

Approved 3/22/88 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./~~p.m.~~ on March 16, 1988 in room 254-E of the Capitol.

All members were present except:

Sen. Hoferer.

Committee staff present:

Hank Avila, Legislative Research Department  
Ben Barrett, Legislative Research Department  
Bruce Kinzie, Revisor of Statutes  
Louise Cunningham, Committee Secretary

Conferees appearing before the committee:

Sen. Don Montgomery  
Rep. Don Sallee  
Rep. Williarm Bryant  
Arlen Tappan, Highway Marking Engineer, KDOT  
Ken Martin, President, National Pony Express Association

Hearing on H.B. 2622 - Designating U.S. 36 as Pony Expressway.

Sen. Don Montgomery appeared in support of the bill and requested favorable consideration.

Rep. Don Sallee said this bill was requested by communities along Highway 36 and felt it would attract tourists. Rand McNally has promised to publish this in their atlas. A copy of his statement is attached. (Attachment 1).

Rep. William Bryant said this would be a good tourist attraction and all that was necessary was some publicity. He said people have always been interested in the Pony Express. He requested support for this bill. A copy of his statement is attached. (Attachment 2).

Arlen Tappan, KDOT, said they were neutral on the bill and said the costs for signing the bridges and the route identified in the bill would be approximately \$700 in material costs. A copy of his statement is attached. (Attachment 3). Mr. Tappen was questioned as to what had happened to the "Yellow Brick Road" signs. They seem to have disappeared. Mr. Tappan said he would check into it.

Ken Martin, President, National Pony Express Association, said this would really help communities along the way. The Association has 600 members and people everywhere are interested in the Pony Express. Every year horsemen travel the route and the legislature has a chance to give tourism a big lift with passage of this bill.

Hearing on H.B. 2697 - Permanent registration for township vehicles.

Rep. Don Sallee said this would afford the same privileges to townships, as cities and counties now enjoy concerning permanent tags. A copy of his statement is attached. (Attachment 4). The committee questioned if there could be abuse on this.

CONTINUATION SHEET

MINUTES OF THE SENATE COMMITTEE ON TRANSPORTATION AND UTILITIES

room 254-E, Statehouse, at 9:00 a.m./~~p.m.~~ on March 16, 1988.

Hearing on H.B. 3073 - Designating U.S. 81 as Frank Carlson Memorial Highway.

Arlen Tappan, KDOT, said this bill was introduced at the request of the Governor. The costs for signing the route would be approximately \$650. A copy of his statement is attached. (Attachment 5).

A question was raised as to whether this had already been named the Pan American Highway. This would be checked.

There was some discussion as to whether the communities should raise the funds for the signs designating these highways.

A motion was made by Sen. Bond to amend H.B. 3073 to include the Dillingham freeway designation. Motion was seconded by Sen. Martin. A copy of the proposed amendment is attached. (Attachment 6). Motion carried.

A motion was made by Sen. Frey to insert the words "and installing" after the word "obtaining" in Sec. 2 of the proposed amendment. Motion was seconded by Sen. Martin. Motion carried.

A motion was made by Sen. Frey and was seconded by Sen. Martin to insert the words "and installing" in line 27 after the word "obtaining" in H.B. 3073. Motion carried.

A motion was made by Sen. Doyen and was seconded by Sen. Bond to recommend H.B. 3073 as amended favorable for passage. Motion carried.

The Research Department distributed a State Automobile Registration Fee Comparison dated January 1, 1986. A copy is attached. (Attachment 7). Also distributed was a state Motor Fuel Tax Rate Table as of March 1, 1988. A copy is attached. (Attachment 8).

Meeting was adjourned at 10:00 a.m.

