

Approved 2/24/87  
Date

MINUTES OF THE SENATE COMMITTEE ON TRANSPORTATION AND UTILITIES

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

9:00 a.m. ~~pm~~ on February 19, 1987 in room 254-E of the Capitol.

All members were present except: Sen. Francisco and Sen. Vidricksen

Committee staff present:

Hank Avila, Legislative Research Department  
Ben Barrett, Legislative Research Department  
Robin Hunn, Legislative Research Department  
Fred Carman, Revisor  
Bruce Kinzie, Revisor and Louise Cunningham, Committee Secretary

Conferees appearing before the committee:

Doug Wright, Mayor, City of Topeka  
Kim Waters, Intern for Rep. Ginger Barr, Topeka  
Tom Pickford, Director of Public Works, Shawnee County  
Curt Heinz, Shawnee County Highway Coalition and Greater Topeka Chamber of  
Commerce  
Paul Fleenor, Kansas Farm Bureau  
Ron Calbert, Director, Kansas State Legislative Board, United Transportation  
Union  
Michael E. Lindebak, City Engineer, City of Wichita  
Willie Martin, Board of Sedgwick County Commissioners

CONTINUED HEARING ON S.B. 137 - Construction, improvement and funding of  
highways.

Doug Wright, Mayor of Topeka, spoke of the need for the I-70/I-470  
Corridor. There is not potential economic development in the area. It  
is already here with new shopping centers going up and a new Super Wal-Mart  
planned for that area. Cars are stopped now on the Interstate waiting to  
get on Wanamaker Road. He spoke of the number of new employees and new  
sales generated in this area. He submitted a chart showing current develop-  
ment in Topeka I-70 and I-470 Corridor and a letter from Wal-Mart dated  
February 10, 1987 with the statistics concerning the new Super Wal-Mart.  
(Att. 1)

Kim Waters, Intern for Rep. Barr, read a statement from Rep. Barr expres-  
sing her personal interest in the bill for Shawnee County. She said there was  
a tremendous amount of economic development going on in this area and for  
the past two years the state saw fit not to assist us, even in obtaining  
federal funds.

Tom Pickford, Director of Public Works, Shawnee County, said they sup-  
port S.B. 137 with a minimum 1¢ of the proposed tax going to local govern-  
ment but think the sum should be increased to 2¢. He spoke of the I-70,  
I-470 Interchange Project and of its importance to the area, which is grow-  
ing rapidly. A copy of his statement is attached. (Att. 2). He also  
submitted an engineering study for the I-70, I-470 Connection which was done  
by Johnson, Brickell, Mulcahy and Associates, Inc., prepared and paid for by  
the City of Topeka/Shawnee County.

Curt Heinz, Shawnee County Highway Coalition and Greater Topeka Chamber  
of Commerce, said they are supportive of the entire bill. Shawnee County  
wants and needs economic development. With the development of the I-70  
Interchange we are fighting to insure that a current development is not  
hindered. It is developing more quickly than the roadways in the area.  
This Interchange is not for any unidentified economic development. It is  
for an exploding development area with two shopping centers within one mile  
of the proposed interchange. This is a tremendous problem. The malls are  
already well under construction and due to open within 15 months. The impact  
of jobs in the area will be great but so will the traffic flow. If the

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

CONTINUATION SHEET

MINUTES OF THE SENATE COMMITTEE ON TRANSPORTATION AND UTILITIES,  
room 254-E, Statehouse, at 9:00 a.m./~~p.m.~~ on February 19, 1987

Interchange was started today it would already be too late. This is the kind of problem we like to have but we have to meet the needs or will risk losing the growth.

Paul Fleenor, Kansas Farm Bureau, said they generally support S.B. 137 but care must be taken to maintain our existing highway system. He also urged using existing right-of-ways where possible. They support the concept of highway user taxes. He would suggest some amendments in what he considered to be glaring inequities in fund distributions to local units of government. A copy of his statement is attached. (Att. 3).

Ron Calbert, Director, Kansas State Legislative Board, United Transportation Union, appeared in opposition to the 5¢ per gallon tax increase. As a representative of the railroad and bus industry employees, they have always been an opponent of over-taxing the automobile in Kansas. He felt there were inequities in Cost Allocation and it is possible that cars, pickups, and vans are paying more than their fair share of highway costs in Kansas. They are not opposed to building new freeways but they do object to the funding. A copy of his statement is attached. (Att. 4).

Michael E. Lindebak, City Engineer, City of Wichita, said they are supportive of the bill and are already moving ahead with right-of-way plans for development portions of the route. A copy of his statement is attached. (Att. 5).

Willie Martin, representing Board of Sedgwick County Commissioners, said they support S.B. 137 and this will insure the future growth and development of the entire area. A copy of her statement is attached. (Att. 6).

A letter was submitted from Glen Welden, City Manager of Coffeyville and a member of the Southeast Kansas Cities' Coalition in support of S.B. 137. A copy of his statement is attached. (Att. 7).

A letter was submitted from Dr. Warren R. Thomas, Coffeyville, in support of S.B. 137. A copy of his statement is attached. (Att. 8).

This concluded the hearing on S.B. 137 and the Committee discussed other bills.

ACTION ON S.B. 127 - Public Utilities; composition of board of pension trustees.

A motion was made by Sen. Bond and was seconded by Sen. Frey to report S.B. 127 adversely. Motion carried.

ACTION ON-S.B. 102 - Handicapped Parking

The Committee discussed amending the bill on line 26 conceptually to read ",which such impairment or condition limits such person's walking condition,".

A motion was made by Sen. Doyen and was seconded by Sen. Thiessen to adopt the proposed amendment. Motion carried.

A motion was made by Sen. Martin and was seconded by Sen. Doyen to recommend S.B. 102, as amended, favorable for passage. Motion carried.

S.B. 85 - Kansas Damage Prevention Act.

The Committee discussed this bill and there was some objection to making the "One-call" mandatory. It was felt that perhaps the county clerks should be utilized and if that didn't work out it could always be mandatory later on.

CONTINUATION SHEET

MINUTES OF THE SENATE COMMITTEE ON TRANSPORTATION AND UTILITIES,  
room 254-E, Statehouse, at 9:00 a.m. ~~xxx~~ on February 19, 1987.

A motion was made by Sen. Hoferer to amend the bill to include provisions that operators not part of the "One-call" system be required to file with the county clerks in the areas where they have underground facilities. Motion was seconded by Sen. Doyen.

A substitute motion was made by Sen. Hayden and was seconded by Sen. Frey to report S.B. 85 favorable for passage. Motion did not carry.

