

Approved: 3-17-98
Date

MINUTES OF THE HOUSE TRANSPORTATION COMMITTEE.

The meeting was called to order by Chairperson Gary K. Hayzlett at 1:30 p.m. on March 11, 1998 in Room 526-S of the Capitol.

All members were present except: Representative Laura McClure

Committee staff present: Hank Avila, Legislative Research Department
Reed Holwegner, Legislative Research Department
Bruce Kinzie, Revisor of Statutes
J. Patterson, Committee Secretary

Conferees appearing before the committee: Bernie Koch, Wichita Chamber of Commerce
Max Zimmerman, Liberal businessman

Others attending: See attached list

The committee had a briefing from the S.P.I.R.I.T. Group. That stands for Southwest Passage Initiative for Regional and Interstate Transportation. They represent all of the communities and counties from Wichita, KS to Liberal, Kansas along the Highway 54 route plus most of the communities and counties along the 54 route through Oklahoma, Texas and New Mexico, all the way to Tucumcari, New Mexico. Max Zimmerman presented the background of the group and what their goals are. (Attachment 1)

Representative Thimesch asked Mr. Zimmerman about Highway 54 being a toll road. He told about a study that had been done and there is a requirement that there are 35,000 vehicles a day and that it would cost \$5 million dollars a mile to build. Representative Flower questioned the group about their involvement with the hog farms. They answered not very much since it is a new venture in that area. Representative Howell asked if the SPIRIT group had met with any other groups. Mr. Zimmerman answered that they had met with Economic Lifelines, Northwest Passage and the Wichita Chamber of Commerce. There was extensive discussion regarding who would be using the highway. (i.e., hog farmers, truck drivers out of Mexico, etc.)

The briefing was closed.

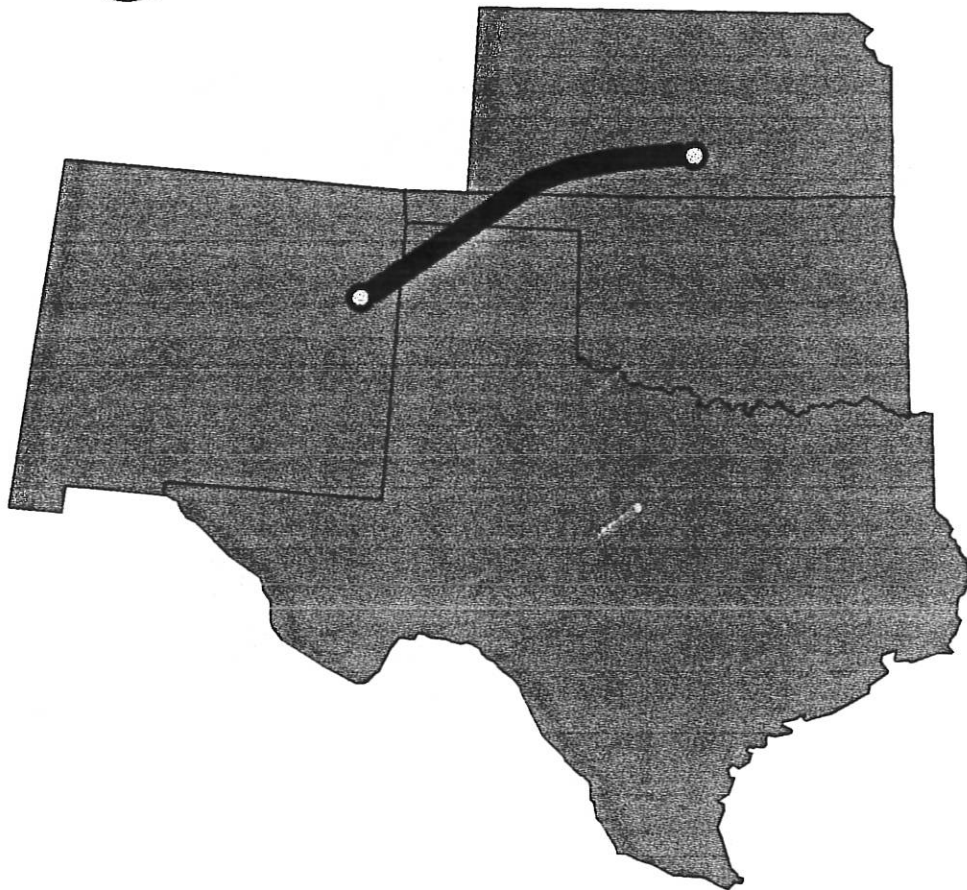
The meeting was adjourned at 2:30 p.m.

