	157	870,040	\$105,899,698	\$674,520	5,542
1983	102	157	832,963	\$104,122,104	\$663,198	5,305
1984	103	155	778,025	\$ 99,191,989	\$639,948	5,020
1985	103	157	793,870	\$101,918,650	\$649,163	5,056
Flagler:						
1980	103	152	737,332	\$ 88,079,316	\$579,469	4,851
1981	103	154	758,938	\$ 90,321,196	\$586,501	4,928
1982	103	158	755,113	\$ 88,942,669	\$562,928	4,779
1983	104	156	708,523	\$ 86,912,916	\$557,134	4,542
1984	105	159	700,788	\$ 88,888,675	\$559,048	4,407
1985	100	151	623,046	\$ 80,138,288	\$530,717	4,126

Source: American Greyhound Track Operators Association: Summary of State Pari-Mutuel Tax Structures, 1980-1985.

N National
G Greyhound
A Association

Phone (913) 263-4660 • P. O. Box 543 • Abilene, Kansas 67410

Oct. 19, 1984

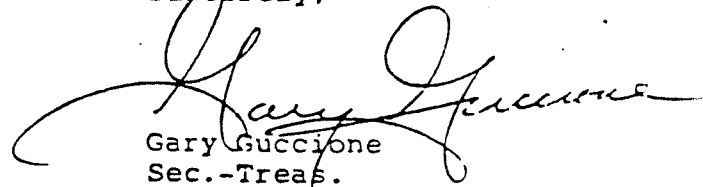
To whom it may concern:

This is to advise that Wayne Strong has been a member of the National Greyhound Association for many years, and has maintained an unblemished record in his dealings with the Association throughout those years.

As a successful participant in the greyhound racing and breeding industry, Wayne has proven to be creditable in his dealings, evidenced by the high regard in which he is placed in the eyes of all branches of the sport: the track officials, racing commissions and his peers in the industry.

Having been personally acquainted with Wayne for 15 years, I'll further attest to his personal integrity and honesty, which he had demonstrated throughout those years I've known him.

Sincerely,


Gary Guccione
Sec.-Treas.



Established in 1906

VIII-6



190 VETERANS OF FOREIGN WARS PARKWAY, REVERE, MASSACHUSETTS 02151 (617) 284-1300

October 8, 1984

TO WHOM: IT MAY CONCERN:

It is my pleasure to write this letter on behalf of Mr. Wayne Strong. I have been associated with Mr. Strong since 1981. During this time, he has always conducted his business in a professional manner.

Wayne is one of the largest and most respected greyhound breeder/kennel operators in the business today.

In my opinion, Wayne is an asset and a credit to the greyhound industry.

Very truly yours,

Ronald Wohlen

Ronald A. Wohlen
Racing Secretary

VIII-5



October 12, 1984

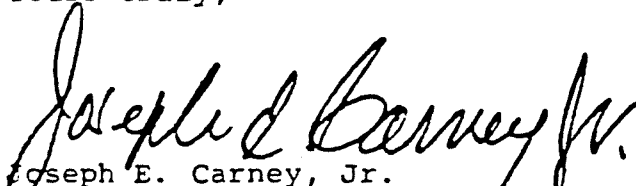
TO WHOM IT MAY CONCERN:

Wayne Strong Kennel has been operating at Seabrook Greyhound Park for the past three (3) years in good standing. Mr. Strong has shown responsibility in both, maintaining his kennel and operating his kennel in an efficient manner.

I trust that you would find the Strong Kennel to be an asset to your facility.

Thanking you, I remain.

Yours truly,


Joseph E. Carney, Jr.
Vice President & General Manager

JEC/bf

VIII-8



U.S. Department of Justice

DEC 10 1984

Federal Bureau of Investigation

Washington, D.C. 20535

DEC 05 1984

Carol A. Connor, Esq.
Suite 400
Sunshine Building
110 Second Street, S.W.
Albuquerque, New Mexico 87102

Dear Ms. Connor:

This is in further reference to your Freedom of Information-Privacy Acts request concerning Harold Wayne Strong, Wayne Strong Kennels and Wayne Strong Construction Company.