A substitute motion was made by Sen. Frey to conceptually include the amendments requested by KIOGA to exclude exploration, drilling and production of crude oil and/or natural gas companies. Motion was seconded by Sen. Norvell. Motion carried.

The Committee reverted to the original motion by Sen. Hoferer to include the county clerks in the bill. Motion carried.

Meeting was adjourned at 10:00 a.m.

SENATE TRANSPORTATION AND UTILITIES COMMITTEE

Date 2-19-87 Place 254-E Time 9:00

GUEST LIST

NAME	ADDRESS	ORGANIZATION
T.M. PIRKFORO		SHAWNEE CO. KS
Julie Andsager	Topeka	Ks. Cooperative Council
CLAUDETTE LEWIS	Prigwta	CONG. WHITTAKER'S OFFICE
CHARLES BELT	WICHITA	SW Ks. HIGHWAY ASSOCIATION
BILL PERDUE	TOPEKA	NW PASSAGE COALITION
Robert M. Collins	HAYS	HAYS AREA Chamber of Commerce
GEORGE BARBER	TOPEKA	KS. CONSULTING ENGINEERS
KEVIN ROBERTSON	TOPEKA	KS. CONSULTING ENGINEERS
ED DE SOIGNE	TOPEKA	KANSAS DEPT. OF TRANSPORTATION
Steve Montgomery	Topeka	Ks. Oil Marketers Ass'n.
Randy Beuleson	Columbus	Empire District Electric
D. WAYNE ZIMMERMAN	TOPEKA	KANSAS CONTRACTORS ASSOC.
Robert Coevas	Lawrence	Sen. Allen
Wesley Martin	Wichita	Sedgwick Co.

SENATE TRANSPORTATION AND UTILITIES COMMITTEE

Date 2-19-87 Place 254-E Time 9:00

GUEST LIST

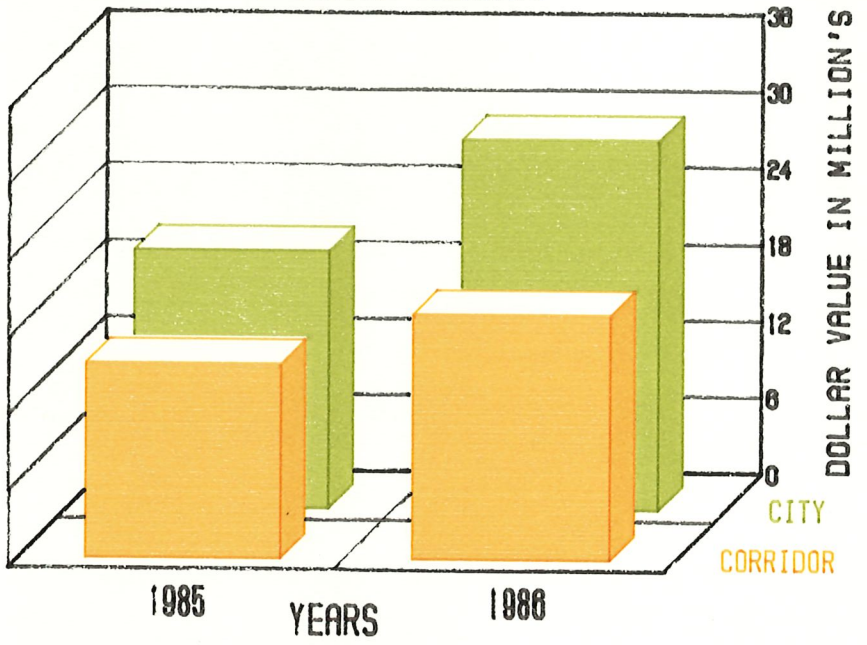
NAME	ADDRESS	ORGANIZATION
Michael Lindobak	Wichita, Ks	City of Wichita
Leo Eisenhower	Topeka	Kansas LP-Gas Assoc.
Jim Riggs	Kansas City	HNTB Topeka
Betty Quermeyer	Topeka	Chamber of Commerce
Chutz Young	Topeka	Topeka Chamber of Comm.
Fred Johnson	Hoop	Horis News Service
Bob Miller	Topeka	KDOT
RON CALBERT	NEWTON	U. I. U.
Edie Snetten	Topeka	City of Topeka
RON MILLER	Topeka	CITY OF TOPEKA
A. Hauke	"	Cap-Journal
Kim Waters	Topeka	Intern Rep. L. Barr
Dwan Deltzom	Topeka	Office of St. James
Tom Hauke	Topeka	SN-City Commissioner
Paul E. Fleener	Manhattan	Kansas Farm Bureau



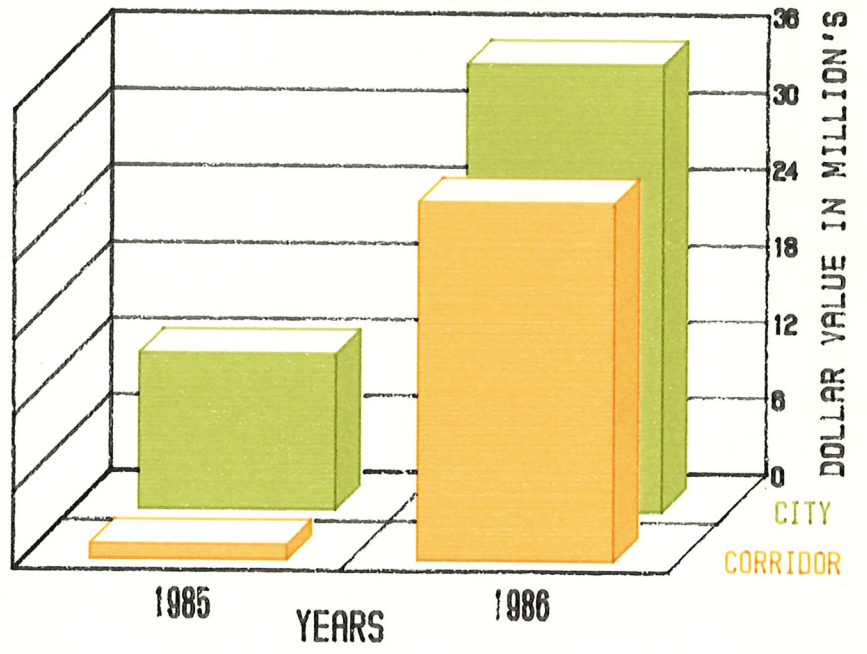
# CURRENT DEVELOPMENT

## TOPEKA I-70 & I-470 CORRIDOR

### RESIDENTIAL BUILDING PERMITS



### COMMERCIAL BUILDING PERMITS





# WEST RIDGE MALL: REVENUES GENERATED TO CITY AND ITS RESIDENTS

1,750 Employees, once built.