HOUSE TRANSPORTATION COMMITTEE GUEST LIST

DATE: 21 3-11-98

NAME	REPRESENTING
<i>Maz Ziminema</i>	SPIRIT chairman
STEVE WEBB	Southwest Passage Liberal, KS
<i>Phyllis Wandle</i>	Spirit - Liberal, KS
<i>Beauie Koch</i>	Wichita Area Chamber
<i>Wendy Harms</i>	KS Aggregate Producers' Assn.
<i>Woody Mason</i>	KS Aggregate Producers' Assn.
<i>Jack Taylor</i>	SPIRIT - Liberal, Ks.
<i>Martin McClelland</i>	Heartland Cement
<i>Don Withke</i>	Spirit - Liberal
<i>Gary Denning</i>	" "

SOUTHWEST



PASSAGE

House Transportation
3-11-98
Attachment 1

..R.I.T.
505 N. Kansas Avenue
Liberal, Kansas 67901
Phone 316-624-3855
Fax 316-624-3856
eMail sdwebb@ozsome.com



SPIRIT
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March 11, 1998

State of Kansas Senate Transportation Committee
State of Kansas House Transportation Committee
Sedgwick County Legislative Delegation

Gentlemen:

Thank you for the invitation to meet with you today. We represent a group known as the Southwest Passage Initiative for Regional and Interstate Transportation, or SPIRIT. Our members represent all of the communities and counties from Wichita, KS to Liberal, KS along the Highway 54 route plus most of the communities and counties along the 54 route through Oklahoma, Texas and New Mexico, all the way to Tucumcari, New Mexico. This represents a distance of 400 miles, with 200 miles of the route in Kansas.

SPIRIT originated in Liberal, after an October 1995 meeting in Liberal with the Kansas Senate Transportation Committee who showed interest in a 54 highway project. We have since had 11 meetings from Tucumcari to Wichita with over 350 people in attendance. We have 30 resolutions supporting a four lane 54 Highway from cities and counties along the route. This is truly a "grass roots" effort.

We have handed you a copy of a news item from a 1948 Liberal newspaper showing that a public awareness of the importance of Highway 54 has been going on for over 50 years.

Highway 54 is a critical National Highway linking I-35 at Wichita with I-40 at Tucumcari, New Mexico. This diagonal roadway saves the motorist or trucker 120 miles each way versus staying on interstate 35 to Oklahoma City and I-40 on west. Highway 54 is a critical link to Wichita, Topeka, and Kansas City because it feeds traffic to and from these areas of the state, as a gateway to the State of Kansas. This road keeps the motorist in Kansas 140 miles longer than the alternative route, allows all the communities in South Central Kansas and Southwest Kansas a chance at the tourism dollar (Garden City's zoo, Dodge City's Front Street, Liberal's Air Museum, the Greensburg Well, etc), not to mention the huge economic factor in having a well traveled highway that connects this part of Kansas to the rest of the State of Kansas and the nation. We have enclosed 1994 traffic figures which points out the 216% increase in truck

traffic in recent years, with an overall increase in traffic due in part to the tourism travel, particularly the snowbirds from the northern and eastern states going to and from the southwest who use Highway 54, witnessed by the many RV's and out of state tags during the fall and spring months.

Only one thing is missing: this critical, National Link is only a two lane road. Southwest Kansas has no four lane, divided highways making this area one of the most if not the most isolated area, transportation wise, in the United States. This area of Kansas is one of the fastest growing areas in the State. The cattle feeding operations with over 4 million head of cattle produced per year and 5 major packing plants in the region plus increased hog operations and major hog processing plant at Guymon, Oklahoma (also on Highway 54) has all increased the need and urgency to four lane the highway. As mentioned, due to increased truck traffic, mixed with increased use, fatality accidents have been on the increase on Highway 54. A safer road is needed to safe lives and property!

Highway 54 has been upgraded to an improved two lane road with 10' shoulders and is being completed now under the last year of the Comprehensive Road Program. We are asking that the State of Kansas include the 160 mile segment of Highway 54, not currently four lane, from Kingman, KS to the State Line Southwest of Liberal in a new comprehensive highway program.