DATE: 3-16-88

ROOM: 354-E

GUEST REGISTER  
SENATE  
TRANSPORTATION AND UTILITIES COMMITTEE

NAME	ORGANIZATION	ADDRESS
FRANK EATON	SE KS CITIES	MANHATTAN
Arlen Tappan	KDOT	Topoka
Ken Martin	National Pony Express Association	Marysville
RICH DAME	B.L.E.	HOISINGTON
Harold B. Tumbler	Division of Vehicles	Topoka
Tom Skene	DMV	Topoka
Judith Wainsett	Manhattan Chapter of Commerce	Manhattan

DON SALLEE  
REPRESENTATIVE, FORTY-NINTH DISTRICT  
ATCHISON, BROWN, DONIPHAN,  
AND JACKSON COUNTIES  
R R 2  
TROY, KANSAS 66087



TOPEKA

HOUSE OF  
REPRESENTATIVES

March 15, 1988

COMMITTEE ASSIGNMENTS  
MEMBER AGRICULTURE AND SMALL BUSINESS  
ENERGY AND NATURAL RESOURCES  
TRANSPORTATION

To: Senate Transportation Committee  
From: Representative Don Sallee  
Re: HB 2622

Thank you Mr. Chairman and committee members for the opportunity to appear before you on HB 2622. HB 2622 would name Highway 36 the Pony Expressway. This portion of the highway would start at the Kansas, Missouri border which is a portion of the bridge over the Missouri River, and end at the city limits of Washington, Kansas. The 2 sections of the Missouri River bridge would be included in the renaming. I have spoken to the people of Missouri about this and they expressed no objections.

The Kansas communities along 36 have requested this. Rand McNally has promised to publish this and the attractions that exist along the way in their atlas. It is felt by the people along 36 that this might help attract some increase in tourist trade and see it as a positive step in increasing revenues to local communities.

Mr. Chairman, I would stand for questions.

ATT. 1  
T&U  
3/16/88

STATE OF KANSAS

WILLIAM M. BRYANT, D.V.M.  
REPRESENTATIVE, SIXTY THIRD DISTRICT  
WASHINGTON, REPUBLIC AND  
NORTHERN RILEY COUNTIES  
RURAL ROUTE 2  
WASHINGTON, KANSAS 66968



TOPEKA

HOUSE OF  
REPRESENTATIVES

COMMITTEE ASSIGNMENTS  
VICE CHAIRMAN INSURANCE  
MEMBER AGRICULTURE AND SMALL BUSINESS  
FEDERAL AND STATE AFFAIRS

March 15, 1988  
Senate Transportation Committee  
HB 2622

An ad in the St. Joe paper in the spring of 1861 read something like this:

Wanted--Riders, young, light weight, and experienced.  
Hard work and long hours. Orphans preferred.

Buffalo Bill Cody was a Pony Express rider in his younger days. The Pony Express route ran from St. Joe Missouri to Sacramento, California with stables and relay stations along the route every 6 to 15 miles. The last relay station in Kansas was in Washington County before the route crossed over into Nebraska. This was the Cottonwood Station built by a fellow by the name of Hollenberg in 1857. Of the many stations along the route it is the only one still standing on its original site. It is a national landmark and is operated by the State Historical Society. It has a curator and is open year around. It is unique in that it is the only one of its kind and it is located in Kansas.

The Pony Express raises the interest of romantics and history buffs the world over and many come to our area to visit it. Attendance during the first 6 months of FY 1988 was 10,390. A stable where horses were kept for the pony express is located in Marysville and their county historical society operates a museum there. I don't have their attendance figures. Attendance at the Iowa, Sac, Fox Mission near Highland during the same time was 3,670.

Cowboys and Indians will always be of interest and we have several unusual sites along US 36 that bring visitors to Kansas each year. I have included a few statistics for you to look at. See bottom of Page 2.

The only thing lacking to make our Pony Express Station one of the most famous historical sites in the nation is publicity. With HB 2622 renaming US 36 from St. Joe to Washington the Pony Expressway, we have the opportunity to get some of that publicity. Rand McNally has tentatively agreed to print it in their atlas which are sold nationwide, and the signs along the route would certainly help attract tourists to visit the station.

