

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 7, 1989 in room 519-S of the Capitol.

All members were present ~~except~~

Committee staff present:

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

Conferees appearing before the committee:

Representative Ginger Barr
Phil Wolf, Greater Topeka Chamber of Commerce
Mr. Paul Sasse, Independence
Mr. Jerry Collins, Independence Chamber of Commerce
Mr. Tom Riederer, Leavenworth, Kansas
Mr. Scott Sewell, Manhattan Chamber of Commerce
Mr. Rick Mann, Manhattan Chamber of Commerce
Mr. Kent Glasscock, Manhattan, Kansas
Mr. Phil Hammond, Lenexa Chamber of Commerce
Ms. Brenda Manske, Southeast Kansas Tourism
Mr. Jack Malone, Topeka Metropolitan Transit Authority
Ms. Mina Olson, Neodesha Chamber of Commerce
Mr. John Miller, American Association of Retired Persons
Mr. John Dart, Belleville, Kansas
Mr. Trace Walker, Kansas Association of Truck Stop Operators

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.

Representative Ginger Barr spoke in support of HB-2014. (See Attachments 1 and 2)

Mr. Phil Wolfe, Greater Topeka Chamber of Commerce, testified in support of HB-2014. (See Attachment 3)

Mr. Paul Sasse, City Manager, Independence, Kansas, testified in support of HB-2014. (See Attachment 4)

Mr. Jerry Collins, Independence Area Chamber of Commerce, testified in support of HB-2014. (See Attachment 5)

Mr. Tom Riederer, Leavenworth County, Kansas, testified in support of HB-2014. (See Attachment 6)

Mr. Scott Sewell, Manhattan Chamber of Commerce, testified in support of HB-2014. (See Attachment 7)

Mr. Rick Mann, Manhattan Chamber of Commerce, testified in support of HB-2014. (See Attachment 8)

Mr. Kent Glasscock, Manhattan, Kansas, testified in support of HB-2014. (See Attachment 9)

Mr. Phil Hammond, Lenexa, Kansas Chamber of Commerce, testified in support of HB-2014. (See Attachment 10)

CONTINUATION SHEET

MINUTES OF THE House COMMITTEE ON Transportation,
room 519-S Statehouse, at 1:30 ~~xx~~ p.m. on February 7, 1989.

Ms. Brenda Manske, Southeast Kansas Tourism Region, Inc., testified in support of HB-2014. (See Attachment 11)

Mr. Jack Malone, Topeka Metropolitan Transit Authority, testified in support of HB-2014. (See Attachment 12)

Ms. Mina Olson, Neodesha, Kansas Chamber of Commerce, testified in support of HB-2014, and read letters in support of HB-2014 from Mr. Carl Stratemeier, Airosol Company, Inc.; Mr. Don E. West, Sr., Prestige, Inc.; and Mr. Pack St. Clair, Cobalt Boats. (See Attachments 13, 14, 15 and 16)

Mr. John Miller, American Association of Retired Persons, spoke in support of HB-2014. (See Attachment 17)

Mr. John Dart, Belleville, Kansas, testified in support of HB-2014. (See Attachment 18)

Mr. Trace Walker, Kansas Association of Truck Stop Operators, testified in support of HB-2014. (See Attachment 19)

The meeting was adjourned at 3:20 p.m.


Rex Crowell, Chairman

PLLE PRINT

NAME	ADDRESS	COMPANY/ORGANIZATION
Tom Wilhelm	Lawrence	Gen. Liaison
Roger D. Kirkwood	Topeka	AARP
George Hoebel	Topeka	AARP Task Force
Shelley Sutton	Topeka	KES
Mark Entermill	Topeka	Kansas Coalition on Aging
Al Bailey	"	CITY
Tom Flanagan	"	City
Maria R. Olson	Neodesha	Chamber of Commerce
Scott Sewell	Manhattan	Chamber of Commerce
Mike Corduff	✓	City of Manhattan
Kent Glasscock	✓	✓
Rick Mann	✓	Chamber of Commerce
Dolores Riedeker	Emporia KS	Leadership Emporia
Donna Newkirk	Emporia	Leadership Emporia
Lea Sauerman	Emporia	Leadership Emporia
Opyle Sidde	Emporia	"
Biel Symes	Emporia	"
Kim Maxwell	Emporia	"
SPAN COULTER	Topeka	KS Contractors Assoc
ED DE SOIGNIE	TOPEKA	KS CONTRACTORS ASSOC.
ROGER KROH	Lenexa	Lenexa Econ. Dev. Council
Phil Hammon	Lenexa	Lenexa Chamber
Paul Sasse	Independence	City of Independence
Jerry Collins	Independence	Ind. Chamber
John O. Miller	Topeka	AARP
HARVEY B. LEAVER	LEAVENWORTH, KS	DIR. OF PUB. WORKS

Barr

GINGER BARR
REPRESENTATIVE, FIFTY-FIRST DISTRICT
SHAWNEE COUNTY
P. O. BOX 58
AUBURN, KANSAS 66402-0058



TOPEKA

HOUSE OF
REPRESENTATIVES

TESTIMONY BEFORE THE HOUSE TRANSPORTATION COMMITTEE
FEBRUARY 6, 1989
CONCERNING HB 2014

Mr. Chairman and Members of the Committee:

Thank you for the opportunity to come before you today and voice my concerns as a colleague and a legislator representing the 51st district of Shawnee County. We all bring various expertise to the capitol as citizen legislators who have other occupations. Many of you are farmers, attorneys, teachers and businessmen. I am a cemeterian. You may wonder what a cemeterian has in common with the state legislature. Running a state or running a cemetery has many similarities, one similarity being roads.

My family owns and operates a cemetery that involves 160 acres. This involves over six miles of roads that must be maintained. I can tell you that road maintenance is expensive. Asphalt, cold patch, hot patch and even gravel are expensive. If you do not maintain your roads, it actually costs more dollars as maintenance costs very seldom, if ever, go down.

You may find it ironic but cemeteries have growth with the addition of new sections as cities have new growth with expansion. Therefore, additional types of roads are needed in the cemetery to take care of the traffic we have on our grounds. Our roads are planned to accommodate the traffic incurred through visitation and funeral services. As a cemeterian, I have in the past made policy to even close roads going to the older sections of the cemetery where visitation and usage was not as common. I will be honest and tell you that it was not a popular decision with some of my lot owners and/or constituents.

My reason for telling you this is that I understand, truly understand, what you, as a committee, are feeling. It would be ludicrous not to pass some type of highway bill this session as it would only later increase the taxpayers' costs. Maintenance of our roads is vital to the asset and the investment we have in our state. Comparing our state to a cemetery, when I look at a cemetery for the possibility of purchase, I consider well maintained roads as an asset.

Since I have used the analogy of the cemetery business, I would like to move on to what is happening in Shawnee County. You have probably heard and realize that there are many needs throughout the state and I think Shawnee County exemplifies those concerns. When Secretary Edwards was appointed, the Shawnee County Delegation took the Secretary and his staff members on a tour

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of our county. As we were traveling west on I-470 trying to connect with I-70, I will never forget the city engineer stating, "How would you like to be an Okie from Muskogee?" I would like to share the following example: I am a football fan from O.U. and going to the "big game" between O.U. and Nebraska in Lincoln. I have decided to take U.S. 75 only to discover that when I arrive in Topeka, U.S. 75 does not go straight through. When I get to the I-470 interchange, I take it around the west side of the city (to avoid driving straight through the city) but then find I have to exit on Wanamaker Road and then connect with I-70 eastbound in order to link-up with U.S. 75 north. OR I can take U.S. 75 straight through the city only to find I must exit at First Street, take I-70 westbound and then connect with U.S. 75 north OR I can continue the rest of the way through north Topeka but then must turn west on U.S. 24 until I intersect with U.S. 75 north. To say it is difficult to understand how the roads connect is an understatement!

There was a couple from Nebraska who wanted to go to Oklahoma. They left I-70 and were going toward I-470 to link up with southbound U.S. 75. Because the two interstates do not connect, the couple became lost, proceeded down Wanamaker road and were involved in an accident killing two people. Perhaps if I-70 and I-470 had been connected, the Nebraska couple would have made their connection and been alive today.

There are 11,000 bridges that are crumbling throughout our state. Here are some examples in Shawnee County which perhaps can be seen in your own county.

Projects all over the state are needed. On Highway 75 north, toward Holton, there have been approximately 31 deaths and 352 injuries since 1976. A by-pass for Highway 75 south is needed where currently 38% of the fatalities and injuries occur in Shawnee County, particularly with the new racetrack planned at Forbes Field.

Topeka is a city with a population of 120,000 people. There are crossing over the Kansas River in the center of the city. However, after you leave the center of the city, it is necessary to cross the river by traveling 14 miles to the east and crossing the river at the city of Lecompton. To cross the river to the west of the center of Topeka, it is necessary to drive 12 miles to the Willard-Rossville Bridge. In other words, if you don't cross the river at the center of one of the largest cities in the state, you have to travel to the county lines.

I realize the difficult task you have as a committee in bringing forth a bill to the the House. I am not here to ask for specifics. Although I personally favor users' fees for maintaining our roads, I also know the legislative process and legislating is the art of compromise! My reason for appearing before you today is to let you know that many of us are counting on this

committee to provide a solution to a major state problem ---- a plan that the majority of legislators can support.

These are just a few of the concerns we have here in Shawnee County. I know that these concerns can be matched throughout the entire state. The time to address these problems is now. The problem is not going to be remedied if we turn our heads and walk away.

Representative Ginger Barr
51st District

Baum

SHAWNEE COUNTY HIGHWAY PRIORITY PROJECTS

I-70/I-470 CONNECTION

- *BIGGEST TRAFFIC PROBLEM IN SHAWNEE COUNTY.
- *ECONOMIC DEVELOPMENT IS BOOMING...INTENSIFIES THE PROBLEM AND LACK OF A SOLUTION COULD "CHOKE OFF" THE AREA.
- *LAND COSTS ARE RISING EXTREMELY FAST AS DEVELOPMENT SPREADS, MAKING THIS VERY EXPENSIVE TO DELAY.
- *UNUSUAL SITUATION WHERE TWO INTER-STATE SYSTEMS COME TOGETHER WITHOUT A CONNECTING INTERCHANGE.
- *I-70/I-470 COST IS \$18,000,000.

US HIGHWAY 75 IMPROVEMENT: NW 62ND STREET NORTHERLY TO HOLTON

- *VERY HIGH TRAFFIC COUNT, WITH A 71% INCREASE IN TRAFFIC FROM 1974 TO 1984.
- *UNUSUALLY HIGH TRUCK COUNT, EXCEEDING 1,000 PER DAY.
- *31 FATALITIES AND 352 INJURIES: 1976-1988
- *NEED SAFETY IMPROVEMENT OF FOUR LANES, PLUS BETTER ACCESS FOR RETAIL AND BUSINESS DEVELOPMENT IN SHAWNEE COUNTY.
- *IMPROVEMENT WILL ENHANCE TOPEKA'S POSITION AS A MAJOR DISTRIBUTION CENTER.

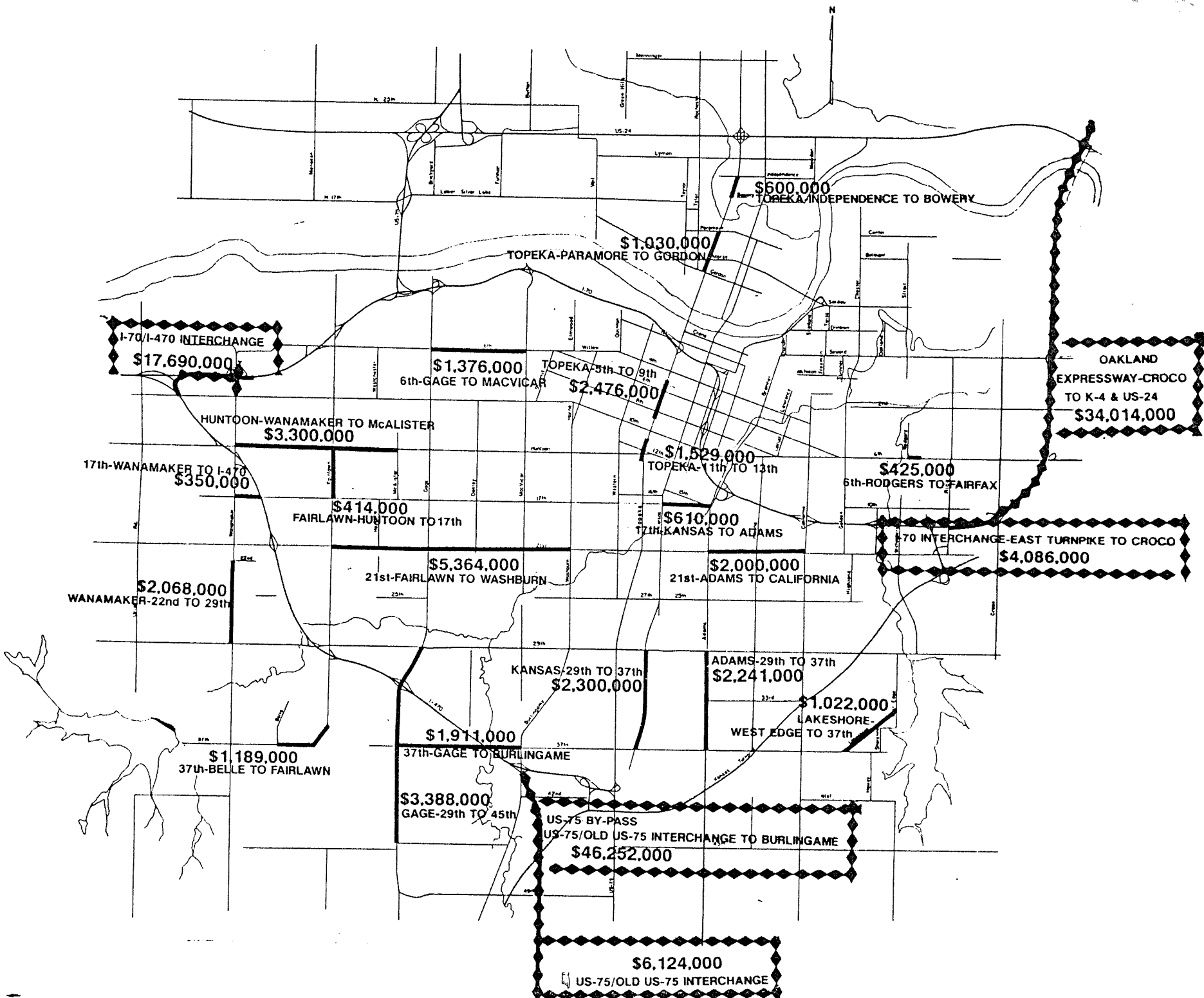
OAKLAND EXPRESSWAY

- *ONLY RIVER CROSSINGS ARE KANSAS/TOPEKA AVENUES AND WESTGATE BRIDGE, THE NEAREST BRIDGE TO THE EAST IS 14 MILES TO LECOMPTON, AND TO THE WEST IS 12 MILES TO WILLARD.
- *TRANSPORTATION AND ECONOMIC DEVELOPMENT IN NE TOPEKA IS TOTALLY SUPPRESSED BECAUSE YOU "CAN'T GET THERE FROM HERE."
- *CONGESTION CONTINUES TO GROW BECAUSE OF ENORMOUS FUNNELING OF TRAFFIC AND NORTH TOPEKA BRIDGE.
- *PLAN HAS BEEN RESTRUCTURED TO LOOP TO THE EAST OF BILLARD AIRPORT AND CONNECT WITH K-4.
- *COST IS \$25,511,000.