900 employees, during construction.

Almost \$1 million in new sales  
tax revenues.

Over \$500,000 in property tax revenues.

Increase school district's tax base by 32%.

Over \$40,000 for water and sewer usage.

**Source: Realty Development Research (1981)**

# WAL-MART

Save

WAL-MART STORES INC. • MITCHELL BLDG. • 701 SOUTH WALTON BLVD. • HWY. 71 • BENTONVILLE, AR 72716 • 501-273-4000

February 10, 1987

Mayor Douglas S. Wright  
3536 Avalon Lane  
Topeka, KS

RE: Topeka, KS

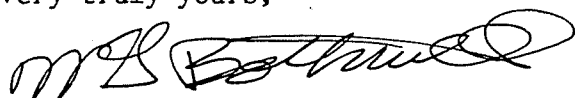
Honorable Mayor Wright:

Again following up our meeting of last Thursday, this is to reiterate our estimates concerning the Wal-Mart Super Center statistics:

1. Size: 213,143 square feet
2. Annual Sales \$80,000,000
3. Employment:
  - A. Hourly - 438 (local)
  - B. Management - 12
  - C. Weekly Payroll - \$75,000
4. Departments: Wal-Mart basic 35 plus Pharmacy and Auto Center as well as grocery departments including fresh produce, meats, dairy, bakery, delicatessen, dry foods, etc.
5. Anticipated Opening:  
Early Fall 1987
6. Sales Tax Rebate to City of 1% based on \$80,000,000 sales would generate \$800,000 of revenue to City.
7. Utility consumption, while not pinpointed at this time, would generate additional revenue to the entity providing the services.
8. Ad Valorem Taxes would generate further revenues both in upgrading zoning and in value added through structures to be erected.

If I can provide additional information I'll be glad to do so.

Very truly yours,



W. G. Bothwell  
Real Estate Manager

WGB/jt

cc: Gerald Goodell  
215 E. 8th Ave.  
Topeka, KS 66603



February 19, 1987

Kansas Senate Committee on Transportation and Utilities  
State Capitol Building  
Room 254 E  
Topeka, Kansas 66612

RE: Senate Bill No. 137

Mr. Chairman and Committee Members:

Shawnee County appreciates the opportunity to address you on Senate Bill No. 137. Shawnee County Public Works Department and Governing Commission conditionally supports this Bill. We are in favor of highway legislation that will provide new funding for highway construction. The funding should be provided by user taxes.

To continue to support this Bill, two provisions of the bill must be retained in the final draft. They are as follows:

1) A MINIMUM of \$0.01 of the proposed gas tax increase must be returned to local government. Ideally, this sum should be increased to \$0.02. We must increase our local funding for maintenance and rebuilding the current road system.

2) The I-70, I-470 Interchange Project, as proposed, is included in the approved Bill. (See attached Brochure and Report explaining our forgotten incomplete Interstate Interchange.)

ATT. 2  
T&U 2/19/87

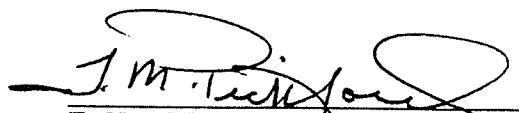
Our State, Counties and Cities can not compete for commerce unless their transportation systems are up to modern standards. Without a first class road system our economic welfare will continue to deteriorate. The longer we wait to user fund our road needs, the greater the problem will become.

We recommend moving rapidly, to fund and construct, or reconstruct, Kansas' aging road system.

And, certainly we should not forget, that not only are we improving our transportation system, but we also are stimulating one of our major industries. These Kansas dollars will be spent in Kansas and will employ large numbers of Kansas Workers. The money trail will be long and beneficial to many of our citizens.

"Corny as it may sound" one fact in history cannot be disputed. The Romans conquered the world only because they constructed the finest road system known to man.

Thank you for the privilege to speak in favor of Senate Bill No. 137.

  
T.M. PICKFORD, P.E.  
DIRECTOR OF PUBLIC WORKS

TMP/dlm

Encls



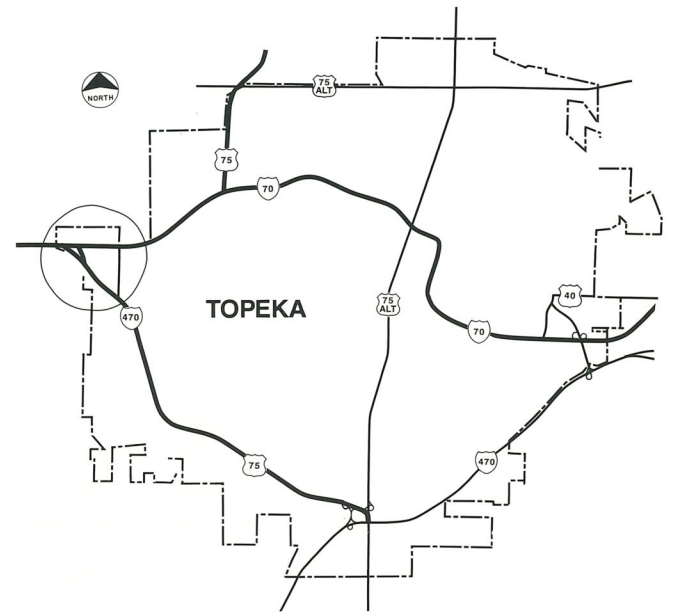
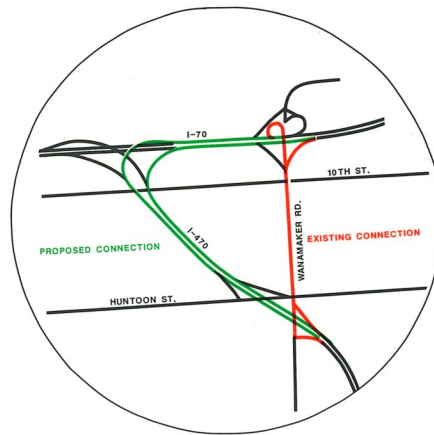


## INTRODUCTION

The present use of Wanamaker Road as the connecting link between Interstates 70 and 470 was not planned but rather evolved due to indecision on route locations during the mid 1950's. Current rapid development in the area is compounding existing traffic problems and is causing confusion and delays for motorists using the interstate system. Effective movement of traffic through the I-70/I-470 Corridor is essential for safe and convenient interstate travel and is also necessary for continued economic development in the area.