ATT. 2  
T&U  
3/16/88

Tourism is big business, even in Kansas; and it seems a shame not to put a little effort into advertising such a unique attraction. This is something that we can do to spur economic development in our state with a minimal amount of dollars being spent. I would encourage your support of HB 2622.

## **Historic Properties Attract \$10 Million**

A recent study conducted by the State Historical Society shows that the state-owned historic sites administered by the Society contributed \$10.8 million in tourism monies to Kansas in fiscal year 1987. The study was based on a survey of visitors at the historic properties in May and June of this year and on the long-term dollar figures (set by the state's Department of Commerce) for factoring the rollover of each dollar spent in the state by travelers.

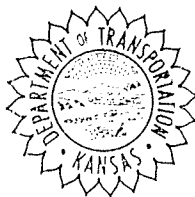
Percentages derived from the survey were used on the visitation count to determine the economic impact of the sites. Total attendance at the historic sites was 130,000. The total direct non-factored impact of the sites was \$3.1 million. The total state budget for operating the historic sites last year was \$463,000.

All historic sites open to the public were surveyed. Amounts generated at each site were: First Territorial Capitol, Fort Riley,

\$989,000; Frontier Historical Park (Fort Hays), Hays, \$2.9 million; Marais des Cygnes, Pleasanton, \$302,000; Kaw Indian Mission, Council Grove, \$843,000; Pony Express Station, Hanover, \$1 million; Iowa, Sac and Fox Mission, Highland, \$480,000; Pawnee Indian Village, Republic, \$502,000; Shawnee Indian Mission, Shawnee Mission, \$1.4 million; John Brown Memorial Park, Osawatomie, \$533,000; Grinter Place, Kansas City, \$553,000; Goodnow Memorial Home, Manhattan, \$1.2 million; and Cottonwood Ranch, Studley, \$69,000.

Site impact on the economy varies considerably, depending upon the ratio of overnight visitation and other factors. But it was clear from the survey questionnaires and from direct contacts made with visitors at the sites that both in-state and out-of-state travelers had a very positive attitude towards Kansas' historic sites. Many expressed appreciation that the sites important to the state's and nation's history were being preserved.

STATE OF KANSAS



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KANSAS DEPARTMENT OF TRANSPORTATION

*Docking State Office Building*

*Topeka 66612-1568*

*(913) 296-3566*

Horace B. Edwards  
*Secretary of Transportation*

March 16, 1988

Mike Hayden  
*Governor of Kansas*

MEMORANDUM TO: Senate Transportation and Utilities Committee

FROM: The Kansas Department of Transportation

REGARDING: House Bill 2622

House Bill No. 2622, by Representative Sallee and others, amends K.S.A. 68-1019; designating United States Highway 36 as the Pony Express Memorial Highway. The bill redesignates the route as the "Pony Expressway" and would end the route designation on the east city limits of the City of Washington. (As opposed to the existing end at the junction of U.S. Highway 36 and State Highway 15E in Washington County.) In addition, the bill designates the twin US-36 bridges over the Missouri River as the Pony Expressway Bridges.

Should House Bill No. 2622 be enacted as introduced, costs for signing the bridges and the route identified in the bill would be approximately \$700 in material costs. This estimate does not include any costs attributed to either shop labor or equipment usage which may be required to sign the route. It is anticipated that signing costs would not result in expenditures over and above the Governor's budget recommendations for Fiscal Year 1989 for the Kansas Department of Transportation.