HIGHWAY 75 BYPASS TO I-470

- *HIGHEST TRAFFIC COUNT (12,000-25,000 DAILY) AND HIGHEST ACCIDENT AREA WITH 38% OF THE INJURIES AND FATALITIES IN SHAWNEE COUNTY.
- *CONFLICTING RIGHT-OF-WAYS WITH RAILWAY CREATES BIGGER PROBLEMS AS TRAFFIC DEVELOPS.
- *INCREASING ECONOMIC DEVELOPMENT WITH IMPROVED AIR SERVICE, GROWING USAGE OF FORBES INDUSTRIAL PARK, AND DEVELOPMENT OF NEW HEARTLAND PARK TOPEKA MOTORSPORT RACEWAY.
- *RIGHT-OF-WAY ALREADY OWNED BY STATE, BUT WOULD NEED RELATIVELY MINOR MODIFICATIONS.
- *WOULD PROVIDE MUCH NEEDED RELIEF FOR TOPEKA BLVD.
- *COULD PROBABLY BE DONE WITH 80/20 OR 75/25 SHARING OF FEDERAL FUNDS.
- *UPDATE COST ESTIMATE, BY KDOT, IS \$34,689,000.

SHAWNEE COUNTY HIGHWAY COALITION
120 E. 6TH
TOPEKA, KS 66603
234-2644



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**Greater Topeka
Chamber of Commerce**
Three Townsite Plaza
120 East Sixth Street
Topeka, Kansas 66603
913/234-2644



Phil Wolff



SHAWNEE COUNTY HIGHWAY COALITION
TESTIMONY BEFORE THE HOUSE TRANSPORTATION COMMITTEE
FEBRUARY 6, 1989

CHAIRMAN CROWELL...MEMBERS OF THE COMMITTEE...THANK YOU FOR THE OPPORTUNITY TO SPEAK BRIEFLY CONCERNING HB 2014. I AM THE CHAIRMAN OF THE SHAWNEE COUNTY HIGHWAY COALITION AND A FORMER CHAIRMAN OF THE GREATER TOPEKA CHAMBER OF COMMERCE.

THE SHAWNEE COUNTY HIGHWAY COALITION IS VERY PLEASED THAT THE HIGHWAY NEEDS OF KANSAS CONTINUE TO BE A PRIORITY OF THE EXECUTIVE AND LEGISLATIVE BRANCHES OF OUR STATE GOVERNMENT. WE APPLAUD THE WORK OF THE INTERIUM COMMITTEE IN THEIR DILIGENTLY ADDRESSING: INCREASED HIGHWAY MAINTENANCE, MAJOR MODIFICATIONS TO BRING ROADS AND BRIDGES UP TO CURRENT ENGINEERING STANDARDS, ADEQUATE FUNDING TO MATCH FEDERAL AID, INCREASED FUNDING FOR LOCAL ROAD AND BRIDGE DEFICIENCIES AND FUNDING FOR SYSTEM ENHANCEMENTS TO IMPROVE SAFETY, RELIEVE CONGESTION AND ENHANCE THE FLOW OF TRAFFIC - ALL IN HB 2014. THE DECISION TO LEAVE THE SELECTION AND TIMING OF PROJECTS UP TO THE DEPARTMENT OF TRANSPORTATION IS A GOOD ONE, WE HAVE CONFIDENCE IN THEIR JUDGEMENT AND ABILITIES.

THE SHAWNEE COUNTY HIGHWAY COALITION BELIEVES THE CITIZENRY OF SHAWNEE COUNTY OUGHT TO SUPPORT THIS HIGHWAY PLAN AND WILL SUPPORT IT. THE SAFETY OF KANSANS TRAVELING OUR HIGHWAYS AND ROADS IS IMPORTANT TO US. AND, THE ECONOMIC GROWTH THAT WE KNOW CAN RESULT FROM A QUALITY TRANSPORTATION SYSTEM IS A POSITIVE AFFECT ALL KANSANS WILL ENJOY.

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THE BILL YOU HAVE BEFORE YOU OUTLINES A MIX OF FUNDING SOURCES PROVIDING THE DOLLARS NECESSARY TO GO FORWARD WITH THIS HIGHWAY PLAN. OTHER OPTIONS HAVE ALSO BEEN PRESENTED. WE ARE CONFIDENT THAT YOU WILL FIND THE APPROPRIATE EQUATION TO FUND A PLAN WHICH WILL ADDRESS THE NEED FOR HIGHWAY IMPROVEMENTS THROUGHOUT OUR STATE.

PLEASE ACCEPT OUR SUPPORT FOR HB 2014 AND OUR WILLINGNESS TO HELP YOU MAKE THIS THE YEAR A HIGHWAY PLAN BECOMES A REALITY.

Office of the City Manager

City Hall - 120 North Sixth Street
Independence, Kansas 67301

February 7, 1989

Representative Rex Crowell, chairman
House Transportation Committee
State Capitol
Topeka, KS 66612

Dear Representative Crowell:

On behalf of the governing body of the City of Independence, we appreciate the opportunity to come before you to discuss highway improvement needs. We also appreciate the amount of time you have designated for hearings on this important subject.

In 1985, Southeast Kansans again started talking of highway needs for our area of the State. Some four years later, we are still talking. During that time, studies have been prepared which have demonstrated the economic impact of improved highways in Southeast Kansas, corridor location feasibility studies have been completed, the Governors Highway Task Force has studied statewide highway needs and made recommendation, and still no tangible improvements have occurred.

There is little that we can add which would provide your committee or the legislature with greater insight of the need for highway improvements in our area of the state or of the need for a comprehensive highway improvement program based on the economic impact or lack thereof, which is dependent upon a highway improvement program, or better demonstrate the safety needs of providing shoulders or adequate lane widths on our highway system. Nor is there additional information that we can provide on the continuing deterioration of our roads and bridges not only on the state system but also in our cities.

Today we would like to address two issues, the needs of our community, which we hope will be addressed in a comprehensive highway plan, and the financing mechanism to fund such improvements.

Pragmatically speaking, our needs will not be met without a comprehensive highway program. Recent history demonstrates this. Nor do we believe that Southeast Kansas has the only highway needs, although our opinion is that our needs are

Representative Rex Crowell, chairman
House Transportation Committee
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some of the most severe needs in the state. Finally, highway improvements that may occur in Southeast Kansas need to inter-connect with all other highway systems in the state if they are to have economic development value. We therefore endorse the need for a comprehensive highway program.

We would like to request that the following new construction, reconstruction or upgrade which will be the most beneficial to us be included within such a comprehensive program:

1. Our most important priority is a Wichita to Joplin route following the corridors as designated in the September, 1986, corridor location study prepared by Howard-Needles.
2. We recommend improvements to U.S. 75, not only immediately adjoining Independence to provide access to such Wichita/Joplin route, but such improvements to U.S.75 be made from Nebraska to the Oklahoma border. These improvements will provide agricultural interests in the U.S.75 corridor area with access to the Port of Catoosa and will help our manufacturing operations connect with Oklahoma improvements on U.S. 75 which will provide access not only to Tulsa, but Dallas and the gulf coast.

Our second concern is financing the comprehensive package. We would support any of the considered approaches to finance highway improvement needs. Of concern is that whatever methods of revenue are finally approved, funds will be adequate to carry on the state program. This would include increase in gasoline tax as included in H.B. 2014 or any of the options as enumerated by the Secretary of Transportation. These are phased increases and in their initial year raise the gasoline tax to 15 cents and increase up to a total of 18 cents starting in July, 1992 or 1993, dependent upon the option selected. These rates, based on current gas tax charges, are comparable with all adjoining states except Missouri.

We also favor increases in the vehicle registration fees as a part of the total financing package. Finally, the City does not object to increase in sales or compensating use taxes if it is necessary to generate sufficient funds to adequately finance highway needs.

We would recommend that the state, as part of the comprehensive highway program issue the necessary bonds as part of the financing package. The use of debt service is not "foreign" to municipalities in meeting their capital improvement needs.

Representative Rex Crowell, chairman
House Transportation Committee
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A pay as you go approach, we believe, will not address our immediate highway concerns and continued delay in making necessary improvements will result in a greater cost to fund improvements in the future, as well as a negative impact on our economic development efforts. Our only concern is that the bond issuance be of such duration that the amortization of such bonds does not outlast the proposed improvements. In addition, we are concerned that the dollar amount of the issuance not be based on some magical number, but be geared to our ability to pay in relationship to the revenues that will be raised.

In closing, it is our belief that the citizens of Kansas want better highways. We cannot assure you that they are indicating a total willingness to pay for such improvements. As legislators, it is your responsibility to review the needs of our state, evaluate our ability to fund these improvements and provide the necessary leadership for the best interest of Kansas.

Sincerely yours,



Paul A. Sasse
City Manager

To: Transportation Committee
Kansas House of Representatives and Kansas Senate
Chairman, Mr. Rex Crowell

From: Independence Area Chamber of Commerce

Chairman Crowell and members of the committee, thank you for the opportunity to present this statement on behalf of the Independence Area Chamber of Commerce.

Our organization represents approximately 425 business, industrial, and professional people as well as a number of other citizens of our area. I am here to present the position that has been taken by the Chamber's board of directors.

For increased development of the Kansas economy, and for the safety of the traveling public, the Independence Chamber urges the legislature to enact necessary measures to fund a comprehensive state-wide highway program.

We would like to refer to several economic benefits to such a plan.

First, a well-known statistic points to an attribution of \$1,000 per capita income improvement to areas with access to four-lane highway linkage to metropolitan areas. The improvements would help not only the rural areas without such access, but would result in more business for the metropolitan areas.

We talk about how good highways would enhance our chances of getting new industries and businesses to locate here. Recent studies support the fact that business develops along four-lane and even Super Two highways. But....we must

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also consider our existing businesses and industries in an effort to retain those jobs they already provide in Kansas communities.

A local example of the higher cost of doing business here was given me by one of our members. Automotive Controls Corporation (ACC) is one of three plants in southeast Kansas owned by Echlin Corporation, headquartered in Connecticut. These three facilities ship by truck approximately three millions pounds of products per month. Since they do not have decent access to major metropolitan areas, their freight costs are higher.

Another point made by one of the ACC officers is that they have a good deal of passenger travel by air. Because of better highway access to Tulsa, they use the airport there. If there were a better road to Wichita, they would probably use that airport. Since they don't, this is a loss of business, not only for Wichita but for the State of Kansas.

Delete { The Port of Catoosa on the Verdigris River at Tulsa provides that area with ready-access to ocean-going vessels. A better highway system connecting to the Oklahoma system would provide the Kansas farm community as well as other industrial concerns a connection to U.S. and international ports. This should provide significant transportation savings as well as new horizons in the marketplace.

Tourism is listed as the second largest industry in Kansas. An improved highway system would allow many areas to attract more tourists. According to national statistics,

the annual income which a community receives from having 24 tourists each day is the equivalency of a factory with an annual payroll of one-hundred-thousand-dollars. This income recirculates within the community, purchasing goods and services. This, in turn, generates additional salaries, profits and taxes.

Some areas of Kansas have lagged in tourism as well as in other economic development because...."there's just no way to get there from here".

Again, I'd like to use another local example to support this fact. During Neewollah, our annual week-long festival the end of October, the Chamber conducted a survey with results to be used in a southeast Kansas tourism study being conducted by KU. One of the tourists, chosen at random, happened to be from Lenexa. When asked what she liked least about Independence, she wrote, "The roads into southeast Kansas are bad. They need better roads. We got behind farm machinery on those curvy roads and thought we'd never get here."

This brings us to our point on safety. It's not only the many curves and hills that make travelling some highways in Kansas so hazardous some people avoid them whenever possible. It's also the fact that they are very narrow with no shoulders....they were built when the vehicles travelling them were much narrower.

Especially in communities close to the borders of states with better highways, residents choose to travel to

metropolitan areas in the other states. They go there to conduct their business and seek services such as specialized medical treatment. Again, this results in a loss of economic benefits to some areas of Kansas.

Safe travel is also a concern of the three Echlin companies. Many of their 1,700 employees in southeast Kansas commute to work from other communities, on unsafe roads.