## PROBLEM

The limited interchange connection for I-70 westbound to I-470 eastbound and I-470 northbound to I-70 eastbound shown in the adjacent figure has been ignored for over 20 years. The traffic flow for this movement is now resulting in traffic delays for not only Shawnee County motorists, but also through motorists using I-70, I-470 and U. S. 75 By-Pass. The present layout of the connection is the cause of a variety of correctable problems that are growing daily. These will continue to multiply as the western side of Topeka and Shawnee County continue to grow. Among the more obvious negative effects of the present design are:



Map



Aerial of I-70 and Wanamaker Exit

**1. SAFETY** . . . Number of accidents in the Corridor are growing steadily. The backing up of traffic in the westbound lane of I-70 in pm peak hour traffic period as shown in the adjacent photo has the potential for a multiple vehicle, multiple injury accident. The problem also exists on I-470 in an traffic peak.

**2. MOTORIST CONFUSION** . . . To make the I-70 to I-470 connection, or to continue on U.S. 75 By-Pass, requires traffic to be routed onto Wanamaker Road, an urban commercial street. Motorists not familiar with the area become thoroughly confused, causing delays and traffic congestion problems.

**3. TRAFFIC SERVICE** . . . Travel time, fuel costs and vehicle emitted pollutants are high along the three quarter mile section of Wanamaker Road. These road user costs could be reduced with the completion of the direct connection.

**4. COSTS** . . . The indirect routing through several signals and the increased exposure to accidents along Wanamaker Road are estimated to cost the traveling public over \$700,000 per year by the year 2005 if the connection is not completed. Additional costs incurred by traffic at 10th Street and Huntoon Street and Fairlawn Road or other alternate routes would be reduced with the completion of the interstate connection.

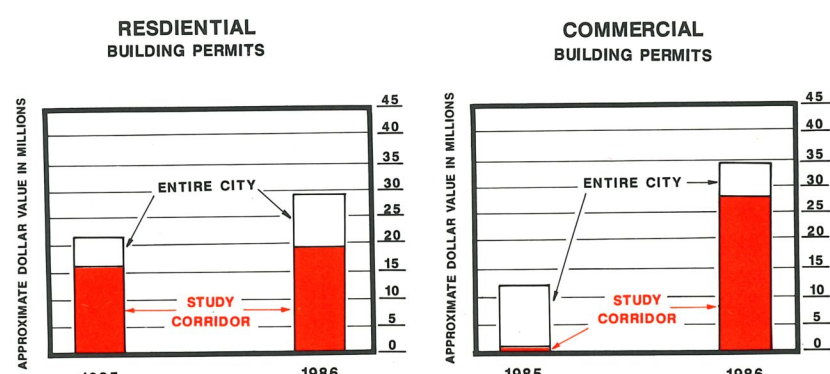
## ECONOMIC DEVELOPMENT

The I-70/I-470 Corridor is the most rapidly developing area in Topeka and Shawnee County. In 1986, major new construction and planning of residential, office, and retail commercial development was initiated.

Construction in the I-70/I-470 Corridor comprises 66% of residential and 80% of commercial current development in Topeka. Sizeable tracts of land are currently being rezoned and platted for future development. Continued rapid development in this area is projected.

## CURRENT DEVELOPEMENT

### TOPEKA I-70 & I-470 CORRIDOR



Building Permits Issued





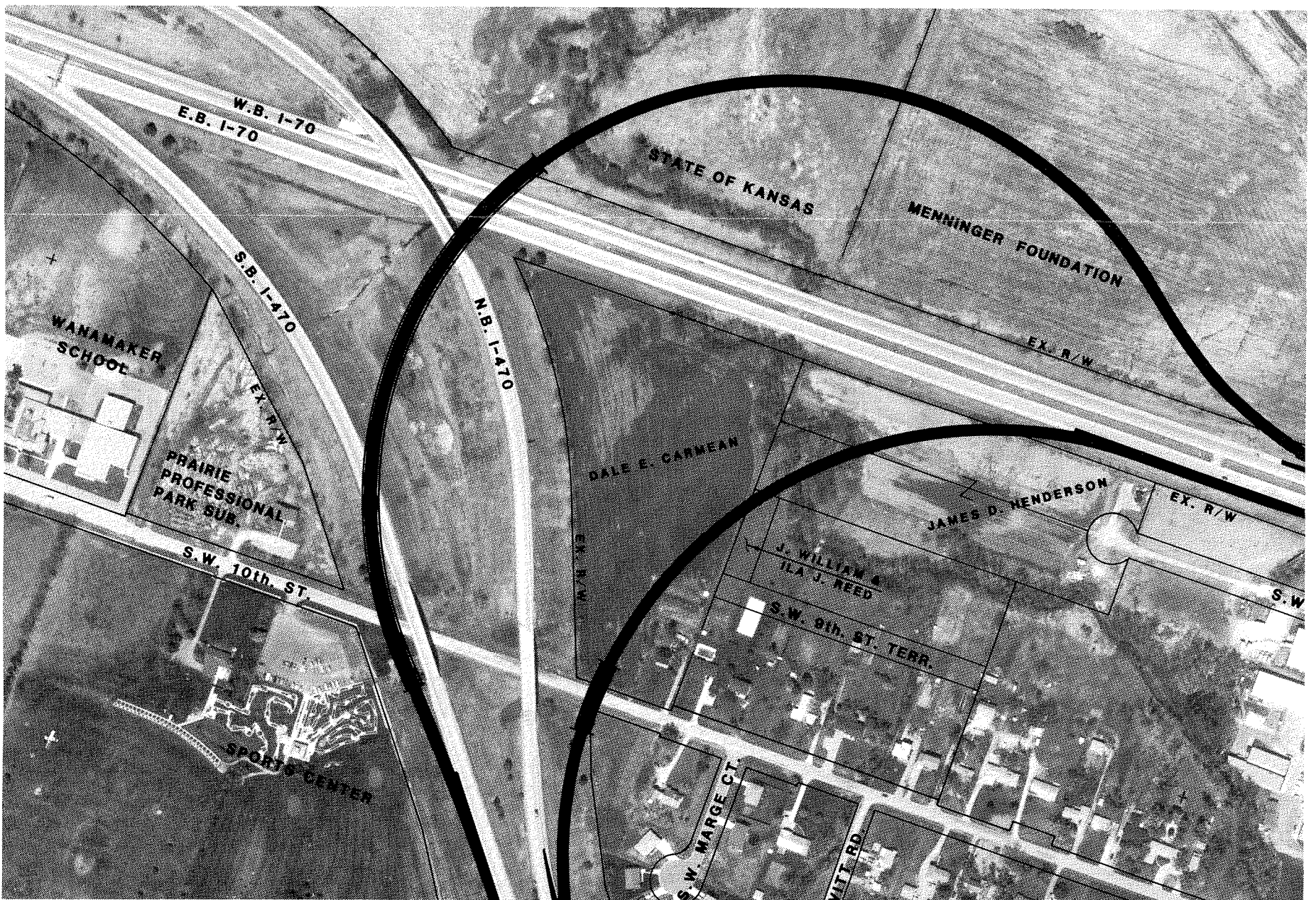
West Ridge Mall Site, 21st and Wanamaker Road

