

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 ~~xx~~/p.m. on February 9, 1989 in room 519-S of the Capitol.

All members were present except: Representative Gross

Committee staff present:

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

Conferees appearing before the committee:

Mr. Ed DeSoignie, Kansas Contractors Association  
Mr. George Barbee, Kansas Consulting Engineers  
Mr. Paul E. Fleener, Kansas Farm Bureau  
Ms. Janette Hanzlick, Kansas Public Transit Association  
Mr. Ray Petty, Topeka Independent Living Resource Center  
Mr. Timothy A. Ren, Mayor, Parsons, Kansas  
Mr. Earl Mundy, Sedan, Kansas  
Mr. Marvin Cinotto, Parsons, Kansas  
Mr. Gary Toebben, Lawrence, Kansas Chamber of Commerce  
Ms. Frances Kastner, Kansas Food Dealers' Association  
Mr. R. S. Delamater, Wichita, Kansas

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

Mr. Ed DeSoignie, Kansas Contractors Association, testified in support of HB-2014. (See Attachment 1)

Mr. George Barbee, Kansas Consulting Engineers, testified in support of HB-2014. (See Attachment 2)

Mr. Paul E. Fleener, Kansas Farm Bureau, testified in support of HB-2014. (See Attachment 3)

Ms. Janette Hanzlick, Kansas Public Transit Association, testified in support of HB-2014. (See Attachment 4)

Mr. Ray Petty, Topeka Independent Living Resource Center, testified in support of HB-2014. (See Attachment 5)

Mr. Timothy A. Ren, Mayor, Parsons, Kansas, testified in support of HB-2014. (See Attachment 6)

Mr. Earl Mundy, Sedan, Kansas, testified in support of HB-2014. (See Attachment 7)

Mr. Marvin Cinotto, Parsons, Kansas, testified in support of HB-2014. (See Attachment 8)

Mr. Gary Toebben, Lawrence, Kansas Chamber of Commerce, spoke in support of HB-2014 (See Attachment 9)

CONTINUATION SHEET

MINUTES OF THE House COMMITTEE ON Transportation,  
room 519-S Statehouse, at 1:30 ~~xx~~/p.m. on February 9, 1989

Ms. Frances Kastner, Kansas Food Dealers' Association, Inc., testified in opposition to HB-2014. (See Attachment 10)

Mr. R. S. Delamater, Wichita, Kansas, spoke in support of HB-2014. (See Attachment 11)

Written testimony in support of HB-2014 from Mr. James E. Smith, Jordon Perlmutter and Company, was passed among committee members. (See Attachment 12)

The meeting was adjourned at 2:40 p.m.

  
Rex Crowell, Chairman

PLEASE PRINT

NAME	ADDRESS	COMPANY/ORGANIZATION
Tom Nuss	Lawrence	Intern/Chamber
Glendoris Mundy	Sedam	guest
Earl Mundy	Box 67 Rt #9 Sedam, Mo	private citizen
Linton Barthel	Kansas City	City of Kansas City
Wanda Allen	Manhattan	Kansas Farm Bureau
Shelley Sutton	Topeka	Ks Engineering Soc.
Timothy A. Ren	Parsons	Mayor
Mamie W. Quatto	"	Private Citizen
Mary E. Turkington	Topeka	Ks Motor Carriers Assoc.
Tom Whitaker	Topeka	Ks Motor Carriers Assn.
Gary Toebben	Lawrence	Chamber of Commerce
Starla Ewan	Topeka	intern / Crowell
Alan Coulter	Topeka	Ks Contractors Assoc.
Ed DE SOIGNIE	TOPEKA	KS CONTRACTORS ASSOC.
R. S. Delamater	Wichita	DELAMATER ENGINEERS INC
Deb Miller	Topeka	KDOT
Robert Haley	Topeka	KDOT
FRANCES KASNER	Topeka	Ks Food Dealers Assn.
Paul E. Fleener		
Janette Naylsick	Topeka	Ks Public Transit Assn.
STEVEN ROBERTSON	Topeka	Ks CONSULTING ENGINEERS
George Barber	Topeka	Ks. consulting Engineer
Burdett Loomis	Lawrence	KANU
Kelly Annd	"	City of Lawrence
Frank Eaton	Manhattan	SE KS cities



- 18.  
1

TESTIMONY

By the Kansas Contractors Association  
Before the House Transportation Committee  
On House Bill 2014

February 8, 1989

Mr. Chairman, and members of the House Transportation Committee. Thank you for the opportunity to appear before you today to give some very brief testimony. My name is Ed DeSoignie and I am the Public Affairs Director of the Kansas Contractors Association. Our members build between 85 and 90 percent of the highways and bridges in Kansas. Our association represents over 335 heavy, highway and municipal contractor and associate member firms in the Kansas construction industry.