These are just a few of the reasons we believe a comprehensive highway program is vital to the economy of our state, and to the safety of our citizens.

In order to bring Kansas highways into the twentieth century, the Independence Chamber supports the funding of such a project through increases in both vehicle registration fees and vehicle fuel tax, and the use of bond financing.

Further, the Chamber urges that the legislature, using the Governor's highway task force report and recommendations as their guideline, select the corridors to be scheduled for said improvements and maintenance.

In conclusion, we wish you well in your work and consideration of this very important project, and thank you for allowing us to present this statement.

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PROJECT REPORT
HIGHWAY 24-40
LEAVENWORTH, COUNTY KANSAS

FEBRUARY, 1989

Attach. 6

LEAVENWORTH COUNTY

24-40 TASK FORCE REPORT

TO THE

HOUSE COMMITTEE ON TRANSPORTATION

Chairperson - Rep. Rex Crowell

Vice-Chairperson - Rep. Larry Wilbert

Members:

Rep. Herman Dillon	Rep. Barbara Allen
Rep. Gary Blumenthal	Rep. Kent Campbell
Rep. George Dean	Rep. Cindy Empson
Rep. Denise Everhart	Rep. Jeff Freeman
Rep. Leroy Fry	Rep. Delbert Gross
Rep. Harold Guldner	Rep. Norman Justice
Rep. Jack Lacey	Rep. Barbara Lawrence
Rep. Artie Lucas	Rep. Susan Roenbaugh
Rep. Eugene Shore	Rep. Marvin Smith
Rep. Jim Russell	

"Leavenworth County, An Emerging Metropolitan Frontier"
That is How Mid America Regional Council describes our area.

The purpose of this report is to make the committee aware of a highway need in Leavenworth County. That need is to improve a 9 mile section of Highway 24-40 between Basehor and Tonganoxie, Kansas to four lane. This summary shows the history and the development of this area. Given the growth and development of this area the development of this corridor is imperative.

HISTORY:

Highway 24-40 is an east west two lane highway which runs in Leavenworth County from the Wyandotte county line through Basehor and Tonganoxie to the Douglas county line. It is a direct link from Kansas City to Lawrence through the county.

In the late 1930's right of way was purchase to improve the highway to four lane. Several circumstances, including the completion of the toll way and K-10, precluded the completion of this corridor.

LEAVENWORTH COUNTY

24-40 TASK FORCE REPORT

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The growth of Leavenworth County has been one of steady increases, and up until recently rather modest. Recent statistics show the current growth to be among the fastest in the state and region.

In recent years the development of this corridor both commercially and residentially has caused a significant increase in traffic. The Institute for Public Policy at Kansas University estimates the population to increase by 28.6% by the year 2000 to a total of 83,353.

TRAFFIC:

Attachment I is a chart of traffic counts at four sites along US 24 (24-40). As you can see the traffic continues to escalate. The chart shows a dramatic increase from 19% to 31% just in the past two years. The traffic increases in two years from 1987 to 1988 is as much or more of an increase as the 20 year period from 1966-86.

Although the highway does not currently meet the standards of congestion or safety needed to place the highway in the current KDOT program, the continued growth could bring the traffic to critical levels in as little as four years. That is based on current rate of increase and capacity of the highway as determined by the Kansas Department of Transportation.

RESIDENTIAL DEVELOPMENT:

The residential development of Leavenworth County is increasing significantly. Attachment II shows the residential permits in the county, and as you notice 55% of the building permits issued are along the 24-40 corridor. Attachment III shows the growth of Leavenworth in relation to the State of Kansas. In both net migration (13.1%) and percent of population change (18%), Leavenworth County is among the fastest growing in the state. Most of this increase is from Leavenworth South on 73 to Basehor and along 24-40 highway to Tonganoxie. Population increase from 1986 to 1987 was 6.7%, based on the statistics released by the Institute for Public Policy and Business Research at Kansas University.

LEAVENWORTH COUNTY

24-40 TASK FORCE REPORT

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COMMERCIAL/INDUSTRIAL DEVELOPMENT

The development of this corridor commercially and industrially has begun to happen just as the residential growth has. In the Basehor and Tonganoxie area in the past year a bank, a bowling alley, a convenience store, two ready mix plants, a boat sales/service, and a retail strip center have begun to be built. These are some announced projects and several more are in the planning stage.

Industrial Development, has occurred with the completion of Perka, Inc., a Canadian company which manufactures steel buildings. Magna Tech Engineering has announced their plans to locate a production facility in Tonganoxie, and two other companies are considering locations in this corridor.

The County is currently developing a 70 acre industrial tract in Tonganoxie, to complement the existing Tongaridge development and a 30 acre light industrial tract in Basehor.

OTHER DEVELOPMENTS:

Developments in the Kansas City metropolitan area will also have an impact on the area. For example, the development of the racetrack in Wyandotte County will cause increased traffic as well as increase potential for commercial development. A horse training facility which will service the track is located in southern Leavenworth County and would use Highway 24-40 as a route to the facility. The continued westward expansion of Kansas City will directly effect Leavenworth County.

LEAVENWORTH AS A PART OF THE KANSAS CITY METROPOLITAN AREA:

Attachment IV is a copy of "Dataline" a quarterly publication of the Mid-America Regional Council (MARC). The article shows Leavenworth as the third fastest growing county in the 10 county metroplex. MARC estimates the area will continue to grow and has indicated that outside factors may accelerate that growth.

LEAVENWORTH COUNTY

24-40 TASK FORCE REPORT

PAGE 4

COST ESTIMATE:

As with any project, cost vary greatly and are dependent on land acquisition, design, construction cost and the scope of the project.

The right of way for this project has been purchased and brought to grade. If this right of way could be used and the existing two lane road used the cost has been estimated at \$6 million.

If the scope of this project includes acquisition of additional right of way and replacement of the existing road way the cost could increase significantly. Applying the Department of Transportation gross cost/mile estimate for new four lane construction a nine mile section would cost \$25 million.

Actual cost cannot be determined without additional information, and specific design criteria set.

SUMMARY:

We are already behind in keeping pace with the growth and future of Leavenworth County. Making this important development corridor a four lane is imperative. The benefits are not only to the County---but also the State---through increases in commercial, industrial and residential activity. This increase will generate jobs and tax base for Leavenworth County and the State of Kansas.

SUMMARY

THE DEVELOPMENT OF THE 24-40 CORRIDOR

in

LEAVENWORTH, COUNTY

Plans for improving this important east-west road to a four lane have been hanging around for well over forty years. Right now there is a special task force under the direction of the greater Leavenworth County Area Development Council that is studying 24-40. There are many reasons to support a current look at improving 24-40 to a four lane. Some of these reasons are:

- * Right-of-way from Tonganoxie to existing 4 lane east of Basehor is already owned by the State.

- * The rough grading of the second lane is essentially complete.

- * The relative cost of this improvement would be inexpensive as compared to other 4 lane improvements.

- * There has been a dramatic increase in traffic counts during the past two years and projections for the next 3 years indicate that serious congestion will occur.

- * Much of the recent growth in Leavenworth County has occurred in this area.

- * The planned industrial developments near Basehor and Tonganoxie are located along 24-40.

- * The forecast from the school districts in the area show similar impacts.

- * Likewise the utilities companies report significant projected increases in the demands for their services.

- * The new racetrack in Wyandotte County to open in September 1989 will definitely add to the traffic on 24-40. In that connection, there are proposals for horse barns and exercise tracks to be built along and south of 24-40.

- * Probably a significant as any of these reasons is the successful residential development projects that have been completed in the last 18 months and the new ones planned.

The accelerated economic growth of Leavenworth County will happen and the improvement of 24-40 is germane to that "all out effort".

HISTORY OF ANNUAL AVERAGE DAILY TRAFFIC (AADT) FROM 1966 TO 1988
ON US 24 FROM TONGANOXIE EAST TO US 73

	<u>1966</u>	<u>1971</u>	<u>1976</u>	<u>1978</u>	<u>1980</u>	<u>1982</u>	<u>1984</u>	<u>1985</u>	<u>1986</u>	<u>1987</u>	<u>1988</u>
	<u>AADT</u>	<u>AADT</u>	<u>AADT</u>	<u>AADT</u>	<u>AADT</u>	<u>AADT</u>	<u>AADT</u>	<u>AADT</u>	<u>AADT</u>	<u>AADT</u>	<u>AADT</u>
US 24 just E. of Tonganoxie	3000	3500	4520	3855	3860	4155	4480	4450	4535	5980	5955
US 24 2 Mi. E. of Tonganoxie	2900	NA	3960	3730	3855	3970	4235	4195	4275	5200	5125
US 24 W. of FAS 389 near Basehor (2.1 mi. west of Leavenworth-Wyndotte Co. Line)	3250	3550	4265	4260	4230	3975	4365	4325	4405	5790	5765
US 24 E. of FAS 382 at Basehor (just east of DeSoto Str.)	3850	4550	5465	6025	5695	6130	6270	6215	6330	6950	7833

24-40 TASK FORCE REPORT

LEAVENWORTH COUNTY, KANSAS
SINGLE-FAMILY BUILDING PERMITS

Year	1984	1985	1986	1987	1988
Total Permits issued in County	122	155	193	199	191
Permits issued 24-40 corridor	65	61	90	112	105
Percentage in 24-40 corridor	53.3	39.4	46.6	56.3	55.0

PERCENT of POPULATION CHANGE 1980 TO 1987 KANSAS, + 4.7

David L. Darling
December 7, 1988

CHEYENNE	RAWLINS	DICATUR	NORTON	PHILLIPS	SMITH	JEWELL	REPUBLIC	WASHINGTON	MARSHALL	NEMAHIA	BROWN	DONIPHAN	
-3.6	-11.0	-5.9	-3.2	-6.8	-8.3	-11.4	-7.9	-12.8	-3.3	-3.4	-5.4	-2.7	
SHERMAN	THOMAS	SHERIDAN	GRAHAM	ROOKS	OSBORNE	MICHELL	CLOUD	GEARY	RILEY / POTTA- WATOMIE	JACKSON	ATCHISON	LEAVENWORTH	
-10.2	-0.2	-7.2	-5.9	-8.8	-10.1	-8.1	-7.7	-5.3	7.5	1.4	-3.6	18.0	
WALLACE	LOGAN	GOVE	TRIGO	ELLIS	RUSSELL	LINCOLN	OTTAWA	DICKINSON	-2.6	SHAWNEE	JEFFERSON	ANDOTTE	
-4.4	-5.6	-8.3	-5.9	3.2	-6.9	-13.3	-2.1	-0.6	.0	4.8	7.6	0.7	
WABANSIE	GEARY	MORRIS	WABANSIE	OSAGE	DOUGLAS	JOHNSON	ELLSWORTH	SALINE	-0.6	4.8	11.0	23.4	
3.0	-1.2	LYON	3.7	11.0	23.4	-7.9	M-PIERSON	MARION	-5.3	CHASE	0.6	MIAMI	
0.0	-7.0	1.9	-5.3	0.6	7.0	0.7	RICE	CHASE	-9.0	COFFEY	ANDERSON	LINN	
-1.5	-6.1	-2.7	-1.5	-4.5	-13.4	0.0	PAWNEE	STAFFORD	-4.3	-6.0	-1.1		
HAMILTON	KEARNA	FINNEY	HODGEMAN	-5.5	STAFFORD	RENO	HARVEY	BUTLER	GREENWOOD	WOODSON	ALLEN	BOURBON	
-1.7	16.4	27.5	-1.5	-5.6	0.1	0.9	0.9	9.9	-7.5	-10.0	-2.0	-3.6	
STANTON	GRANT	HASKELL	4.8	8.5	KIOWA	PRATT	KINGMAN	7.5	WILSON	NEOSHO	CRAWFORD		
2.5	-2.1	4.0	4.8	8.5	-6.1	1.4	-0.6	7.5	-4.7	-3.2	-1.3		
MORTON	STEVENS	SEWARD	MEADE	CLARK	COMANCHE	BARBER	HAMPER	SUMNER	COWLEY	-9.2	MONT- GOMERY	LABETTE	CHEROKEE
+0.5	3.5	9.9	-7.6	0.6	-4.5	-0.3	-3.8	1.5	0.1	-9.2	-3.4	-0.3	-0.5

3
(ATTACHMENT III)

