

Approved August 4, 1989
Date

MINUTES OF THE House COMMITTEE ON Transportation

The meeting was called to order by Rex Crowell at
Chairperson

1:30 ~~xxx~~/p.m. on February 6, 1989 in room 519-S of the Capitol.

All members were present except: Representative Campbeill

Committee staff present:

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

Conferees appearing before the committee:

Mr. Mark Intermill, Kansas Coalition on Aging
Ms. Carol Renzulli, Lawrence Coalition for Citizens with Disabilities
Ms. Esther Wolf, Kansas Department of Aging
Mr. Erv Knocke, Arkansas City Chamber of Commerce
Mr. Denny Lemieur, Total Petroleum
Mr. Ed Gilliland, Arkansas City
Mr. Curt Freeland, City Manager, Arkansas City
Mr. Rex Marsh, Groendyke Transport, Inc.
Ms. Donna Avery, Arkansas City Chamber of Commerce
Mr. Dave Seaton, Winfield Courier
Mr. Roger Steffen, Winfield Chamber of Commerce
Terry Tidwell, Gott Manufacturing
Mr. Basil Covey, Kansas Retired Teachers Assn.

The meeting was called to order by Chairman Crowell, and the order of business for the day was a continued hearing on HB-2014 concerning the maintenance, building and financing of highways.

Mr. Mark Intermill, Kansas Coalition on Aging, spoke in support of HB-2014. (See Attachment 1)

Ms. Carol Renzulli, Lawrence Coalition for Citizens with Disabilities, testified in favor of HB-2014. (See Attachment 2)

Ms. Esther Wolf, Kansas Department on Aging, testified in favor of HB-2014. (See Attachment 3)

Mr. Erv Knocke, Arkansas City Chamber of Commerce, testified in support of HB-2014. (See Attachment 4)

Mr. Denny Lemieur, Total Petroleum Company, Inc., testified in favor of HB-2014. (See Attachment 5)

Mr. Ed Gilliland, Arkansas City, Kansas, testified in support of HB-2014. (See Attachment 6)

Mr. Curt Freeland, City Manager, Arkansas City, Kansas, testified in support of HB-2014.

Mr. Rex Marsh, Groendyke Transport, Inc., Arkansas City, Kansas testified in favor of HB-2014. (See Attachment 7)

CONTINUATION SHEET

MINUTES OF THE House COMMITTEE ON Transportation,
room 519-S Statehouse, at 1:30 ~~xx~~p.m. on February 6, 19 89

Ms. Donna Avery, Arkansas City Chamber of Commerce, testified in support of HB-2014. (See Attachment 8)

Mr. David Seaton, Winfield Area Chamber of Commerce, testified in support of HB-2014.

Mr. Rodger Steffen, Winfield Area Chamber of Commerce, testified in support of HB-2014 (See Attachments 9 and 10)

Mr. Terry Tidwell, Gott Manufacturing, testified in favor of HB-2014 (See Attachment 11)

Mr. Basil Covey, Kansas Retired Teachers Association, spoke in support of HB-2014. (See Attachment 12)

Chairman Crowell discussed information sent to House Transportation Committee members from Senator Ben E. Vidricksen, in support of HB-2014. (See Attachment 13)

The meeting was adjourned at 3:00 p.m.



Rex Crowell, Chairman

PLEASE PRINT

NAME	ADDRESS	COMPANY/ORGANIZATION
DENNIS R Lemieur	1210 North ^{Ark City} C St	Total Petro.
REV MARSH	1000 S F S - ^{Ark City}	GREENDYKE TRNS
Donna Wemy	P.O. Box 795 ^{Ark City}	7005 Chamber of Commerce
Erwin Knoofke	2540 Valley View ^{Ark City}	Chamber of Commerce
Curtis Furland	P.O. Box 715, ^{Ark City}	City of ^{Ark City}
Ed Delhla	215 N. Summit, ^{Ark City}	Delhla Printing
Shelley Sutton	TOPEKA	KES
Renee Wilbur	Topeka	& SC
Janis ¹⁴⁵¹ 1451	Topeka	Observed
Tom Whitaker	Topeka	KS Motor Carriers Assoc
Olenn Coulter	Topeka	KS Contractors Assoc
ED DE SOIGNIE	TOPEKA	KS CONTRACTORS ASSOC.
Rich Dame	Hoisington	B. L. E
R. Halaj	Topeka	HTDOT
Judy Runnels	Topeka	Economic Lifelines
Paul Covey	Topeka	KRTA
George Gabriel	Topeka	AARP Jack Jones
John O. Miller	Topeka	AARP Jack Jones
HAROLD P. ITS	TOPEKA	KCOA
Joe Weiler	Topeka	KOMA
Terry Tidwell	Winfield	Rubbermaid/SPD
Rodger Steffen	winfield	Edward D. Jones & Co. / Chairman Winfield Chamber Trans. Comm.
DAVE SEATON	WINFIELD	WINFIELD PUBLISHING CO
Ivan W. Wyatt	WPherson	Ks Farmers Union
DL mile	Topeka	KDOT
Ray Olson	Topeka	KCOA

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Testimony on HB 2014
House Transportation Committee
February 6, 1989
Presented by Mark Intermill, Executive Director
For the Kansas Coalition on Aging

My name is Mark Intermill. I am the Director of the Kansas Coalition on Aging. I appreciate the opportunity to appear before the committee and to express the support of the Kansas Coalition on Aging for those sections of HB 2014 which pertain to improvement of transportation programs for the elderly and handicapped.

The Kansas Coalition on Aging is comprised of thirty-one organizations and 109 individuals who have an interest in aging issues. Each year we survey our membership to determine which issues KCOA should adopt as priorities. This year two issues clearly emerged as the top priorities of our membership. One of those issues is the development of a mechanism through which state funding could be provided to transportation programs which serve the elderly and handicapped.

We have long recognized the importance of public transportation programs for older Kansans. Approximately 30% of Kansans over the age of 65 do not have a drivers license. Consequently, they must rely on others to provide them with transportation. Transportation systems are hard pressed to provide the full range of services needed. Need for additional service is evident in both rural and urban areas of the state. A

report of the Legislative Division of Post Audit found that there is a significant need in rural areas for transportation to medical services. The Post Audit report found that organizations serving urban areas reported a need for specialized transportation services. As director of an organization which has two employees over the age of 75, I can attest to the difficulty which a non-driving part-time employee has in finding transportation to get to work.

We support the sections of HB 2014 which pertain to elderly and handicapped transportation. One concern we have with the bill is that it does not assure a specific level of funding for the program. After providing \$2,000 per lane per mile for city connecting links, the remainder of the highway fund would be allocated to four activities, one of which is making improvements in transportation programs to aid the elderly and handicapped. While we recognize the importance of each of the activities listed, we want to be sure that an adequate level of funding is available for elderly and handicapped transportation and that funding for this portion of the highway program is not consumed by more visible and more expensive activities. We believe that a well-designed state-funded transportation program, which emphasizes coordination of existing resources, will allow older Kansans to participate fully in community activities. We encourage the committee to take action to establish such a program in Kansas.