ATT. 3  
T&U  
3/16/88

STATE OF KANSAS

DON SALLEE  
REPRESENTATIVE, FORTY-NINTH DISTRICT  
ATCHISON, BROWN, DONIPHAN,  
AND JACKSON COUNTIES  
RR 2  
TROY, KANSAS 66087



TOPEKA

HOUSE OF  
REPRESENTATIVES

COMMITTEE ASSIGNMENTS  
MEMBER AGRICULTURE AND SMALL BUSINESS  
ENERGY AND NATURAL RESOURCES  
TRANSPORTATION

To: Senate Transportation Committee  
From: Don Sallee  
Re: HB #2697

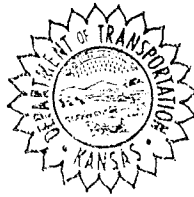
Mr. Chairman, members of the committee:

Thank you for the opportunity to appear before you today on HB 2697. The bill has only 1 purpose, that being to afford the same privilege to townships, as cities and counties now enjoy concerning permanent tags. The sponsors of the bill have townships that are active and own vehicles. We would urge favorable consideration on the bill.

ATT. 4  
T&U  
3/16/88



STATE OF KANSAS



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KANSAS DEPARTMENT OF TRANSPORTATION

*Docking State Office Building  
Topeka 66612-1568  
(913) 296-3566*

Horace B. Edwards  
*Secretary of Transportation*

March 16, 1988

Mike Hayden  
*Governor of Kansas*

MEMORANDUM TO: Senate Transportation and Utilities Committee

FROM: The Kansas Department of Transportation

REGARDING: House Bill 3073

House Bill No. 3073 by Committee on Appropriations, was introduced at the request of Governor Hayden, to designate a portion of United States Highway 81 as the Frank Carlson Memorial Highway. United States Highway 81 would be designated as the Frank Carlson Memorial Highway from the Kansas-Nebraska state line, south to the U.S. 81 and Interstate 70 junction at Salina.

Should House Bill No. 3073 be enacted as introduced, costs for signing the route identified in the bill would be approximately \$650 in material costs. This estimate does not include any costs attributed to either shop labor or equipment usage which may be required to sign the route. It is anticipated that signing costs would not result in expenditures over and above the Governor's budget recommendations for Fiscal Year 1989 for the Kansas Department of Transportation.

ATT. 5  
T&U  
3/16/88

# HOUSE BILL No. 3073

By Committee on Appropriations

2-25

ATT. 6  
T&U  
3/16/88

0016 AN ACT designating a portion of United States highway 81 as  
0017 the Frank Carlson memorial highway.

relating to highways;

0018 *Be it enacted by the Legislature of the State of Kansas:*

; designating Interstate highway 670 as  
the Dillingham freeway

0019 Section 1. The portion of United States highway 81 where it  
0020 enters the state on the Kansas-Nebraska line on the north thence  
0021 south to the junction of interstate highway I-70 is hereby desig-  
0022 nated the Frank Carlson memorial highway. The secretary of  
0023 transportation shall place suitable signs along the highway  
0024 right-of-way at proper intervals to indicate the highway is the  
0025 Frank Carlson memorial highway. The secretary of transporta-  
0026 tion may accept and administer gifts and donations to aid in  
0027 obtaining suitable highway signs.

