

Kansas Energy Council—Summary of Public Comment, 2008

At its meeting on August 13, 2008, the Kansas Energy Council (KEC) approved 15 preliminary policy recommendations (see list below) for public discussion and input. Written comments received during the public comment period (September 11, 2008, to October 10, 2008), as well as the written remarks submitted by participants in the public hearings in Hay and Wichita, are compiled in this document.

KEC's Preliminary Policy Recommendations

1. Encourage federal funding of research and development of generation technologies that can provide base-load power while achieving reduced CO₂ emissions.
2. Encourage the Kansas Bioscience Authority to allocate some of their funds to research and development related to biomass-fueled electric generation, including the analysis of carbon footprint.
3. Endorse collaborative development of advanced generation technologies in Kansas that can provide base-load power while reducing greenhouse gas emissions. Such collaboration could be between Kansas utilities, between Kansas utilities and regional utilities, or between Kansas utilities and other investors.
4. Endorse policies that promote declines in greenhouse gas emissions, not policies that merely shift emissions within or between regions.
5. In addition to demand-side management, the Kansas Legislature and KCC should encourage utility investments in base-load generation plants' energy conservation and efficiency and carbon capture experiments and technologies.
6. If a cap-and-trade policy or carbon tax is passed, it should be done at the federal level.
7. Reduce maximum speed limit from 70 mph to 65 mph on Kansas highways.
8. Increase fines for speeding by 50%.
9. Reduce "exemption" for speeding violations to 5 mph over limit.
10. Undertake statewide initiative (public-private sector) to encourage more energy efficient driving.
11. Establish minimum energy efficiency standard for all majority State-funded new construction (standards under consideration include LEED Platinum, 20% above IECC 2006).
12. Encourage State agencies and managers to develop guidelines for telecommuting for appropriate state employees, giving broad discretion to managers on how such an option would be applied.
13. Urge Congressional delegation to include agricultural sequestration as an offset in any federal cap-and-trade policy.
14. Increase state agency and private sector efforts to educate farmers (and agricultural landowners) about the benefits—reduced CO₂ emissions, energy and dollar savings—associated with no-till agriculture and existing state and federal conservation programs.
15. The State of Kansas should adopt a goal of increasing energy efficiency such that the rate of growth in electricity peak demand and total energy is 50% less than it would have been absent the energy efficiency initiative.

Of the over 150 comments received, the majority responded to the speed limit proposal (#7); those comments are grouped together in the first section (the minority of responses in favor of the proposal are denoted with a plus (+) sign). The second section includes all the other comments. Note that some of the feedback in both section touches on more than one of the preliminary policy recommendations.

Comments related to preliminary policy recommendations to reduce the maximum speed limit, raise fines, reduce exemption (#7, 8, 9)

RAISE IT DON'T LOWER IT

David Hertzell
Baldwin KS

I noted an article in the Lawrence Journal-World stating the KEC is considering recommending lowering the state's speed limits: 65 mph on interstates and the turnpike. I think this is foolish. If people want to conserve fuel they can drive more slowly. Why does the state think it is their responsibility to mandate behavior of this kind? Are you going to recommend a law requiring that we check our tire pressure once a week? Tire pressure, as you may know, has a lot to do with fuel efficiency as well.

I will be contacting my state legislators asking them to vote against this kind of silliness.

Steve Granzow

(+)I read with interest the suggestion by your committee to lower the maximum permitted speed in Kansas to 65 mph. As a Kansan, a driver, and a taxpayer, I support your efforts. I would much prefer that we take this opportunity to change to metric, though, with a limit of 100 km/h. We've waited long enough to join the rest of the civilized world in the abandonment of the English system of measure.

Sincerely,
Troy Smith
Lawrence

KC Star reported the Kansas Energy council will be discussing the idea of rolling back Kansas speed limit to 65.....supposedly to "shrink it's carbon foot-print?"

Is the public just suppose to accept the US Dept. of Energy's ideas that reducing the speed limit by 5 miles is going to save gas? How about putting the Dept.of Energy's efforts in drilling for oil so that we can have gas? And find ways for alternative fuels vs. the gas.

We've had speed limit reductions in the past just to change back to the 70 speed limit.

If Kansas wants to lessen the carbon foot print, then work towards alternative energy as well as increasing the supply of oil via our own oil resources right here in the U.S.

Thanks for listening !!

Kathy Hamilton-Dix
KidsKards Inc.
5404 Windsor Lane
Fairway, KS 66205
888-KIDSKARDS

I wish to express my strong opposition to the proposed speed limit change.

Please do not impose an unfair and unnecessarily low speed limit on the kansas citizenry and those who wish to visit our state. Colorado, a very eco friendly state, has a 75 mph limit on their highways, 65 is asinine.

Thank you,
Clint Wayland
Manhattan Kansas.

I note your request for comments regarding reducing the speed limit from 70 mph to 65 mph in an effort to reduce climate-changing carbon dioxide gas emissions. Would the output of carbon dioxide gas of an engine running 5 mph slower be enough to off set the longer time the engine would be running?