February 3, 1989

Ladies and gentlemen of the Transportation Committee, Chairman Crowell, I want to thank you for the opportunity to speak to you on a subject which is near and dear to my heart. I have testified on the subject of coordinated elderly and handicapped transportation before Interim Committees and as Chair of the Transportation Committee for the Advocacy Council On Aging, I have been tracking this issue for three years.

I've had excellent help from the Department On Aging, as well as the Kansas Department of Transportation, as well many others I haven't time to mention here. I would begin by putting this issue in a nutshell. Wise use of existing vehicles--that is to say the ECONOMICAL use of transportation vehicles we now have, is why we discuss this subject today.

When I first heard about this issue, I was in an Interim Hearing in 1986. I was very moved by a gentleman who spoke to the assembled Committee about three counties in western Kansas who had with great difficulty secured a van for their Senior Center. He gave a brief itinerary of that one van's daily schedule. He told of a van that started out before seven in the morning on its way to pick up disabled elementary school children to take them to school, as well as picking up senior citizens to take them to the throe-county Senior Center, for morning activities. When all passengers were delivered, the driver then set out to pick up people for medical appointments, and to collect people who want to get to the Senior Center congregate meal site for lunch. Around noon this same van would go to pick up those elementary students who, because of their age or disability, only went to school a half day. By the time the

children were safely home, it was time to pick up the Seniors from the congregate meal site. Then it was back to pick up the remainder of schoolchildren and the seniors at the Senior Center, and take them home. A very busy day, I think you'll agree.

I had a totally different story to tell from my experiences in Lawrence. I recounted a trip to my doctor's office one day, when I disembarked from the Handicapped Van, looked to my right and saw a very strange sight indeed. What I saw was that my van was followed by three Senior Center Vans, followed by a Cottonwood Van in addition to three taxis. I watched as all of these vehicles took their turn using the same curb cut, and to my utter disbelief each vehicle carried ONLY ONE PASSENGER. From that day to this I have watched the traffic patterns of the many vehicles we have in use in Lawrence. From a cost efficient point of view, one is almost tempted (albeit with some notable exceptions, i.e. medical trips to Kansas City, Topeka, etc. by Independents Incorporated) to think in terms of a trolley system which would work in Lawrence, given the terrain, comprised of our thirty-eight vehicles. Admittedly, that would make door-to door pick up impossible. For some of us that would pose considerable difficulty, so I'm not suggesting that we throw the baby out with the bath water, but I am here to tell you that if two or more agencies work together to take four or five passengers to Wal-Mart, rather than taking people one at a time, perhaps the cost savings would allow for weekend trips--to the store or on Sunday to church.

I started checking with the people who ran these services to see how much it cost to turn on all those ignition keys. I was told that a very rough cost estimate leaving out depreciation

on the vehicle was somewhere in the neighborhood of \$14 per vehicle!

I have given you the two extremes concerning the transportation of special populations to illustrate the very reason why the "Feds" have added strings to their money. They had a town like Lawrence which had in 1986 THIRTY EIGHT VEHICLES and other communities which had none and needed some vans badly. One of the problems our agencies are running in to is one of being able to provide rural citizens in Douglas County with transportation. Maybe a route system could be put into place to free up some of our vehicles to help with this.

I think that Kansas larger cities of Topeka and Wichita saw the handwriting on the wall and have made a serious effort to provide coordinated service. I am also told that Donovan County has done some excellent work coordinating their agencies transportation services. It is time for some of the "have" cities to economize and learn to "make do" as others have done all along. We have real experts in Lawrence who have wanted to work together for a number of years, but were thwarted in their desire to coordinate by wrong-thinking turf-conscious executive directors. I am happy to report to you that these individuals have been replaced. I see for the first time a real sense of movement toward coordination. Lawrence can certainly use the incentive that H.B. 2014 can provide.

Now it is up to the legislature to lead the way toward a more equitable use of our resources. We, the Lawrence Coalition for Citizens with Disabilities strongly urge your support for H.B. 2014. It is cost efficient and will put Kansas in compliance with Federal regulations. Further, it will encourage the wise

use of our current resources.

Respectfully submitted,

Carol Renzulli

Carol Renzulli

533 Alabama

Lawrence, Ks 66044

LCCD Lobbyist

(913)841-7719

TESTIMONY BEFORE THE HOUSE COMMITTEE ON TRANSPORTATION
ON HB-2014

by
Esther Valladolid Wolf, Secretary
Kansas Department on Aging

Mr. Chairman and members of the Transportation Committee, my name is Esther Wolf, Secretary of Aging. I am speaking to you this afternoon on behalf of HB-2014 -- in particular, the public transportation of elderly and handicapped and to ask that wording that would include specific dollar amounts to be used each year for elderly and handicapped transportation be included.

The Kansas Department on Aging has been working with the Kansas Department of Transportation, the Kansas Public Transit Association and other agencies the last few years to address those issues which were discussed in detail and hammered out in the Interim Committee. I commend the Committee for its diligent work. Moreover, there are major concerns that must be brought to the Committee of relevance to passage of this bill and they are as follows.

1. Concern for public safety of our Older Kansans as they use the highway system.
 - * Of particular concern is the establishment and maintenance of shoulder widths. This would allow a senior citizen who might suffer a medical problem to pull over and seek assistance.
 - * In case of medical emergencies, passing up a slower farm machine or bus becomes critical for heart attack victims or other such medical emergencies.
 - * Vertical alignment can assist in better driving conditions. Bridge widening becomes the same problem as shoulder widths, especially when reflexes for some of our seniors have slowed down.
 - * Signage is also important and becomes critical in finding addresses and hospital facilities.
2. There is also a need to improve roads and access, particularly in rural areas of the State where the handicapped and elderly are likely to be dependent upon public transportation.
3. Our public transportation network is seeing a great need for capital equipment replacement. That, of course, includes van and parts replacement.
4. The Governor's Task Force on Rural Issues addressed recommendations which have been included in the Kansas Department of Transportation Plan.
5. Inter-agency coordination has been an issue for the transportation agencies, and we have seen a marked improvement by the involved parties. An example is the Kansas Department of Transportation and the Kansas

Department on Aging joint work toward vehicles that could be used by non-mass transportation to deliver "Meals on Wheels" if the use is incidental and does not interfere with the general intent. This will improve our overall Highway Plan by better use of State funds.

6. The Elderly and Handicapped Coordinated Public Transportation Act, as proposed by the Kansas Public Transit Association and drafted by the Topeka Transit intern has addressed most of the major issues. We find it acceptable because it addresses allocation of funds by formula and discusses equal geographical distribution. Moreover, it addresses eligibility criteria for providers that would avoid problems of the past such as duplication, administrative costs, and coordination issues.

In closing, let me ask that you move forward to a comprehensive highway plan that will provide transportation funding so that the elderly and the handicapped have better access to medical help, nutrition sites, and in-home and related services.