A search of the indices to our central records system at FBI Headquarters disclosed no record identifiable with Harold Wayne Strong, Wayne Strong Kennels and Wayne Strong Construction Company.

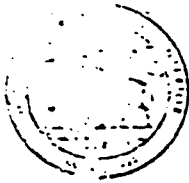
If you know of any matter in which their names may have been recorded by the FBI and can identify the matter in sufficient detail including time and location, a further search will be made.

The search for information was limited to records in our central records system which are maintained at FBI Headquarters, Washington, D. C. In certain instances, information collected in our field office files is not forwarded to FBI Headquarters. These instances include cases in which the perpetrators of the violation were not identified; cases in which the United States Attorney declined prosecution; and cases in which the allegations were unsubstantiated or not within the jurisdiction of the FBI. If you believe(s) records of interest to them are located in the files of an FBI field office and were not reported to Headquarters, you may write directly to any field office for those materials.

Sincerely yours,

James K. Hall, Chief
Freedom of Information-
Privacy Acts Section
Records Management Division

VIII-10



COPY

United States Department of the Interior

BUREAU OF INDIAN AFFAIRS
SOUTHERN PUEBLOS AGENCY
P.O. BOX 1667
1000 INDIAN SCHOOL ROAD, N.W.
ALBUQUERQUE, NEW MEXICO 87103

[Handwritten signature]
MAR 1985

February 28, 1985

Eliseo Raton, Sr.
Pueblo of Santa Ana
P.O. Box 37
Bernalillo, New Mexico 87004
Attn: Roy Montoya, Tribal Administrator

MAR 07 RECD

RE: Background check on Harold Wayne Strong

Dear Mr. Raton,

As per your request for a background check on Harold Wayne Strong, the Bureau has conducted a check through the assistance of the Federal Bureau of Investigation, the New Mexico Organized Crime Commission and the Kansas Bureau of Investigation. The investigation concluded that no records exist of a derogatory nature on the subject Harold Wayne Strong.

If we can be of further assistance, please free to call me.

[Handwritten signature: Samuel Montoya]
Samuel Montoya, Superintendent
Southern Pueblos Agency

[Handwritten signature: Antonio Chewiwi, Jr.]
Antonio Chewiwi, Jr.
Agency Special Officer

HAROLD WAYNE STRONG

I was born October 12, 1937 in O'Neill, Nebraska. I graduated from O'Neill High School in 1955. Upon graduation from high school I joined the Air Force, and was stationed at Davis Monathan Air Force Base in Tucson, Arizona.

I graduated from the Air Force Non-Commissioned Leadership School in 1957, and received an Honorable Discharge from the USAF in 1959.

Upon being discharged from the service, I started my own construction company, and after two years of successful business I moved my family to Tucson, Arizona.

Having a previous interest in Greyhounds as a spectator, I had the opportunity to purchase a kennel racing at Tucson, Arizona.

With no previous experience as a dog trainer, this kennel went from the bottom to the top of the standings.

From there I raced at numerous other tracks in Massachusetts, Florida, Oregon, Mexico and South Dakota, and fortunately always was among the top competitors.

In 1969, I expanded my operation to include a breeding farm in Kansas. Starting with 10 acres, we now have almost 480 acres, raising some of the best greyhounds in the United States, and also the Leading Stud Greyhound in Ireland.

I have now expended my racing kennels to include three year-round racing kennels. Two of these kennels are at the toughest and best tracks in the States - Wonderland Park, in Massachusetts, and Tampa and St. Petersburg, in Florida. I also maintain a racing kennel at Seabrook, New Hampshire.

My first kennel in Tucson, Arizona in 1961 had a gross earning of \$30,000 per year. In the year of 1985 I grossed one million seven hundred thousand dollars from kennel operations.