They tried a 55 mph speed limit back in the 70's in hopes of reducing gasoline consumption by 2.2% and they calculated it actually reduced consumption by only 1 %. Further, the speed limit of 55 mph was widely disregarded Even police departments said if everyone obeyed the 55 mph, there would be terrible traffic jams in major cities.

http://en.wikipedia.org/wiki/National_Maximum_Speed_Law

The answer is getting better gas mileage of vehicles along with more efficient battery cars.

Heard recently a proposal to lower speed limit on KS highways.

My thoughts.

Lowering the speed limit in the middle of nowhere will have little to no effect. It would be ignored and is unenforceable. There is only a small percentage of traffic out in the middle of nowhere anyway.

The issue needs to be addressed in the cities where most of the traffic and pollution resides. I live in Johnson county and the speed limit is 65 or 60 until you get very close to KC and so many exceed that. If the speed limit was lowered to 55 and that limit enforced we could save 10-12% fuel right now. In fact if the speed limits were just enforced we would save ga\$. I was recently in PA and the limit was 55 and I was being passed by cars doing at least 70 on a regular basis.

I am driving my second Toyota Prius with a total of 240,000 miles in the last 6+ years. About 3 1/2 years ago I stopped driving the speed limit and dropped down to 55. I get at least 10% better mileage, and this improvement is valid for all vehicles as it has to do with wind resistance.

Another solution: Traffic light timing and eliminating light trips. Most of the streets I drive on in KC metro are terrible. If the speed limit is 35 why do I have to stop at most lights when I drive 35? Or even worse, traffic running 35 on 4 lanes and 1 car stops at a light with a trip and all the cars running 35 have to stop. Prime example Shawnee Mission Parkway and Craig in Merriam, KS. Cars running at 45 on SMP are stopped by 1 car at the light at Craig. 20, 30, 40 cars may have to stop so 1 car can go. Lights should be red and stay that way until the timing says green. This is a stupid system and with the technology available we can do better.

Slowing down? What difference does it make in a 20 or 30 mile trip to drive 55 not 65 mph? A minute? maybe 2? Save 10-12% ga\$?

It's a no-brainer for me, too bad so many others can't see it that way.

TKITEZ
Steve Laubach

Lowering the speed limit is a very bad idea, doubling the fines for speeding is an even worse idea. Fines for speeding should be eliminated. As for reducing greenhouse gases by lowering the speed limit 5mph it would probably have no effect as it would take longer to get to your destination which means your vehicle would be running longer resulting in the same level of emissions. 30 years ago the same scientists that are now claiming fossil fuels are causing global warming were saying burning those same fossil fuels were leading to a new ice age. They were using the same climate stats they are using today.

Dr. Jerrold Rumbley.

Regarding the recommendation of the Kansas Energy Council to reduce the speed limit on Kansas highways, I am strongly opposed to lowering the limit on our highways. As you know, living in rural central/western Kansas requires us to drive further than persons living in Topeka or Kansas City. I experienced the Nixon 55 MPH limits during the 70's and don't wish to return to that. Please do all you can to prevent this from getting approved in any future senate bill.

Thank you.

Bill Turman

Hays, KS

I want to express my strong opposition to lowering the speed limit. People who want to drive 65 on 70 mph roads are free to do so now. I routinely drive at 65 on 70 mph roads. But there is no need for government to tell us what to do. People who want to drive 70 on roads capable of handling that speed should be free to.

Steve Phillips

I get less than 1 mile per gallon difference between 55 and 70 in my Dodge Neon, I do not support the speed limit changes... not that I believe for a second that I'll have any choice in the matter.

As a taxpayer, I am appalled at the very notion of lowering speed limits. If anything, we should consider raising them. This method has been tried before and the net savings was embarrassingly low compared to the higher costs to business and industry. Furthermore, there seems to be a tremendous lack of real research into this issue and the real weight it would bear. It is frightening to think that our government presumes we the people need a mandate to get us to "act better." With our economy struggling and so many huge issues at hand doesn't the state have more important issues to discuss? This measure is purely draconian and archaic. This is the 21st century, why are we looking at ways to turn back time? Let people who want to drive slower do so. I have a large vehicle and I have voluntarily slowed down 5 MPH on average by my own decision. I think many others will do the same. This is completely unnecessary.

As for removing the 10MPH non moving violation cushion, again, an antiquated measure in a modern world. This certainly seems to be a means to getting more dollars in the state coffers via speeding ticket revenue. People are not so addle minded as you might think. This too is preposterous.

I promise to sign every petition that comes my way to thwart these measures. I will contact every politician necessary to say my peace, and I say NO to both.

Thank you for your time and consideration.

Michael Brandel

Lawrence, KS

First off, I'll just go ahead and say it: The proposal to reduce the maximum speed limit in Kansas from 70 to 65 is Stupid. Yes, that was a capital 's'. Speed limits are set for safety reasons, NOT environmental reasons. It is not the Kansas Energy Council's place to even suggest a decrease in the state maximum speed limit. If anything, the maximum speed limit on our interstates needs to be increased to 75 mph.

If people wish to drive slower to conserve fuel/energy, that decision should be up to them and not the state. They can do that today at the current 70 mph speed limit. The people of this state earn the money that goes to fuel their personal automobiles; If they wish to use more of it to go faster and get places sooner, so be it. Again, that is NOT a state decision.