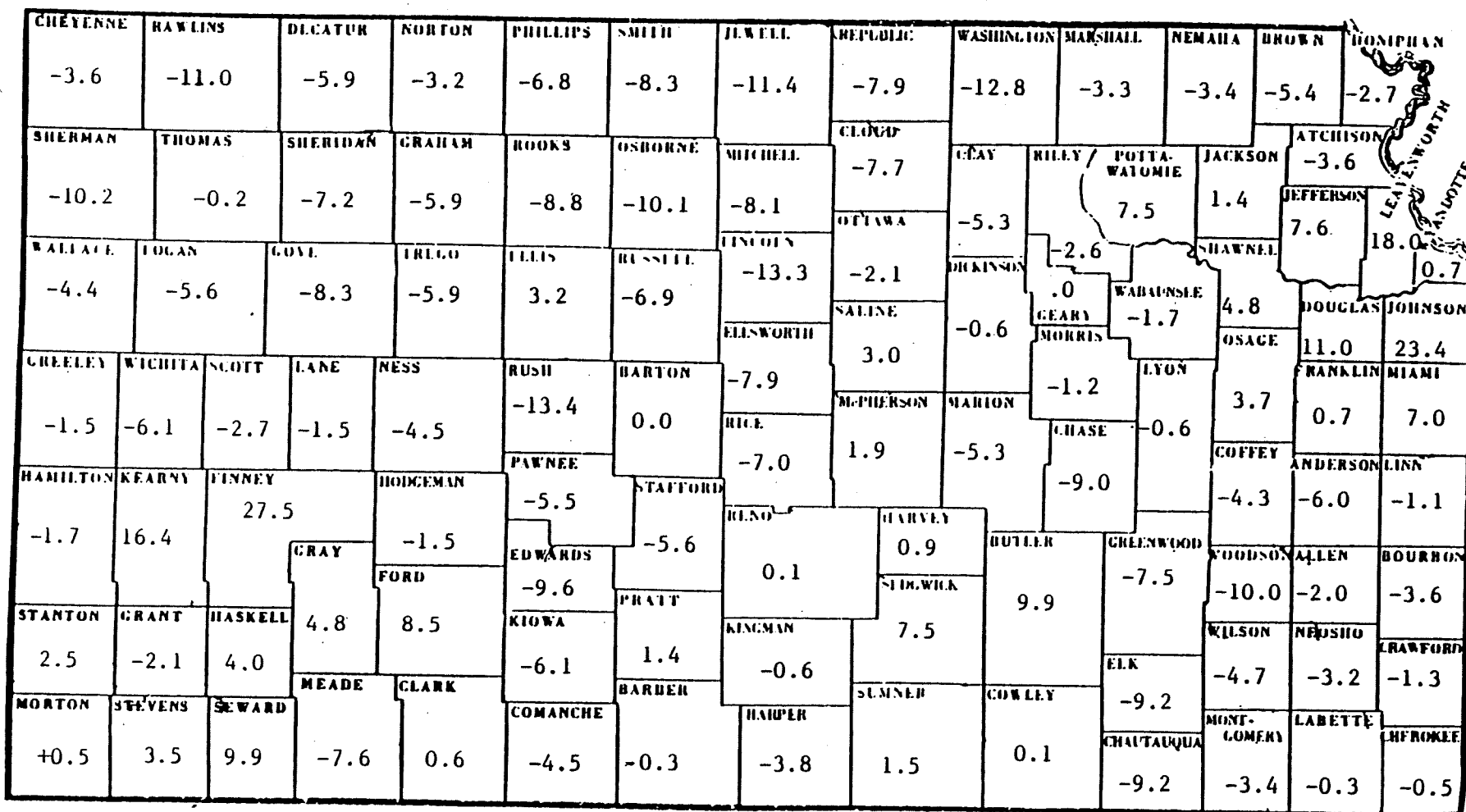
SOURCE: U.S. Bureau of Census 1987

State of Kansas
July 1, 1987 = 2,476,000 April 1, 1980 = 2,364,236
Change = 4.7%

**PERCENT of POPULATION CHANGE
1980 TO 1987
KANSAS, + 4.7**

David L. Darling

December 7, 1988



SOURCE: U.S. Bureau of Census 1987

State of Kansas
July 1, 1987 = 2,476,000 April 1, 1980 = 2,364,236
Change = 4.7%

DATA LINE

BULK RATE
U.S. POSTAGE
PAID
Permit No. 6174
KCMO

Mid-America Regional Council
RESEARCH DATA CENTER

■ Leavenworth County: An Emerging Metropolitan Frontier

Inside:

- * **Leavenworth County:
An Emerging Metropolitan
Frontier**
..... 1
- * **Quarterly Economic
Overview**
..... 5
- * **Kansas City Metropolitan
Area Population
by County**
..... 7

For years, Leavenworth County had an image problem. Many local business owners and developers considered this community on the northwest fringe of the Kansas City region a suitable place for prisons, army posts and agricultural activities – period. Although the county had numerous features attractive to investors, few regarded it as a potential site for extensive commercial and residential development.

Then, in the early 1980s, Leavenworth County civic leaders and elected officials collaborated to create the kind of economically favorable environment that would spur growth. The Leavenworth County Commission approved a 1/2 mill levy, which garners about \$60,000 annually, to be used to support economic development activities. With funds from the levy, as well as from area cities and local businesses, the Leavenworth Area Development Corporation was formed to assist in the expansion of existing firms in addition to drawing new commercial ventures into the county.

Today Leavenworth County is reaping the fruits of the economic

development seeds it sowed and tended over the last few years. The county's 1986 population – 60,600, up nearly 11 percent over 1980 – grew more than twice as fast as the region's during the same period. Many people are moving to the area to take advantage of the constantly expanding housing and employment opportunities. Residential activity during the first eight months of 1987, for example, rose in value 28 percent to \$23.2 million over the same period in 1986. In addition, commercial construction, which has been on the upswing for several years, increased in annual value 158 percent to \$8.8 million between 1985 and 1986.

Zoning for Business and Industry

Much of this recent commercial activity can be attributed to improved zoning. The county updated its comprehensive plan – and offered financial incentives to Leavenworth County cities for doing the same – to make zoning and other county regulations more appealing to developers. "In the past, there was very little county

Continued on page 3



ground zoned for industrial development," explains Dean Oroke, chairman of the Leavenworth County Commission. "Nothing stops a company from locating in a community faster than a lack of adequate land zoned for industrial use. Companies will go elsewhere because they don't want a public fight over zoning."

Pro-Growth Attitude Stimulates Development

More important than such regulatory and policy modifications was the manifestation of a pro-development attitude. According to Tom Riederer, executive vice president of the Leavenworth Area Development Corporation, leaders from both the private and public sectors forged an informal partnership dedicated to making their community a great place to live and do business. Groups of development advocates met regularly to resolve problems — such as zoning or utility access — that might impede development. And while the Development Corporation staff worked to give investors easy access to industrial revenue bonds and other economic development tools, business and elected officials from individual cities formed committees to show off their jurisdictions to potential developers.

They had and still have plenty to toot their horns about. Leavenworth County has all the amenities of small town living with all the services — first-class fire, police and medical personnel as well as AAA schools — of a well-run big city. Since the completion of I-435, county residents and workers can drive to the region's urban core in about a half hour and to Kansas City International Airport in less than 20 minutes. And with much of the county undeveloped, there's a large selection of reasonably priced land for almost any kind of commercial or residential project.

Development is definitely on the

upswing. Ground is being cleared for new residential subdivisions in literally every Leavenworth County community. Several large businesses are under construction. One major employer will be Perma Span, a Canadian manufacturer of steel buildings, which will utilize more than 60 workers when its \$1 million Tonganoxie plant opens in 1988.

In the fall, another company, N & W Packaging Systems Inc. — designers and manufacturers of flexible packaging equipment — will move to new facilities in the city of Leavenworth in part because local economic development officials were prepared to provide company representatives with on-

the-spot information. "I didn't have to spend a half a day finding the answers to my questions," explains Jim Pickett, vice president of marketing for N & W Packaging. "Tom Riederer (of the county's Development Corporation) understood what I wanted."

Emphasis on Local Expansion

Although efforts to bring new development to Leavenworth County abound, much is being done to help existing businesses. For example, the city of Leavenworth recently took over an unfinished industrial park so that local companies would have a place to expand. All but one of the lots,

Continued on page 4

Fort Leavenworth: The County's Hidden Jewel

Just north of the city of Leavenworth on the west bank of the Missouri River is Fort Leavenworth, a 6,700-acre army base and training center that, unbeknownst to most people, serves as temporary headquarters for generals and other top military officials from all over the world. The base houses the Combined Arms Center which, among other things, provides what many consider to be the best military tactics training program in the nation. Commanding officers from all branches of the U. S. armed services as well as from the armies of 74 other countries vie for places in the school.

The Center is also the place where every U. S. Army captain eventually comes to upgrade his/her administrative skills in addition to being the site for a wide variety of advanced military training seminars.

But high-level training for some 6,000 people per year is but one of the many internationally important

activities conducted at the Fort. A portion of the Center is a think tank where military officials try to decide how the army will work in the year 2000 and beyond. The Fort's training center also functions as a base for evaluating the training at army posts throughout the world.

More than 4,500 army officials plus 2,500 civilians are needed to support the Center, perform traditional base activities as well as operate the base's military prison.

Besides bringing prestige to the surrounding community, the Fort is a major source of income for county residents and businesses alike. According to a recent Army study, more than \$650 million a year is spent in the metropolitan area — a substantial portion in Leavenworth County — to maintain the operations at the Fort. This includes spending in the area by military personnel and their families as well as the ongoing purchase of the services, supplies and equipment utilized by the army base.

KANSAS CITY METROPOLITAN AREA POPULATION BY COUNTY

County	1980 Population	1986 Population	% Change
Cass	51,029	57,300	12.3
Clay	136,488	144,900	6.2
Jackson	629,266	636,400	1.1
Lafayette	29,341	30,500	1.9
Platte	46,341	51,000	10.1
Ray	21,378	22,100	3.4
Johnson	270,269	318,300	17.8
Leavenworth	54,809	60,600	10.6
Miami	21,618	22,600	4.5
Wyandotte	172,335	174,100	1.0
10 County Total	1,433,464	1,517,800	5.9

Source: 1980 Census Bureau, 1986 Census Bureau Estimates
Prepared by MARC's Research Data Center

Metropolitan Housing Market
Continued from page 6

security, lower maintenance and extras like walking trails. One such planned community is Stratford Place in Overland Park. Others already built or in the planning stages offer different levels of service in one setting - from independent living to partial health care or even total nursing care.

Second Quarter Housing Starts Support Market Optimism

From a numbers standpoint we're still seeing a good year in the housing market. Even with a one-and-a-half percentage point rise in interest rates, the current level remains lower than 1985 rates, encouraging a lot of activity.

The number of single-family and multi-family housing permits issued during the second quarter of 1987 decreased somewhat from the totals for the same period last year, dropping from 2,443 single-family permits to 2,256, and from 2,510 multi-family permits to 2,011.

However, this year's figures for the second quarter are still three and four times the totals during a 1980s low period in the second quarter of 1982. Multi-family permits at that time had reached only 668, while single-family permits were at 538.

The comparison demonstrates how we've moved from a super-hot market at the first of the year to a very solid market at present.

Do You Want More Information about Regional Trends?

Speakers are available to talk to your company or organization about the Kansas City region's current economic and demographic trends. To arrange a free presentation, contact Alice Watland at the Research Data Center.

(816) 474-4240

which were given away free to stimulate the jobs and tax base that investment generates, were acquired by local companies or investors.

The Future

County officials anticipate that residential growth and the establishment and expansion of small- and medium-size companies will continue at an accelerated pace. In addition, \$52 million in pending projects at the U. S. Army training center in Fort Leavenworth could prove to be a major economic shot in the arm for the county. Over the next 10 years, the Army plans to construct three large buildings: a combined arms development center, a general instructional building, and a divisional headquarters complex. The entire county will benefit from the local workers hired and supplies purchased during the course of construction as well as from the increased spending in the community by army personnel that will be added to the Fort as new facilities open.

In addition, a horse or dog racing track in any part of the Kansas City region could create significant spin-off industries in the county, according to Leavenworth County Commissioner Dean Oroke. "We have plenty of rural tracts available for training the 1,200 to 1,500 horses that are needed to support a race track," he says.

Even if federal appropriations stall the Army's expansion plans and negotiations over race tracks falter, Leavenworth County is still slated for rapid development. "We've got good planning and a pro-development attitude," adds Riederer. "I'm absolutely positive that growth is going to come to Leavenworth County."

Development in Major Leavenworth County Cities

Leavenworth

During the last few years, Leavenworth County's largest city has taken several steps - including a \$6.2 million capital improvement program and the revitalization of its downtown - to encourage long-

range development. These and other community enhancements are bringing new residents to this city of 35,000. The number of single-family housing permits issued in Leavenworth during the first eight months of 1987 was up 58 percent to 90 permits over the same period in 1986.

In the commercial arena, Leavenworth is benefitting from the variety of new and expanding small businesses, many of which are moving into the recently completed Leavenworth Industrial Park. The economic ripple effect of Fort Leavenworth will continue to be felt. In fact, the Army recently built a \$5.6 million facility in the city of Leavenworth to house the data processing department of the Fort's Armed Forces Insurance office.

Lansing

Residential growth is the primary economic development story in this city of 6,400. Housing subdivisions are constantly being developed or expanded to accommodate the growing number of people moving to the area. During the last three

Continued on page 5

LEAVENWORTH COUNTY TIDBITS

Leavenworth County experienced a 42 percent increase in median household income between 1980 and 1986 to \$26,282.

Government is by far the largest employer in Leavenworth County. Nearly half of the county's work force is employed either by the military or a branch of the federal, state, or local government. Government sector employment also provides the more than 62 percent - some \$389 million - of the total income earned in the county.

Other major employment sectors include services, utilizing more than 16 percent of the county's work force, followed by retail trade with approximately 13 percent of the work force.

Leavenworth County Employers With 100 or More Employees

- Armed Forces Insurance
- Capital Electric Construction Company*
- Fort Leavenworth - Civilian Employees**
- Fort Leavenworth - Military Employees**
- GNB Batteries Inc.
- Hallmark Cards Inc.**
- Kansas State Penitentiary**
- K-Mart
- Leavenworth City Hall
- Meyer Dairy Inc.
- St. John Hospital*
- St. Mary College
- Select Products - Division of Hallmark*
- United States Federal Prison - Leavenworth*
- Veterans Administration Medical Center**
- Wal-mart

* 249-500 EMPLOYEES ** 500 AND OVER EMPLOYEES
Source: MARC's Research Data Center

years, the number of single-family housing permits issued in Lansing increased 30-40 percent annually.

Retail and service businesses are being added to serve the city's residential population. Construction will begin on an 80,000-square-foot strip shopping center – Lansing Plaza – in 1988.