I was one of the initial investors in the Seminole Animal Supply which services most of Florida's tracks with meat and supplies. It now grosses about one and one-half million dollars per year.

I am a member in good standing of the National Greyhound Association.

CONCLUSION

Currently, I am working to legalize and set standards for racing on Indian reservations. Also, I was instrumental in getting a delegation to Washington, D.C. to testify before the Senate Committee on Indian Gambling.

All race tracks are successful, but some more than others. In looking at all aspects of the greyhound industry from the management standpoint, the attempt to draw more attendance is virtually non-existent.

As many dollars as possible are taken from the public through parking, seating, refreshments. I feel if the public were to keep this portion of their monies, then the gambling dollars will be returned to them through the windows, resulting in an increase in attendance.

As a kennel operator and greyhound breeder, I have an opportunity to discuss with respective patrons and the breeders their concerns and ideas on management.

I feel that being able to bring the best from each segment of the greyhound industry, I could operate a race track to everyone's advantage and benefit.

Section I. HAMMER, SILER, GEORGE ASSOCIATES
CORPORATE CREDENTIALS

Hammer, Siler, George Associates (HSGA) provides market, financial, and management consultation to public and private clients on real estate and economic development projects.

From its offices in Atlanta, Georgia; Silver Spring, Maryland; and Denver, Colorado, the firm offers its economic consulting services in all areas. A broad range of staff capabilities enables the firm to keep abreast of important changes in financial, technological, market, and governmental factors which directly affect client interests.

In the pages that follow are brief descriptions of the firm's public sector and private sector experience. Since its founding in 1954 the firm's volume of work has been divided equally between each sector.

Public Sector Experience

Public clients of Hammer, Siler, George Associates include a wide range of agencies at all levels of government. Some assignments require analysis, while many others include devising a strategy for meeting public objectives. Still others call for firm personnel to work with the public agency to carry out the strategy.



PAUL C. HARTWELL
DIRECTOR OF RACING

TESTIMONY OF PAUL C. HARTWELL
BEFORE
THE SENATE FEDERAL AND STATE A

P. O. BOX 43-C
SAN YSIDRO, CA.

(706) 686-2001 BUS
(619) 435-4308 HOME

April 3, 1987

4/3/89
Attachment #5

Ladies and Gentlemen, my name is Paul C. Hartwell and I would first like to say that it is both a privilege and a pleasure to be able to meet with you today and discuss my experiences in the parimutuel racing industry.

I am one of the few people who can literally say that they have grown up in the parimutuel racing industry. My grandfather was a greyhound owner starting in the early 1920's, and my father was a greyhound official with various tracks beginning in 1926 and continued his career until 1979. My father is also the only racing official who is a member of the Greyhound Hall of Fame in Abilene, Kansas. When I was only three weeks old I left Memphis, Tennessee with my parents and grandparents and moved to the Six Mile Creek Kennel Club in Tampa, Florida. I spent my entire youth around parimutuel racing facilities, and made an early decision that I wanted to make a career in this business. Since that time I have worked at sixteen different greyhound race tracks in nine states, holding every job from cool-out boy in the back lot to general manager. I have owned and raced greyhounds, and have also handled all aspects of operational management of parimutuel facilities. In 1980, I authored a book entitled The Road From Emeryville, a history of greyhound racing.

For the last twenty-five years, I have held various positions at the Agua Caliente Race Track in Tijuana, Mexico. I am currently the Director of Racing and Racing Secretary, and have over the years served as a consultant to various general managers at this facility. In this position, I am responsible for all aspects of greyhound racing at this facility, and am also familiar with all aspects of operations and management.