The West Ridge Mall, a major regional shopping center is under construction and scheduled to open in early 1988. The Traffic Impact Study for the mall site projected the mall alone would generate a 1990 pm peak traffic count of 881 vehicles per hour using the I-470 and 21st Street interchange. This represents a 445% increase over 1990 projected counts without the current mall development. Spin-off retail development adjacent to the mall, and major office buildings are also being built. This development will compound the existing traffic congestion along the I-70/I-470 Corridor.

Continued economic development in the Corridor is dependent upon an adequate roadway system. In order to accommodate and facilitate the expected high rate of growth, it is essential the necessary public improvements be provided on a timely basis. If the present use of an increasingly busy, commercial urban street as a link in the interstate system is not corrected, service levels will decline to a point that continued economic development will be discouraged. The curtailment of development in the I-70/I-470 Corridor would have a severe detrimental economic impact to Topeka and Shawnee County.

## THE SOLUTION . . .

### I-70 & I-470 Connection Map



**CONNECTION DESCRIPTION . . .** The northbound I-470 to eastbound I-70 ramp, as shown in the figure is a horizontal curve with a 55 MPH design speed. This ramp would consist of an 18-foot wide pavement with 6-foot shoulders for a total roadway width of 30 feet. The interstate roadway between I-470 and Huntoon interchange and the I-70 and Wanamaker interchange would be widened from two lanes to three lanes.

The westbound I-70 to southbound I-470 ramp, as shown in the figure, is a horizontal curve with a 55 MPH design speed between exit and entrance. The roadway would consist of an 18-foot wide pavement with 6-foot wide shoulders for a total width of 30 feet. The ramp would overpass I-70 and I-470 and West Tenth Street before joining southbound I-470.

## POTENTIAL BENEFITS WITH I-70 / I-470 CONNECTION

Several direct and indirect benefits will be gained with the proposed completion of the I-70 and I-470 connection. Accidents will be reduced, travel time and fuel will be saved, and vehicle emissions along Wanamaker Road will be reduced. A measure of these positive benefits is discussed in the following paragraphs.

**ACCIDENT SAVINGS . . .** The potential accident savings per trip was calculated to be 2.66¢ per vehicle trip. Based on Year 2005 projected traffic assignment of over 4 million weekday vehicle trips per year, the road use benefits gained by accident savings is \$113,000 per year.

**TRAVEL TIME AND FUEL SAVINGS . . .** Vehicles using the direct interstate to interstate connection will experience free flow traffic, saving time and fuel. Based on traffic projections for the year 2005, the time and fuel savings was determined to be \$348,000. Removing interstate traffic from Wanamaker Road will reduce congestion and delays on the local street, generating an additional annual savings of \$244,000.

The total estimated benefits in reduced accident costs and reduced travel time and fuel consumption with the I-70 and I-470 connection was determined to be \$705,000 per year based on Year 2005 traffic projections. In addition to cost savings, vehicle emitted pollutants will also be reduced with the decreased travel times and delays.

In addition to the estimated benefits to traffic using the proposed completed connection, secondary benefits will be noticed as vehicle usage is reduced on other presently used alternate routes. Vehicle emitted pollutants will also be reduced with the decreased travel times and delays.

## COST SUMMARY

Summarized in the following table is the cost estimates for the recommended project.

<b>INTERSTATE I-70 / I-470 CORRIDOR IMPROVEMENTS</b>	
<b>CONSTRUCTION ELEMENT</b>	<b>COST</b>
1. I-70 / I-470 Connection	\$6,154,000.00
2. I-470 and Huntoon Interchange	\$2,200,000.00
3. I-70 and Wanamaker Interchange	\$2,272,000.00
<b>TOTAL</b>	<b>\$10,626,000.00</b>

## SUMMARY

The I-70 and I-470 connection can be designed and built within the present interchange configuration with minor impact upon adjacent land and building areas. The completion of this missing interstate link in the western sector of the Topeka-Shawnee County Metropolitan Area is considered necessary to provide a safe and efficient traffic movement for the northbound to eastbound I-470 to I-70 traffic movement and westbound to southbound I-70 to I-470 traffic movement.

The Department of Public Works of the City and County, as well as the Highway Coalition Committee, are supporting and promoting this project. The City of Topeka and Shawnee County will also be asking the Kansas Department of Transportation and Federal Highway Administration to expedite the planning, funding, and construction of the I-70 /I-470 Interchange.

The construction of the connection requires the support of the public to enable Topeka and Shawnee County to meet existing and future traffic demands. Let's put our gas tax money to work in our community and use it in a fashion that will provide fuel to economic growth, provide for a safe and efficient highway system, and reduce the motoring public's operating cost.

**INTERCHANGE HISTORY** The present use of Wanamaker Road as the connecting link between Interstates 70 and 470 was not planned but rather evolved due to indecision on route locations during the mid 1950's.

A tentative east-west route for I-70 was developed to replace the Brickyard bridge over the Kansas River that was destroyed in the 1951 flood. This route for I-70 was proposed to cross the Kansas River in the northwest part of Topeka and continue east on the north side of the River.

The 1956 opening of the Kansas Turnpike (which paralleled the proposed Interstate 70 route from Topeka east to Kansas City) resulted in the creation of Interstate 470 to provide an immediate connection between then US 40 (and designated Interstate 70) to the west and the new turnpike. Construction of I-470 provided planning time for location and design considerations for I-70 east through the central part of Topeka. The connection at I-470 and I-70 (US 40) provided for only eastbound I-70 to southeastbound I-470 and northwestbound I-470 to westbound I-70 traffic. The remaining two traffic movements were omitted because of low traffic projections and the final planning of I-70 to the east and a US 75 connection to the north.