I, as well as a majority of our state I suppose, pray this proposal gets squashed faster than a horse fly in the summer. Thank you for your time.

Sincerely,
Curtis Lange, Jr.

(+)I would like to voice my support for reducing the state's speed limit to 65 mph. Ever since gas prices jumped to \$4.00/gallon this spring, I have been driving at 65 mph. I have found this has resulted in a significant increase in mpg with resulting a savings. It is my understanding that the death toll on highways has also declined this summer from slower speeds and fewer miles driven.

I would also like to urge consideration of "feed-in tariffs" to move the Sunflower State quickly toward renewable energy. Attached please find an article describing how effective these tariffs have been in Germany.

<http://features.csmonitor.com/environment/2008/08/20/germany%E2%80%99s-key-to-green-energy/>

Thank you for paying attention to my comments.

Sincerely,
Clark H. Coan
114 Pawnee Ave.
Lawrence, KS 66046

(+)Glad to be able to email you my comments. I've been thinking that all of us baby boomers 60 and older should not be driving so fast anymore. Our night vision is simply not what it was, and it takes us a few more fractions of a second to see traffic problems than it used to. We should all slow down to 65 on the highway. It will save gas, and it will also allow us to be better drivers. Maybe we can help the country slow down the pace just a bit.

We've been leaders in other social movements, from civil rights and equality for women to the environment, natural food and recycling movements. Why not encourage us to start the Slo Drive movement?

I see no disadvantages, and it could reduce stress across the board if we all adhere to 65 instead of the 78mph most of us drive now in Kansas. I have to admit I enjoyed my recent trip from Lawrence to KC more at a lower speed, and I noticed that not every car or truck on the road passed me. I am not the only one slowing down. And I'm not 60 yet!

Anything I can do to help make this a national and statewide movement, let me know.

If you have complaints from rural Kansans, keep some of those roads at 70 mph but enforce fines for speeds over 70. And note that there are an awful lot of accidents on back farm roads and that older farmers and ranchers have the same visual problems the rest of us do.

Thanks,
Susan Elkins
902 Rockledge Road
Lawrence KS 66049

I am writing to give comment on the KEC proposal to decrease the speed limit and increase speeding fines. I think the first idea is terrible and the second is misdirected.

The speed limit change is not going to make that much difference in energy use. It will make more citizens view law enforcement as the enemy and lose respect for the law. I have a degree in mechanical engineering so I know a little about thermodynamics and physics. You would have to slow traffic down to ridiculous speeds (ie 55 mph) to get any substantial gains.

In case you haven't driven across Kansas much, it is pretty level and the roads are mostly straight. My mother is from Oberlin and my wife is from Scott City so I have spent my whole life driving across the state. You are torturing any reasonable driver with any speed less than 70 mph. As for unreasonable drivers, that is the DMVs domain not yours.

You may not know, but the last time I read a ranking Kansas was last in tourism in the country. Keep the speed limit reasonable and people will drive through and see what a great state it is. Slow them down and they will be going through Nebraska, the Dakotas, or Texas. It will not make them see or appreciate Kansas more.

If you want to decrease emissions, raise taxes on gasoline and I guarantee use will decrease. Good luck getting the legislature and governor to have enough political courage to do that. Your attempt to penalize energy use by increasing speeding fines is simply a narrower and less effective tax. Some states or counties require emissions testing to license vehicles. You might consider charging fees based on emissions. Tell me that wouldn't get energy use and greenhouse gas emissions down.

Thank you for your work to increase energy efficiency in Kansas. I hope your other recommendations are more reasonable and effective.

Sincerely
Neal D. Lintecum
nealdean@sunflower.com

RE: Reduce maximum speed limit from 70 mph to 65 mph on Kansas highways.

I am in complete disagreement with this recommendation. The \$72,000 it will cost to change the signs is more than it's worth. PLEASE, PLEASE treat the citizens of Kansas as the adults we are! There is already a minimum speed limit - if a person wishes to drive slower to save energy/money they can. Do not legislate this!

This recommendation is only a Band-Aid...it will not effectively stop the bleeding.

Melinda L. Rice

I live in rural Kansas and changing the speed limit is a horrible idea. Most modern vehicles are

more efficient than the tanks you used to drive. For example, I get less than 1 mile per gallon difference between 55 and 70 in my Dodge Neon. My parents, against my better judgment, have a Ford Excursion that gets 9 miles per gallon whether it's going 55 or 70. The air conditioner causes my mileage to drop by 2 to 3 mpg, you should consider outlawing the use of cool air during the hot summer instead! The fuel I'd save by lowering the speed limit is negligible, it only takes longer to get there. I do not support the speed limit changes... not that I believe for a second that I'll have any choice in the matter.

Dave Thompson
615 Locust
Mound City, KS 66056

I, and just about everyone I know, believe there is nothing wrong with the current system. The speed limits are fine, the insurance companies don't need any more of my money. If I'm tooling along and don't keep my eye on the speedometer and find myself going 5 over, I don't need court costs, insurance rates increased, et cetera... on the other hand, if I'm keeping my eyeball on the speedometer all the time due to the new stupid laws, I could plow into a deer! It doesn't matter how fast I'm going when I hit the deer, it's going to hurt! It doesn't save enough fuel to save the planet. If you want to save fuel, support alternative fuels and more fuel efficient cars, making it take longer to get somewhere isn't going to help... it didn't work before, it's not going to work now.