We are suggesting that engineering be accomplished as soon as possible allowing for construction when funds are available, projecting an additional two lanes be built, divided from, and parallel to the existing two lanes which have recently been improved. We ask that you refer to the 1986 Western Kansas Turnpike/Freeway HNTB KDOT/KTA study which recommended this type of road for Highway 54.

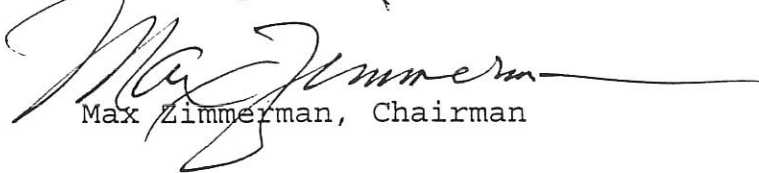
The State of Kansas already owns a great deal of right of way along this route, it would least upset existing economic efforts and enhance an infrastructure that is already in place and is well used. We have enclosed a letter from KDOT referring to the cost of K-96 from Wichita to Hutchinson which is currently under construction and is a road similar to a proposed Highway 54 project.

It had been mentioned that if Kansas builds a four lane Highway 54, its improbable that Oklahoma and Texas would do

the same. We are pleased to report that Oklahoma has included in their newly funded road program, 30 miles of Highway 54 to be four lane in the next two years with the remaining 30 miles to be built within 5 years. Texas is engineering its entire 100 miles of Highway 54 this year. It's plans will be "on the shelf" awaiting future funding. Both states are designing and building an additional two lanes with a divider and either a re-build or overlay on the existing two lanes. They are building four lanes with a turning lane through each community, if the road is not currently up to these standards.

So now, Kansas, it's up to us to act in a responsible manner. Roads are expensive--we encourage the Kansas Legislature to plan and carry through with a large enough program to begin working on this and other needed projects in the State of Kansas.

Sincerely,

A handwritten signature in cursive script, reading "Max Zimmerman", followed by a horizontal line extending to the right.

Max Zimmerman, Chairman

Slot machine proceeds confiscated by local police

Fifty years ago, pipeline construction designed to make the tremendous natural gas reserves of the Hugoton Gas Field available to many other areas was booming. Cities Service Gas Company had received its first shipment of pipe for the construction of 400 miles of line construction from its supply in Western Kansas. The pipe was expected to reach from the field near Ulysses to Hutchinson, and the next shipment was to take the line to the Kansas City area. The new line added 90,000,000 cubic feet to the system capacity.

In Chicago, a congressional subcommittee was investigating the paroles of four former Capone gangsters while the wholesale price of butter crashed to the lowest levels since last November. Mercantile spokesmen attributed the price drop to slower consumer demand and an "indifferent" attitude on the part of wholesale buyers.

In Liberal, two busloads of National Highway 54 Association members stopped here for dinner enroute to the national convention at Alamogordo, N.M. They were joined here by N.S. Lepley, George Nelson and Harry Armstrong. L.L. Holland left on the train and flying from Liberal were Bill Hettic, Lyle Peck and E.R. Zook to help advertise Highway 54 as the shortest and most attractive route between Chicago and Southern California.

Marriages and engagements

announced included: the engagement of Miss Wanda Joyce Norris, daughter of Mr. and Mrs. H.D. Norris of Liberal, to Kenneth Eagan of Guymon.

Clara May Coffman and Jesse Loyd Logsdon were married at the bride's home in Modesto, Calif. The bride attended school in Liberal until the family moved to California in 1945. Jocile Grimwood, a secretary at Liberal High School, was to wed William E. Brown, Liberal, of Harding Motors, on Easter.

Two sisters were married at the First Christian Church in a double ceremony. They were Misses Juanita Walker and Nadine Walker, daughters of Mr. and Mrs. J.D. Walker of Liberal. Juanita married William DeCamp of Tyrone and Nadine Walker married Harold Ellis of Liberal.

Births included a son to Mr. and Mrs. James Sloan at Epworth Hospital; a son to Mr. and Mrs. Kenneth R. Brown at Epworth Hospital; a daughter to Mr. and Mrs. James L. Mumaw of Kansas City. She was the former Jo Ellen Gray of Liberal; a daughter to Mr. and Mrs. Harvey Cargill, Blue Bonnet Court, at Epworth Hospital; a daughter to Mr. and Mrs. Harley Nordyke of Hugoton; a son to Mr. and Mrs. Frank D. Hale of Pasadena, Calif. Mrs. Hale is the former Marie Bittle of the Oklahoma Panhandle.