With the completion of Interstate 70 on the south side of the Kansas River to the east interchange of the Kansas Turnpike; the growth of the City of Topeka to the south and west; and the designation of the US 75 bypass on Wanamaker Road; traffic volumes increased to a point where the current level of service provided between the two interstates on Wanamaker Road during peak hours is very poor. The traveling public on either interstate is confused to find themselves negotiating a three quarter stretch of urban street and several traffic signals to change interstate highways.







# PUBLIC POLICY STATEMENT

SENATE COMMITTEE ON TRANSPORTATION AND UTILITIES

**RE: S.B. 137 - A Bill Authorizing the Construction, Improvement and Maintenance of Highways; Increasing Certain Vehicle Fuel Taxes; and Pertaining to Apportionment Between Local Units and State**

February 19, 1987  
Topeka, Kansas

Presented by:  
Paul E. Fleener, Director  
Public Affairs Division  
Kansas Farm Bureau

Mr. Chairman and Members of the Committee:

My name is Paul E. Fleener. I am the Director of Public Affairs for Kansas Farm Bureau. We are here before your Committee to express our **general support** for the establishment and construction of "A system of modern super-two highways and expressways, using existing highway right-of-way where possible." We are here to offer our **general support** for the thrust of S.B. 137, qualified in some ways, and urging that the Committee and the full Legislature exercise care to maintain our existing highway system while viewing the possibilities of providing super-two highways in certain corridors of Kansas.

Farmers and ranchers in this state are very supportive of economic development. S.B. 137 seeks to enhance the opportunity for economic development in all areas of the state by providing access to some areas of the state to facilitate the movement of goods produced or manufactured in this state. We want to see a good highway system throughout Kansas. Does S.B. 137 provide for every area of the state? No, it does not. Does S.B. 137 answer

all of the problems connected with highway development and road and bridge construction, reconstruction or maintenance? It does not. But S.B. 137 does provide an opportunity to extend to many areas of the state not now served by freeways or expressways a system which will enhance movement of people, goods and commodities.

Attached to our statement you will find the policy positions adopted by voting delegates at our most recent Annual Meeting. Those statements relate to many of the items expressed in S.B. 137.

Please understand that farmers and ranchers in Kansas are not clamoring for a five-cent motor fuel tax increase. But please understand that farmers and ranchers do want to be supportive ... do want to pay a fair share for a system of highways that will help us in our rural communities, will help us move our commodities, will provide access for location of agricultural and industrial development in Kansas.

Mr. Chairman and Members of the Committee, we want to be helpful in the shaping of a highway development program and the funding for that program. S.B. 137, as does the Farm Bureau policy position on Highway Development, stresses the importance of using existing right-of-way where possible. We cannot pave this state over and continue to be the great agricultural state we have been and will continue to be. We do support the concept "of highway users paying, through gallonage taxes and vehicle registration fees, for the construction and maintenance of



highways, roads and bridges." We submit that some portions of S.B. 137, which amend existing statutes relating to the use of highway funds, should have your closest examination, your careful attention, and hopefully, an appropriate amendment or two to share the proceeds from motor fuel taxes ... including the proposed five-cent increase ... with local units of government. Specifically, Mr. Chairman and Members of the Committee, we suggest that K.S.A. 79-3425c which is referenced in numerous locations in S.B. 137, the statute which addresses the special city and county highway fund, should be amended to correct some **glaring** inequities in fund distributions to local units of government. Presently the law provides that after an initial \$5,000 payment to each county, of the balance remaining which is apportioned to local units of government 50 percent is paid out on the basis of the number of motor vehicles registered in a county, and 50 percent is paid out on the basis of average daily vehicle miles traveled in a county. We would support your efforts to amend that formula to give **major** weight to miles of county federal-aid secondary, rural road and highway travel, **plus** consideration of miles of road that must be maintained by county highway departments.

In conclusion, in addition to reiterating our **general** support for highway development as proposed by S.B. 137, and with the urging that you give consideration to revising the allocation percentages addressed in S.B. 137, we want you to know of our favorable position on this legislation. One additional

recommendation: A great deal of reliance is placed in this legislation on an "Independent management team." That Independent management team is defined on page 3 beginning in line 86. Respectfully, Mr. Chairman, we would suggest the addition of two persons to that team, namely representation from the Minority Party in both House and Senate. Presently the Secretary of Transportation, the Chairman of the two Committees on Transportation, and two people appointed by the Governor would make up the management team. You are proposing legislation that will affect all Kansans. It's a laudable piece of legislation. It should have the support of all Kansans. In order to reflect that support there should be representation of Majority and Minority, east west, north south and give us all a chance to move ahead together as we seek to provide economic development opportunity through an efficient highway system.

Thank you very much for the opportunity to express our views. We would be pleased to respond to any questions.

## KANSAS FARM BUREAU

Printed below are policy positions on County Bridge Construction, County Highway Fund Distribution, and Highway Development and Funding which were adopted by the voting delegates from 105 County Farm Bureaus, representing farmers and ranchers in the 105 counties of Kansas, at the November 30, December 1-2, 1986 Annual Meeting of Kansas Farm Bureau.

### County Bridge Construction

We believe there should be county, state and federal government cost-sharing and financing so that bridge construction and bridge replacement may proceed without further delay. Specifications and standards for bridges should be determined cooperatively by state and local engineers to meet local needs. Where practicable, we urge the use of prestressed, precast materials, as well as dirt fills in connection with conservation dams, for bridge construction, as opposed to costly "over-designed," over-built bridges. We further believe that in some cases, low-water bridges would be adequate.

### County Highway Fund Distribution

The present Kansas law which distributes highway user revenues to counties uses a formula which gives excessive weight to motor vehicle registrations. This results in glaring inequities of fund distributions. We support an amended formula with major weight given to miles of county federal-aid secondary, rural road and highway travel, plus consideration of miles of roads that must be maintained by county highway departments.

### Highway Development and Funding

We believe upgrading and improving existing roads and highways is preferable to building additional freeways, limited access highways, toll roads or turnpikes.

We urge that efficiencies be achieved in the operation of the Kansas Department of Transportation and that assurance be provided to protect against misuse of funds through bid-rigging or any other fraud.

We support the concept of highway users paying, through gallonage taxes and vehicle registration fees, for the construction and maintenance of highways, roads and bridges. We believe the federal government should provide for a tax credit equal to the federal motor fuel tax for ethanol used in motor fuel. We also believe there should continue to be a Kansas motor fuel tax exemption for ethanol until a federal tax credit program is in effect.