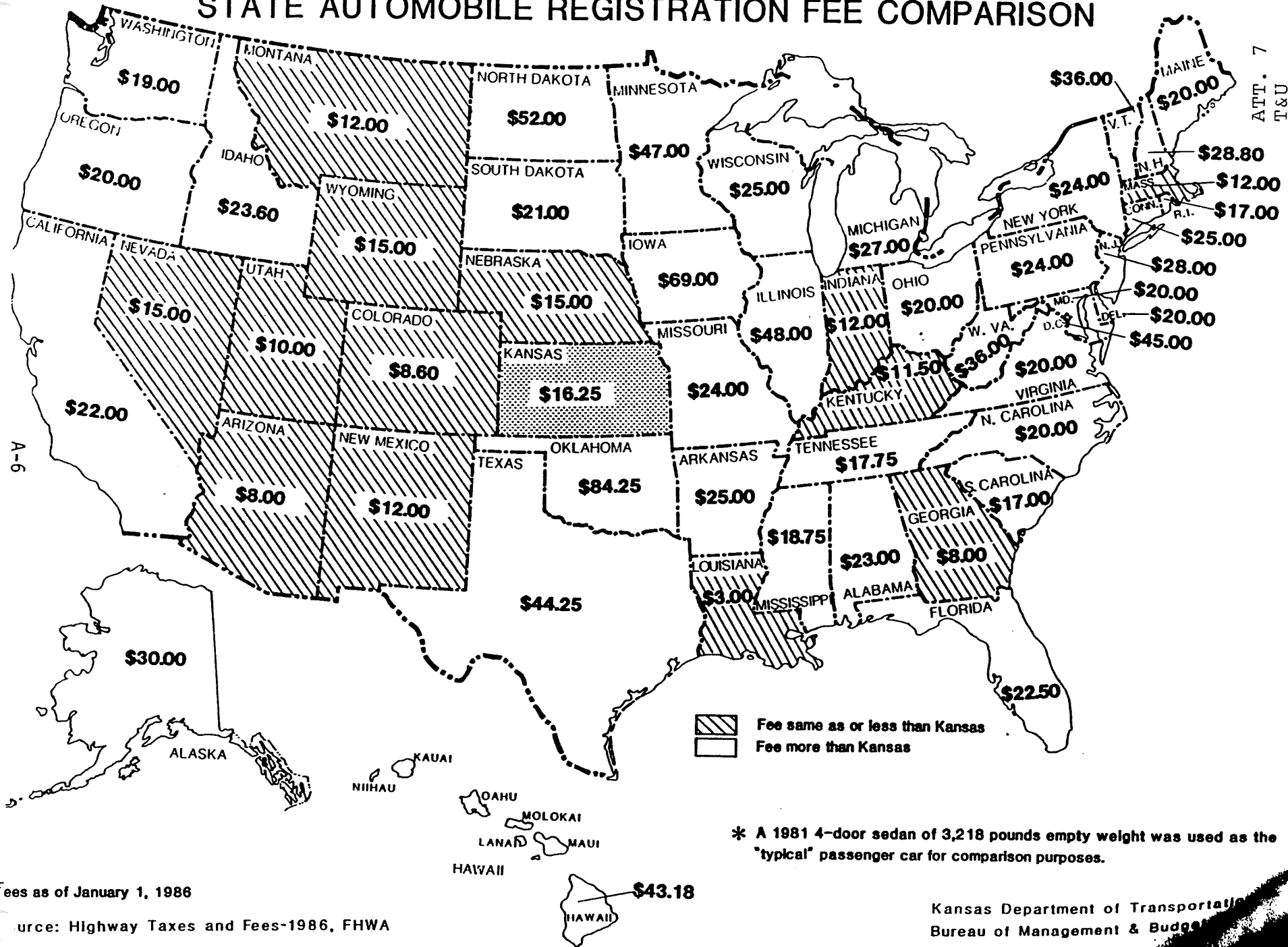
Sec. 2. Interstate highway 670 where it enters the state on the Kansas-Missouri line on the east, thence west to the junction with Interstate highway 70, is hereby designated as the Dillingham freeway. The secretary of transportation shall place markers along the highway right-of-way at proper intervals to indicate that the highway is the Dillingham freeway. The secretary of transportation may accept and administer gifts and donations to aid in obtaining suitable highway signs bearing the proper approved inscription.

0028 Sec. ~~2~~ This act shall take effect and be in force from and  
0029 after its publication in the statute book.

*and installing*

3.