The Caliente racing facility is the only dual-purpose racing facility located in North America, and to my knowledge the only such facility in the World. In the past, there have been dual purpose racing facilities located in Nuevo Laredo, Mexico, and Juarez, Mexico. The facility at Neuvo Laredo ceased horse racing operations in 1984, while the facility at Juarez ceased horse racing in the late 1970's. Both of these tracks continue to operate profitably as greyhound racing facilities. Additionally, such dual purpose facilities have been attempted in the United States. A track called Green Acres located in Pownel, Vermont attempted dual purpose racing for a time, but eventually abandoned horse racing. A similar type of attempt was made in Hinsdale, New Hampshire, and they too have abandoned horse

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TESTIMONY OF PAUL C. HARTWELL

April 3, 1987

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racing. It is my understanding that both of these facilities continue to operate profitably as greyhound race tracks. Further, in the early 1980's a dual purpose facility was attempted outside of Las Vegas, Nevada, under burdensome Nevada enabling legislation which required dual purpose racing facilities. It is my understanding that after running one greyhound season, the developers were unable to finance the horse racing part of the facility and the facility eventually closed.

The Caliente facility was initially constructed as a horse track in 1932, and greyhound racing was initiated in 1947. In 1971 the grandstand burned down, and the track underwent a major rebuilding and renovation at that time. The facility is owned by the Mexican government, and is leased to a Mexican corporation under a series of 25 year leases. The stockholders of the corporation which leases the facilities are all Mexican citizens. I am employed by that corporation.

Throughout the past several years, my employers have attempted to persuade the National Racing Commission of Mexico to abandon horse racing operations at this facility. However, because the National Racing Commission of Mexico is made up of and is heavily influenced by people with horse racing backgrounds and other horse enthusiasts, the political realities of the situation is that my employers have been unable to cease horse racing operations. Consequently, this facility continues to operate as something as an anomaly in the parimutuel industry.

The facility at Caliente continues to survive due to the fact that the profits from dog racing operations, as well as off-track betting and foreign book operations, are able to subsidize losses from the horse racing operations. It is my opinion that if this facility was located in the United States, it would not and could not survive as a dual purpose racing facility. There are numerous factors which make dual purpose racing an unattractive proposition. Initially, the capital expenditure required to build such a facility is enormous. The Caliente facility has the advantage over a similar hypothetical facility in the United States in that the real estate acquisition cost were extremely low, and there is no comparison between the construction costs for such a facility in Mexico as compared to the United States. Additionally, once such a facility is operational, the horse racing operations require much greater labor requirements. Another major advantage that the Caliente facility has over a similar facility in the United States is that our labor cost are tremendously lower than what they are in the United States. For example, our mutual handlers are paid \$10.00 to \$13.00 per day, while persons performing identical functions at California tracks are paid \$70.00 to \$80.00 per day. As another example, our track

TESTIMONY OF PAUL C. HARTWELL

April 3, 1987

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maintenance and security personnel are paid the Mexican minimum wage of \$4.54 per day while it is my understanding that the minimum wage in the United States is \$3.50 per hour. I would estimate that salary expenses for the Caliente facility would be 600% to 700% higher if the facility were located in the United States. Another factor allowing Caliente to survive is that the purses which it pays for horse races are much lower than those paid in the United States. On the average, Caliente pays \$25,000 to \$35,000 per horse racing performance in purses, while purses at average tracks in California run around \$150,000 per performance. Consequently, if the Caliente race track were located in the United States it would need to attract a higher quality of horse talent than it currently runs, and thus would have much higher purse expenditures.

Even with all of these economic advantages which I have just outlined, horse racing at our facility continues to be a losing proposition. The actual handle at the average horse racing performance runs between \$250,000 and \$300,000, while a \$400,000 handle is required to break even. Conversely, the average handle at the evening greyhound performances runs around \$120,000, and the matinee handle around \$45,000. The break even level for evening greyhound performances is around \$45,000 to \$50,000, while the break even point for a matinee is about \$30,000. The bottom line is that 60% to 70% of the profits from the greyhound operations subsidize horse racing losses. The track remains profitable only because we are able to subsidize the horse racing losses with greyhound revenues, and the additional revenues that we derive from off track betting and foreign book operations.