Charles Light and John W. Moore had been selected as co-chairmen of citizens' committees working here

to raise \$200,000 in subscription funds to modernize and enlarge Epworth Hospital which was reported inadequate due to the growth of Liberal in recent years.

In Washington, President Truman headed into the 1948 campaign with a call for the common people to rally around in a battle against the "privileged few." In a 30-minute Jefferson-Jackson Day speech, the president never did refer directly to the challenge he faces from southerners in his own party, nor did he mention directly the threat offered by Henry A. Wallace's third party.

Money taken from confiscated slot machines in Liberal was being handled in two ways, dependent upon which of two courts the charges were filed. Justice of the Peace Court gave the money to the county school system and Police Court handled the money as regular fines. State law made no provision for the handling of this illegal money.

More than 70 light plane enthusiasts from nearby Kansas and Oklahoma points met in Liberal to form an organization yet unnamed. Their goal was to promote flying through memberships from over a wide area, possibly including several hundred square miles and four states. Loren M. Brown, Liberal, was chosen president, with G.M. Grimes of Ashland and Gerry Collier of Hugoton as second vice-presidents respectively.

50 YEARS AGO

Charlie Hayes
Times Columnist

Topic:
Liberal promoters aimed to convince motorists that Highway 54 was the best route across the country.

KANSAS DEPARTMENT OF TRANSPORTATION

E. Dean Carlson
Secretary of Transportation

Docking State Office Building
Topeka 66612-1568
(913) 296-3566
TTY (913) 296-3585
FAX (913) 296-1095

Bill Graves
Governor of Kansas

July 16, 1997

Mr. Max Zimmerman, Chairman
S.P.I.R.I.T.
505 N. Kansas Avenue
Liberal, Kansas 67901

Dear Mr. Zimmerman: ^{Max}

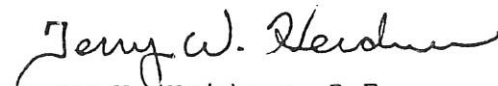
Secretary Carlson asked me to transmit information to you as he promised during the toll road feasibility study meeting on July 8, 1997 in Wichita. You had requested the cost per mile for the four-lane construction on K-96 from Hutchinson to Maize and on US-81 from Minneapolis north to Concordia. The costs shown below include construction, preliminary engineering, utilities, right-of-way and construction engineering.

K-96	Hutchinson to Maize	30.1 miles	\$2.5 million/mile
US-81	Minneapolis to Concordia	32.1 miles	\$2.7 million/mile

The projects shown above were designed primarily with at-grade intersections as opposed to interchanges or over or under passes. These projects even allow an occasional access break at points in addition to public road intersections. These projects also utilized an unusually high percentage of the existing grade line of the original two lanes. Consequently, the construction costs and right-of-way costs for these projects were much lower than for a toll road/freeway design where access is restricted to only interchanges and where intersections are not permitted at-grade.

I hope this information is helpful and if you need additional information, please let us know.

Sincerely,



Terry W. Heidner, P.E.
Chief of Transportation Planning

TWH:tdt

cc: Michael Johnston, President/CEO, Kansas Turnpike Authority

Southwest Passage highway on Liberal group's agenda

Four-lane road would run directly from Wichita to New Mexico.

By MATT MOLINE
Special to The Capital-Journal

LIBERAL — Longtime southwest Kansas booster Max Zimmerman usually avoids the small talk when he strikes up conversations in his insurance agency office in downtown Liberal. On the other hand, Zimmerman has been known to begin immediate questioning of visitors about their specific knowledge of U.S. geography.

"What does southwest Kansas have in common," Zimmerman is likely to begin the quiz, "with the state of Nevada?"

Thankfully, Zimmerman is pleased to promptly end all suspense by answering his own question.

"Southwest Kansas is tied with Nevada in terms of being the most isolated regions in America," Zimmerman said last week. "In

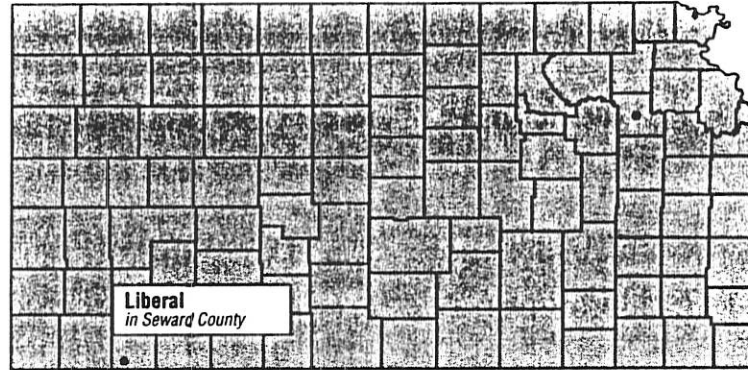
this whole corner of our state, there is no four-lane or interstate highway route within at least 160 miles of folks out here. Other than the middle of Nevada, no other point in America is as isolated as we are — off the beaten path, so to speak."