# STATE AUTOMOBILE\* REGISTRATION FEE COMPARISON



ATT. 7  
T&U  
3/16/88

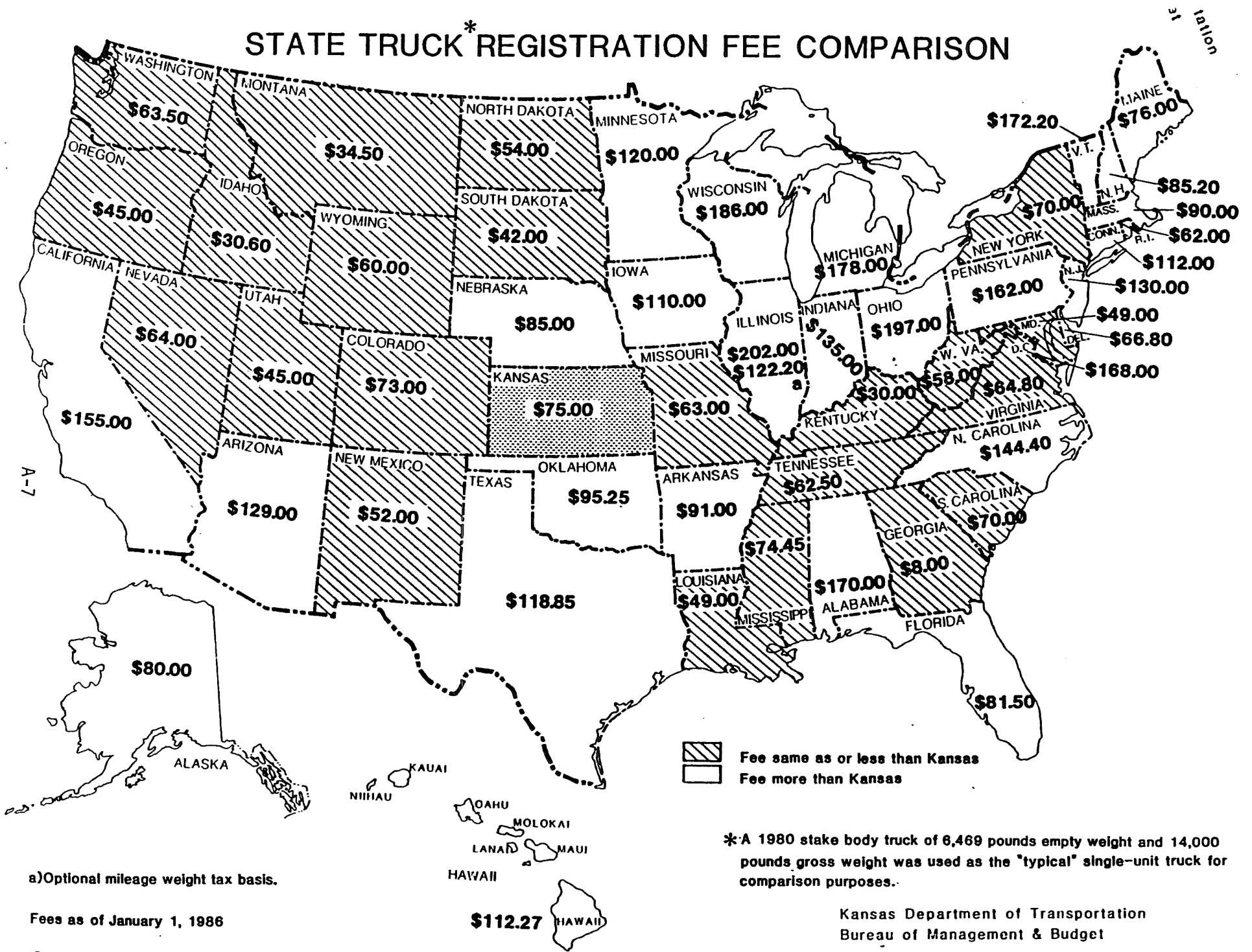
Fees as of January 1, 1986

Source: Highway Taxes and Fees-1986, FHWA

\* A 1981 4-door sedan of 3,218 pounds empty weight was used as the "typical" passenger car for comparison purposes.

Kansas Department of Transportation  
Bureau of Management & Budget



# STATE TRUCK\* REGISTRATION FEE COMPARISON



a) Optional mileage weight tax basis.