EVW:bms



arkansas city area chamber of commerce

TESTIMONY

Presented
by
Erwin Knocke

before the

Interim Transportation Committee

11-9-88
and
House Transportation Committee
2-6-89

Representing

The Arkansas City Area Chamber of Commerce

and

On Behalf of the Industries of Cowley County, Kansas*

*(list submitted)



Att. 4

Kansas needs legislation and financing for a comprehensive highway plan. The last five year evolution of this long-existing need, and the solution to it, has changed in thinking and planning in some aspects; however, the cost should be paid by traditional user fee methods, including some creative bond package to enable an early and meaningful start.

The acute need in Southeast Kansas, and funding raised by private subscription through Highways for Progress, were largely instrumental in bringing this matter forcefully to the attention of the legislature and the people of Kansas. Indeed, the original emphasis was centered on the concept of economic development and bringing southeast highways nearer to standards which have existed for years in other areas of Kansas.

Cowley County gave liberal financial support to Highways for Progress some two years ago. Then, for a second time, Ark City over-subscribed its Economic Lifeline financial quota by mid-September, with over 150 separate donations.

The oft-referred to Howard-Needles study was authorized and financed by the legislature in response to pleas from southeast Kansas. That study resulted in specific designated route recommendations. These routes were to provide solutions for long-standing problems and were termed "crucial to avoid severe hardships to the region, and to provide a comprehensive highway network to enhance current and future economic development."

U. S. 166 which was designated by the 1986 Howard-Needles study as one highway to be improved, has been correctly described as a Catch 22 situation if no designations are made. This highway has shoulders rated from narrow to none; many bridges are marked "narrow"; a number of the 18 feet wide bridges are designated "one way"; it has no cuts or fills in any of the hilly areas causing "no passing" zones to literally stretch on for miles. A U.S. highway with these deficiencies and glaring safety hazards discourages all but those travelers who can find no other way. This retards the very traffic count on which most engineer's projections are based.

There can be no question this significantly contributes to the fact that Chautauqua County ranks last in Kansas in per capita income. Several other counties in southeastern Kansas are also in this same general spectrum.

In western Cowley County we are fortunate to have excellent industries, but they are unfairly handicapped and discouraged by totally deficient highways for 50 miles to the east.

If a total "non designated" program is destined to be introduced for legislative consideration, it should be tempered by the concepts and needs which gave the original impetus and birth to what is being considered today.

Cowley County Manufacturing Industries

<u>Company Name</u>	<u>Location</u>	<u>Number of Employees</u>
CASCO SOUTH	Winfield	58
FLUID KINETICS	Winfield	22
GILLILAND PRINTING	Arkansas City	115
GOTT CORPORATION Division of <u>RUBBERMAID</u>	Winfield	975
ARK CITY PACKING COMPANY Division of <u>JOHN MORRELL & Co.</u>	Arkansas City	600
BINNEY & SMITH Division of <u>HALLMARK</u>	Winfield	280
DIXIE PORTLAND FLOUR MILLS INC. Division of <u>THE FEDERAL CO.</u>	Arkansas City	85
GENERAL ELECTRIC COMPANY	Strother Field	800
GORDON-PIATT ENERGY GROUP	Strother Field	170
GREIF BROS. CORPORATION	Strother Field	55
KANSAS FOOD PACKERS	Arkansas City	27
MID-WEST METER COMPANY	Arkansas City	5
MORTON BUILDINGS INC.	Strother Field	62
NELSON'S MACHINE & WELDING	Winfield	6
K-SQUARE	Strother Field	
KINRO INC.	Arkansas City	16
LIPPERT COMPONENTS, INC.	Arkansas City	
MONTGOMERY ELEVATOR ARCHIT PROD. DIV.	Strother Field	90
N C D INC. Division of <u>STALEY</u>	Arkansas City	17
NEW ERA MILLING COMPANY Division of <u>ADM MILLING</u>	Arkansas City	56
SKYLINE CORPORATION	Arkansas City	45

STRUTHERS THERMO-FLOOD CORPORATION	Strother Field	135
Division of <u>CROWN-ANDERSON</u>		
TOTAL PIPELINE	Arkansas City	37
TYLER PRODUCTIONS INC.	Arkansas City	20
WALNUT VALLEY MILLING COMPANY	Winfield	22
TOTAL PETROLEUM	Arkansas City	217
TOTAL TRANSPORT	Arkansas City	33
VIOLA INDUSTRIES	Arkansas City	49
WEBSTER ENGINEERING & MFG.	Winfield	65

TOTAL
Total Petroleum, Inc.

1400 SOUTH M. STREET
ARKANSAS CITY, KANSAS 67005

TELEPHONE 316 442-5100

TWX 910 740-1641

MAILING ADDRESS:
P.O. BOX 857
ARKANSAS CITY, KANSAS 67005

TESTIMONY

Presented
by

Dennis R. Lemieur
Total Petroleum, Inc.
Southern Transportation Division
Arkansas City, Kansas

before the

House Transportation Committee

on
February 6, 1989

OTAL

Total Petroleum, Inc.

1400 SOUTH M. STREET
ARKANSAS CITY, KANSAS 67005

TELEPHONE 316 442-5100

TWX 910 740-1641

MAILING ADDRESS:
P.O. BOX 857
ARKANSAS CITY, KANSAS 67005

The Southern Transportation Division of Total Petroleum, Inc. was established at Arkansas City, Kansas in 1981. We are a private carrier used solely in Central and Southeast Kansas to supply petroleum products and catalyst to the Total Refinery also located in Arkansas City, Kansas.

Total's Southern Transportation Division which logs over 1,188,000 miles annually on Kansas highways and county roads deems the section of Highway 166 from Arkansas City to Sedan, Kansas, as "The Highway of No Mistakes". This reputation has evolved from many years of accidents and near misses caused by the narrow roads, one lane bridges, dangerous curves and no shoulder on the roadway. Adverse weather conditions during the winter months only magnify this highway's deficiencies restricting our accessibility to oil leases located on adjoining county roads in this area. Fortunately through the ability of seasoned drivers, the use of F.M. two-way radios and an excellent safety program we have been able to avoid any fatality.

Highway 166 from Arkansas City to Sedan, Kansas is truly in need of new engineering and modification to accomodate not only the regular flow of traffic but the additional use it would receive once completed.



Gilliland Printing, Inc.

Edward H. Gilliland, *President*
Steven E. Gilliland, *Vice President*
Martin H. Gilliland, *Vice President*
Marvin Schoonover, *Asst. Prod. Manager*

215 North Summit
Arkansas City, Kansas 67005
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316-442-0500

Patsy Sweely, *Customer Service Coordinator*
Irene Chandler, *Prod. Planner/Sched. Manager*
Rosalie Savala, *Composition Manager*
Sharon Rising, *Pre-Press Manager*
Sam Crowl, *Cover Manager*

Gilliland Printing, Inc. ships approximately 5 million dollars worth of college catalogs and calendars interstate each year.