Dave

DO NOT LOWER THE SPEED LIMIT. MY TIME IS MONEY. DON'T YOU THINK THE LONGER YOU ARE ON THE ROAD THE MORE GAS YOU WILL USE?

Rita Igo

I agree with everything but 7, 8, and 9. The speed limits are fine the way they are, the tax payers don't need to spend more money replacing all the signs that were just recently put up stating 70. Do YOU want to drive from Kansas City to Colorado at 65? Fines for going 5 over are already more than most people can afford right now. The economy is down, why twist the proverbial knife? I feel that the increase in fines for speeding (even at 5 over) will just cause more problems than it will save by overzealous cops speeding around and handing out tickets. You may be able to get away with it and/or afford to pay the higher fines, the rest of us cannot. Save the increase in fines for those going excessively fast.

7. Reduce maximum speed limit from 70 mph to 65 mph on Kansas highways.

8. Increase fines for speeding by 50%.

9. Reduce "exemption" for speeding violations to 5 mph over limit.

Dave

Lowering the speed limit for everyone is not the way to "save the environment", in terms of fuel conservation and/or emissions.

What should be done instead is to make maximum highway speeds a two- or three-tiered limit, with maximum speeds varying in direct proportion to highway gas mileage. Following is the explanation why.

When the Arab Oil Embargo sparked the first "energy crisis" in the early 1970s, the drop to 55 mph speed limit was a fairly reasonable method to address it ...in the short term. Because it was a sudden, unexpected event and we were "stuck" with whatever vehicles we had at the time, it did produce a

significant, predictable result.

Even then, however, it was a verifiable fact that the drop in speed didn't produce equal fuel savings for all vehicles. Due to differences in horsepower and rpm curves, gear ratios and especially aerodynamic drag, some vehicles saved much more – or less -- from the drop in speed than did others.

But since then we've had 35 years of choices: vastly improved fuel economy offered in many vehicles, improvements driven by both "congressional mandate" and consumer desires ...and the exercise of choices by purchasers of vehicles during all that time.

Where I work, on any given day roughly one-third of the vehicles in the parking lot are large Pick-up Trucks or SUVs that get one-half to one-third of the gas mileage of the car that I drive. Most of them carry only one (1) occupant to and from work. To illustrate that their owners did have the opportunity to buy a substantially more fuel-efficient vehicle, most of these gas-guzzlers are only one-third to one-quarter as old as my car. My 14-year old, 5-passenger automobile, in a 50-50 driving mix of city streets and expressways, gets between 31 to 33 miles per gallon, week after week.

Asking why they chose such gas guzzlers for their vehicle, time after time the response is "...I've always driven a truck..." (or SUV)", followed by some rationale about "the big load that they can carry" ...on what usually turns out to be pretty rare occasions. I then explain that, for the few times when I want more wood, gravel, or whatever than can be carried in my car, I invest a few dollars (typically \$20 or \$30 or so) to have the lumber or feed supply place deliver it ...while I save the substantial cost of, and wear and tear on, a bigger, more expensive "personal vehicle". Their typical response then is either a blank stare, or a look that says "...well, you just don't understand..."

On those few occasions when I used this car on long trips, my gas mileage at 70 mph cruising speed has been 37 mpg to as high as 42 mpg, with the higher figures for fewer stops and fewer slow-speed segments (i.e., slow down then accelerate again). At 70 mph my car gets at least twice the gas mileage that the gas-guzzling SUVs and Pick-up Trucks get at 55 mph.

Even recent "improvements" for vehicles in those categories have been only relative to their own previous very poor numbers. The basic reason is simple aerodynamics – they are "rolling boxes", and even "rounding the corners" on these boxes will only improve fuel consumption a limited amount, compared to vehicles with better basic shapes aerodynamically. In similar fashion, 4000 and 4500 lb vehicles have inherently much higher fuel consumption compared to a 2600 lb vehicle like mine.

So the way to reduce fuel consumption and related emissions is not to make everyone drive at 65 mph instead of 70 mph. Actual impact of that will be minimal, while allowing those who've made poor choices to think that "they're doing their part". What really needs to be done is to encourage them to get out of their gas-guzzlers and into more fuel-efficient vehicles. Penalizing everyone to drive at the same, slightly slower speeds does not do that.

That's why a two- or three-tiered maximum speed limit is a much better way to accomplish your objective. Divide the vehicles on the highway into two or three categories, according to best available data for highway gas mileage for particular makes, models and equipment (i.e., engine size and type in particular). Standard published data could be EPA figures, though these have not always been completely "real" – or, for more realistic numbers, Consumers Report data where available. The category divisions should be strictly according to ratio between the best and worst fuel consumption numbers.

Keep the 70 mph speed limit for the most fuel-efficient vehicles, and drop the speed limit to 55 mph for the highest fuel-consumption vehicles. A third category in between – 63 or 65 mph, for example - for the "intermediate range" vehicles would provide "reasonable equity" for their relatively better choices.