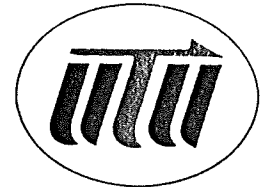
Toll road and turnpike construction in Kansas should not be contemplated unless a feasibility study on any such project shows the toll road or turnpike will pay its own way.

We are opposed to the use of any highway revenue or State General Fund revenue to guarantee toll road or turnpike bonds.

Highway design and planning should avoid, where feasible, diagonal routing. Diagonal cuts are most disruptive to agricultural operations.

R. E. (RON) CALBERT  
DIRECTOR/CHAIRMAN

*united*  
*transportation*  
*union*



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KANSAS STATE LEGISLATIVE BOARD

Statement Re: Senate Bill No. 137  
An act relating to roads and highways

Presented to: Senate Transportation and Utilities Committee

February 18, 1987

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

Mr. Chairman, I appear in opposition to the requirement of an additional five cents per gallon tax increase on motor-vehicle fuel costs that appears in Section 23 of Senate Bill No. 137. As a representative of employees in Kansas railroad and bus industries, we have long been convinced that their automobiles are necessities, not luxuries. Therefore, we have always been an opponent of over-taxing the automobile in Kansas.

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

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

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

In the study result, the chart showed that large cars overpaid by 23%, pickups and vans overpaid by 11%, and single unit trucks overpaid by 6%. While dual-unit trucks underpaid by 31%, combination units underpaid by 19% and twin-trailer units underpaid by 55%.

My predecessor has testified many times before the Senate & House Transportation Committee concerning an increase in gas tax. The following is an excerpt from his statement presented in 1983 in opposition to House Bill No. 2566:

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

In closing, Mr. Chairman, has your Committee reviewed the way in which the state of Oklahoma financed and constructed the Cimarron Turnpike which runs from I-35 to Tulsa? When this turnpike was opened, there was little traffic;



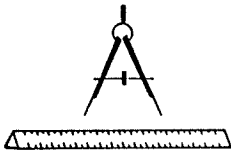
however, over the years its traffic has increased. Apparently people will drive out of their way to travel on a well constructed turnpike.

The **United Transportation Union** is not opposed to the ideas or the proposal of building a new turnpike or freeway system. However, the State needs more of a "mix" in coming up with the money for this project.

We oppose this motor fuel tax increase.

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

# THE CITY OF WICHITA



CITY ENGINEER'S OFFICE  
CITY HALL — SEVENTH FLOOR  
455 NORTH MAIN STREET  
WICHITA, KANSAS 67202  
(316) 268-4501

February 19, 1987

TO: Chairman Morris and members of the Transportation and Utilities Committee

FROM: Michael E. Lindebak, City Engineer

SUBJECT: Senate Bill No. 137

Chairman Morris and members of the Transportation and Utilities Committee, I am Mike Lindebak, City Engineer, representing the City of Wichita, Kansas. Thank you for the opportunity to speak to you on Senate Bill No. 137.

I am appearing today in support of Senate Bill No. 137, in that it addresses the importance of modern, up-to-date transportation facilities as it relates to the economic development of the State of Kansas.

I am particularly pleased to see that the bill includes the development of the Northwest Passage; the Southeast Route; improving the Western Kansas corridors to Colorado and Oklahoma; and the development of the Wichita/Sedgwick County Northeast Expressway.

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The development of these highway corridors are important to the regions surrounding Sedgwick County.

Wichita and Sedgwick County have recognized the importance of the Northeast Expressway and began planning for right-of-way acquisition a year ago.

Sedgwick County currently is making arrangements to acquire right-of-way for development portions of the route.

The City of Wichita is also moving ahead with the development of right-of-way plans and have already received dedications and commitments for a substantial portion of the right-of-way needed to develop the route.

Wichita is anxious to work with the Secretary of Transportation in developing the Northeast Expressway. Wichita and Sedgwick County have proceeded with design and right-of-way; construction of a four-lane free-way will need to be a joint local/state effort. Wichita is not in the position of totally funding the highway projects. A cooperative effort is needed to develop the much needed transportation facilities to aid the economic development of Kansas.

Again, thank you for the opportunity to address your committee. If you have any questions, I'll try to answer them.



**SEDGWICK COUNTY, KANSAS**

**INTERGOVERNMENTAL COORDINATOR**

**WILLIE MARTIN**

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

February 19, 1987

**SENATE COMMITTEE ON TRANSPORTATION AND UTILITIES**

**RE: SB 137**

Mr. Chairman and Members of the Committee:

I am Willie Martin representing the Board of Sedgwick County Commissioners. I appreciate this opportunity to speak to the Committee. Southeastern and Southcentral Kansas, including Wichita and Sedgwick County are at an economic crossroads. The passage of SB 137 will positively impact the future growth and development of the entire area. We have worked closely with our neighboring counties and cities in Southcentral and Southeastern Kansas in an examination of long-term highway needs. We believe that the proposals in SB 137 are integrally linked to development of a highway system which can spur greater economic growth for this region and the entire state. An adequate highway system both rural and urban provides increased mobility, allows for the distribution of goods and services, and increases the potential for development in the entire area.

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Testimony of: Willie Martin  
Sedgwick County.

PRESENTATION TO ██████████ COMMITTEE

MR. CHAIRMAN, SENATORS ██████████ ██████████, I AM GLEN WELDEN, CITY MANAGER OF COFFEYVILLE AND A MEMBER OF THE SOUTHEAST KANSAS CITIES COALITION. YOU HAVE HAD PRESENTED TO YOU A RESOLUTION STATING THE COALITIONS'S POSITION REGARDING THE FINANCING AND CONSTRUCTION OF HIGHWAYS IN SOUTHEAST KANSAS, SOUTHWEST KANSAS AND CENTRAL KANSAS.

DURING THE ELECTION CAMPAIGNS THIS PAST FALL CAMPAIGN PROMISES WERE MADE, IF MY MEMORY SERVES ME CORRECTLY, BY ALL OF THE CANDIDATES TO THE EFFECT THAT THEY SUPPORTED CONSTRUCTION OF THESE HIGHWAYS AND WOULD SUPPORT ACTION DURING THIS LEGISLATIVE SESSION TO ASSURE THAT THESE PROJECTS WOULD BE UNDERTAKEN.