Approximately three quarters of our catalogs head eastward-the other quarter go west. I mention this to you because this is not unusual. Most Kansas manufacturers who are producing consumer goods will have about the same experience.

Two important shipping hubs to the eastern market that are most important to Kansas manufacturers are Joplin and Tulsa, Tulsa particularly because of the Port of Catoosa.

Highway 166 is the vital link for many industries in south central Kansas to these hubs and many truckers are not currently using it because of its poor condition.

A few of you may know that I am a member of the KDOT advisory commission. Before that I was an active highway supporter. I mention this only because I am somewhat familiar with the history of the department.

We started delaying and setting projects on the priority list back during the sixties-even before the gas shortages which hastened the more fuel efficient car. This in turn reduced our gas tax revenues thus severely curtailing KDOT's maintenance programs.

At one time in the seventies 166 was near the top of the priority list, to a priority that placed it in a position to be upgraded the following year. Then as the maintenance budgets were reduced, 166 started getting set further and further back.

It seems to me that not only 166 but many other roads now on your present non-interstate priority list have had the same history- a history of delay and further deterioration because of the lack of a properly funded yearly maintenance.

We print for more colleges and universities than any other printer in the U.S.

Att. 6

Marsh



arkansas city area chamber of commerce

TESTIMONY

Presented
by
Rex Marsh
Groendyke Transport Inc.
Arkansas City, Kansas

before the
House Transportation Committee

on
February 6, 1989



Att. 7

The Arkansas City Terminal of Groendyke Transport Inc. was established in 1952 and has been using Highway 166 from Ark City to Joplin Missouri ever since. Our terminal is involved in transporting petroleum products, bulk flour, and flat bed freight, the later being primarily jet engines from General Electric's plant at Strother Field.

Since our operations began we have had numerous accidents over this route, most of which have been major accidents and very costly to us as well as our insurance carrier. This in turn has caused our insurance rates to increase dramatically which has forced us to pass some of these costs on to our customers.

Our two most recent accidents were caused primarily by the narrow roadway and the narrow, sharp, poorly banked curves. The latest accident involved a unit from our Liberal, Kansas terminal and resulted in the death of our driver.

Improvements on this route are way over due and if any of you doubt this, with the permission of our insurance carrier, we will be glad to take one of you over this route in one of our units, preferably at night and let you judge for yourself.



arkansas city area chamber of commerce

TESTIMONY

Presented
by
Donna Avery
Arkansas City Area Chamber of Commerce

before the
House Transportation Committee
February 6, 1989



When I first took the position as Executive of the Arkansas City Area Chamber of Commerce in 1979, I will have to admit that I knew nothing more about highways than the fact that if I wanted to go somewhere, I must of necessity use a highway of some sort.

Ten years later, thanks to education efforts on the part of a number of very knowledgeable highway advocates in our community, I now believe that my knowledge of highways has been much improved -- and I wish I could say the same thing about highways in southeast Kansas -- that they too had been much improved in the past ten years.

But, as we all know, that is certainly not the case.

There isn't really anything new that I can add to the hours, days and weeks of testimony that has been echoed and re-echoed in these rooms and chambers during the past few years. But I can enter the testimony of one more industry that finds the condition of highways in the southeast part of the state very detrimental to doing business in Kansas. May I read a letter from Joe Powell, Manager of Skyline Homes in Arkansas City.

(see attached)

I would like to add another point to this testimony from Mr. Powell. This past summer, Arkansas City was fortunate enough to draw in a new industry -- a small one, but new to the state of Kansas. Lippert Components manufactures undercarriages for mobile homes -- and they came to the state to specifically service Skyline, both at Ark City and in Halstead. Their presence in the state depends on the fortunes of Skyline -- and to some extent, the fortunes of Skyline depend on the results of a comprehensive highway program.

I would conclude by urging this committee to do its utmost to see that a comprehensive highway program issues from the 1989 session of the Kansas legislature -- a program that is more than maintenance -- a program which would be large enough to take care of the needs of all parts of the state -- and a program which would ultimately make much needed improvements east of Arkansas City, between our community and Sedan.



Skyline Corporation
P.O. Box 719
Route 2 Highway 77 North
Arkansas City, Kansas 67005
[316] 442-9060

January 16, 1989

Kansas Legislature
House Transportation Committee
Topeka, Kansas 66603

Dear Honorable Committee Members:

Skyline Corporation is a manufacturer of mobile homes in Arkansas City, Kansas. We have been in operation in this location for the past twenty-eight years.

We support any effort to improve the Kansas Highway System in Southeast Kansas; in particular, Kansas Highway 166 East from Arkansas City, Kansas to the Missouri line.

Presently, Skyline products are less competitive when shipped East from Arkansas City, Kansas to Missouri.

Example: Present routing requires Skyline mobile homes shipping East to Missouri be moved on Kansas Highway 54 East or Oklahoma Highway 60 East.

We appreciate any help you can give on Kansas Highway 166 East.

Sincerely,

A handwritten signature in cursive script that reads "Joe Powell".

Joe Powell,
DIVISION Manager

JP/am



WINFIELD AREA

Chamber of Commerce

POSITION STATEMENT Winfield Area Chamber of Commerce Transportation Committee

Although this statement is brief, it summarizes countless hours of hard work and thought on the part of many individuals throughout the community of Winfield as well as throughout the State of Kansas.

We believe that Kansas faces a critical decision concerning highways. Our roads are much like a house with a leaking roof. If we don't spend the money to repair the leaks and supports that have rotted away, our house will deteriorate beyond repair and it will have to be demolished. A good landlord would never allow this to happen.

As the "Landlord" of our highways, the state legislature must act now to save our roads. The legislature should provide funding for maintenance and also for the replacement of those "supports" which have become weak and dangerous due to neglect and lack of adequate funding.

U.S. 166 from Arkansas City to Sedan is one of the weakest beams in the house. Without major reconstruction of this highway, our corner of the house is in danger of collapsing. With its one-lane bridges, miles of no-passing zones and lack of shoulders, this stretch of road is literally a death trap. Cowley County industries cannot use this road and are forced instead to travel hundreds of miles out of the way on Oklahoma highways.

We strongly urge the legislature not to allow traffic counts alone to be used in determining which roads will be improved. Of course, the traffic count on U.S. 166 is low! Would you drive a highway with no shoulders or passing zones for miles on end? Would you drive on a road with no less than five one-lane bridges in a fifty mile stretch?

Reconstruction of this fifty mile stretch of U.S. 166 would give Wichita industry, Cowley County industry and many other Kansans good access to Southeastern Kansas and beyond, access that is badly needed.

We urge you, the State Legislature, to act now. Act before more lives are lost, before more industry is lost, before more opportunities are lost and before our roads crumble beyond repair. Pass a comprehensive statewide highway program that provides funds for reconstruction of the weakest links in our system.

We thank you in advance for your consideration of this most urgent matter.