I appear before you today in support of House Bill 2014; an act providing for the financing of highways. We sincerely believe that Kansas has an opportunity this session of the legislature to take a bold step forward into the future. We wish to compliment the 1988 Interim Transportation Committee for their work on a most important subject.

In your deliberations on House Bill 2014, I would ask you to keep two thoughts in mind which were discussed during the interim and which I will briefly reiterate:

**\*THE KANSAS CONSTRUCTION INDUSTRY CAN HANDLE AN EXPANDED HIGHWAY PROGRAM.**

At such time as the Legislature enacts a highway program to address the needs of our highway system, Kansas contractor firms stand ready to handle the required work. After enactment of the last highway finance act in 1983, the amount of work put out to contract by the KDOT increased from \$168 million in Calendar Year 1983 to \$307 million in Calendar Year 1984; an increase of \$139 million or 83 percent. The

industry was more than capable of handling the increased workload.

Many of our members are presently operating at 25 to 50 percent of their capacity. Should you in your wisdom expand the present highway program to the level in House Bill 2014, you will find the industry ready to handle the increased workload.

**\*KANSAS HAS EXPORTED ITS TALENT AND EXPERTISE TO ITS NEIGHBORS.**

A considerable amount of the work performed by Kansas contractor firms is taking place in our neighboring states particularly in Texas and Oklahoma. At present, over 50 percent of our Kansas contractors are performing work out of state. The absence of a healthy highway program in Kansas has required Kansas firms to operate in those states that have an active highway program. The talents and expertise of our industry is benefiting our neighbors. This translates into lost tax revenues for Kansas. Our firms would prefer to work and pay taxes in our home state.

In conclusion, The Kansas Contractors Association supports enactment of a comprehensive program as embodied in House Bill 2014. The Association adopts this position fully aware that the final mix of funding sources and funding levels have not yet been determined.

Again thank you Mr. Chairman and members of the Committee for the opportunity to appear before you. This concludes my prepared remarks.



*Barbee*  
2  
GEORGE BARBEE, EXECUTIVE DIRECTOR  
810 MERCHANTS NATIONAL BANK  
8TH & JACKSON  
TOPEKA, KANSAS 66612  
PHONE (913) 357-1824

STATEMENT

DATE: February 8, 1989  
TO: House Transportation Committee  
FROM: George Barbee, CAE  
Executive Director  
RE: HB-2014

Mr. Chairman and Members of the Committee my name is George Barbee, President of Barbee & Associates, representing the Kansas Consulting Engineers in support of House Bill 2014.

I can tell you that it is with some reluctance that I stand before you to support a highway program that will cause a great deal of business for consultants and, therefore, seem to be very self-serving.

However, my purpose to day is to answer a question that we have been hearing these past few years. That question is "Do we have enough Kansas design firms to do the job?" I assure you that if enacted we can design these roads utilizing Kansas consultants just as we did in 1956 and 1957 when the Kansas turnpike was designed and built. Approximately 250 miles of highway was designed and built in 22 months using 18 Kansas design firms.

It was done by a team approach where a managing firm oversaw small segments individually contracted to various firms. The same system would produce the desired results for this highway program.

As I understand the projections, we are anticipating an eleven-year program with large segments to be designed on existing routes. This is five times the time that was consumed to have a four-lane turnpike designed and built and we have more design firms available than we did in 1957.

Kansas Consulting Engineers has 56 member firms and at least 32 of these are design firms engaged in road and bridge projects. Many of these firms can attribute their start in business because of their involvement in the turnpike during the 1950's. Either they were small firms that have grown from that experience or they were individuals that were able to start their own firms because of that experience. It was a terrific economic stimulant of long endurance and we look forward to the same long-term benefits of the program you are considering.

AFFILIATED WITH:

KANSAS ENGINEERING SOCIETY AMERICAN CONSULTING ENGINEERS COUNCIL PROFESSIONAL ENGINEERS IN PRIVATE PRACTICE NATIONAL SOCIETY OF PROFESSIONAL ENGINEERS

Att. 2



# PUBLIC POLICY STATEMENT

HOUSE TRANSPORTATION COMMITTEE

RE: H.B. 2014 -- Highway maintenance, construction  
and funding

February 8, 1989  
Topeka, Kansas

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

**Mr. Chairman and Members of the Committee:**

My name is Paul E. Fleener. I am the Director of Public Affairs for Kansas Farm Bureau. We appreciate the opportunity to address your Committee today on highway maintenance and construction. We appreciate the opportunity to express our views on the funding of both maintenance and construction. The points we will make are from the Resolutions (adopted policy positions) established by voting delegates representing farmers and ranchers in the 105 counties of Kansas. Resolutions pertaining to the subject before you today are attached to our testimony. We come before you today to stress these points:

- \* Farmers and ranchers want to see a **good** highway, road and bridge system **throughout** Kansas.
- \* We want a **comprehensive** program of highway development and road and bridge construction.
- \* Farmers and ranchers in Kansas are willing to pay a **fair share** ... an equitable share ... of motor fuel taxes and registration fees for a system of highways that will help our **whole state** and will assist us in moving our commodities.
- \* We **support** the concept of "highway users paying, through gallonage taxes and vehicle registration fees for the construction and maintenance of highways, roads and bridges."