In summary, it is my opinion that if the Caliente race track were located in the United States, it could not and would not survive as a dual purpose racing facility. Further it is my opinion that no such dual purpose racing facility could survive as a profitable endeavor in the United States. Lastly, it is my opinion that if the Kansas Legislation either requires or encourages dual purpose racing facilities, or if a Kansas Racing Commission were to award a license to a dual purpose facility, Kansas is asking to be the site of a bankrupt and non-operational parimutuel facility.

Ladies and Gentlemen, I would like to thank you for your time and this opportunity to share my thoughts with you, and would now invite any questions that you may have.

4/3/87
Attachment #6

March 30, 1987
Hearing on HB 2044
Senate Federal & State Affairs Committee

Richard Taylor
Kansans For Life At Its Best

A leading Sports magazine said horse racing has degenerated into nothing more than a vehicle for commercial gambling. The same can be said for dog racing. Without parimutuel, horse and dog racing is a sport. With commercial gambling it is nothing more than commercial gambling.

A statement opposing parimutuel from the Minnesota Catholic Conference issued by the Catholic bishops there ended with these words, "a society experiences social decay with the legalization of gambling. Such a decay affects all of us."

We have always opposed parimutuel gambling because it hurts people, especially the poor. Gambling promoters pay for "research" that indicates the poor are not hurt. Those who pay can always find someone who tells them what they want to hear. Every person who goes to the gambling track can observe the poor losing what they can not afford to lose.

We accept the fact that the legislature will implement parimutuel gambling, an activity that hurts people, so the most we can hope for now is that animals will not be unduly hurt. Please be concerned about live lures and drugs. Please be concerned for less animal suffering.

The United Methodist Bishop of Kansas and other church leaders support the Catholic Bishops in their call for commercial gambling tracks to be 2,500 feet from a school or church.

Attachment #6
FSA 4/3/87

Attachment # 6
4-3-87

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4/3/87

Attachment #7

Waterville, Kansas
March 31, 1987

Audrey McCaig
Humane Society
Topeka, Kansas

Dear Mrs. McCaig;

One of the more vivid memories of my childhood, in Osborne County, Ks., is that of the pitiful cry of a rabbit, whose back leg is being broken with a pair of pliers. I have remembered the sound of breaking bone and the babylike cries of those rabbits over these many years.

Osborne County was the home of many greyhound breeders, back in the forties. They would go out at night, driving trucks equipped with spotlights. They would blind the rabbits with the spotlight beam, capture them to use as live bait for their in-training young greyhounds.

I have witnessed many rabbits with one back leg broken, being released only to be set upon by several young greyhounds. If they were not caught by the greyhounds, they were helpless in the wild with a broken leg.

I was horrified as a youngster, to think that people could be so cruel. I am horrified as an adult to think that we could condone such a practice as using helpless animals as bait in the training of these dogs.

I did not know where to write to express the pain I have seen and felt, in the interest of "sport". I am sending this letter to you, with the hope that you can see that this practice is stopped.

Sincerely;

Wilfred Godsey (Mrs)
Wilfred Godsey
330 West Main
Waterville, Kansas
66548

Attachment #7
FSA 4/3/87

Attachment # 8
Senator Strick
Senator Martin
4/3/87

PROPOSED BILL NO. _____

By

AN ACT concerning voice stress examiners; providing for the licensure and regulation thereof; establishing the Kansas board of voice stress examiners.

Be it enacted by the Legislature of the State of Kansas:

Section 1. As used in this act:

(a) "Board" means the Kansas board of voice stress examiners.

(b) "Person" means any person, firm, association, partnership, corporation, government agency or subdivision or any employee or agent thereof.

(c) "Voice stress analyzer" means a mechanical or electronic instrument capable of recording the human voice, which detects and measures pitch amplitude, frequency and other components of the human voice, and permanently records upon chart paper a tracing which is made from such a recording of the human voice, to determine the truthfulness of the individual's responses.

(d) "Voice stress examiner" means a person licensed by the board to conduct voice stress examinations.