David Seaton
Chairman
Transportation Committee
and
Co-Chairman
Economic Lifelines
for Greater Winfield

Rodger Steffen
Vice-Chairman
Transportation Committee
and
Co-Chairman
Economic Lifelines
for Greater Winfield



COUNTY OF COWLEY

TO: KANSAS LEGISLATORS AND OTHER INTERESTED PARTIES

The Cowley County Commission, the Cities of Winfield and Arkansas City, and the chambers of commerce of the two cities support the following highway improvements:

1. "Super-Two" improvements of U.S. 166 from I-35 (Kansas Turnpike) east to U.S. 75 in Montgomery County, as proposed by the governor's highway task force.
2. By-passes at Arkansas City and Winfield.
3. Upgrading of K-15 to "Super-Two" standards from its intersection with U.S. 77 to the Wichita city limits.

All of these improvements serve the transportation corridor from I-70 via Wichita and Cowley County to Tulsa and the Gulf of Mexico. The governor's task force has included the U.S. 166 improvements as a corridor project among its new construction initiatives with an estimated cost of \$91.4 million.

The outdated, dangerous U.S. 166 roadway in Cowley and Chautauqua Counties is well-known to travelers. The economic development need for its improvement is illustrated by the fact that one Cowley County industry, Skyline Mobile Homes, is unable to market its products profitably to the southeast - because its mobile homes cannot be transported over U.S. 166!

A by-pass around the northeast side of Arkansas City was recommended by engineering consultants Howard Needles Tammen & Bergendoff as a Stage II project. We believe modification of this proposed by-pass can save up to \$4.5 million in estimated costs. This would allow a by-pass of U.S. 177 at Winfield also to be constructed, with an overall savings of \$.6 million.

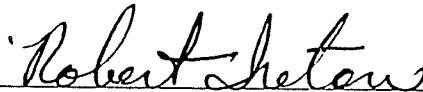
Cowley County, with a population of over 38,000 is among the top dozen counties in Kansas in size. Cowley County's industrial base includes some 30 firms with employment in excess of 4,000. We believe access to and from the Strother Field Industrial Air Park, and Arkansas City and Winfield, is vital to our continued growth.

The upgrading of K-15 would greatly improve truck and passenger vehicle access to Wichita from Cowley County. It would also greatly improve access from Wichita to U.S. 166 via Cowley County.

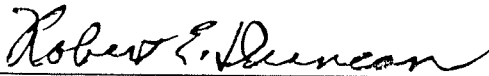
We solicit your support of all these improvements in any major highway program adopted by the Legislature. For further information, please contact the Arkansas City Area Chamber of Commerce (316/442-0230) or the Winfield Area Chamber of Commerce (316/221-2420).

Thank you for your consideration.

Sincerely yours,



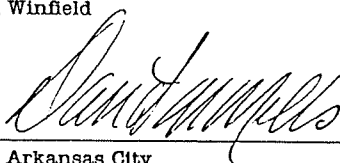
Chairman, Cowley County Commission



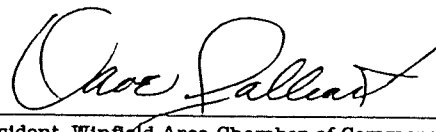
Mayor, Winfield



President, Arkansas City Area Chamber of Commerce



Mayor, Arkansas City



President, Winfield Area Chamber of Commerce

COWLEY COUNTY'S MAJOR HIGHWAY NEEDS

The diversity and magnitude of the industrial base in Cowley County should not be overlooked as decisions are made on highway improvements in Kansas.

With a population of 37,263, Cowley County is among the top dozen counties in the state in size. Industries at Strother Field Industrial Air Park, Arkansas City, Winfield and in several smaller communities employ over 4,000. These companies, their affiliations, products and latest total employment figures are as follows:

Company Name	Product	Employees
Casco South.....	Injection Molding.....	42
Dixie Portland (Federal Co.).....	Flour Milling.....	75
General Electric.....	Jet Engine Repair & Mfg.....	840
Gordon-Piatt Energy Group.....	Commercial & Industrial Combustion Equipment.....	135
Ark City Packing Co. (John Morrell & Co.).....	Meat Packing.....	500
Binney & Smith (Hallmark).....	Crayons & Art Supplies.....	255
Fluid Kinectics.....	Dampers & stabilizers/oil related.....	20
Gilliland Printing.....	Publishing college catalogs and printing.....	64
Gott Corporation (Rubbermaid).....	Coolers, ice chests & other related plastics.....	950
Grief Brothers Corp.....	Steel Drums.....	55
Montgomery Elevator Architectural Prod. Div.....	Passenger Elevators.....	100
N.C.D. Inc. (Stanley Co.).....	Liquid detergents & cleaning comp.....	17
Kansas Food Packers.....	Processors - Long-life Milk Prod.....	27
Kinro.....	Manuf. doors for RV's.....	20
Midwest Meter Co.....	Water meters & accessories.....	3
Morton Buildings.....	Wood frame, metal covered bldgs.....	62
New Era Milling Co. (Archer, Daniels, Midland).....	Flour Milling.....	56
Skyline Corporation.....	Manufactured Housing.....	38
Struthers Thermo-Flood Corp. (Crown Anderson).....	Oil recovery units.....	200
Total Petroleum.....	Oil refining.....	295
Tyler Productions, Inc.....	Machine Shop.....	20
Viola Industries.....	Passenger & freight elevators.....	50
Webster Engineering & Manufacturing	Custom steel fabrication.....	50

In the past two years, Cowley County industries have shown that the potential for growth exists here.

The Gott Corporation has added 385 new employees and 200,000 square feet of manufacturing space.

Total Petroleum has completed a \$26 million capital project that will carry its refining capacity into the 21st century.

General Electric has taken over the former Cessna facility, leased an additional 42,000 square foot of warehouse space, and increased employment by 150.

Ark City Packing Company has broken ground for a multi-million dollar expansion to double its hog-killing operation, creating between 250 and 300 new jobs.

Montgomery Elevator has increased its employment by 10 percent.

There is real stability in Cowley County, with this industrial base and a productive agricultural economy. This stability exists in spite of the fact that the area is served by perhaps the worst east-west highway in the state, U.S. 166, which has a very low sufficiency rating of 40 percent.

One of Cowley County industries, Skyline Mobile Homes, is unable to market its products profitably to the southeast, because its mobile homes cannot be transported over U.S. 166.

The Gott Corporation, which manufactures plastic coolers, sometimes has as many as 150 trucks moving in and out of its plants in a day. About half this traffic goes east.

The expansion at the Ark City Packing Co. depends on the company being able to procure 3 million hogs a year. Increasingly, a larger share of those hogs must come from areas to the east of Cowley County.

Cowley County is home to a private, independent college and a community college and vocational school. The Winfield State Hospital & Training Center and the Winfield Pre-Release Center serve state needs and provide important local employment. Within a 12-mile area, one finds six church organization summer camps, three lakes, a game preserve, a nature area owned and operated by the Wichita Audubon Society, a new, 640 acre recreational farming and picnic area for visitors, and a well-kept county fairground.