\* Farmers and ranchers insist on **a more equitable distribution formula** for monies going to counties and other local units of government.

Farmers and ranchers in this state are very supportive of a sound, solid, comprehensive highway program for our great state. We have been a participant ... **a supportive participant** ... in helping this Legislature develop a consensus for each of the past increases in motor fuel taxes and registration fees. In fact in the mid-70's, we suggested an **additional** increase in motor fuel taxes **with the proviso** that additional funds be allocated back to local units of government "under a new and equitable formula."

Farmers and ranchers recognize the opportunity for economic development in rural communities and rural counties will come to pass when there is a road and highway program which will facilitate the movement of goods produced or manufactured in this state.

Our definition of "a comprehensive highway program" is one which provides for the general well being of roads and bridges in 105 counties. It is a highway, road and bridge program which is for the **good of the whole state**. It is an "overall" program. An extensive program.

Our people believe such a comprehensive highway program would be appropriate and best obtained when, for the most part, it is done on existing right of way. We know that will not be possible at all times. But we do believe it is possible to achieve significant improvement in roads and highways for Kansas by adhering to that principal whenever possible.

Our support for a comprehensive highway program is based upon achieving equity in three areas: equity in terms of motor fuel taxes, equity in terms of vehicle registration fees, and, **most**

**importantly,** an **EQUITABLE** distribution of funds to counties and local units of government in this state.

Our people are willing to pay their fair share of user taxes and fees. They recognize the principal that was established in the early 1980's for utilization of a portion of the sales tax paid on the sale of motor vehicles being allocated to the highway fund. This Committee may want to consider broadening that to the extent of allocating to the highway fund revenues derived from repair, parts and service on vehicles.

The most important thing we can share with you today is this **very strong feeling** among farmers and ranchers: there must be a more equitable distribution formula for local units of government for our people to give whole-hearted support to a comprehensive highway program. Present law (KSA 79-3425c) provides for an initial \$5,000 payment to each county. Of the balance remaining to be apportioned to local units of government, 50 percent is paid out on the basis of the number of motor vehicles registered, and 50 percent is paid out on the basis of average daily vehicle miles traveled in a county. We ask this Committee to give your best effort to amending that formula to give major weight to **miles of road** that a county must maintain and the number of bridges, or the surface area of bridges that a county must maintain. Perhaps the most equitable way to treat this formula would be to make each of the four factors worth 25 percent. We hope a consensus can develop around a formula change to make it more equitable. We solicit ... we sincerely solicit your support for this effort. We will give you our full support for a major, comprehensive highway program which accomodates this request.

Mr. Chairman, and Members of the Committee, we have told you we want to be supportive of developing a comprehensive highway program for the state of Kansas. We will do that. We will respond to any questions you may have. We sincerely ask your support and consideration for the request we have made for a change in the formula distributing funds to local units of government. We think it is appropriate that the professional engineers in the Kansas Department of Transportation determine where roads and highways are needed. You certainly are hearing from all parts of the state that improvements are vital to the growth and development of this state. We agree that that is true and we stand ready to assist in bring about a program that will provide for all parts of the state of Kansas.

Thank you for the opportunity to appear before you Committee today. We would be pleased to respond to any questions.

## POLICY POSITION

### KANSAS FARM BUREAU

Printed below are policy positions on county bridge construction, county highway fund distribution, and highway development and funding which were adopted by the voting delegates from 105 county Farm Bureaus, representing farmers and ranchers in the 105 counties in Kansas, at the December 4-6, 1988 Annual Meeting of Kansas Farm Bureau.

#### **Highway Development and Funding**

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

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

We support the concept of highway users paying, through gallonage taxes and vehicle registration fees, for the construction and maintenance of highways, roads and bridges. We support moderate motor fuel tax increases and registration fee increases to provide needed revenues for a highway maintenance and improvement program.

We believe the federal government should provide a tax credit equal to the federal motor fuel tax for ethanol used in motor fuel. We also believe Kansas should continue, past the July 1, 1990 expiration date and until a federal tax credit program is in effect, the 20 cents per gallon of agricultural ethyl alcohol incentive paid to Kansas ethanol producers.