Sec. 2. (a) There is hereby established under the jurisdiction of the attorney general, the Kansas board of voice stress examiners.

(b) The board shall consist of five members to be appointed by the attorney general. No person shall be eligible for appointment as a member of the board unless such person is a citizen of the United States and is, and has been for a minimum of one year immediately preceding the appointment, a resident of Kansas.

(c) Four members of the board shall be licensed voice stress examiners, each of whom shall have personally conducted at

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least 500 examinations during the two years immediately preceding the appointment. Of these four board members, two shall be privately employed as voice stress examiners and two shall be employed by law enforcement agencies as voice stress examiners. The first members of the board appointed to these positions shall meet these qualifications except for their lack of licensure as voice stress examiners, and shall seek to become licensed as soon as possible after appointment to the board.

(d) The fifth member of the board shall be a voting public member. Such member shall be a registered voter and a person who is not and never has been a member, nor the spouse of a member, of any profession licensed or regulated under this act; and a person who does not have and never has had a material, financial interest in either the providing of the professional services regulated under this act, or an activity or organization directly related to any profession licensed or regulated under this act. The duties of the public member shall not include the determination of the technical requirements to be met for licensure or whether any person meets such technical requirements or of the technical competence or technical judgment of a licensee or a candidate for licensure.

(e) Each member of the board appointed to serve a full term shall be appointed for a term of three years and shall serve until a successor is appointed and qualified, except of the first members of the board, one shall be appointed for a term of one year, two for terms of two years and two for terms of three years. Any member appointed to fill a vacancy shall be appointed for the unexpired term and shall serve until a successor is appointed and qualified.

(f) No two members shall reside in the same congressional district at the time of their appointment.

(g) The attorney general may remove any member of the board for misconduct, inefficiency, incompetency or neglect of duty.

A majority of the members of the board shall constitute a quorum.

(i) No member of the board shall receive any compensation

for the performance of official duties as such member but members shall be entitled to reimbursement for mileage and expenses as provided by K.S.A. 75-3223, and amendments thereto.

Sec. 3. (a) The members of the board shall conduct the first meeting as soon as practicable after appointment. The members shall immediately organize by electing a chairperson and vice-chairperson, and elections for these positions shall be conducted annually.

(b) The board shall have the power to prescribe and use a seal; adopt rules and regulations deemed necessary for the administration of this act; conduct examinations and issue licenses; fix and collect fees for the issuance and renewal of licenses, including fees for late renewal, and for the conducting of examinations required by this act; administer oaths and hear testimony regarding disciplinary actions as provided in section 8 or preparatory to the filing of a complaint pursuant to section 8; require, by summons or subpoena, the attendance and testimony of witnesses, and the production of books, papers and documents with respect to such testimony; employ such board personnel and incur such other expense as it deems necessary for the effectual administration of this act within appropriations therefor; and to do and perform all other acts and things committed to its charge and administration by this act or incidental thereto.

(c) The board shall cause a record to be kept of all its proceedings and shall preserve all complaints and all affidavits and other verified documents.

Sec. 4. The board shall set the amount of the fees which this act authorizes and requires by rules and regulations adopted pursuant to section 3. The fees shall be set at a level to produce revenue which shall not exceed the cost and expense of administering this act, but in no case shall the amount of such fee exceed \$250.

(b) The board shall remit all moneys received by or for it from fees, charges or penalties to the state treasurer at least monthly. Upon receipt of each such remittance the state treasurer shall deposit the entire amount thereof in the state

treasury and the same shall be credited to the board of voice stress examiners fee fund which is hereby created. All costs and expense of administering this act shall be paid from this fund. All expenditures from such fund shall be made in accordance with appropriation acts upon warrants of the director of accounts and reports issued pursuant to vouchers approved by the chairperson or by a person or persons designated by the chairperson.

Sec. 5. (a) On and after January 1, 1988, no person shall use or attempt to use any instrument or device for the purpose of attempting to verify truthfulness or detect deception, report or assist in the reporting of a diagnostic opinion regarding such truthfulness or deception, or conduct voice stress examinations for remuneration, monetary or otherwise, unless licensed as provided in this act.