SINCE THIS YEAR'S LEGISLATIVE SESSION HAS BEGUN, IT APPEARS THAT GOVERNOR HAYDEN IS LESS THAN ANXIOUS TO SEE THAT THIS SESSION OF THE LEGISLATURE PROCEEDS ON THIS MATTER. GOVERNOR HAYDEN HAS APPOINTED A BLUE RIBBON TASK FORCE TO STUDY THE STATE'S HIGHWAY SITUATION AND DEVISE A "COMPREHENSIVE PLAN WITH A GOOD FUNDING PACKAGE."

TWO STUDIES HAVE ALREADY BEEN MADE THAT HAVE DETERMINED A NEED FOR HIGHWAYS IN SOUTHEAST KANSAS, SOUTHWEST KANSAS AND CENTRAL KANSAS, AND THE ECONOMIC IMPACT OF SUCH A HIGHWAY ON SOUTHEAST KANSAS. THE ECONOMIC IMPACT STUDY DETERMINED THAT THE CONSTRUCTION OF THESE HIGHWAYS WOULD HAVE AN IMMEDIATE BENEFICIAL ECONOMIC IMPACT AS WELL AS A LONG-TERM BENEFICIAL ECONOMIC IMPACT. IT IS MY UNDERSTANDING THAT THE STUDY BY THE KANSAS TURNPIKE AUTHORITY DETERMINED THAT THE MOST PRACTICAL WAY OF FUNDING THIS PROJECT WOULD BE THROUGH A TAX INCREASE ON THE SALE OF VEHICLE FUELS.

SOUTHEAST KANSAS SUPPORTS THIS TAX INCREASE AS EVIDENCED BY THE RESOLUTION PRESENTED TO YOU EARLIER. I FEEL THAT A GASOLINE SALES TAX IS THE APPROPRIATE



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SOURCE OF FUNDING FOR THE HIGHWAYS AS IT CONTINUES AN EXISTING STATE POLICY OF UTILIZING GASOLINE SALES TAX AS A USER FEE TO CONSTRUCT AND MAINTAIN ROADS IN KANSAS.

YOU HAVE HEARD MANY TIMES THE STATEMENT THAT THE REST OF KANSAS SUPPORTED MAJOR HIGHWAY CONSTRUCTION IN OUR METROPOLITAN AREAS. KANSANS THROUGHOUT THE STATE HAVE ACCEPTED THIS IN THE PAST AND NOW BELIEVE THAT THE SAME PHILOSOPHY SHOULD CONTINUE WITH THE ENTIRE STATE SUPPORTING THE CONSTRUCTION OF THESE HIGHWAYS RECOMMENDED BY THE KANSAS TURNPIKE AUTHORITY STUDY.

WE BELIEVE THAT THE DELAY OF THESE PROJECTS WOULD HAVE A FURTHER NEGATIVE IMPACT ON ECONOMIC CONDITIONS IN OUR AREA. SOUTHEAST KANSAS HAS EXPERIENCED A SERIOUS DECLINE IN OUR ECONOMIC CONDITIONS OVER THE PAST FEW YEARS AND WE BELIEVE THAT THIS HIGHWAY IS ONE METHOD AVAILABLE TO US TO HELP TURN THE SITUATION AROUND. WE DO NOT WISH TO SEE IT DELAYED FOR ANOTHER TWO OR THREE YEARS.

AS A MEMBER OF A GOVERNMENTAL ORGANIZATION, I UNDERSTAND THE NEED FOR STUDIES. HOWEVER, THIS HIGHWAY HAS BEEN STUDIED NOT ONLY IN THE IMMEDIATE PAST, BUT IN YEARS PAST. ALL STUDIES HAVE ARRIVED AT THE SAME CONCLUSION AND THAT IS THAT THE HIGHWAY IS NECESSARY, THAT IT WILL HAVE AN ECONOMIC IMPACT THAT IS BENEFICIAL AND THAT IT MUST BE CONSTRUCTED NOW.

SOUTHEAST KANSAS, AS EVIDENCED BY THE RESOLUTION PRESENTED TO YOU EARLIER, SUPPORTS THE INCREASE IN GASOLINE SALES TAX. WE BELIEVE IT TO BE PROPER. WE BELIEVE IT TO BE EQUITABLE. WE DO NOT BELIEVE IT WOULD NOT PLACE US IN AN UNFAIR ADVANTAGE WITH SURROUNDING STATES. WE DO NOT WISH TO SEE THIS PROJECT AGAIN DELAYED. IT IS IMPORTANT TO SOUTHEAST KANSAS AND WE ASK YOU TO PROCEED IN THIS LEGISLATIVE SESSION WITH THOSE MEASURES NECESSARY TO ASSURE IMPLEMENTATION OF THIS PROJECT.

THANK YOU.

WARREN R. THOMAS, O.D.  
OPTOMETRIST  
1509 WEST 4TH  
COFFEYVILLE, KANSAS 67337  
251-1540

02-17-87

Mr Chairman, Committee members,

I am Dr. Warren Thomas, a director on the board of the Coffeyville Chamber of Commerce, in charge of the highway committee. I come before you today to urge you to favorably act on Senate Bill #137.

Coffeyville and the rest of southeast Kansas have not yet recovered from the last recession. The Coffeyville employment has dropped during that time by an estimated seventeen hundred jobs. We are still in that recession which has not bottomed out no matter what the rest of the country is doing. For that matter, the same statement might be extended to a large part of Kansas mentioned in the 1986 highway studies.

Last year, thanks to the leadership and direction of Congressman Bob Whittaker and others, a southeast Kansas highway study was initiated. That study is now complete as well as for other highway studies in southwest and central Kansas.

It was noted in the southeast Kansas study that a four lane highway is not feasible at this time. It was also noted that the highways mentioned in the study were located in some of the poorest counties in the state; Chautauqua county to mention but one. We concur that a four lane highway is not feasible now but a super-two highway is possible. The Coffeyville Chamber of Commerce wishes to say that the highways mentioned should be built as soon as possible. A delay of five or ten years will only lead to a more drastic decline in the economic conditions of Kansas, especially southeast Kansas.

We feel you must act now while economic conditions are favorable to construction, gasoline, and bond costs.

We do not want to continue to pay, as the publisher of the Iola newspaper so aptly called it, the cruelest tax of all the "taxation by stagnation". Southeast Kansas and the areas of Kansas mentioned in the highway studies need help now; not additional studies that may move us to a time frame when bond costs and gasoline costs make the projects economically and politically prohibitive.

Thank you for allowing me to appear before you.

Warren R Thomas, O.D.

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