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

We are opposed to the use of State General Fund revenue to guarantee toll road or turnpike bonds, or to provide for highway construction or maintenance.

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

#### **County Bridge Construction**

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

#### **County Highway Fund Distribution**

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

**TESTIMONY**

**by Janette Hanzlick, Executive Director, Kansas Public Transit Association  
February 9, 1989  
Regarding HB 2014**

Chairman Crowell and members of the Committee, good afternoon. I am Janette Hanzlick, the Executive Director for the Kansas Public Transit Association. I am pleased to have the opportunity to speak to you today. You have heard much testimony over many days, so I will be brief.

Many of us are fortunate to have access to private transportation vehicles; indeed, often taking that privilege for granted. Others, however, are dependent on public transportation providers to fill those needs and consider their availability a prized commodity. A significant number of those dependent on public transportation are the elderly and handicapped citizens of Kansas.

Agencies such as the Department of Aging, KDOT, and groups such as the AARP have provided testimony supporting the inclusion of funding for programs for the elderly and handicapped. Indeed, the interim study also found a need for state assistance in funding those programs. I believe the figure mentioned in that study was \$3.3 million through FY 2000. We would support an amendment to the present version of HB 2014 to better clarify such intent, but would be cautious to specify dollar amounts relevant to early years of the program which would be binding for later years of the program when inflation might, and probably will, have a significant effect on the purchasing power of those specified amounts. A percentage or formula might be an option.

The Kansas Public Transit Association has, for many years, supported a program to provide on-going and adequate funding for transportation programs for the elderly and handicapped and also supports coordination efforts in providing that transportation. The interim study also addressed such coordination needs. Many who have testified in the last few days have referred to HB 2099 as a proposed solution to those coordination needs. Whether coordination is addressed in HB 2014 to include the language found in HB 2099, or if coordination issues are addressed through separate legislation, it makes sense for it to be a part of Kansas' "comprehensive" highway plan.

In closing, I ask that you amend HB 2014 to contain language to better clarify the legislative intent to provide specific on-going and adequate funding support for transportation programs for the elderly and handicapped, and that you also consider coordination needs.

Thank you for the opportunity appear before you.



# TOPEKA RESOURCE CENTER FOR THE HANDICAPPED

West Tenth Professional Building  
1119 West Tenth, Suite 2  
Topeka, Kansas 66604-1105

Telephone  
913-233-6323

Testimony to the House Transportation Committee  
in support of House Bill No. 2014

Ray Petty, Executive Director  
Topeka Independent Living Resource Center  
February 9, 1989

Mr. Chairman and Members of the Committee:

As many of you may already know, independent living centers such as the one I represent are private, not for (dollar) profit corporations which are committed by both philosophy and federal mandate to advocate for rights and services which enable persons with disabilities to live as independent and regular a life as is possible. A fundamental tenet of our philosophy is that persons with disabilities and society at large are jointly served best when persons with disabilities are empowered to take control over their own lives and to pursue goals recognized as valuable by all of society. Being able to live and move about in the community at large is central to that process.

People with serious mental or physical impairments often find their transportation options severely limited due to the nature of their impairments alone, due to lack of sufficient income to privately afford costly vehicles and adaptive equipment, and most usually due to a combination of these two factors. Over the past few years, awareness of the transportation handicaps faced by people with disabilities has been growing, in large part due to the legislature's consideration of state assistance to enhance accessible transportation services.

The Special Committee's willingness to come to grips with the needs of persons with moderate to severe disabilities is evident in lines 1174 and 1175 of H.B. 2014 which provides financing for "improvements in transportation programs to aid the elderly and handicapped." Much of the discussion of highway improvements for Kansas has focused on economic development. For that same reason, this forward-looking policy initiative should be included in H.B. 2014 because, for people with disabilities, lack of accessible, affordable transportation is one of the most obvious barriers to employment they face. People with enhanced mobility are not only more capable of benefitting from community life, they are also more capable of contributing to it. In a capitalist society such as ours, employment and individual productivity is the strongest measure of that contribution. For these reasons, we support the passage of House Bill No. 2014.

Thank you for your time and consideration.

My name is Timothy A. Ren. I am the Mayor of Parsons, Kansas and I've been on the City Commission for two years. In that position I will say that we are in favor of improved highways. On the city level we realize the part our connecting links play for the city. That is why, with the help of state funds, in the next year or two we will finish an eight year program of refurbishing the majority of our connecting links. In some cases this involved milling down to the old concrete and using asphalt to resurface the driving lanes. In over two miles of this work resurfacing was done with new concrete. This year we have a widening project that will add a left turn lane to a two lane road and widen a two lane bridge to four lanes. Last year it involved widening a two lane road to four lanes with a left turn lane. We are committed to maintaining the necessary infrastructure for our citizens. We realize that these projects do more than just please our citizens, they increase safety and give us an added edge in our ongoing battle in the area of industrial development.