This system would provide immediate benefit in significantly-reduced consumption and emissions for the “worst vehicle” category, the category in which aerodynamic drag is typically a much bigger factor. And it would provide even more long-term benefit by encouraging owners / purchasers in the lower category(s) to move into the more fuel-efficient / lower emission vehicles.

This “tiered system” would require reasonable enforcement to be effective. That can be facilitated by using color-coded license plates, front and rear, indicating the speed-limit category for each vehicle. Police officers should have a pretty good idea just from basic size and type of vehicles (in the traffic flow); the color-coded license plates would provide a fast, easy verification for each specific vehicle before even “making a stop”.

Addendum: Several things were noticeable after this year’s major jump in gas prices. One was a significant reduction in "sightings" of these gas-guzzling dinosaurs on the road. Another was that most out on the road were no longer barreling along in the left-hand lane, riding the bumpers of smaller cars until they "push their way thru" the traffic of more polite drivers. The "crisis" seemed to induce slower speeds, and generally more courteous driving habits, among many (but not all) of these dinosaur-jockeys. With more recent small drops in gas price, however, more are back out blasting down the left lane with previous abandon.

Another standard rationalizations I keep hearing from owners of these gas-guzzlers for their choices is that “I feel safer (in this bigger vehicle)”. Unfortunately, the poor driving habits of many also make drivers of smaller / more economical vehicles feel less safe. And yet, in repeated review of accident reports involving the big gas-guzzlers, it’s amazing how many of their drivers and/or passengers have been killed or seriously injured simply because the vehicle size apparently led them to believe they didn’t need to use the seat belts and shoulder harness provided in their vehicles.

Every two weeks or so it costs about \$30 to fill my 14-year-old "work car" with gas, whereas it took about \$20 to do so 2-3 years ago. That is not, in my mind, nearly enough reason to do a "gas tax rebate" (or other “price relief”) that will reduce the funds available to repair and maintain our deteriorating roads, bridges, and other transportation infrastructure. When some guy pulls up at the next pump and whines about spending \$70 or \$80 to fill their 4500 lb "personal transportation module", all I can think is that they're now paying the price for shortsightedness ...and, yes, stupidity! Giving them relief now will only delay their progress on "the learning curve" (i.e., don't mess with Darwin !) ...and delay progress against the real problem.

Richard N. Nott
911 Toh-N-Hah Court
Wichita, Kansas 67212

I am opposed lowering the speed limits in Kansas. I believe there are better alternatives that can save on fuel, save on emissions and save lives from excess speeds. The Energy Council seems to be taking the easy way out just to lower the speed limits. We need to start with, alternative fuel, infrastructures and the auto industry. The only way to do this is get the Federal Government to put pressure on these industries.

The first is to save on fuels. We need alternative fuels to become a mainstay rather than reduce our speeds. Why not build cars with alternative fuels which in the end will reduce our dependency on foreign oil. Maybe we need to model after Brazil on renewable fuels. If we have alternative fuels the auto industry must follow suit and build automobiles that use these fuels. We need a good infrastructure to get these alternative fuels out to the consumers as well. Another way would be to use more passenger rail as larger metropolitan areas have to cut down on the individual drivers saving on consumption in the end.

Second save on emissions could and would be accomplished by providing alternative fuels as stated in my first comment.

Third if you want to save on lives, build better infrastructures to move commodities via, pipeline and rail and get semi trucks off of the highways. Have higher minimum age for you drivers and stricter laws on underage speeding. Then we have the issue of older drivers who have no business driving but don't want to loose there independence. These driver impede traffic and don't always understand the traffic laws.

In conclusion, I believe your committee needs to look at other alternatives before just saying reduce Kansas speed is going to cure everything!

Thanks for taking the time to read my comments.

June Gregory

I am totally opposed to decreasing the speed limits, and raising traffic fines for speeding. I remember when they lowered the speed limit to 55, and all local governments and the state were getting rich from traffic fines. Why, no one would drive that slow. I disagree with the reasoning for doing it, and I do not think 5 mph will make all the differences that you claim. Leave the speed limits alone. Build more nuclear power plants. That will lower carbon dioxide emissions. In my opinion your energy council is just another useless government agency sucking up my tax dollars. Disband and do all of us taxpayers a favor.

C.L. Bloss, Jr.