The Cowley County Commission, the Arkansas City and Winfield City Commissions and the chambers of commerce of the two committees actively support the highway improvements outlined previously. These are:

1. "Super Two" improvement of U.S. 166 from I-35 (Kansas Turnpike) east to U.S. 75 in Montgomery County. This 65-mile project is recommended as a corridor project by the governor's highway task force, with an estimated cost of \$91.4 million.

This project includes ongoing work. A 12.5 mile portion of U.S. 166 west of Arkansas City has been over-laid and needs primarily shoulder improvements. A 9.6-mile portion from the K-96 intersection south of Sedan to the Chautauqua/Montgomery County line is now under construction.

2. A by-pass around the northeast side of Arkansas City, connecting U.S. 77 with U.S. 166, was recommended by consulting engineers Howard Needles Tammen & Bergendoff as a Stage II project, cost estimate \$13.2 million.

By modifying this by-pass, enough money could be saved also to construct a shorter by-pass of U.S. 77 at Winfield and still have money left over! The Winfield by-pass is estimated to cost \$3.4 million.

3. Upgrading of K-15 from the Sumner/Sedgewick county line to the Wichita City limits is recommended as a major modification project by the governor's task force, estimated cost \$6.9 million. This 7.6-mile stretch of two-lane road is becoming a crowded access from Cowley County to the Boeing plant and Wichita.

All three of these projects serve as a regional route that is the most direct roadway through Kansas from Denver to Tulsa. Truckers and tourists alike seek out the shortest distance between two points. Not only will these connecting links benefit traffic originating in the Cowley County area, but they will also serve travelers from a broad, multi-state area, funneling new traffic from all directions through Kansas.

For over 20 years, highway proponents in Cowley County have been at the front of every effort to develop a Northwest Passage. Cowley County has been and should remain an integral part of the Northwest Passage route from Denver to the Gulf of Mexico. By building on the potential of one of the largest industrial bases in rural Kansas, we can make the Northwest Passage a reality and develop job-creating potential in rural Kansas at the same time.

166 Highway Usage East of Arkansas City, Kansas by Cowley County Industries

Industry Name	Daily # Load. Trk.	Total Inc. Return Tp.	Tonnage/ Load	Tonnage Tot. Per Day	Avg. Value Rig & Prod.	Total Value Each Day
Ark City Packing Co.....	1	2	21	21	\$150,000	\$ 150,000
A.C. Warehouse	4	4	22½	90	\$200,000	\$ 800,000
Ark Valley Feeders	7	14	25	175	\$ 75,000	\$ 122,500
Binney & Smith.....	7	7	28	196	\$125,000	\$ 875,000
Dixie-Portland Flour Mill.....	18	36	30	1,080	\$ 95,000	\$1,710,000
Gott Manu- facturing	25	25	10	250	\$200,000	\$ 500,000
Groendyke Transportation...	4	4	22½	90	\$100,000	\$ 400,000
McAdam Limestone Products, Inc.....	100	100	26	2,600	\$ 60,125	\$6,012,000
New Era Mill.....	8	16	24	170	\$ 70,000	\$ 415,000
Struthers Thermo- Flood Corp.....	1	5	5	20	\$ 80,000	\$ 320,000
Total Petroleum Inc.....	17	17	36	612	\$100,000	\$1,700,000
Daily Total	192	228		5,304		\$13,050,000

R.R. #5

ARKANSAS CITY, KS.

FEBRUARY 6, 1989

TO: HONORABLE MEMBERS OF THE KANSAS HOUSE OF REPRESENTATIVES
COMMITTEE ON TRANSPORTATION

SUBJECT: HB 2014, THE INTERIM STUDY COMMITTEE'S PROPOSAL
FOR A COMPREHENSIVE HIGHWAY IMPROVEMENT PROGRAM.

MY NAME IS TERRY TIDWELL. I RESIDE IN ARKANSAS CITY, KS. AND
AM EMPLOYED BY THE RUBBERMAID CORP., SPECIALTY PRODUCTS
DIVISION, LOCATED IN WINFIELD, KS.

MY RESPONSIBILITIES AT RUBBERMAID INCLUDE THE PURCHASE OF
NECESSARY COMMERCIAL TRANSPORTATION FOR OUR LARGE
MANUFACTURING AND DISTRIBUTION OPERATION. I HAVE HELD THIS
POSITION FOR OVER TWELVE YEARS, AND HAVE WORKED IN THIS
TRAFFIC MANAGEMENT FIELD FOR OVER THE LAST TWENTY-FIVE YEARS.

I AM THANKFUL FOR THIS OPPORTUNITY TODAY TO SPEAK IN BEHALF
OF THE IMPROVEMENT OF OUR HIGHWAY SYSTEM IN KANSAS. I FEEL
BOTH AS A PRIVATE CITIZEN AND A MEMBER OF INDUSTRY, THAT OUR
HIGHWAYS IN SOUTH-CENTRAL AND SOUTH-EASTERN KANSAS ARE
LACKING IN THEIR ABILITY TO PROVIDE SAFE AND ADEQUATE
TRANSPORTATION TO MEET OUR CURRENT NEEDS.

Att. 11

IN FACT, IN MY FIELD OF WORK EXPERIENCE I COME TO GRIPS EVERYDAY WITH THE PROBLEMS THAT THESE HIGHWAYS POSE FOR THE TRUCKING INDUSTRY. OUR LOCATION DICTATES TRAVEL ON HIGHWAY 166 IF THE TRUCKS COME FROM OR GO TO MUCH OF THE EASTERN U.S.

THIS HIGHWAY IS A JOKE AMONGST THE TRUCKERS. NOT A FUNNY JOKE, AND NO ONE IS LAUGHING AT ITS SAFETY RECORD ON THAT STRETCH BETWEEN ARK CITY AND THE MISSOURI BORDER.

OUR FACILITIES AT WINFIELD REQUIRE UPWARDS OF ONE HUNDRED AND FIFTY TRUCKS PER DAY. MY RELATIONSHIP WITH THE PEOPLE PROVIDING THIS TRANSPORTATION IS CLOSE ENOUGH THAT I THINK I CAN SAY THAT THEY WOULD VERY MUCH SUPPORT HIGHWAY IMPROVEMENT

OUR ACCESS TO AN INTERSTATE HIGHWAY IS LIMITED THEREBY PUTTING US AT A DISADVANTAGE AS TO THE AMOUNT OF EQUIPMENT THE TRUCKER CAN PULL IN ONE TRIP.

BUT I SEE AS A WORSE PROBLEM, THE CONDITIONS OF THE HIGHWAYS ACCESSING THE INTERSTATES.