Tonganoxie

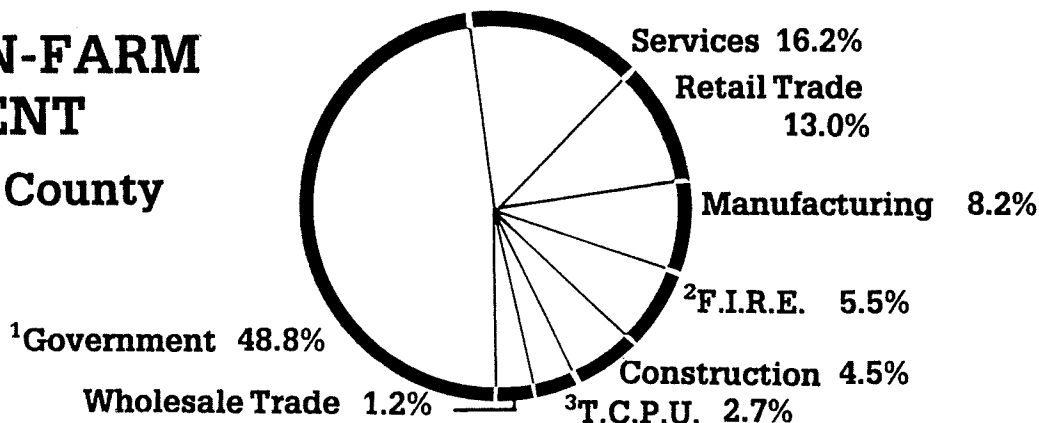
Residential growth for this

community of 1,900 is primarily in the unincorporated areas surrounding Tonganoxie's borders. However, commercial development is beginning to take hold along the eastern edge of the city near US-29. Perma Span is building a plant close to this highway, and a grocery store, a construction company and several other small firms have opened in the area since the city put in the infrastructure necessary to support sophisticated business operations.

Basehor

As this city of 1,500 begins to grow, the Basehor Chamber of Commerce is working to attract the retail and service companies that a residential community needs. The chamber recently funded a study to determine what kind of businesses would thrive in Basehor.

TOTAL NON-FARM EMPLOYMENT Leavenworth County



¹Federal government employment, both military and civilian, represents 37.6 percent of all nonfarm employment.
²Finance, Insurance and Real Estate
³Transportation, Communications and Public Utilities

QUARTERLY ECONOMIC OVERVIEW by Ron Sagraves, MARC Senior Economist

Probably one of the best things to be said about the second quarter of 1987 is that it's history. Reports of layoffs and major employers leaving or choosing not to come to the area, which were commonplace during the last few months, have all but ceased.

One of the dangers of a string of negative announcements is that the positive things happening in the region can be overlooked, triggering a return to the pessimistic thinking of the early 1980s. But such economic cynicism is both inappropriate, in terms of actual trends, and ironic, in that it comes at a time when the Kansas City community is receiving national attention from *Inc.* and *Fortune* magazines as a city on the move.

And there's plenty of second quarter data to support this contention. For example, total

nonagricultural employment remained at the high level of last year even with layoffs in the automobile industry and other manufacturing sectors. Second quarter employment in the nonagricultural sectors – averaging 718,400 workers – slightly exceeded that of the second quarter of 1986.

Employment losses in the manufacturing sector were offset by nonmanufacturing jobs. For example, approximately 3,000 new jobs were generated by the service sector, which represents both business and personal services. The construction, trade, finance, and government sectors also expanded employment over the year-ago period.

Vigorous construction activity continues to be one of the brightest spots in the area's economy. Residential building permits

remained at a high level despite the upturn in interest rates. Although single family permits – 2,256 for the quarter – were down 7.7 percent compared to the second quarter in 1986, the market is still robust. That's because the number of permits issued during the second quarter of 1987 was four times greater than when the construction boom began in 1982 and considerably greater than any year other than 1986. Multi-family permits in the second quarter also remained strong, exceeding every year since 1982 with the exception of 1986.

In addition, the value of construction projects in the second quarter surpassed last year's second quarter totals. Residential construction value was up 1.9 percent to \$1.4 billion and nonresidential value was up 9.7 percent to \$989 million. The total

TASK FORCE 24

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MANHATTAN
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Testimony before the
 House Committee on Transportation
 (HB 2014)

by
 Scott Sewell, Public Affairs Director
 Manhattan Chamber of Commerce

February 7, 1989

Mr. Chairman and members of the committee, I'm Scott Sewell, public affairs director, for the Manhattan Chamber of Commerce.

I would like to begin by thanking you for the opportunity to speak before you today. I would also like to recognize the work of the interim highway committee for the proposed comprehensive highway bill which we are discussing today.

As a 1986 graduate of Kansas State University and now Public Affairs Director of the Manhattan Chamber, I would like to briefly discuss the important role highways play in the relationship between a business community and university.

A recent trend of developing public/private relationships between business and state universities has moved across the nation and it's come to Manhattan as well.

The City of Manhattan, Riley County, the KSU Foundation, Kansas State University and the Manhattan Chamber have been working together in the past 18 months to develop a new high-tech research/industrial park designed to expand the

-MORE-



Att 7

Page 2

research capabilities at K-State while at the same time providing new space for industrial use. As Rick Mann will mention later in this hearing, highways are only one of many factors to be considered when attempting to develop a new industrial park or research facility. But without adequate transportation, getting development such as that being studied between these five entities is extremely difficult if not impossible to get off the ground.

One example is the fact that the federal government cited a lack of adequate highways into and out of Manhattan as one of the reasons Manhattan was not chosen as the site for a new Food Safety Inspection Training Center. This center would've provided many new jobs to our community as well as utilized, and probably even expanded, the research work now being undertaken in this area at KSU.

I might add that Kansas State University is the only Big Eight university that does not have a major four-lane highway coming into its campus or the city in which it is located.

The Manhattan Chamber of Commerce supports a comprehensive highway plan, as outlined in HB 2014. Our Board of Directors has ranked highways a top priority for the community.

I might mention that the Manhattan Chamber also supports full funding of the Margin of Excellence and other public and higher education program, and we would not want to see money

-MORE-

taken from one program to pay for another. That's why we support a comprehensive highway program which is funded largely through user fees and bonding. This would include increases in the motor fuels tax, vehicle registration and even the state sales tax, as many goods and services which would fall under the sales tax are shipped on our state highways.

In addition, we support letting KDOT rank projects across the state with their priority system. We believe this is a fair and equitable way to determine the need of a particular project.

We also believe that it would be much, much easier for this Legislature to vote in favor of an increase in the fuel tax before the federal government takes any action regarding fuel tax increases.

If the federal government ever does actually take action regarding increasing the motor fuels tax to help pay off the deficit, it will be vitrually impossible for state governments, including this one, to justify increasing state motor fuels taxes further, even if the money was to pay for highway maintenance and construction.

Again, thank you for your time this afternoon. I will be happy to try to answer any questions you may have.

-END-



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Testimony before the
House Committee on Transportation
(HB 2014)

by
Rick Mann, Chairman
Legislative Action Committee
Manhattan Chamber of Commerce

February 7, 1989

Mr. Chairman and members of the committee, my name is Rick Mann and I am Chairman of the Manhattan Chamber of Commerce Legislative Action Committee. I appreciate the opportunity to appear before you today and to testify on behalf of the Manhattan Chamber of Commerce regarding Kansas' highway needs.

As a representative of the Manhattan Chamber of Commerce I'm here today to voice the Chamber's support for a comprehensive, state-wide highway program as outlined in HB 2014. We believe such a bill is in the best interest of not only Manhattan and Riley County, but, more importantly, HB 2014 is in the best interest of this state which you have been elected to represent.

The Manhattan Chamber would also like to compliment the interim highway committee for their efforts in establishing the proposal that is the basis of our review today.

Two words can best explain why the Manhattan Chamber of Commerce supports a comprehensive highway plan. ECONOMIC DEVELOPMENT.

-MORE-



Att. 8

As several others have mentioned in earlier portions of these hearings, an adequate state-wide highway system will not guarantee economic development. But improved access, safe bridges, widened shoulders and smoother surfaces can greatly enhance the opportunity for economic development.

In Manhattan, for example, the opening of a four-mile stretch of Ft. Riley Boulevard, commonly known as the southern arterial, has enhanced the development along that east-west arterial. Several new businesses have relocated in that area, while other businesses have recently remodeled existing facilities or built new facilities altogether. This activity along the arterial has helped expand Manhattan's tax base while improving the business climate and overall quality of life in Manhattan.

In the western portion of the city, the extension of Kimball Avenue has, and will continue to spur the construction of many new homes, as well as discussion concerning development of a high-tech research park in that area.

Of course, highways aren't the only key to economic development. Other factors such as water and waste water treatment plants, gas and electrical service and labor supply also have a role in economic development.

All of these factors, along with others too numerous to mention, must be in place for development of any

sort...industrial, commercial, residential. But without adequate statewide transportation facilities, future development in Kansas cities such as Independence, Kansas City, Wichita, Hutchinson, Salina, Hays, Topeka and even Manhattan is doomed to fail.

On behalf of the Manhattan Chamber of Commerce, I ask each member of this committee to study closely all the proposed funding alternatives in this highway bill, including increases in motor fuels tax, vehicle registration and the state-wide sales tax and the use of bonding. We urge this committee to support a comprehensive highway plan for Kansas during this legislative session.

We also support, and ask this committee to support the portion of the bill which places the responsibility of selecting eligible road and projects with the Kansas Department of Transportation. This would seem to be the most equitable method of selecting projects.

Again, thank you for your time and commitment to Kansas. I will be happy to try to answer any questions you may have.

-END-

TESTIMONY OF
KENT GLASSCOCK
BEFORE THE TRANSPORTATION COMMITTEE
OF THE
HOUSE OF REPRESENTATIVES
FEBRUARY 7, 1989

MR. CHAIRMAN AND MEMBERS OF THE COMMITTEE, MY NAME IS KENT GLASSCOCK, AND I AM A CITY COMMISSIONER AND MAYOR PRO TEM FROM MANHATTAN, KANSAS. I SINCERELY APPRECIATE THE OPPORTUNITY TO APPEAR BEFORE YOU TODAY AND TESTIFY ON BEHALF OF THE CITY COMMISSION REGARDING OUR UNANIMOUS SUPPORT FOR A MAJOR, COMPREHENSIVE HIGHWAY PACKAGE, SUCH AS THAT CONTAINED IN HB 2014. THERE IS SIMPLY NO QUESTION IN OUR MINDS THAT THIS IS THE RIGHT TIME FOR SUCH A PROGRAM FOR KANSAS. TO DELAY ANY LONGER THAN THIS LEGISLATIVE YEAR WOULD BE DETRIMENTAL IF NOT CATASTROPHIC.

FURTHER, WE BELIEVE THAT THIS COMPREHENSIVE PROGRAM SHOULD BE NON-DESIGNATED. WE HAVE EVERY CONFIDENCE IN THE PROFESSIONALS AT THE KANSAS DEPARTMENT OF TRANSPORTATION, AND FEEL THAT THEY SHOULD BE GIVEN THE CLEAR CHARGE OF DESIGNING A SPECIFIC WORK PROGRAM THAT WOULD INVEST THIS MONEY IN OUR HIGHWAY SYSTEM WISELY.

MR. CHAIRMAN, AS A VOLUNTEER CITY COMMISSIONER, I DON'T HAVE THE INDIVIDUAL EXPERTISE OR "BEHIND THE SCENES" KNOWLEDGE THAT EACH OF YOU DO TO ENABLE ME TO COMMENT SPECIFICALLY ON THE VARIOUS FUNDING PROPOSALS CONTAINED IN HB 2014. I WOULD POINT OUT, HOWEVER, THAT AT THE LOCAL LEVEL WE ARE QUITE FAMILIAR WITH THE FINANCIAL TECHNIQUE OF BONDING MUNICIPAL IMPROVEMENTS. WE USE IT REGULARLY, YET JUDICIOUSLY. IN MANY INSTANCES IT IS CLEARLY THE BEST FUNDING CHOICE - ENABLING US TO INVEST IN A LONG TERM ASSET, WHILE ASKING THE PEOPLE WHO ENJOY THE USE OF THE ASSET TO ASSIST US IN PAYING FOR THAT ASSET.

HIGHWAYS CERTAINLY FALL IN THIS CATEGORY. IT MAKES CLEAR SENSE TO USE BONDS TO ENABLE US TO INVEST IN THESE ROAD SYSTEMS NOW, AND THEN THROUGH A SERIES OF USER FEES THAT YOU DESIGN, PAY FOR THEM AS WE USE THEM. IN FACT, WE ANTICIPATE THAT INCREASED ECONOMIC ACTIVITY THAT DIRECTLY RESULTS FROM THIS CRUCIAL INVESTMENT WILL IN AND OF ITSELF ACCOUNT FOR A SIGNIFICANT PORTION OF THAT PAY BACK!

WE IN MANHATTAN CLEARLY UNDERSTAND THE USE OF INVESTMENT TO STIMULATE DEVELOPMENT. THE 60 MILLION DOLLAR MANHATTAN TOWN CENTER IS TESTIMONY TO THAT CONCEPT. A KEY COMPONENT OF THAT PROJECT IS THE \$7,000,000 SOUTHERN ARTERIAL (WHICH WE BONDED, BY THE WAY). THIS FOUR LANE SYSTEM LINKED THE MANHATTAN TOWN CENTER WITH THE REST OF THE COMMUNITY ENSURING ITS SUCCESS.

THAT'S ALL WE'RE ASKING FOR HERE. INVEST IN US, LINK US WITH THE REST OF THE STATE, AND WE WILL UNQUESTIONABLY BE BETTER ABLE TO PAY OUR WAY.

IN CONCLUSION, I WOULD REITERATE THE POSITION OF THE MANHATTAN CITY COMMISSION IN FAVOR OF A MAJOR, COMPREHENSIVE, NON-DESIGNATED HIGHWAY PROGRAM; AND COMPLIMENT EACH OF YOU FOR YOUR COMMITMENT TO KANSAS. YOU HAVE IN YOUR GRASP THE BIGGEST INVESTMENT OPPORTUNITY IN OUR STATE IN RECENT MEMORY. PLEASE HAVE THE FORESIGHT AND FORTITUDE NECESSARY TO MAKE THAT INVESTMENT.