If Zimmerman has his way, Liberal and southwest Kansas finally will join the nation's transportation mainstream early next century — in the form of a 400-milelong superhighway stretching from Wichita to Tucumcari, N.M.

The new four-lane expressway would upgrade US-54 highway, a popular diagonal route between Wichita and a linkup with Interstate 44 at Tucumcari. Motorists who use US-54 through southwest Kansas, Zimmerman contends, can save up to 120 miles of driving — per one-way trip — rather than traveling I-44 between Oklahoma City and Tucumcari.

"A hundred years ago, it was the building of the railroads that moved people," Zimmerman said. "Now it's good roads and easy access to commercial markets that are the vital lifelines of most communities."

A year ago, Zimmerman helped form a Liberal-based, grass-roots organization that is working to provide an expressway-style highway route through southwest Kansas,



where ruts carved by 5-ton freight wagons are visible from the 175-year-old Santa Fe Trail.

The group, known officially as Southwest Passage Initiative for Regional and Interstate Transportation, more commonly is known in the area by the acronym SPIRIT.

Former Liberal mayor Phyllis Windle, 68, has spent the past six months drumming up endorsements from nearly three dozen communities located along US-54. The route

stretches across parts of three states in addition to Kansas: Oklahoma, Texas and New Mexico.

"It's one of the biggest grass-roots movements that I've ever seen," Windle said. "We're sitting here in one of the fastest-growing areas of Kansas, but if the people can't come and go easily, it doesn't mean anything."

Zimmerman, SPIRIT's president, estimates the cost of upgrading US-54 across Kansas

might top \$500 million.

"What we're contending is that we've already got most of the right-of-way to build another two lanes," Zimmerman said. "So why not use good judgment and do it?"

Zimmerman said SPIRIT members plan to prepare detailed specifications for the 200 miles in the Kansas portion of the widening project by 1999, a date that coincides with Gov. Bill Graves' proposal to launch a comprehensive construction plan for the state's roadways. Currently, Oklahoma is widening five miles of US-54 near Guymon, with another 20-mile segment set to begin by 2000, Zimmerman said.

At some locations on US-54, especially in Kansas' Meade County, 1997 traffic counts were up by nearly 9 percent since 1995, Zimmerman said. On Tuesday, SPIRIT plans to elect a steering committee of US-54 backers representing all four states along the route, at a noon meeting at the Guymon chamber of commerce office.

"What we're after is building a highway that connects people to good jobs, as well as bringing people in closer touch with new markets elsewhere," Zimmerman said. "Right now, we see US-54 as a crucial missing transportation link in the future development of southwest Kansas."

1-8

1-8

DISTRICT SIX

Packing Plants

PLANT	LOCATION	SLAUGHTER PER DAY	SLAUGHTER PER WEEK
1. Iowa Beef	Holcomb	5,600	28,000
2. Monfort	Garden City	4,000	20,000
3. National Beef	Liberal	6,000	30,000
4. Excel	Dodge City	5,500	27,500
5. HyPlains	Dodge City	<u>2,400</u>	<u>12,000</u>
		23,500	117,500

Compiled by E. D. Crockett 1997

h-1

1-9

01-10

DISTRICT SIX

Truck Traffic Per Day Generated by Packing Plants

Plants Slaughter 23,500 Head per Day, *117,500 Head per Week

Butcher Cattle

23,500/45 Head per Load = 522 Loads per day

Dressed Beef (Boxed)

23,500/75 Head per Load = 313 Loads per day

By-Products (Hides, Offal, Etc.)

23,500/300 Head per Load = 78 Loads per day

Supplies (Boxes, Etc.)

23,500/450 Head per Load = 52 Loads per day

TOTAL 965 Loads per day

* 117,500 X 52 = 6,110,000 Head Slaughtered per year

District 6 Feedlots Produce: 4,330,980 Head per Year

1,779,020 Head hauled into Dist. 6 from out of state and
instate lots (39,500) Truck Loads (127 per day).