Fees as of January 1, 1986

Source: Highway Taxes and Fees-1986, FHWA

 Fee same as or less than Kansas  
 Fee more than Kansas

\*A 1980 stake body truck of 6,469 pounds empty weight and 14,000 pounds gross weight was used as the "typical" single-unit truck for comparison purposes.

Kansas Department of Transportation  
Bureau of Management & Budget

## Table of Rates

The tables below list rates of general application, exclusive of local taxes, license and inspection fees. For details see the following state summaries:

	Gasoline	Diesel Fuel		Gasoline	Diesel Fuel
Alabama	11¢	12¢	Mississippi	17¢ <sup>18</sup>	17¢ <sup>18</sup>
Alaska	8¢	8¢	Missouri	11¢	11¢
Arizona	16¢ <sup>15</sup>	16¢ <sup>15</sup>	Montana	20¢	20¢
Arkansas	13.5¢	12.5¢	Nebraska	18.3¢ <sup>10</sup>	18.3¢ <sup>10</sup>
California	9¢	9¢	Nevada	14.25¢ <sup>2</sup>	17¢ <sup>2</sup>
Colorado	18¢ <sup>8</sup>	20.5¢ <sup>8</sup>	New Hampshire	14¢	14¢
Connecticut	19¢ <sup>12</sup>	19¢ <sup>12</sup>	New Jersey	8¢ <sup>14</sup>	11¢ <sup>14</sup>
Delaware	16¢	16¢	New Mexico	14¢	16¢
District of Columbia	15.5¢	15.5¢	New York	8¢	10¢
Florida	4¢	4¢	North Carolina	15.8¢ <sup>17</sup>	15.8¢ <sup>17</sup>
Georgia	7.5¢ <sup>3</sup>	7.5¢ <sup>3</sup>	North Dakota	17¢	17¢
Hawaii <sup>4</sup>			Ohio	14.7¢ <sup>16</sup>	14.7¢ <sup>16</sup>
Hawaii County	16¢	16¢	Oklahoma	16¢	13¢
Honolulu County	22.5¢	22.5¢	Oregon	14¢ <sup>9</sup>	14¢ <sup>9</sup>
Kauai County	15¢	15¢	Pennsylvania	12¢	12¢
Maui County	19¢	19¢	Rhode Island	15¢ <sup>11</sup>	15¢ <sup>11</sup>
Idaho	14.5¢	14.5¢	South Carolina	15¢ <sup>1</sup>	15¢ <sup>1</sup>
Illinois	13¢ <sup>13</sup>	15.5¢ <sup>13</sup>	South Dakota	13¢	13¢
Indiana	14¢	15¢	Tennessee	17¢	17¢
Iowa	16¢	18.5¢	Texas	15¢	15¢
Kansas	11¢ <sup>5</sup>	13¢ <sup>5</sup>	Utah	19¢	19¢
Kentucky	15¢ <sup>6</sup>	12¢ <sup>6</sup>	Vermont	13¢	14¢
Louisiana	16¢	16¢	Virginia	17.5¢	16¢
Maine	14¢	14¢	Washington	18¢	18¢
Maryland	18.5¢	18.5¢	West Virginia	10.5¢	10.5¢
Massachusetts	11¢ <sup>7</sup>	11¢ <sup>7</sup>	Wisconsin	20¢ <sup>21</sup>	20¢ <sup>21</sup>
Michigan	15¢	15¢	Wyoming	8¢	8¢
Minnesota	17¢	17¢			

[The next page is 4021.]

<sup>1</sup> South Carolina: Effective January 1, 1989, the tax is increased to 16¢ per gallon.

<sup>2</sup> Nevada: Effective July 1, 1988, the motor fuel tax rate is increased to 16.25¢ per gallon and the special fuel tax rate is increased to 20¢ per gallon.

<sup>3</sup> Georgia: An additional tax is levied at the rate of 3% of the retail sale price.

<sup>4</sup> Hawaii: Rates are combined state and county rates.