I WOULD BE PLEASED TO STAND FOR QUESTIONS.

bjs

89/043

**LENEXA
CHAMBER
OF
COMMERCE**

**1989
Legislative
Priorities**



Lenexa Chamber of Commerce

Lenexa
KANSAS CITY'S RISING STAR



February 7, 1989

Dear Kansas Legislator:

The 1989 Legislative Session is a difficult one, primarily due to the affects of Reappraisal on the horizon. Reappraisal affects all the major issues. The Lenexa Chamber recommends caution when trying to address the issues, i.e., know the facts on Reappraisal, and don't act on estimates.

Attached are the Chamber's positions on four major issues and our recommendations on Taxes, Highways and School Finance.

1. Taxes: The Chamber believes the Governor's tax proposal is close to our recommendation. The amount of tax reduction (\$80 million) is what is most important. The tax brackets which will receive the highest reduction are senior citizens and low or fixed income. Please get behind the Governor's plan and give Kansans the income tax relief they deserve.
2. School Finance: The Chamber's recommendation is a one year proposal until the total impact of Reappraisal is known, after which a new School Finance Formula needs to be enacted. Our proposal guarantees no losers and provides additional revenue to districts that are growing.
3. Highways: The Chamber recommends that new revenue be enacted so that solvency and substantial maintenance can be provided for our highway system. The new revenue areas are: Motor Fuel, Registration Fees and Sales Tax Transfer. After the affects of Reappraisal are known in 1990, financing needs to be provided for major spending programs.

The Lenexa Chamber of Commerce stands ready to help solve the problems facing Kansas. Lenexa has seen success because of our best resources - its people. Kansas has great citizens. Let's pool our resources and solve the challenges of Kansas.

Thanks for taking the time to review the enclosed. If you should have any questions, please call.

Sincerely,

Dr. Lee Ann Stamm
Dr. Lee Ann Stamm, President

Phil Hammond
Phil Hammond, Chairman
Legislative Affairs Committee

STATE HIGHWAY FUNDING

WHEREAS, the 10,000 mile Kansas highway system, once recognized as one of the best in the nation is deteriorating. A recent study the Kansas Department of Transportation presented to the Special Committee on Transportation catalogued the numerous miles of highways and bridges in serious need of repair. Motorists in Lenexa as well as throughout the state are suffering a continuing loss of mobility and are needlessly being exposed to less than adequate highway conditions. Major problems have been noted on urban freeways, Interstate routes, rural primary highways and farm to market roads,

AND WHEREAS current funding sources available to the Kansas Department of Transportation are inadequate to maintain the existing highway system and improve the systems that afford a higher standard of safety, access, and convenience to the motorist. It is estimated that the population of Lenexa and its contiguous cities will exhibit continued growth in the years ahead placing substantially higher demands on the state's transportation facilities and services.

THEREFORE, BE IT RESOLVED: The Lenexa Chamber of Commerce recommends that the 1989 Kansas Legislature act expeditiously to provide additional funding for highway modernization and maintenance. We recommend that state highway user fees be increased to meet the highway needs documented in the Kansas Department of Transportation Report on Highway Needs. We further recommend the Kansas Department of Transportation continue to determine needed highway improvements through use of empirical data in the Priority Optimization System employed by the department. Finally, the Chamber supports continuing the existing 60/40 percent revenue sharing with cities and counties.



Lenexa Chamber of Commerce

Lenexa

KANSAS CITY'S RISING STAR



December 22, 1988

The Honorable Mike Hayden
Governor of Kansas
State Capitol Building
2nd Floor
Topeka, Kansas 66612

Dear Governor Hayden:

On behalf of the Lenexa Chamber of Commerce, we commend the interim Committee on Transportation on the scope of their funding methods. By placing the focus on reconstruction, repair and maintenance, rather than on new construction, we believe a highway program can be adopted this Session.

While we do not specifically endorse their proposal in its entirety, the Lenexa Chamber of Commerce requests your support of the continued use of the KDOT Priority Optimization System. We feel that there is state-wide support for a comprehensive highway program, and that support exists because designated routes are not specified.

We would be happy to meet with you anytime at your convenience to discuss this matter further.

Respectfully yours,

Mark E Emley
Mark Emley
President

ME:dm

Proposed 1989 Highway Funding

Highway Funding has not been addressed for the last few legislative years. It is imperative that adequate funding be enacted to guarantee solvency and provide substantial maintenance. As for major spending programs, the Chamber feels that the results of Reappraisal need to be known before a major tax, such as sales tax, is enacted to benefit highways. Financing for major spending programs should be addressed in 1990.

Increased Revenue

1. Motor Fuel Increase Motor Fuel by 5 cents
2. Registration Fees Same as attached except increase the following:

	Automobiles	
0-3,000 lbs.	25.00	
3,001 - 3,999 lbs	30.00	
4,000 - 4,500 lbs	35.00	
Over 4,500 lbs	40.00	
		Trucks
12M		40.00
Total Changes		8,278.00

3. Increase sales tax transfer from State General Fund to the State Highway Fund at a straight 10% rate.

Proposed Highway Funding

	1989	1990
Revenue:		
Motor Fuel 5 cent increase	165M	240M
Registration Fees (see attached)	75M	111M
Sales Tax Transfer 10%	43M	74M
Misc. Revenue	20M	20M
Federal & Local Reimbursements	<u>152M</u>	<u>121M</u>
Total	455M	566M
Expenses		
State Ops & Misc.	<174M>	<177M>
Substantial Maint.	< 46M>	< 52M>
Major Modifications	<u><125M></u>	<u><125M></u>
Total	<345M>	<354M>
Special City & County Highway Fund	< 66M>	< 96M>
Net Revenues	44M	116M

ESTIMATED REVENUE FROM MOTOR VEHICLE REGISTRATIONS
UNDER CURRENT LAW AND PROPOSED RATES

<u>Weight Category</u>	<u>Current Fee</u>	<u>Proposed Fee</u>	<u>Estimated Number</u>	<u>Current Revenue</u>	<u>Proposed Revenue</u>	<u>Increase</u>
AUTOMOBILES						
0 - 3,000 lbs.	\$13.00	\$25.00	500,000	\$ 6,500,000	\$ 12,500,000	\$ 6,000,000
3,001 - 3,999 lbs.	16.25	25.00	675,000	10,968,750	16,875,000	5,906,250
4,000 - 4,500 lbs.	19.50	25.00	205,000	3,997,500	5,125,000	1,127,500
over 4,500 lbs.	26.00	35.00	88,000	2,288,000	3,080,000	792,000
Subtotal			1,468,000	\$ 23,754,250	\$ 37,580,000	\$ 13,825,750

TRUCKS

County Registrations

Regular Trucks

12M	\$25.00	\$35.00	482,644	\$ 12,066,100	\$ 16,892,540	\$ 4,826,440
16M	75.00	100.00	6,721	504,075	672,100	
20M	100.00	130.00	3,945	394,500	512,850	
24M	150.00	195.00	5,313	796,950	1,036,035	
30M	235.00	310.00	3,366	791,010	1,043,460	
36M	285.00	370.00	1,342	382,470	496,540	
42M	360.00	470.00	930	334,800	437,100	
48M	460.00	600.00	1,152	529,920	691,200	
54M	615.00	800.00	1,231	757,065	984,800	
60M	765.00	1,000.00	419	320,535	419,000	
66M	915.00	1,200.00	209	191,235	250,800	
74M	1,175.00	1,525.00	258	303,150	393,450	
80M	1,325.00	1,725.00	920	1,219,000	1,587,000	
85M	1,475.00	1,925.00	904	1,333,400	1,740,200	
Subtotal			509,354	\$ 19,924,210	\$ 27,157,075	\$ 7,232,865

Local Trucks

16M	\$47.00	\$60.00	1,673	\$ 78,631	\$ 100,380	
20M	75.00	100.00	940	70,500	94,000	
24M	100.00	130.00	1,530	153,000	198,900	
30M	135.00	175.00	1,114	150,390	194,950	
36M	160.00	210.00	423	67,680	88,830	
42M	185.00	240.00	356	65,860	85,440	
48M	235.00	310.00	886	208,210	274,660	
54M	315.00	410.00	1,390	437,850	569,900	
60M	360.00	470.00	340	122,400	159,800	
66M	440.00	570.00	108	47,520	61,560	
74M	575.00	750.00	76	43,700	57,000	
80M	675.00	880.00	208	140,400	183,040	
85M	775.00	1,000.00	90	69,750	90,000	
Subtotal			9,134	\$ 1,655,891	\$ 2,158,460	\$ 502,569

<u>Weight Category</u>	<u>Current Fee</u>	<u>Proposed Fee</u>	<u>Estimated Number</u>	<u>Current Revenue</u>	<u>Proposed Revenue</u>	<u>Increase</u>
<u>6,000-Mile Trucks</u>						
16M	\$47.00	\$60.00	290	\$ 13,630	\$ 17,400	
20M	75.00	100.00	208	15,600	20,800	
24M	100.00	130.00	343	34,300	44,590	
30M	135.00	175.00	240	32,400	42,000	
36M	160.00	210.00	152	24,320	31,920	
42M	185.00	240.00	158	29,230	37,920	
48M	235.00	310.00	196	46,060	60,760	
54M	315.00	410.00	187	58,905	76,670	
60M	360.00	470.00	127	45,720	59,690	
66M	440.00	570.00	79	34,760	45,030	
74M	575.00	750.00	90	51,750	67,500	
80M	675.00	880.00	111	74,925	97,680	
85M	775.00	1,000.00	84	65,100	84,000	
Subtotal			2,265	\$ 526,700	\$ 685,960	\$ 159,260
<u>Farm Trucks</u>						
16M	\$25.00	\$35.00	24,281	\$ 607,025	\$ 849,835	\$ 242,810
20M	30.00	40.00	16,191	485,730	647,640	
24M	42.00	50.00	19,320	811,440	966,000	
54M	62.00	70.00	12,929	801,598	905,030	
60M	150.00	180.00	155	23,250	27,900	
66M	300.00	360.00	88	26,400	31,680	
85M	500.00	600.00	449	224,500	269,400	
Subtotal			73,413	\$ 2,979,943	\$ 3,697,485	\$ 717,542
NOTE: Autos and Pickups			1,974,925	\$ 36,427,375	\$ 55,322,375	\$ 18,895,000
County Quarter Pay				\$ 1,065,000	\$ 1,384,500	
County 72 Hour	\$20.00	\$26.00	500	10,000	13,000	
County 30 Day	2.00	3.00	26,500	53,000	79,500	
Subtotal			34,100	\$ 1,128,000	\$ 1,477,000	\$ 349,000
Total County Trucks			628,333	\$ 26,214,744	\$ 35,175,980	\$ 8,961,236
<u>Interstate</u>						
Ports: 72 Hour	\$20.00	\$26.00	35,400	\$ 708,000	\$ 920,400	
Ports: 30 Day	2.00	3.00	83,500	167,000	250,500	
Prorate & Qtr				17,415,000	22,639,500	
Total Interstate Trucks				\$ 18,290,000	\$ 23,810,400	\$ 5,520,400
Total County and Interstate Trucks				\$ 44,504,744	\$ 58,986,380	\$ 14,481,636
<u>Urban Buses</u>				\$ 1,875	\$ 2,500	\$ 625

<u>Weight Category</u>	<u>Current Fee</u>	<u>Proposed Fee</u>	<u>Estimated Number</u>	<u>Current Revenue</u>	<u>Proposed Revenue</u>	<u>Increase</u>
<u>Trailers</u>						
8M	\$10.00	\$13.00	60,300	\$ 603,000	\$ 783,900	
12M	15.00	20.00	10,000	150,000	200,000	
Over 12M	25.00	35.00	26,150	653,750	915,250	
Subtotal			96,450	1,406,750	1,899,150	492,400
Total Trucks				\$ 45,913,369	\$ 60,888,030	\$ 14,974,661
OTHER						
Antique	\$15.00	\$40.00	3,950	\$ 59,250	\$ 158,000	
Amateur Radio			1,750	35,000	45,500	
Special Interest			625	12,500	16,250	
National Guard			410	8,200	10,660	
Disabled	0.00	0.00	NA	NA	0	
Subtotal			6,735	\$ 114,950	\$ 230,410	\$ 115,460
Motorcycles	\$10.00	\$15.00	78,000	\$ 780,000	\$ 1,170,000	
Motor Bikes	5.00	10.00	18,000	90,000	180,000	
Subtotal			96,000	\$ 870,000	\$ 1,350,000	\$ 480,000
Manufactured Home	\$2.00	\$5.00	53,000	\$ 106,000	\$ 265,000	\$ 159,000
Duplicate and 30 Day				\$ 460,250	\$ 460,250	0
Dealers				\$ 1,290,000	\$ 1,677,000	\$ 387,000
Personalized (a) one-time fee	\$40.00	\$40.00	12,000	\$ 480,000	\$ 480,000	0
Other One-Time Fees				\$ 692,000	\$ 843,200	\$ 151,200
Dealer, Personal, Misc.				\$ 2,462,000	\$ 3,000,200	\$ 538,200
Total, Other				\$ 4,013,200	\$ 5,305,860	\$ 1,292,660
Gross Grand Total				\$ 73,680,819	\$ 103,773,890	\$ 30,093,071
Refunds				\$ 230,000	\$ 300,000	\$ 70,000
Net Grand Total				\$ 73,450,819	\$ 103,473,890	\$ 30,023,071
Retained by County Treasurers				\$ 4,500,000	\$ 4,500,000	\$ 0
NET TO STATE HIGHWAY FUND				\$ 68,950,819	\$ 98,973,890	\$ 30,023,071

Source: Department of Revenue and estimates.

PRESENTATION

to

HOUSE COMMITTEE
ON TRANSPORTATION

by

BRENDA M. MANSKE
Executive Director
Southeast Kansas Tourism Region, Inc.

February 7, 1989

SOUTHEAST KANSAS TOURISM REGION

SUPPORTS HB 2014

Quality highways are a vital component of economic development not only in Southeast Kansas but throughout the state. Improved roadways and other public infrastructure are necessary for attracting new business investment to Kansas through development and expansion of the state's existing, traditional core industries.