However, I am not necessarily here to represent our city, and definitely not Coastal's view in the quest for better highways. I wear my work uniform to show you that there are those of us in grass root positions that understand the need for better highways and are up here fighting for that cause. Before my current job I worked at a motel in Joplin. This is where, unknowingly, my start in transportation concerns began. I helped with one project in Joplin, but that is not important in this hearing. What is important is we averaged twenty truckers



a night in our motel. There is no way you could convince an experienced driver destined west or north of Kansas to travel through southeast Kansas.

Five and a half years ago I moved to Parsons. Over four and a half years I started working for improvements in the transportation system of Parsons. Sure, some of this desire for change was based on personal experience, but most of it was based on comments from people asking directions and customers. This is what ultimately led me to run for City Commission, listening to the people.

My customers like going to Joplin. Why? It is accessible. Very seldom do I hear of anyone going to Wichita to go shopping. Joplin, Kansas City or Tulsa yes; Wichita no. Ask them why and they'll tell you it's because of the roads.

I have a customer that is involved with auto auctions. He takes cars to Kansas City, Joplin, and Springfield, Missouri. He tells me if there was a decent road to Wichita he'd take them there also.

A gentleman that was here with me last week is a florist. He gets his fresh flowers from Missouri and Oklahoma because Wichita wholesalers will not personally deliver to southeast Kansas.

Last year during the special session I heard similar stories from other businessmen from Parsons who'd come to support highways during that special session.

In the fall of last year the problem of southeast Kansas highways hit my store. Our non-gasoline products come from Iowa. Because of the condition of the highways in our area they added another day to our delivery schedule. The reason? Their company does not want them driving the highways that connect U.S. 169 and U.S. 59. Because of safety concerns the company wants them to drive up U.S. 169 to Garnett then south on U.S. 59 to Parsons. At the time this plan was implemented the drivers then had to turn around and drive back north to Garnett again.

I thought that this might have been a fluke of one company till last Monday. At the U.S. 169 and 59 junction south of Garnett I met the Cowley Community College bus. It was coming from the south on U.S. 169 then turned south on U.S. 59 to Parsons. The exact route my products follow: north on U.S. 169 then south on U.S. 59 just to get to Parsons. Why? Safety!

I do not believe anyone here would deny the need for better highways in southeast Kansas. The question is how to pay for them. Here I can identify with you, being a City Commissioner. When you really look at the situation, people do not understand how different government functions are financed. They do not understand financing mechanisms. Their biggest fear, however, is that their hard earned money is being wasted by someone other than themselves. Make the payment system as easy for them to understand as possible and then let them know they are getting their money's worth. Sure people will whine, but not nearly as much as if they feel they are being short changed or shoved aside.

People elected you to your positions because of the wisdom they believe you possess. You are the decision makers. The mechanisms have been laid out before you. What the people want is for you to use your wisdom to take care of their transportation needs in the best way possible.

Thank you.

Mr. Chairman and Members of the Committee, I wish to thank you for the opportunity to address this Committee in behalf of the Transportation Needs of the Elderly and Handicapped Citizens of Kansas.

I want to wish the Transportation Committee of the Legislature well in their deliberations and actions in trying to bring a sound-safe and cost efficient means of transportation to all the Citizens of Kansas.

I am appearing here today as a private citizen. However, I am well aware of the conclusions of many involved groups and organizations, who are also interested in the Needs of the Elderly and Handicapped. I did not bring along a lot of facts and figures to substantiate the claim that help from State Funds are sorely needed, but I would assure your Committee that a very high percentage of the facts and figures that have been compiled by dozens of organizations have come down on the side of Need for Financial Assistance. Research on the subject has been completed in many States and the Need in Kansas has been documented many times.

The Kansas Silver Haired Legislature Meeting in session in November of 1988 passed a workable bill to address this problem. This Bill ( Substitute for Silver Haired Legislature Bill No. 503) has been forwarded to the Governor and the full Kansas Legislature for consideration. The Bill calls for \$390,000 to be appropriated to the Kansas Department of Transportation for the purpose of carrying out the provisions of the Bill.

During the past year help for the Handicapped and Elderly in the form of Financial Assistance has been recommended by the Governor and the Secretary of Transportation. Legislative Committees have also agreed that the need is legitimate, but as of today no State Money has been awarded.

The Elderly and Handicapped have an urgent need to know if they can expect financial help. When this Committee deliberates on how to allocate needed funds for projects, I respectfully solicit your attention to the Needs of the Elderly and Handicapped for Financial Assistance from the State of Kansas.