(b) Any voice stress analyzer must be capable of recording the human voice, which detects and measures pitch, amplitude, frequency and other components of the human voice and permanently records upon chart paper a tracing which is made from such a recording of the human voice.

(c) Before a voice stress examiner shall begin an examination, the examiner shall receive a dated statement signed in the examiner's presence, by the person to who the examination is to be given, verifying that:

(1) The person knows that taking the examination is a voluntary act on such person's part;

(2) the person is aware of the option to decline to take the examination; and

(3) the person consents to disclosing the results of the examination and to whom the results shall be given.

(d) No voice stress examiner shall ask any questions during any voice stress examination concerning:

(1) Sexual behavior, unless such behavior is at issue or the examination is being conducted in the course of a criminal investigation or civil litigation;

(2) the political or religious beliefs of the person being given the examination, unless these beliefs are of issue; and

(3) beliefs, affiliation or lawful activities regarding unions or labor organizations, unless these beliefs are of issue.

(e) Nothing in this section shall be construed to prevent the use of voice stress examinations by a law enforcement agency in connection with noncriminal investigations or other inquiries involving officers or employees of that agency nor shall this section be construed to serve as the basis or authority for any such officer or employee to decline or refuse to participate in voice stress examination.

(f) All voice stress examinations shall be conducted under such testing conditions as are established by rules and regulations of the board.

(g) All examination charts; information or question sheets, or both; agreements to submit to a voice stress examination; voice stress examiner comments or opinions; written reports; documents and other pertinent papers concerning each voice stress examination shall be kept together and maintained for a period of two years following the examination and, upon request, shall be made available to the board or the board's designee. The board shall make such a request only upon receipt of a grievance or complaint or upon service of subpoena. In the case of voice stress examinations conducted by a law enforcement agency, only such reports, documents and papers as the law enforcement agency deems necessary to be made available, that is voice stress charges, technique used, findings and identification of question type and placement (relevant, control and irrelevant) shall be furnished.

Sec. 6. (a) The board shall issue any qualified person a license as a voice stress examiner and any such license shall be renewed annually. Any person who does not renew the license within 60 days after the license renewal date shall pay a late renewal fee in addition to the required renewal fee. Any person who does not renew the license within two years after the license renewal date shall be subject to reexamination.

(b) The board shall adopt rules and regulations which designate the renewal date for voice stress licenses.

(c) Each application for the issuance of a voice stress examiner license shall be made on a form furnished to the applicant, shall contain a statement that it is made under oath or affirmation and that its representations are true and correct to the best knowledge and belief of the person signing the application, subject to the penalties for perjury, and shall be accompanied by the required application fee. Each applicant for a license as a voice stress examiner shall have attained the age of 21 years.

(d) Each applicant for license as a voice stress examiner shall meet the following requirements:

(1) Be a citizen of the United States;

(2) be a person who has not been convicted of a felony nor of any crime involving moral turpitude;

(3) submit to the board as proof, official transcripts or certificates, or both, of training for all college courses, technical courses and other educational credits claimed by the applicant.

(e) Each applicant for a license as a voice stress examiner shall have satisfactorily completed a voice stress training course, consisting of at least 112 hours of instruction, that is recognized by the board and offered by any accredited college or university or any other institution approved by the board to offer such instruction.

(f) The board may waive the education and training requirements of this section and grant a voice stress examiner's license to any applicant upon presentation of satisfactory evidence that the applicant has had prior training or experience substantially equivalent to these requirements, and that the applicant has been engaged in conducting examinations in this state for at least one year immediately preceding the effective date of this act.

(g) A voice stress examiner employed by a municipal, county, state or federal agency shall not be required to pay any application or licensing fees so long as the sole use of the voice stress analysis instruments is in performance of such

examiner's official duties, provided that such examiner must be properly licensed.