Although it is not traditionally considered a core industry in Kansas, tourism is the third-largest industry in the state and demonstrates great potential for growth as a direct result of highway improvement. For this reason, Southeast Kansas Tourism Region supports House Bill 2014.

The need for highway maintenance and construction is particularly acute in Southeast Kansas, but the need is balanced by the expected return on the state's investment in transportation. Even though it is associated with leisure activities, tourism is big business in every region of the state. Travel-related expenditures in Southeast Kansas amounted to more than \$58 million in 1985. In that same year, travel and tourism created more than 1,300 jobs for the region, with a payroll of \$10 million. By comparison, travelers spent \$1.9 billion across the state in 1985, generating 42,000 jobs and \$374 million in payroll.

The major return on investment in improved transportation may well be increased tax revenue. In 1985, Kansas tourism

House Transportation Committee

2-7-89

contributed \$105 million in federal tax revenue and \$63 million in state taxes.

This kind of economic impact is important to the entire state, but it is absolutely vital to the economic future of Southeast Kansas, where most of these travel and tourism dollars are reaching our small rural communities through our highways. Ease of access is the key. If travelers can't get to us, they can't spend their time and money with us.

It's a simple equation that will be solved only with your vision, knowledge and leadership. We offer no recommendations on specific projects or on alternative funding options. Very simply, our need for quality highways is great. We urge your support for HB 2014.

Ma¹

TOPEKA METROPOLITAN TRANSIT AUTHORITY
JACK D. MALONE, E & H COORDINATOR, TMTA
HOUSE BILL #2014 & HOUSE BILL #2099
HOUSE TRANSPORTATION COMMITTEE
FEBRUARY 7, 1989

INDIVIDUAL BACKGROUND DATA

My name is Jack Malone. I come before you today to express my support for House Bill #2014, but with some concern. I want to first advise everyone my testimony today is being expressed from several areas. First of all as a transit professional being with the Topeka Metropolitan Transit Authority. I am also the President of the Shawnee County Paratransit Council, and the Chairman of the Board of Directors of the Topeka Independent Living Resource Center, Inc. Last, but most certainly not least, a I am a disabled citizen of Kansas.

As previously stated, I am in full support of House Bill #2014, with some concerns. My concerns specifically are directed at the language, or in this case, the lack of language shown in Section 24, 3B. There has been a great "victory" by addressing the "transportation for the elderly and disabled" issue. However, I feel there is a great need to further enhance Section 24, 3B with more language. This could very easily be accomplished by approving House Bill #2099. I feel House Bill #2099 addresses many issues within the "transportation for the elderly and disabled" topic that need to be addressed in order to accomplish the intent of Section 23, 3B of House Bill #2014. That is to improve in a fiscally sound and responsible way the transportation problem the elderly and disabled have throughout the state of Kansas.

PHILOSOPHICAL VS FINANCIAL RESPONSIBILITY

This proposed House Bill #2099 would assist the state elderly and disabled population in either becoming or remaining semi-independent, or totally independent, self-supporting citizens. Without transportation no one (able-bodied or disabled) can seek employment, much less maintain employment. You cannot buy a home, furniture, food, clothing, etc. unless you have the necessary transportation to go shop and purchase merchandise. All of this has a significant effect on fiscal tax dollar expenditures by the state. Specifically it has a significant effect on fiscal state funding needed to spend to house the elderly and disabled in a sheltered or institutional setting. As we all grow older we experience various stages of progressive physical limitations. Everyone will eventually be identifiable within the disabled population at some point in their life, unless of course, they become identifiable as statistical figures in the state deceased population category first. One of my many personal philosophies in life is "Anyone and everyone is either a part of the solution or a part of the problem." This bill would most certainly bring more of the elderly and disabled state population under to the state "solution" area, as well as, depleting the state's problem area.

Att. 12

TOPEKA METROPOLITAN TRANSIT AUTHORITY
JACK D. MALONE, E & H COORDINATOR, TMTA
HOUSE BILL #2014 & HOUSE BILL #2099
HOUSE TRANSPORTATION COMMITTEE
FEBRUARY 7, 1989

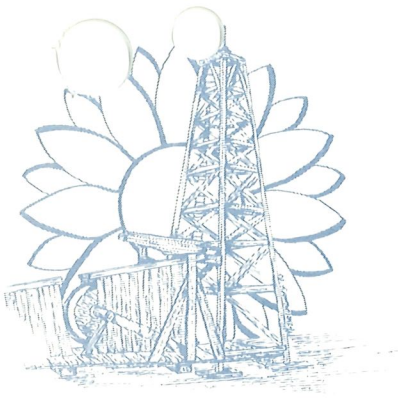
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NEODESHA
CHAMBER OF COMMERCE, INC.
105 N. 5TH — P. O. Box 266
NEODESHA, KANSAS 66757
316-325-2055

January 17, 1989

Legislative Coordinating Council
Topeka, Kansas

Dear Committee:

The Neodesha Chamber of Commerce would like for the committee on Kansas Highways to know that we, in southeast Kansas, desperately need our highways upgraded.

The highway plan, Proposal No. 42, presented to the Legislative Coordinating Council on November 10th is a workable proposal for the entire state.

The Kansas Department of Transportation should be the department that determines the priorities for upgrading our highways.

The selling of Bonds to finance the highway program has its merits. Likewise the raising of vehicle fuel taxes gradually over several years. Vehicle registration fees being raised to uniform amounts across the board is an area that will benefit all of us with better roads.

Our highways are vital to moving the products, large and small, produced in Neodesha. Whether they are moved by company trucks or contracted out, the highways are very important to our economy.

During 1987, when so much emphasis was being put on an east-west highway close to Neodesha, our Chamber office recieved numerous calls by companies wishing to locate in and around Neodesha. In the past months few calls of inquiry about our area have been recieved.

Roads can make or break an area of our state. We, in Neodesha, ask that a highway plan be put into action during this legislative session.

Thank you for your time.

Sincerely,

Mina R. Olson

Mina R. Olson, EVP
Neodesha Chamber of Commerce

Att. 13



"THE BRAND EVERYONE ASKS FOR"

FAX 316 325 2602

Airosol Company, Inc.

POST OFFICE BOX 120 - PHONE 316--325-2667 - 525 NORTH ELEVENTH STREET
NEODESHA, KANSAS 66757

January 18, 1989

TO: Legislative Coordinating Council
FROM: Carl Stratemeier, Vice President, Airosol Co., Inc.
RE: Proposal No. 42 - Highway Program

After reading the preliminary draft of the Special Committee on Transportation, regarding Proposal No. 42-Highway Program, it is our attitude that the Legislative Body of the State of Kansas adopt the suggested proposal concerning highway improvement.

Although we feel the southeast section of the state is in the most need of major improvements, the suggested proposal seems to provide a program which is beneficial and equitable for the entire state.

AIROSOL COMPANY, INC.

Carl Stratemeier

Carl Stratemeier
Vice President

CS/jr

Att. 14



PRESTIGE®

15
January 17, 1989

Legislative Coordinating Council
Kansas State Legislature
Topeka, Kansas

Dear Council Members:

Prestige is a small manufacturer of kitchen cabinets located in Neodesha. We presently employ approximately 150 Kansans and our products are distributed over an area covering 40 states. While there are many business advantages to being located in Southeast Kansas, transportation is not one of them. We are heavily dependant upon the road system. First our raw materials are all delivered by truck. Second, over one-half of our employees live in other towns and must travel the highway system to attend work. Finally, our products are delivered to our customers on our fleet of six over-the-road trucks. Clearly, the Kansas highway system is important to our continued success.

The inadequacies of Southeast Kansas highways are well known. We are over seventy-five miles from the nearest Interstate. Our two lane highways are mostly narrow with little or no shoulders. Many bridges and underpasses are inadequate to carry modern loads. These and other safety hazards complicate our logistics and expose our employees to unacceptable safety risks. We clearly support the need for significant improvements to the Kansas highway system.

We have read the preliminary draft of the Special Committee on Transportation concerning Proposal No. 42 and find the proposals included therein to be a reasonable approach to begin solving our highway problems. The financing proposals seem to us to be a good balance to equitably share the cost of needed improvements. We support the concepts outlined in this report and we urge the Legislature to adopt Proposal No. 42.

Respectfully Submitted,

Don E. West, Sr.
President



COBALT BOATS

January 18, 1989

TO: Legislative Coordinating Council

This letter is being written and sent in support of Proposal No. 42-Highway Program. I have read the proposal and agree and support it in total.

My company and the remaining industries in Southeast Kansas have been living with outdated, unsafe highways and I feel it's time for our state to act on this proposal. The surrounding states, and in particular Oklahoma, have continued to improve the linking highways for Southeast Kansas and major cities. Wichita is the same distance from Neodesha as Tulsa but because of the highway system only, I find myself and other friends in Southeast Kansas using the Tulsa airport, shopping centers, and major services.

We enjoy being part of the Kansas industrial community and will do whatever we need to do in support of Proposal No. 42, because without quick action on this proposal industrial development will come to a halt.

Sincerely,

Paul St. Clair
President

PSC/jd

January 7, 1989

INCREASE STATE FUNDING FOR TRANSPORTATION SERVICES FOR HANDICAPPED, DISABLED AND OLDER KANSANS (KANSAS AARP STATE LEGISLATIVE COMMITTEE SUPPORT ITEM-1989)

Robert Burkholder - State Legislative Committee
Guy Gibson - AARP State Legislative Committee Capital Task Force -
John Miller - AARP State Legislative Committee Capital Task Force

The American Association of Retired Persons supports the following recommendations for state funding of transportation for the elderly and handicapped as set forth in the Kansas Public Transit Association report and recommendations entitled, "Transportation for Rural Kansas Concept Paper" (copy attached). The specific recommendations in the concept paper and AARP's position on each item are as follows:

1. "State funding for transportation should be administered by the Kansas Department on Transportation and should be used for operating and capital equipment costs." (AARP Supports)
2. "State funding should be limited to operating and capital assistance." (AARP Supports)
3. "Allocation of funds should be determined through a formula based on the number of elderly and handicapped in each designated geographic area." (AARP supports with the added recommendation that a "density factor" be added)
4. "Local coordination and operations should be accomplished by the local officials." (AARP supports with the additional proviso that a prerequisite for funding be the development of a coordination plan on the local level to then be approved by KDOT)
5. "Paratransit councils should operate at the discretion of the local operators." (AARP supports - Present examples of voluntary cooperation are encouraging and should be models for others.)
6. "Participants should be encouraged to contribute to the cost of the service based on the ability to contribute." (AARP Supports)

Attachment:

1. Concept Paper: Transportation for Rural Kansans
(Prepared by Kansas Public Transit Association)

- The relative need is likely to increase in rural areas, as all census data reveals fewer younger people residing in the smallest communities or unincorporated areas—thus fewer relatives, friends, neighbors to form a helpful pool of community help.
- Operating costs are higher for fuel, drivers, insurance, repairs. Acquisition costs are also higher.

Recommendations

- State funding for transportation should be administered by the Kansas Department of Transportation and should be used for operating and capital equipment costs.
- State funding should be limited to operating and capital assistance.
- Allocation of funds should be determined through a formula based on the number of elderly and handicapped in each designated geographic area.
- Local coordination and operations should be accomplished by the local officials.
- Para transit councils should operate at the discretion of the local operators.
- Participants should be encouraged to contribute to the cost of the service based on ability to contribute.

Conclusion

State funded transportation would assure rural economic assistance to prevent the out migration of senior citizens from these communities.

Senior citizens are an economic asset to the rural communities in Kansas. Without adequate accessible transportation, it will become increasingly difficult to provide services for these senior citizens to maintain their independent life style.

TRANSPORTATION FOR RURAL KANSANS CONCEPT PAPER

Kansas is one of only ten states and the only state in the Region VII area (which includes Kansas, Nebraska, Iowa, and Missouri) that does not provide state monies to support rural elderly and handicapped transportation.

A Top Priority

Transportation has ranked as a top priority in annual surveys and needs assessments and has proven to be vital in the development of rural supportive services in addition to supporting local economics. This support system has been jeopardized by reductions in Older Americans Act funding and other federal sources.

Successful Coordination

Coordination activities are successfully occurring throughout the state. Coordination reduces duplication and operational costs and improves quality of services and units of service.

Justification for State Transportation Assistance

- Older Americans Act funding for transportation has declined because of need for increased case management and care for older Kansans. Percentage allocations required to be adopted by the Kansas Department on Aging for in-home, legal, and access services will likely reduce still more than the amount of money available for transportation, as considerable increases in in-home and legal funding will occur statewide, while the minimum needed for access does not guarantee more or even as much for transportation (as outreach, information, and referral are also access services).
- KDOT funds (federal section 18 and 16b2) have been reduced. There is now competition for available moneys, and no new projects nor any additional vehicles for expansion are being allowed.
- Mill levy funds for elderly (in those counties that have them) are nearing or have met statutory limits in many areas. In addition, a great deal of uncertainty in regard to reappraisal is resulting in a cautious attitude not conducive to increasing local funds for service agencies. If reappraisal does indeed result in lower valuations for a county with a mill levy, that mill levy will mean lowered total dollars and increased competition between needed services.
- Major bus line service has been discontinued or limited in a majority of the rural areas in Kansas. The elderly who depend on public transportation provided with DOT, AoA, and county funding must either move to more populous areas or suffer from a dearth of services when that transportation is no longer available.
- The absolute number of elderly likely to be dependent upon public transportation will grow as the population ages. The cut-off point of 75 years and above marks a decided increase in the need for medical, nutrition, in-home, and related services.

1989 HOUSE TRANSPORTATION COMMITTEE

Mr. Chairman, members of the transportation committee and friends.

I am John Dart, I live at Belleville a town of less than 3,000, in a county of somewhat less than 9,000. I pay substantial taxes, *and I vote*

Belleville is strategically located at the crossroads of this great nation; highways 36 and 81.