Earl Mundy  
Rt. #2 - Box 67  
Sedan, Kansas 67261

A++ 7

My name is Marvin Cinotto and I live in Parsons, Kansas. Southeast Kansas has been left out for years. Even though a considerable part of the state's population lives in the region, the Southeast Kansas taxpayers have been asked to pay for major highway improvement in metropolitan areas every year, year after year, without few improvements anywhere in the region.

Simply by looking at a road map of Kansas, it is easy to see why the people in Southeast Kansas really don't feel they are much a part of the State of Kansas. That may be why the people in our region spend their sales tax dollars in Missouri and Oklahoma.

It must be plainly stated that we have inadequate, outdated and unsafe highways. The plain fact is that our highways cannot sustain the existing population in the area.

This State has what we like to call the "golden triangle". If you live within the triangle formed by the four-lane superhighways between Kansas City, Salina, Wichita and return, you have all the gold. The metropolitan areas of this state have received more and more and more every year while the rural areas have been told by this Legislature to patiently wait, wait, wait. We are tired of waiting.

If you expect Southeast Kansas to even hold its own and to continue to be a contributing source of tax revenues of the State, a significant highway commitment must be made. It should come as no surprise that Southeast Kansas is having a difficult time in economic development. Surely as day follows night, economic development follows good modern highways.

If something is not done and done now, instead of a contributing region, this region will simply be a drain to the rest of the state. This Legislature has a decision of whether to invest in our region and give it an opportunity to grow and prosper with the rest of the state or wait some more and watch the area become more depressed and watch more little towns die until the primary source of revenue is from welfare payments made by the state as a whole.

Toebh

TESTIMONY ON HB2014

BY

GARY TOEBBEN, PRESIDENT

LAWRENCE CHAMBER OF COMMERCE

FEBRUARY 9, 1989

THE MEMBERS OF THE LAWRENCE CHAMBER OF COMMERCE SUPPORT THE DEVELOPMENT AND FUNDING OF A COMPREHENSIVE HIGHWAY PROGRAM OF MAINTENANCE AND NEW CONSTRUCTION. OUR FIRST CHOICE FOR FUNDING THIS PROGRAM IS AN INCREASE IN USER FEES, OUR SECOND CHOICE IS A SALES TAX INCREASE ON USER RELATED ITEMS AND OUR THIRD CHOICE IS A GENERAL INCREASE IN THE STATE SALES TAX EARMARKED FOR HIGHWAY MAINTENANCE AND CONSTRUCTION.

WE APPLAUD THE WORK AND THE RECOMMENDATIONS OF THE SPECIAL INTERIM COMMITTEE ON TRANSPORTATION AND WE URGE SUPPORT FOR HB2014.

THE MEMBERS OF THE LAWRENCE CHAMBER OF COMMERCE KNOW, FIRST HAND, THE IMPORTANCE OF A GOOD HIGHWAY SYSTEM THAT LINKS SMALLER COMMUNITIES WITH MAJOR POPULATION AREAS.

WE SEE HIGHWAYS MUCH LIKE WE SEE HIGHER EDUCATION, BOTH ARE AN INVESTMENT IN THE FUTURE THAT WE CANNOT AFFORD NOT TO FUND. WE ARE ALSO KEENLY AWARE THAT THE ECONOMIC HEALTH OF EVERY KANSAS COMMUNITY HAS AN IMPACT ON FUNDING FOR THE UNIVERSITY OF KANSAS AND THE LAWRENCE ECONOMY.

A+t.9

NEARLY EVERYONE AGREES THAT OUR KANSAS HIGHWAY SYSTEM IS IN REAL TROUBLE. IT IS TIME (IN FACT; IT'S PAST TIME) TO PUT ASIDE THE POLITICAL AND GEOGRAPHIC DIFFERENCES THAT CREATED THE MESS WE ARE IN AND START WORKING TOGETHER TOWARD A SOLUTION FOR KANSAS AND FUTURE GENERATIONS OF KANSANS.

I HAVE YET TO HEAR AN ARGUMENT AGAINST THIS COMPREHENSIVE HIGHWAY PROGRAM THAT WILL STAND THE TEST OF TIME. NOT ONE OF THE OBJECTIONS I'VE HEARD, OR EVEN FELT MYSELF, WILL BE AN ACCEPTABLE ANSWER TO MY GRANDCHILDREN OR YOUR GRANDCHILDREN WHEN THIRTY YEARS FROM NOW THEY ASK THE QUESTION "GRANDPA OR GRANDMA, WHY DOESN'T SOMEBODY FIX OUR ROAD AND WHY IS OUR TOWN DIEING."