DISTRICT SIX

Truck Traffic Per Day Generated by Cattle Feed Lots

Cattle on feed each day:

$$95\% \text{ full} \times 1,519,650 = 1,443,660 \text{ head}$$

Pounds grain and roughage fed each day:

$$25\# \times 1,443,660 = 36,091,500\#$$

Truck loads feed per day:

$$1,000 \text{ Bu per Truck} \times 56\# \text{ per Bu} = 56,000\# \text{ per Load}$$
$$36,091,500 / 56,000 = 645 \text{ Loads per day}$$

Waste generated (Manure):

$$40,000 \text{ head Cap. Lot} = 40,000 \text{ Ton per year}$$

$$1,519,650 \text{ head cap.} = 1,519,650 \text{ Ton per year}$$

$$1,519,650 / 25 \text{ Ton per load} = 60,786 \text{ Load per year}$$

$$60,786 / 365 = 166 \text{ Loads per day}$$

Replacement Cattle:

Lots rollover 3 times per year.

$$3 \times 1,443,660 = 4,330,980 \text{ Head per year}$$

$$4,330,980 / 70 \text{ Head/load} = 61,870 \text{ Loads per year}$$

$$61,870 / 365 = 170 \text{ Loads per day}$$

Total Loads Generated:

$$645 + 166 + 170 = 981 \text{ Loads per day}$$

DISTRICT SIX
Estimated Truck Traffic Generated
by Cattle Feeding & Packing Industry

FEED (Grain & Roughage)	645
WASTE (Manure)	166
REPLACEMENT CATTLE	170
BUTCHER CATTLE	522
BOXED BEEF	313
BY-PRODUCTS	78
SUPPLIES	52
MISC. (Fuel Molasses, Etc.)	50
TOTAL	1,996 Trucks per Day

Compiled by E. D. Crockett 1997

DISTRICT SIX

Typical Changes in Truck Traffic

LOCATION	TRUCKS 1969	TRUCKS 1980	TRUCKS 1994	TRUCKS % CHANGE	1994 TOTAL TRAFFIC	% TRUCKS
K-27 N of Tribune	95	180	338	256%	994	34%
K-27 N of Syracuse	75	175	280	273%	905	31%
US-83 SC-FI Co. Line	240	370	700	192%	2,375	30%
US-83 @ Sublette	320	375	795	148%	2,350	34%
K-156 @ W. Jct K-23	75	85	285	280%	1,045	27%
US-50 @ Pierceville	260	415	965	271%	3,425	29%
US-50 @ Lakin	220	405	485	120%	2,665	18%
US-56 @ K-23 Jct	190	275	545	187%	2,310	24%
US-54 @ Plains	320	715	1,010	216%	3,185	32%

Iowa Beef Packing Plant Opened in Late 1979

1-13

1-13

DISTRICT 1, 2, 3, 4 & 5

Typical Changes in Truck Traffic

LOCATION	TRUCKS 1989	TRUCKS 1994	TRUCKS % CHANGE	1994 TOTAL TRAFFIC	% TRUCKS
Dist. I					
US-75 S Topoka @ Lyndon	370	380	3%	2,510	11%
US-36 E US-75 Jct.	420	435	4%	2,775	16%
Dist. II					
US-56 E I-135 Jct.	330	545	65%	4,005	18%
K-156 SW Ellsworth	230	525	128%	2,545	20%
Dist. III					
US-36 W Oberlin	180	220	22%	1,235	18%
US-83 N 383 Jct	90	305	238%	1,060	29%
US-83 S Oakley	160	550	243%	1,885	29%
Dist. IV					
US-75 N Yates Center	320	550	71%	2,364	23%
US-160 W of W Jct US-75	100	145	45%	1,790	8%
Dist. V					
US-50 W 281 Jct	130	535	311%	1,325	40%
US-56 W Lyons	350	526	50%	3,580	14%

4-1-1

March 11, 1998

Re: Highway 54 crash data in the State of Kansas on that section of the road from Wichita to Liberal.

Year	# of crashes	# of fatalities	# injuries
1992	1105	13	741
1993	1105	8	681
1994	965	14	644
1995	1185	4	699
1996	1131	4	646
5 yr Total	5491	43	3411

This information was obtained from Jim Schaller, Kansas Bureau of Traffic Statistics on March 6, 1998.