Though I am retired, I am an involved, active concerned ^{Republican} citizen. I strongly believe in our two party form of government. ~~xxxxxxx~~

Now considered by some to be a retired citizen, following more than 40 years in Retailing Home Furnishings and Funeral Directing, I am still involved with community affairs;

Oversee the irrigation farming of ~~4~~ 600+ acres of Kansas land, Operate an air Carrier and Flight Instruction business.

Serve on the Advisory Board for the Department of Tourism at Cloud County Community College.

The Board of Directors of The North Central Health Care Foundation.

And am on the board of Directors of the Pan American Highway Assoc.

I appreciate your taking time to listen to these voices coming from the grass roots.

Though I fly whenever I can, I drive a lot and. I see these BIG RIGS, Road Trains they call them in ⁱⁿ Australia, with their great loads of commodities, merchandise and industrial equipment, moving at Interstate highway speeds, on 2 lane highways and mixed with small compact cars, pickup trucks, recreational vehicles and combines.

We are mostly aware of what we have now, but must look to the future of this state which is handling its share of national and international transportation of commerce and industry, including Tourism.

With Nebraska planning four lane on US 81 it is essential that we complete four lane on that highway to the Kansas Nebraska border.

Our great metropolitan areas now have pretty adequate highways, but they must be maintained in a way that will handle the fast and heavy traffic. In order that the flow of highway transportation to and from the cities to the rural areas our highway system must be improved and maintained.

Ladies and gentlemen, as you look past tomorrow, on into the future, I urge you to consider funding adequate to the challenge we face.

User tax alone will not penetrate the surface of this vast problem. The Federal government has its financial crises. We are going to have to have more tax dollars in Kansas . You must decide and some of us wont be happy.

We do not all drive vehicles on the highways, but we are all involved with the supplies which must travel highways. SALES TAX IS THE MOST EQUITABLE FORM OF RAISING THE NEEDED FUNDS, AND WE ALL PAY SALES TAX, *So Do Taxpayers*

Thank You.

Att. 18

TESTIMONY

of

KANSAS ASSOCIATION OF TRUCK STOP OPERATORS

Trace Walker, President
Blue Beacon International, Inc. and
Green Lantern, Inc.

Before the

Kansas House of Representatives Committee on Transportation

February 7, 1989

Att. 19

TESTIMONY OF TRACE WALKER

Mr. Chairman and Representatives, thank you for the opportunity to testify today. My name is Trace Walker. I am President of Blue Beacon International and Green Lantern, Inc. I am here representing Kansas Truck Stop Operators and myself as an independent businessman.

At last year's special session, we gave testimony in opposition to the Governor's highway plan. The bulk of that testimony was spent explaining the relationship that exists between diesel fuel taxes and diesel fuel sales. Missouri and Oklahoma had just raised their diesel tax, and so for the first time in quite a while we were approaching parity with these key states. We asked for the time and opportunity to prove that we could increase tax revenue for the State of Kansas by increasing diesel gallonage instead of diesel taxes. To illustrate the progress we have made, I would like to show you a chart depicting diesel sales in Kansas from 1980 to the present (See Enclosure A).

As you can see, we had a large gallonage increase resulting in over 3 million dollars of additional revenue for the State of Kansas. This increase is attributable to Kansas once again being competitive with the key states of Missouri and Oklahoma. A contributing factor would be the high diesel fuel tax in Colorado, which at 20.5¢ is one of the highest in the nation. Colorado is selling less diesel fuel today than they were 7 years ago - a situation we want to avoid in Kansas, as it would cost both the truck stop operators and the State a lot of money.

The revenue increase just mentioned does not take into account any ancillary sales generated by fuel sales. National statistics show about \$400 of purchases by truckers for food, lodging and merchandise for every 100 gallons of diesel sold. Therefore, the more fuel business, the more sales tax generated on related purchases, the more jobs Truck Stop Operators can provide and the more income taxes paid.

I would further point out that the figures depicted in the chart are for fiscal years ending June 30, so the 1988 number is for the first 12 months following Missouri and Oklahoma's increase. My point is that we can continue to build on this success.

The Kansas truck stop industry is already a large industry employing over 2,200 people with an annual payroll of 31 million dollars. However, we have the potential to be a much bigger industry in our state if we can remain competitive.

I would imagine that you are tired of hearing about Missouri and its low motor fuels tax. I do not like dwelling on it. Truck Stop Operators do not like Missouri's actions determining the level of their success, but the relationship between diesel taxes and diesel sales is a reality. The situation in Missouri will not go away. It is up to Missouri's voters to change their fuel tax. They last changed it in 1987. Prior to that the last change was 1972. If they hold to this pattern, it won't increase again in this century and they are already below us by 2¢. In Oklahoma they have recognized the reality of the diesel situation and accordingly, the diesel tax is less than the gasoline tax in that state.

I have a chart as reference to the motor fuel taxes by state (See Enclosure B). Should a diesel fuel tax increase become a part of the funding of a highway program, we respectfully request that the committee consider eliminating the differential that exists between the tax on gasoline and diesel fuel.

At the present time, Kansas is one of only 13 states that charges more tax on diesel fuel than on gasoline. Oklahoma is one of four states that actually does the reverse and charges less tax on diesel fuel. I think this practice will spread as more states become aware of the fact that they are competing for diesel business. Trucks have a range of 1,000 to 1,200 miles because of their fuel tank capacity and are capable of crossing two or three states before fueling. Their purchase of fuel is based primarily on price and weight. The remaining 33 states all charge the same on both gasoline and diesel fuel.

I would like to thank the committee for the opportunity to appear here today. I ask that you consider the situation Kansas Truck Stop Operators face as you work to develop an equitable highway program.

I would be glad to answer any questions that you may have.

KANSAS DIESEL FUEL VOLUMES

YEAR	GALLONS	INCREASE or DECREASE
1980	177.900	3.1
1981	175.180	-1.5
1982	183.765	4.9
1983	189.423	3.1
1984	206.382	9.0
1985	207.308	.4
1986	210.915	1.7
1987	212.831	.9
1988	237.718	11.7

Source: Kansas Department of Revenue

STATE MOTOR FUEL TAX RATES

(cents per gallon)

STATE	GASOLINE	DIESEL	GASOHOL	ADDED TAX (%)	LOCAL OPTION	GASOLINE	DIESEL	GASOHOL	ADDED TAX (%)	LOCAL OPTION	
ALABAMA	13	14	13		L	MONTANA	20	20	20		
ALASKA	8	8	0			*NEBRASKA	18.2	18.2	15.2		
ARIZONA	17	17	17			NEVADA	18	20	18	L	
ARKANSAS	13.5	12.5	13.5			NEW HAMPSHIRE	14	14	14		
CALIFORNIA	9	9	9	6	L	NEW JERSEY	10.5	13.5	4.5		
COLORADO	18	20.5	18			NEW MEXICO	14.2	16.2	6.2	L	
CONNECTICUT	20	20	19	2		NEW YORK	8	10	8	6.75	L
DELAWARE	16	16	16			*NORTH CAROLINA	15.7	15.7	15.7		
D.C.	15.5	15.5	15.5			NORTH DAKOTA	17	17	13		
*FLORIDA	9.7	9.7	9.7			*OHIO	14.8	14.8	14.8		
GEORGIA	7.5	7.5	7.5	3		OKLAHOMA	16	13	16		
HAWAII	11	11	11	4	L	OREGON	16	16	16	L	
IDAHO	18	18	14			PENNSYLVANIA	12	12	12	6	
ILLINOIS	13	15.5	13	6	L	*RHODE ISLAND	15	15	15		
INDIANA	15	15	15	5		SOUTH CAROLINA	16	16	10		
IOWA	20	22.5	17			SOUTH DAKOTA	18	18	16	L	
*KANSAS	11	13	15			TENNESSEE	17	16	13	L	
*KENTUCKY	15	12	15			TEXAS	15	15	11		
LOUISIANA	16	16	16	3		UTAH	19	19	19		
MAINE	15	19	15			VERMONT	13	14	13		
MARYLAND	18.5	18.5	18.5			VIRGINIA	17.5	16	17.5	L	
*MASSACHUSETTS	11	11	11			WASHINGTON	18	18	16.2		
*MICHIGAN	15	15	15	4		*WEST VIRGINIA	15.35	15.35	15.35		
MINNESOTA	20	20	18			*WISCONSIN	20.9	20.9	20.9		
MISSISSIPPI	18	18	18		L	WYOMING	8	8	8		
MISSOURI	11	11	11								

*Variable tax expressed in cents per gallon.

Highway Users Federation — January 1989

1960-1970-Special includes LP-Gas.

Dollar amounts include Inventory Taxes										Motor Fuel Tax Collections and Gallons (millions)					Trip			
Fiscal Year	Regular Dollars	Regular Gallons	Gasohol Dollars	Gasohol Gallons	Gasoline and Gasohol Gallons	Gasohol Dollars	Percent Gal. Inc.	Percent Gasohol	Special Dollars	Special Gallons	Percent \$ Inc.	LPG Dollars	LPG Gallons	Percent \$ Inc.	Trip Permits Dollars	Interstate Dollars	Inter S / P Special \$	
1960	\$47,192	947,340							\$2,037									
1961	\$47,644	952,880							\$2,314									
1962	\$48,969	979,380							\$2,757									
1963	\$49,695	993,900							\$3,170									
1964	\$50,715	1,014,300							\$3,579									
1965	\$51,748	1,026,960							\$3,912									
1966	\$53,204	1,064,020							\$4,590									
1967	\$54,124	1,082,430							\$5,493									
1968	\$56,276	1,125,520							\$5,897									
1969	\$57,948	1,158,960							\$6,687									
1970	\$62,288	1,175,543							\$8,258									
1971	\$84,446	1,206,371			1,206,371	\$84,446			\$7,721	96,513	\$0.158	3,160		\$0.465	\$1,023	13.2%		
1972	\$88,718	1,267,400			1,267,400	\$88,718	5.1%	0.0%	\$9,053	115,163	17.3%	\$0.179	3,580	13.3%	\$0,618	\$1,265	14.0%	
1973	\$92,793	1,325,614			1,325,614	\$92,793	4.6%	0.0%	\$10,604	132,550	17.1%	\$0.164	3,280	(8.4%)	\$0,605	\$1,450	13.7%	
1974	\$91,862	1,312,314			1,312,314	\$91,862	(1.0%)	0.0%	\$11,696	146,200	10.3%	\$0.135	2,700	(17.7%)	\$0,686	\$1,672	14.3%	
1975	\$90,396	1,291,371			1,291,371	\$90,396	(1.6%)	0.0%	\$11,056	138,200	(5.5%)	\$0.135	2,700	0.0%	\$0,551	\$1,672	15.1%	
1976	\$94,046	1,343,514			1,343,514	\$94,046	4.0%	0.0%	\$11,657	145,713	5.4%	\$0.131	2,620	(3.0%)	\$0,590	\$1,955	16.8%	
1977	\$10,579	1,382,238			1,382,238	\$10,579	2.9%	0.0%	\$14,340	143,400	23.0%	\$0.183	2,614	39.7%	\$0,591	\$2,852	19.9%	
1978	\$114,056	1,425,700			1,425,700	\$114,056	3.1%	0.0%	\$15,196	151,960	6.0%	\$0.170	2,429	(7.1%)	\$0,873	\$1,235	21.7%	
1979	\$115,203	1,440,038			1,440,038	\$115,203	1.0%	0.0%	\$17,248	172,480	13.5%	\$0.163	2,329	(4.1%)	\$0,814	\$3,604	20.9%	
1980	\$104,078	1,500,975	\$1,024	34,133	1,375,108	\$105,102	(7.3%)	2.6%	\$17,790	177,900	3.1%	\$0.219	3,1286	34.4%	\$0,757	\$3,634	20.4%	
1981	\$98,670	1,233,375	\$0,726	19,900	1,253,275	\$99,466	(6.1%)	1.6%	\$17,518	175,180	(1.5%)	\$0,392	5,600	79.0%	\$0,872	\$4,152	23.7%	
1982	\$98,508	1,211,347	\$0,460	9,408	1,240,755	\$98,968	(1.0%)	0.8%	\$18,376	183,765	4.9%	\$0,595	8,499	51.8%	\$0,845	\$4,412	24.0%	
1983	\$96,322	1,204,031	\$0,408	6,898	1,210,929	\$96,730	(2.4%)	0.6%	\$18,942	189,423	3.1%	\$0,676	9,650	13.6%	\$0,828	\$4,222	22.3%	
1984	\$106,943	1,043,282	\$10,177	169,625	1,212,907	\$117,120	0.2%	14.0%	\$25,050	206,382	32.2%	\$0,829	8,985	22.6%	\$0,994	\$5,291	21.1%	
1985	\$104,540	950,364	\$25,977	266,280	1,216,644	\$120,517	0.3%	21.9%	\$26,952	207,308	7.6%	\$0,755	7,550	(8.9%)	\$0,975	\$6,422	23.8%	
1986	\$104,835	953,048	\$18,271	272,725	1,225,773	\$123,706	0.8%	22.2%	\$27,419	210,915	1.7%	\$0,660	6,600	(12.6%)	\$0,743	\$6,430	23.5%	
1987	\$112,671	1,024,031	\$15,099	190,894	1,214,925	\$127,770	(0.9%)	15.7%	\$27,668	212,831	0.9%	\$0,526	5,260	(20.3%)	\$0,662	\$6,106	22.1%	
1988	\$128,450	1,258,848	\$0,937	10,701	1,269,549	\$139,417	4.5%	0.8%	\$30,906	237,738	11.7%	\$0,545	5,450	3.6%	\$0,607	\$5,693	18.4%	

Sources:

- 1960-1970 KDOR, Annual Report, yearly
- 1971-1980 KDOT, Selected Statistics, December, 1987, T3:13
- 1981- KDOR, Comparative Statement of Taxes and Fees, yearly

ENCLOSURE

7-6-1987