Concerning the speed limit; seems that every once in awhile, somebody (I didn't want to say "some kook") comes out of the woodwork with yet another reason why we should lower the speed limit. Here comes one proposal: it will save lives. From the statistics that I've read, fatalities are actually less than they were when we had that stupid 55 mph limit in Kansas. Next proposal: it will cut back on greenhouse gases; even the strictest state in the union, California, hasn't lowered speed limits because of this. When I was out there about a year ago, it scared me to death as the traffic was all moving close to 85 mph, bumper to bumper. Car companies have made many improvements to cars and trucks to lower these gases; catalytic convertors, O2 Sensors, improved mufflers, computers that constantly check for bad emissions and more efficient engines all around, yet here you go, still not happy. Next proposal: It will save gas. It's very apparent that you guys don't have much of a clue about how engines work. I've worked on cars since I was 15 and I'm a young 65 now. I know, personally, people who either run or work at 3 different auto repair facilites about this very subject. ALL of them told me that this may have been true back in the 70's but not now with all the cars and trucks that have computers which compensate for speed and acceleration changes. They also went on to tell me that there is hardly any noticeable difference between 60 to 70 mph as far as gas mileage as long as you don't put your foot into it. The paper states that the Dept. of Energy ESTIMATES (key word here is ESTIMATES) that for every 5 mph over 60, fuel consumption increased by 7 to 23%. Pure D bulloney!! One woman even stated that her Honda got better gas mileage at 67 than it did at 60. Why do you guys start something like this just because you get a wild hair? Why don't you get some REAL facts to back you up? You may intimidate and fool some people but you sure as heck don't fool everybody.

What good is 5 mph going to do, anyway? One lady wrote in to the opinion line that to her as a sales rep who travels, time is money. Her income depends on her ability to get from X to Y in a reasonable amount of time. She went on to say that 5 mph may not sound like much but in the long run, it means a lot. You start messing with the speed limit, you start messing with some people's income. Feel good about that?? LEAVE THE SPEED LIMIT AS IT IS!!! Don't raise it and don't lower it. PLEASE. What are we going to hear next as a reason to lower the speed limit???????????? I'm sure you'll come up with something. I'm sorry but I'm very passionate about this. I do not speed and I feel that the highways are built perfectly for

the limits we now have. If you guys manage to lower these limits, you will see the sales of detectors go up and I will be the first in line.

Kent K. Keene

LOWERING THE SPEED LIMIT IS NOT A GOOD THING. IF THE PEOPLE WANT TO DRIVE SLOWER THAT IS OK, BUT TO MAKE THEM SLOW DOWN IS RATHER SILLY. THE ROADS WERE AND ARE DESIGNED TO BE SAFELY TRAVELED AT THE EXISTING SPEED LIMITS, SO PLEASE LEAVE THE LIMITS AS THEY ARE.

Jim Shafer

I wanted to comment on item #7 in your 2008 Preliminary Policy Recommendations. Reducing the speed limit on KS highways from 70 to 65 will cause more harm than good to the state of KS. For example, I know many in the trucking industry who say that if the speed limit is reduced, they will change routes to take their trucks off I-70 and will instead use I-80 through NE. How much gasoline, food and lodging income is the state of KS willing to lose as these truckers take the Northern route through NE?

I have just recently completed a drive from Lawrence to Los Angeles and back (which I do every year because of family that lives out west). I, like many others, will take a southern route to get to I-40 if the speed limit is reduced. Colorado is 75 MPH. Then hit the KS border and go to 65 MPH? Many chose to drive on I-70 for the beautiful views through CO and tolerate the drive through KS to get to CO. Why would anyone waste their time if they can jump up to NE and hit I-80 and drive 75 MPH through the state.

I have yet to hear from anyone that agrees with this plan. I am an environmentalist who goes to great lengths to do everything I can to lower my footprint, but reducing the speed limit makes no sense. Do you really think it will keep Kansan's from speeding? Too many are willing to pay the fine, if they get caught, even if you double the fines. Drive the length of I-70 and see how many officers you see that would enforce the speed limit. I can say on my drive (on a Sunday during the day), I saw one officer the entire way through KS. 400 miles and one officer. Most people were driving at least 80. Reducing the speed limit will not stop people from doing this.

I hope you take these comments to heart. Through my job I deal with people across the nation and in many foreign countries. It is sad to say that Kansas is laughed at even in foreign countries for its backwards ways. Reducing the speed limit would just be one more stupid move Kansas has made.

Best regards,

Kristine Matlock
Lawrence, KS

Living in Western Kansas, I make the conscious decision, every time I leave town, of whether the increased mileage I can obtain from reduced speeds is more important to that trip than the time it takes to get to my destination. I see no reason for the State to mandate a lower speed limit, especially in the rural areas of Kansas where there is no safety concern for speeds in this sparse area of the State, nor the traveling numbers to have any significant reduction of energy consumption. The State of Kansas then, on top of the expenses of changing all its speed signage throughout the state, wants to tax its citizens by doubling the fines (on top of ever increasing court costs), and double whamming the speeding Kansans by reducing the moving violation 'cushion' from 10 mph to 5 mph so the insurance companies can gouge them a little more. Eastern Kansas already has the dirtiest coal fired electric plants in the Nation and yet, when a clean one is proposed that could really help the rural economy, and provide a distribution system that would attract more wind power farms and developments, the State of Kansas creates an undisclosed,

last minute, ambiguous criteria/concern about co2 emissions. I'm not alone in thinking there is enough hot air coming from Topeka already to cause genuine concern for global warming. We do not need more politically convenient 'concerns' of energy savings and environmental sensitivity from that same Eastern Kansas mentality that keeps it's dirty electric infrastructure in it's backyard, telling the rest of us how to be better stewards. Thanks for letting me spew.

Scott Daniel

I reviewed the Energy Policy recommendations.