LET ME TAKE A MOMENT TO SHARE AN ANALOGY WITH YOU. MY FATHER IS A FARMER IN NEBRASKA AND HE IS 65 YEARS OLD. NEITHER I NOR MY TWO SISTERS INTEND TO FARM, SO MY FATHER HAS DECIDED TO SELL THE FARM WHEN HE RETIRES AND NOT INVEST A LOT OF MONEY IN MORE NEW EQUIPMENT. MANY OF YOU ARE FARMERS OR GREW UP ON FARMS AND YOU KNOW THAT MY FATHER'S DECISION WOULD HAVE BEEN DIFFERENT IF I WERE IN BUSINESS WITH HIM AND HE WERE PLANNING TO PASS THE FARMING OPERATION ON TO ANOTHER GENERATION.

WE HAVE THE SAME DECISION TO MAKE HERE IN KANSAS. AND UNLESS WE PLAN TO SELL KANSAS TO THE JAPANESE WHEN THIS GENERATION RETIRES, WE BETTER START INVESTING IN BETTER ROADS FOR FUTURE GENERATIONS.

LADIES AND GENTLEMEN, I URGE YOUR SUPPORT FOR HB2014.



# Kansas Food Dealers' Association, Inc.

2809 WEST 47th STREET SHAWNEE MISSION, KANSAS 66205

PHONE: (913) 384-3838

February 2, 1989

## HOUSE TRANSPORTATION COMMITTEE

### OFFICERS

PRESIDENT  
MIKE DONELAN  
Colby

VICE-PRESIDENT  
J.R. WAYMIRE  
Leavenworth

TREASURER  
SKIP KLEIER  
Carbondale

CHAIRMAN OF THE BOARD  
LEONARD MCKINZIE  
Overland Park

### BOARD OF DIRECTORS

BOB BAYOUTH  
Wichita

MIKE BRAXMEYER  
Atwood

DONALD CALL  
Cedar Vale

DUANE CROSIER  
Seneca

JOE ENSLINGER  
Wichita

TOM FLOERSCH  
Fredonia

ROY FREISEN  
Syracuse

STAN HAYES  
Manhattan

CHUCK MALLORY  
Topeka

JOHN McKEEVER  
Louisberg

BILL WEST  
Abilene

JOE WHITE  
Kingman

### DIRECTOR OF GOVERNMENTAL AFFAIRS

FRANCES KASTNER

## OPPOSING HB 2014

EXECUTIVE DIRECTOR  
JIM SHEEHAN  
Shawnee Mission

I am Frances Kastner, Director of Governmental Affairs for the Kansas Food Dealers Association. Our members include manufacturers, wholesalers, distributors of food products throughout the state.

In a recent survey of some of our members directly involved with distribution of food, the unanimous opinion is that the cost outlined in HB 2014 is too much. We are not disagreeing that there is a need for some modest road plan, but the question asked of us most often is: If the fuel tax is going to be phased in between 7/1/89 and 7/1/93, WHY not pass a four cent fuel tax increase NOW, and see how the revenue relates to the highway program. If additional funds are needed, then address those needs during the 1991 and 1993 sessions.

The other thing we were reminded of by distributors is that a company can register their freight vehicles in ANY STATE WHERE THEY DO BUSINESS....and I assure you they are going to be "shopping" for the state with the lowest heavy truck registration fees. We already have that happening, and as that procedure increases, Kansas will be LOSING THE REGISTRATION FEES CURRENTLY BEING COLLECTED in addition to the projected increased revenue from the 30% increase proposed in HB 2014.

Could the highway program be funded by cutting the proposed registration fees in HALF, at this point, and IF needed, increase them later in more modest amounts?

Our members tell us that numerous truck stops are being built in Oklahoma and Missouri indicating that those states are going to be actively trying to lure trucks into their states for servicing, resulting in more revenue losses for Kansas.

Our members prefer early bond issuance over the large increases in registration fees and phasing in seven cents in fuel taxes. Our state needs to remain in a competitive mode in order to not drive out existing business. Thank you for allowing us to present our views.



R. S. Delamater, P.E  
Wichita, Kansas  
February 8, 1989

Comments concerning HB 2014:

My name is R. S. Delamater, of Wichita, Kansas. I am a consulting engineer, for the last forty years engaged primarily in the design of county roads and bridges, and primarily in Southwest Kansas.

\*

I will not repeat the information given you by others concerning the need statewide for highway improvement; but do want simply to reinforce those remarks by listing some personal observations of the result of those unmet needs.

\*

My first comment is that with few exceptions I am still driving the same roads I drove over 40 years ago; a simple illustration of the fact that almost no effort has been made to upgrade these highways to meet the increasing traffic needs.

\*

A further pertinent observation is that only a few years ago if you were to be in Greensburg, Kansas, just before New Years Day you would find the town's cafes crowded with people traveling US 54 to the Rose Bowl.