I KNOW THAT OUR HIGHWAY 166 IS NOT THE ONLY DANGEROUS ROAD IN THIS STATE. I'VE TRAVELLED THE OTHER ROADS WITH THEIR NARROW SHOULDERS, HAIR-PIN TURNS AND STEEP HILLS. BUT MY EXPERIENCE IN TRANSPORTATION THROUGHOUT THE UNITED STATES TELLS ME THAT WE SHOULD HAVE BETTER ROADS THAN WHAT WE POSSESS, BOTH FOR CURRENT NEEDS AND FOR FUTURE INDUSTRIAL GROWTH.

THANK YOU FOR YOUR TIME AND ATTENTION.



Kansas Retired Teachers Association

YOUNG HEARTS  STILL SERVING



1988 - 1989

ELECTIVE OFFICERS

President

Mrs. Ruth M. Lyon
1040 N. 11th
Independence, KS 67301
Phone 316-331-2464

President Elect

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Pratt, KS 67124
Phone 316-672-7890

Vice President

Mrs. Mary Douglas
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Manhattan, KS 66502
Phone 913-776-0773

Secretary

Mrs. Mildred Sykes
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Manhattan, KS 66502
Phone 913-776-6057

Treasurer

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Past President

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Wichita, KS 67207
Phone 316-684-2350

District 6

Leon Foster
R.R. 1 • Box 4
Independence, KS 67301
Phone 316-331-7459

February 6, 1989

Members of the House Transportation Committee:

My name is Basil Covey and I represent the Kansas Retired Teachers Association.

We support HB 2014 and Proposal No. 42

Kansas teachers have always supported better roads and highways, and have been willing to help pay for them.

As retired teachers grow older they drive less in private cars and depend more on forms of public transportation.

We are particularly interested in Sect. 1, part (b) (4)--Improvements in transportation programs to aid the elderly and handicapped.


Retired teachers in cities and counties may have access to public transportation, but in rural western Kansas improvements are needed.

As an athletic coach in the early years of my career my car loaded with students got stuck in the mud in the road. We sent a student back to a farm house. One student was on his knees in the back seat praying. Soon his prayers were answered in the form of a farmer and his tractor who pulled us out backwards.

Another time we were late to another engagement and when we related the bad road, we were told, "That is not a bad road, you didn't get in the right rut."

Prayful miracles and "right rut" philosophy will not bring about good highways, but responsible men and women working through the democratic process will.

We commend the interim committee and those who worked on the bill. We urge the committee to approve HB 2014.

Thank you, 
Basil Covey, KRTA
Legislative Committee
Chairman

APPOINTEE OFFICERS

Chairman of Editing & Publishing Committee

Mrs. Elsie Klemp
608 E. Price
Garden City, KS 67846
Phone 316-275-5322

Legislative Chairman

Basil Covey
3119 W. 31st St. Ct.
Topeka, KS 66614
Phone 913-272-5914

Community Participation Chairman

Mrs. Mary Essex
2919 N. 79th
Kansas City, KS 66109
Phone 913-788-7265

Informative and Protective Service

Floyd Pope
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Retirement Planning Chairman

Dale Relihan
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Chapman, KS 67431
Phone 913-922-6474

Membership Chairman

Mrs. Ann Butler
524 N. Main
Hoisington, KS 67544
Phone 316-653-2922

Historian

Mrs. Alma Gall
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Dodge City, KS 67801
Phone 316-227-7544

Necrology Chairman

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NRTA Coordinator

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Independence, KS 67301
316-331-2362

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Laurence Stanton
406 La Vista
Dodge City, KS 67801

District 5

Fayette Fields
1956 N. Tyler Rd.
Wichita, KS 67212

District 6

James McCollam
Box 6
Weir, KS 66761

Att. 12

STATE OF KANSAS



TOPEKA

SENATE CHAMBER

COMMITTEE ASSIGNMENTS

CHAIRMAN: GOVERNMENTAL ORGANIZATION
VICE-CHAIRMAN: ENERGY AND NATURAL RESOURCES
MEMBER: CONFIRMATIONS
FEDERAL AND STATE AFFAIRS
PUBLIC HEALTH AND WELFARE
TRANSPORTATION AND UTILITIES
ELECTIONS
LEGISLATIVE POST AUDIT
ECONOMIC DEVELOPMENT

MEMBER: GOVERNOR'S WATER PLANNING ADVISORY
COMMITTEE

MEMBER: NATIONAL CONFERENCE OF STATE
LEGISLATURES

BEN E. VIDRICKSEN

SENATOR, DISTRICT 24

SALINE, ELLSWORTH,

LINCOLN COUNTIES

713 N. 11TH STREET

SALINA, KANSAS 67401-1814

(913) 827-4251

827-2551

827-5964

STATE CAPITOL

TOPEKA, KANSAS 66612-1565

(913) 296-7390

MEMBERS OF HOUSE TRANSPORTATION COMMITTEE:

Representative:	Crowell	431N
	Wilbert	446N
	Allen	426S
	Empson	182W
	Freeman	156E
	Guldner	174W
	Lawrence	174W
	Lucas	181W
	Roenbaugh	170W
	Shore	446N
	Smith	112S
	Dillon	273W
	Blumenthal	272W
	Campbell	284W
	Dean	279W
	Everhart	272W
	Fry	272W
	Gross	281W
	Justice	279W
	Lacey	278W
	Russell	502S

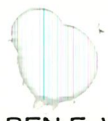
This letter went to all 105 counties. As you can tell, I'm a strong supporter of the Interim Committee proposal for the ½ cent sales tax. The local units need this support for their roads and bridges. I have encountered no opposition in my many presentations around central Kansas.

Ben Vidricksen
24th District

Att. 13

140

Rex Crole
Chairperson Transportation
Committee



BEN E. VIDRICKSEN
SENATOR DISTRICT 24
SALINE, ELLSWORTH
LINCOLN COUNTIES
713 N 11TH STREET
SALINA, KANSAS 67401
(913) 827 4251
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STATE OF KANSAS



TOPEKA

SENATE CHAMBER

COMMITTEE ASSIGNMENTS

- CHAIRMAN GOVERNMENTAL ORGANIZATION
- VICE CHAIRMAN ENERGY AND NATURAL RESOURCES
- MEMBER CONFIRMATIONS
- FEDERAL AND STATE AFFAIRS
- PUBLIC HEALTH AND WELFARE
- TRANSPORTATION AND UTILITIES
- ELECTIONS
- LEGISLATIVE POST AUDIT
- MEMBER WATER PLANNING ADVISORY COMMITTEE
- MEMBER NATIONAL CONFERENCE OF STATE LEGISLATURES

Dear Commissioners and City Officials:

Please accept my apologies for this type of mass mailing due to the fact that I need to do it in a rush. This is a very important subject and I want you to be informed.

I served on the Interim Transportation Committee that helped draft this proposal for a comprehensive highway program. I realize that the amount of information that I am going to give you will not be as much as I would like but I must use this method to inform you the best that I can.

The comprehensive program is quite large, but at the same time bear in mind that it is over an 11 year period of time. The State of Kansas is about 10 to 15 years behind on maintenance of their roads and bridges and something has to be done if we are to avert a complete disaster as far as roads and bridges are concerned.