<sup>5</sup> Kansas: The tax rates are based on average retail price.

<sup>6</sup> Kentucky: The tax is imposed at 9% of average wholesale price plus a supplemental highway user motor fuel tax computed to reflect decreases in the average wholesale price of gasoline.

<sup>7</sup> Massachusetts: The tax is imposed at 10% of weighted average selling price.

<sup>8</sup> Colorado: On July 1, 1989, the gasoline tax rate is reduced to 12¢ per gallon and the special fuel tax rate is reduced to 13¢ per gallon.

<sup>9</sup> Oregon: The rate is increased to 16¢ per gallon on January 1, 1989, and to 18¢ per gallon on January 1, 1990.

<sup>10</sup> Nebraska: The figure includes an additional tax based on the statewide average cost of fuel plus a second additional tax of 1¢ per gallon.

<sup>11</sup> Rhode Island: The tax is imposed at 11% of the wholesale selling price plus an additional

excise tax on distributors of 2% of the wholesale price per gallon.

<sup>12</sup> Connecticut: The tax rates are increased to 20¢ on July 1, 1988, 22¢ on July 1, 1990, and 23¢ on July 1, 1991.

<sup>13</sup> Illinois: An additional tax is imposed on special fuel used by commercial motor vehicles, based on the average selling price of special fuel sold in the state.

<sup>14</sup> New Jersey: Rates increased by 2½¢ per gallon on July 1, 1988.

<sup>15</sup> Arizona: The tax is increased to 17¢ per gallon on July 1, 1990. However, the increase to 17¢ per gallon on July 1, 1990, does not take effect unless the federal excise tax on small cigarettes is reduced from \$8 per thousand to \$4 per thousand on or before June 30, 1990.

<sup>16</sup> Ohio: The figure includes an additional tax based on highway maintenance costs and fuel consumption.

<sup>17</sup> North Carolina: Includes an additional tax based on average wholesale price of motor fuel.

<sup>18</sup> Mississippi: The tax rate is increased to 18¢ per gallon on January 1, 1989. On September 1, 2001, the rate is reduced to 14.4¢ per gallon for gasoline and 14.75¢ per gallon for diesel fuel.

<sup>21</sup> Wisconsin: The rate is computed annually based on highway maintenance costs and amount of fuel sold in the state plus an additional 2¢ per gallon.

State Motor Fuel Tax Rates as of March 1, 1988

State	Motor Fuel Tax Rate	State	Motor Fuel Tax Rate
Hawaii +	\$0.2250	Ohio	\$0.1470
Montana	0.2000	Idaho	0.1450
Wisconsin	0.2000	Nevada	0.1425
Connecticut	0.1900	Indiana	0.1400
Utah	0.1900	Maine	0.1400
Maryland	0.1850	New Hampshire	0.1400
Nebraska	0.1830	New Mexico	0.1400
Colorado	0.1800	Oregon	0.1400
Washington	0.1800	Arkansas	0.1350
Virginia	0.1750	Illinois	0.1300
Minnesota	0.1700	South Dakota	0.1300
Mississippi	0.1700	Vermont	0.1300
North Dakota	0.1700	Pennsylvania	0.1200
Tennessee	0.1700	Alabama	0.1100
Arizona	0.1600	KANSAS	0.1100
Delaware	0.1600	Massachusetts	0.1100
Iowa	0.1600	Missouri	0.1100
Louisiana	0.1600	West Virginia	0.1050
Oklahoma	0.1600	California	0.0900
North Carolina	0.1580	Alaska	0.0800
Kentucky	0.1500	New Jersey	0.0800
Michigan	0.1500	New York	0.0800
Rhode Island	0.1500	Wyoming	0.0800
South Carolina	0.1500	Georgia *	0.0750
Texas	0.1500	Florida *	0.0400

+ - includes Honolulu Co. rate.

\* - Sales tax is additional.

Source: CCH, State Tax Guide, March 1, 1988.