(h) Licenses shall at all times be posted in a conspicuous place in the principal place of business of the licensee in this state. The board shall issue to each licensed voice stress examiner an identification card which must be in the examiner's possession when administering voice stress examinations at a location away from the normal place of business.

Sec. 7. (a) The board may deny, suspend or revoke, in accordance with the Kansas administrative procedure act, any license required pursuant to this act for one or any combination of causes stated in subsection (b).

(b) The board may cause a complaint to be filed against any holder of any license required by this act or any person who has failed to renew or has surrendered a license for any one or any combination of the following causes:

(1) Use of any controlled substance as defined in subsection (e) of K.S.A. 65-4101, and amendments thereto, or alcoholic beverage to an extent that such use impairs a person's ability to perform the work of a voice stress examiner.

(2) The person has been finally adjudicated and found guilty, or entered a plea of guilty or nolo contendere, in a criminal prosecution under the laws of any state or of the United States, for any offense reasonably related to the qualifications, functions or duties of an examiner, for any offense an essential element of which is fraud, dishonesty or an act of violence, or for any offense involving moral turpitude, whether or not sentence is imposed;

(3) use of fraud, deception, misrepresentation or bribery in securing any license issued pursuant to this act or in obtaining permission to take any examination given or required pursuant to this act;

(4) obtaining or attempting to obtain any fee, charge, tuition or other compensation by fraud, deception or misrepresentation;

(5) incompetency, misconduct, gross negligence, fraud,

misrepresentation or dishonesty in the performance of the functions or duties of a voice stress examiner;

(6) violation of, or assisting or enabling any person to violate, any provision of this act, or of any rules and regulations adopted pursuant to this act;

(7) impersonation of any person holding a license or allowing any person to use the licensee's license or diploma from any school;

(8) disciplinary action against the holder of a license or other right to conduct voice stress examinations granted by another state, territory, federal agency or country upon grounds for which revocation or suspension is authorized in this state;

(9) a person is finally adjudged insane or incompetent by a court of competent jurisdiction;

(10) assisting or enabling any person to conduct or offer to conduct voice stress examinations for remuneration, monetary or otherwise, who is not currently licensed to do so under this act;

(11) issuance of a license based upon a material mistake of fact;

(12) failure to display a valid license as required by rules and regulations adopted pursuant to this act;

(13) violation of any professional trust or confidence; or

(14) use of any advertisement or solicitation which is false, misleading or deceptive to the general public or persons to whom the advertisement or solicitation is primarily directed.

(c) After the filing of the complaint, the proceedings shall be conducted in accordance with the Kansas administrative procedure act. Upon a finding that the grounds, provided in subsection (b), for disciplinary action are met, the board, singly or in combination, may censure or place the person named in the complaint on probation on such terms and conditions as the board deems appropriate for a period not to exceed five years; may suspend the person's license for a period not to exceed three years; or may revoke the person's license.

Sec. 8. (a) Upon application by the board and the necessary

burden having been met, the district court may grant an injunction, restraining order or other order as may be appropriate to enjoin a person from:

(1) Offering to engage or engaging in the performance of any acts or practices for which a license is required upon a showing that such acts or practices were performed or offered to be performed without a license; or

(2) engaging in any practice or business authorized by a license issued pursuant to this act upon a showing that the holder presents a substantial probability of serious danger to the health, safety or welfare of any resident of this state.

(b) Any such action shall be commenced in the county in which the conduct occurred or in the county in which the defendant resides.

(c) Any action brought under this section shall be in addition to and not in lieu of any penalty provided by this act and may be brought concurrently with other actions to enforce this act.

Sec. 9. Any person found guilty of violating any provision of this act is guilty of a class A misdemeanor.

Sec. 10. If any provisions of this act or the application thereof to any person or circumstances is held invalid the invalidity does not affect other provisions or application of this act which can be given effect without the invalid provisions or application and to this end the provisions of this act are severable.

Sec. 11. This act shall take effect and be in force from and after its publication in the statute book.