\*

\*This year you would probably find very few if any such travelers, because US 54 is no longer considered a safe tourist route, and the towns along the way are losing a lot of tourist dollars, to my own observation.

\*

I also do some work in Southeast Kansas; but altho that area is closer to Wichita I do very little work there because it is so difficult to get there and make contacts.

\*

More to the point, statewide, however, is that I find from talking to people in Southeast Kansas that they can drive to Bartlesville, and even Tulsa, to do their shopping and spend

their money much more easily than to come to Wichita.

\*

This in spite of the fact that Wichita has become a Medical Center, we have three excellent colleges, as well as other educational facilities; plus shopping facilities, which people in Southeast Kansas would like to patronize, if they had safe highway connections to get here. Again, an economic loss to the entire south half of Kansas.

\*

To make a different point: We have family connections in Joplin and Springfield, and used to travel there quite often, thru Southeast Kansas, buying meals and gas along the way. But either I've gotten old or the roads have gotten worse; we haven't driven to Springfield since the airline connection was taken off.

\*

Even when we did drive, if the weather was at all bad we would drive south and take the turnpikes thru Tulsa up to Joplin rather than risk the inadequate roads in Southeast Kansas. Again, a definite economic loss to the area in terms of tourism, in my own experience.

\*

Again, I's like to switch to another subject -- the matter of priorities in highway improvement.

\*

Your bill very properly specifies that the top 20% of highway needs shall be given priority.

However, note that no continuous safe route has ever been established across the south half of Kansas, but that such a route has been designed as the result of a study authorized by the legislature.

\*

I suggest that it would be only reasonable to give precedence to

those segments of the 20% which lie along that route, to the end that as quickly as possible we shall have an adequate route across this part of the state.

\*

There is precedent for such designation, in I-70, the Turnpike and the Freeway System.

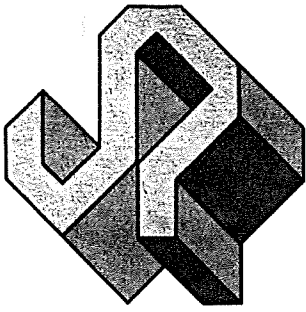
\*

On still another tack, as a part of the whole highway financing problem, I suggest as an item for future consideration, the matter of roads on the system for which there is no present need or justification, but which are costing maintenance money that should be spent where it is actually needed.

\*

I suggest that a substantial sum could be "recovered" for use on the state system if KDOT were to be given the authority to recommend such segments to be turned back to the counties for maintenance.

R. S. Delamater, P. E.  
2425 Porter  
Wichita, Kansas 67204



## Jordon Perlmutter & Co.

1601 Blake Street, P.O. Box 5858, Denver, Colorado 80217-5858 • Telephone (303) 595-9919

February 7, 1989

The Honorable Rex Crowell  
Representative and Chairman of  
The House Transportation Committee  
State Capitol Building, Room 431-N  
Topeka, Kansas 66612

RE: HB2014

Dear Mr. Crowell:

I would like to take this opportunity to introduce you to Jordon Perlmutter & Co., a real estate development company with an interest in Kansas and the proposed comprehensive Highway Plan currently under consideration by your committee.

With more than thirty years of real estate development experience, we are very cognizant of the value of a well-designed and safe highway system to the success of industry and commerce within a community or state.

A commitment to good roads, while maintaining the safety and welfare of all Kansans, will stimulate economic development and encourage new business within the state. The construction of new highways along with the continued upgrading of existing highways and intersections is of critical importance to a company when assessing the viability of either developing a new business or expanding an existing business in a particular location.

Our company is currently planning the development of a new regional shopping center of almost one million square feet of space to be built along the I-35 corridor in Olathe. The project, Southpark Plaza, has the potential of making the following contributions to both the local and state economies:

- o Annual sales tax revenues of \$6.5 to \$7 million
- o Annual property taxes of approximately \$3.5 million
- o Annual payroll of \$20 million
- o Labor payroll during construction of \$45 million

Att. 12

The Honorable Rex Crowell  
The House Transportation Committee  
February 7, 1989  
Page Two

The viability of projects such as Southpark Plaza are directly related to the quality of the highway systems which serve them.

Although our interests are focused on the importance and value of improvements to the highway systems in the area of our development, we sincerely believe that a well-conceived Highway Plan will benefit the entire State of Kansas by encouraging new business development.

We congratulate the State of Kansas on the foresight exhibited to date in regard to the existing highway system and encourage you and your committee to continue efforts to develop a comprehensive Highway Plan which will carry Kansas into the twenty-first century.

Sincerely,

JORDON PERLMUTTER & CO.



James E. Smith, A.I.A.  
Director of Development

pc:; Ray Barmby, Mayor of Olathe  
Don Seifert, Development Services Director, City of Olathe