What I find glaringly absent are policies working to encourage energy conservation in the private sector, from both individual and business end-users. I agree that we need to find new energy technologies, and lower cost/ increase efficiency of existing green technologies. However, instead of looking to "invest" greater tax dollars in new energy technologies (let's leave that to investors who have risk capital to blow - we don't need to gamble our tax money on solutions that may or may not be worth our "investment"), why not take the same money and provide real incentives to achieve energy efficiency, in our homes & our businesses. As for the speed limit recommendations, they are ridiculous. We don't need more policing, we need more innovation.

Jennifer Graham-Rateliff
Wichita, KS

I am totally against any speed limit change and ticket increase. There is no such thing as "global warming" and climate change is another name for "the WEATHER". This whole lye was made up by a group of eletic headed by gore to get more money from the middle class. The bottom line is money, and your proposal reflects that also, by decreasing the speed limit and increasing tickets by 50% proves what I am saying. I urge this committee to vote no!

A Kansas Taxpayer that pays too much already.
Darrell Wade

I'm writing regarding the policy recommendations listed at http://kec.kansas.gov/2008_prelim_policy_recommendations.htm. I wanted to voice my displeasure with proposals 7 through 9 (those concerned with speed limits and speeding tickets). I do not possess any real arguments against them, I just personally do not like any of them.

Thanks,

Jeff Long
3104 W. 27th Ter.
Lawrence, KS 66047

I would like to make comments about the proposal to reduce speed limits currently at 70 mph to 65 mph.

I am NOT in favor of this proposal.

Just because the speed limit is posted at 70 does not mean you have to drive 70. You can choose to drive 65 or anything lower than 70. Leaving the speed limit at 70 allows those of us who want to drive 70 to do so, without impeding on the rights of those who want to drive slower.

I also feel that you will be doing a disservice to the State of Kansas' overall perception. Many people travel through Kansas on I-70. In visiting with people who do that, the perception of Kansas has gotten better in the past 10 or 15 years, but a lot of the people still complain about what a boring drive it is to get thru our state on I-70. I always tell them that to see the true beauty of this state you have to travel on

highways other than I-70. I know that is not going to happen in most cases, because they are only interested in getting from point A to point B. I'm sure that by lowering the speed limit the opinion of this state will suffer greatly.

I do live in western Kansas, but travel to eastern Kansas on vacations and to visit family, so this change would affect me. When I'm travelling to eastern Kansas for a weekend visit, I'm a person that also just wants to get from point A to B, with as few hassles as possible and as quickly as possible.

Once again, I am NOT in favor of this proposal.

Thanks,
Lana Steffen
911 S. Harrison
Hugoton, KS 67951

I do not support the effort to lower the speed limit in the State of Kansas. I enjoy the great system of roads we have and I feel the speed limits are appropriate for the condition of the roads I travel on.

Reducing the speed limit will result in more tickets being written and will result in higher insurance cost as a result. Kansas are reducing their fuel consumption in other ways. I have purchased a high miles per gallon vehicle so I can continue to make the trips I enjoy. Many friends have done the same thing, purchasing hybrids or diesels. And if the time comes that fuel prices continue to rise and I can not afford as many road trips, then that becomes my decision.

Leave the speed limits as they are. If I feel the potential cost savings in fuel is significant enough, I will drive slower without a dictate from the state. In the meantime, let me enjoy the freedom I now enjoy of driving the current speed limit.

Paul Faber
Executive Vice President of Operations
8700 East 29th Street North
Wichita, Kansas 67226
Phone 316.634.8796 Fax 316.634.0555
Toll Free 800.835.1043
pfaber@heartspring.org
www.heartspring.org

As a registered voter in KS, hopefully my opinion matters. Lowering the speed limits would mean that it will take even longer to drive across the state. For what purpose? Individual driving habits and the car chosen matter more to conserving gas than speed limits. It's already possible to drive slower if that's what you choose to do. In a free society there is no need for the government to play babysitter to the citizens. Please listen to the citizens and throw out this idea of lowering speed limits for our benefit. The benefit is dubious at best and the frustration of the lower limits, quite real.

Sincerely, D'Ann Landis

Unfortunately, I was unable to attend yesterday's Kansas Energy Council meeting at Wichita State University. However, I would like you to know that I am not in favor of lowering the speed limit from 70 miles per hour, to 65 miles per hour.

I fully understand and appreciate the idea that reducing the speed limit may save gas. But why is it that we, the individual taxpayers must make all the sacrifices? Why hasn't more pressure being made on

automobile manufacturers for more fuel efficient vehicles? If individuals wish to save gas, we can individually slow down voluntarily. And, if crude oil was not abundantly available, I would more than be in agreement for lowering the limits. But that is not the case. I'm one that not only remembers, but lived through the 55 miles per hour restrictions making frequent trips from Kansas City to Dallas, Texas. It was excruciating.

Additionally, I don't think that 5 miles per hour is going to make fatalities much less, nor will it cause slower traffic problems since it appears that the speed reduction will only affect four-lane highways.

It would be more beneficial for the State Lawmakers to concentrate their energy and attention at passing legislation prohibiting the use any cellular device while operating a motor vehicle. People using cellular devices pose more of a danger to me than any small number of speeders on the road....unless those speeders are also on their cell phones.