I have run a survey for the past 3 years to find out what is the most palatable way to finance the highway program and the one of least resistance. My study has shown there are approximately 90,000 people per day in the State of Kansas either visiting Kansas, driving through our state or coming in on our airlines, staying at our motels, or here for various other reasons. These people really are not paying an amount of money to use our transportation facilities. I am a retailer and I have talked to hundreds of people regarding this particular subject and how they would like to see it financed. I can assure you that almost 100% of the people that I have talked to like the mix of gas tax, some registration, and some type of sales tax. I, personally, am a strong advocate of the sales tax because it is the one which will do the most. The half-cent would raise about \$100 million a year as opposed to \$14 million for a 1¢ gas tax. It was also the desire of the Committee to do something for the local units of government. Our decision was to give 37½% of the half-cent sales tax rebate back to the counties and cities under the special road and bridge formula for their use on roads and bridges in their respective cities and counties.

I can assure you that this will not happen if a half-cent sales tax is not a part of the plan because there is no way that we can finance this comprehensive 11 year program on strictly the gas tax and the registration. The gas tax would have to go to approximately 25¢ total and this is completely out of the question. The opposition is strong on this point.

I would certainly solicit your support for this concept. You as local government officials both city and county hold the key to the success of this particular program which is badly needed in the State of Kansas. Your support of the one-half cent sales tax will enable this program to move ahead. Without your support this program will probably be watered down, there will be no help for the local units and no help for the roads and bridges in your area. I would certainly appreciate your talking to the city officials and the various city

the State of Kansas. Your support of the one-half cent sales tax will enable this program to move ahead. Without your support this program will probably be watered down, there will be no help for the local units and no help for the roads and bridges in your area. I would certainly appreciate your talking to the city officials and the various city and town commissioners in your district to inform them on this important subject. Please pass a resolution or send letters to the Governor.

I would be most happy to discuss this with any of you on the telephone and give you my thoughts. You can call me on the Hot Line Number 1-800-432-3924. I will get back to you as soon as possible.

I am enclosing some of the pertinent information that you may need in your deliberations and would appreciate your conveying your message to the Governor and members of your legislative delegation. This is an extremely important measure. If affirmative action is not taken at this time, no one knows what is going to happen to our roads and bridges in the State of Kansas.

WE NEED YOUR HELP AND SUPPORT!

Thank You

Ben E. Vidricksen
24th District

BEV:mpo
Enclosure

P.S. Please share this with your city folks in your county.

PRINCIPAL COMPONENTS OF THE CURRENT LEGISLATIVE PROPOSAL

ADEQUATE FUNDS TO MATCH THE FEDERAL AID (\$20 MILLION ANNUALLY)

Without these funds, the federal fuel tax money paid by Kansans will not come back to Kansas.

220.0 M

A SUBSTANTIAL COMMITMENT TO MAINTENANCE OF THE PRESENT HIGHWAY SYSTEM (\$84 MILLION ANNUALLY)

The proposed 30% increase should establish an adequate level of maintenance through fiscal year (FY) 2000 to stop the decline of our road system.

924.0 M

FUNDING FOR MAJOR MODIFICATIONS (\$120 MILLION ANNUALLY)

Addresses the top 20% of highway deficiencies listed in the August 1988 KDOT Needs Study, and brings those priority roads and bridges up to current engineering standards.

1,320.0 M

FUNDING FOR SYSTEM ENHANCEMENTS (\$64 MILLION ANNUALLY)

Special projects which improve safety, improve access, relieve congestion and enhance the flow of traffic ("de-bottleneckers").

NEW CONST.
704.0 M

ADDITIONAL AID TO LOCAL UNITS OF GOVERNMENT (\$48 MILLION ANNUALLY)

Increases funding to address the local (city, township and county) road and bridge deficiencies.

528.0 M

ADDITIONAL FUNDING THROUGH FY 2000 FOR ELDERLY AND HANDICAPPED TRANSPORTATION PROGRAMS (\$300 THOUSAND ANNUALLY)

3.3 M

PROPOSED REVENUE INCREASES TO SUPPORT THE CURRENT PROPOSAL

MOTOR VEHICLE FUELS TAXES WILL BE INCREASED BY A TOTAL OF SEVEN CENTS PER GALLON AS FOLLOWS: four cents per gallon in FY 1990; plus two cents per gallon in FY 1992; and one cent per gallon in FY 1994.

10,000 miles per year (avg. Kansas vehicle)
÷ 20 miles per gallon
500 gallons per year
x 1 cent per gallon tax increase
<u>\$5.00 per year -- 10¢ per week</u>

Once they understand what the fuel tax will cost them, most Kansans have no problem with the initial 4¢ per gallon (\$20.00 per year -- 38¢ per week) fuel tax increase or the subsequent 3¢ added by 1994. The total 7¢ increase only translates to \$35.00 per year for the average Kansas vehicle -- 67¢ per week.

VEHICLE REGISTRATION FEES WILL BE INCREASED AS FOLLOWS: the registration fees for automobiles under 4,500 pounds will be increased to a uniform \$25.00; those over 4,500 pounds plus pickup trucks generally will be increased to \$35.00; and most other registrations will be increased in the range of 30 percent.

An increase in vehicle registration fees has no affect on personal property taxes. Most automobile owners pay \$13.00, \$16.25 or \$19.50 per year for vehicle registration. The fee for those vehicles will increase to \$25.00 -- an increase of \$12.00, \$8.75 or \$5.50 annually. Automobiles over 4,500 pounds will see their registration fee increase \$9.00 (from \$26.00 to \$35.00). Regardless of personal property taxes, the increase will only be \$5.50 to \$12.00 per year -- between 11¢ and 23¢ per week.

TRANSFER TO THE HIGHWAY FUND ALL (RATHER THAN A PORTION) OF THE SALES TAX GENERATED BY SALES OF VEHICLES AND PARTS

The sales tax transfer from the State General Fund to the Highway Fund will be increased from 71.4 percent of the sales tax generated by sales of new and used motor vehicles and parts -- to a flat 10 percent of sales tax collections at the 4 percent rate. (In recent years, just over 10 percent of such receipts have been attributable to parts and motor vehicle sales.)

STATE SALES TAX WILL BE INCREASED BY ONE-HALF PERCENT (FROM 4% TO 4½%)

Thirty-seven and one-half percent (37½%) of the new revenue generated from this source will be dedicated to the Special City and County Highway Fund for use by local units of government, with the remaining sixty-two and one-half percent (62½%) to the State Highway Fund.

LOCAL UNITS
THIS PART
WILL INSURE
THE PROGRAM
WITHOUT THIS -
9% TAX COULD
GO TO 25%
SO -

THIS PROPOSAL ALLOWS FOR \$700 MILLION OF 15 YEAR BONDS

Bond issues allow government to borrow money. That could let us start using improved highways immediately (like getting a loan to buy a house) rather than waiting until we have cash in hand.

123