Thank you.
 Larry Vohs
 8109 West 16th St N
 Wichita, Ks 67212
 [316] 773-1535

(+)I want to commend your organization on the many efforts it is considering this year relating to energy policy. I think that the policy changes regarding speed limits and fines are great ideas, although they definitely need to be coupled with a statewide notice to the public that the reasons behind the changes are to encourage people to drive slower in order to reduce the harmful effects on the environment as well as to save them money. Otherwise, people will protest such changes without realizing that they may help them in the long run financially.

I also just want to say that I think that the policy recommendations should include something about building and using alternative energy sources such as wind and solar power. Again, we would have to educate the public about how these forms of energy may be more costly initially, but will save us money and the planet in the long run.

Thank you for taking the time to hear my thoughts. Keep up the good work.

Cassandra Whitmore
 Undergraduate Student
 Kansas State University
 cbeethe@ksu.edu

(+)I was just reading through some of the proposed policy recommendations for the Kansas Energy Council. I like the ones dealing with driving. Although, I am not a huge fan of decreasing the speed limit, I understand the need to help the environment and help cut fuel costs.

My question is, will the \$72,000 required to post over current signs (which I think can look cheap but if it is the most cost-effective way I guess that's what you need to do) come from taxes or from the Department of Transportation? Will our toll prices increase? I'm just curious because I am a student at Kansas State University and drive home to Lansing, KS often and since I've been in college the toll has already increased \$0.15.

I agree that implementing harsher penalties for speeding will deter those who speed to adhere more closely to the posted speed limits. I also think managing the speed limit will help reduce traffic fatalities

which is also a bonus.

Thank you for your time, not only in reading my e-mail, but also for the work that you and the rest of the KEC have put into all of these policies.

Lauren Griffen

Thank you for your hard work. I applaud your work in moving Kansas to a more energy efficient state. I particularly appreciate the effort in reducing CO2 and greenhouse gas emissions.

I believe encouraging research and development is key to the success of these goals. I fully support and advocate the preliminary policies addressing this issue.

I am a graduate student at Kansas State University in the area of public health nutrition. I am also a resident of southwest Kansas. Several of my peers are also residents of SW Kansas and we take approximately 6-8 trips across the state per year. I take more because I am a unit of the National Guard in Garden City. I believe if there were a low cost means of transportation (maybe bus) targeting students that went from Garden City to Kansas City, and stopped at college campuses, most students would make use of it. This would also reduce CO2 emissions, highway traffic, highway accidents and would fall in-line with the policy to encourage more energy efficient driving.

I don't particularly like the policy to reduce the speed limit to 65 mph. Like I mentioned above, I take several trips from Manhattan to Garden City and the reduced speed limit will require me to spend more time on the road and allow me less time to focus on my studies and other responsibilities.

Thank you,
Sammy Ornelas

I was pleased to see that the Kansas Energy Council is seeking public comment on preliminary recommendations to be included in the 2008 Kansas Energy Report. As you well know, energy need is at the forefront of nearly every foreign and domestic issue facing us as citizens of Kansas, the USA, and the world. Our increasing use of energy is implicated in rising fuel costs, rising food costs, economic recession, climate change, and foreign wars. Because of my grave concerns about where our society in general, and Kansas in particular, is heading, I was heartened to see your organization not only exploring ways to become more energy efficient, but also asking for input from the stakeholders of Kansas. I believe that KEC is on the right track with all 15 of the proposed recommendation, though some are likely to encounter less political, corporate, and population resistance than others. With that, I particularly favor the following recommendations:

1. Endorse policies that promote declines in greenhouse gas emissions, not policies that merely shift emissions within or between regions.
2. If a cap-and-trade policy or carbon tax is passed, it should be done at the federal level.
3. Increase fines for speeding by 50%.
4. Reduce "exemption" for speeding violations to 5 mph over limit.
5. Undertake statewide initiative (public-private sector) to encourage more energy efficient driving.
6. Establish minimum energy efficiency standard for all majority State-funded new construction (standards under consideration include LEED Platinum, 20% above IECC 2006).
7. Encourage State agencies and managers to develop guidelines for telecommuting for appropriate state employees, giving broad discretion to managers on how such an option would be applied.
8. Increase state agency and private sector efforts to educate farmers (and agricultural landowners) about the benefits--reduced CO₂ emissions, energy and dollar savings—associated with no-till agriculture and existing state and federal conservation programs.

9. The State of Kansas should adopt a goal of increasing energy efficiency such that the rate of growth in electricity peak demand and total energy is 50% less than it would have been absent the energy efficiency initiative.

To elaborate briefly on my underlying beliefs, I am strongly supportive of increased wind power in Kansas. As the third windiest state of the nation, we have the potential to make use of this abundant and renewable resource, which also sharply reduces CO₂ emissions relative to coal-fired power plants and other fossil fuel sources of energy. We need to think beyond the issue of CO₂ and climate change, however, and think once again about the negative public health impacts of fossil fuels on the quality of our air and water. I firmly believe that there is no such thing as clean coal, and that as long as burning fossil fuels pollutes the environment with heavy metals, soot, and other contaminating particulates, we have no business making an ongoing and preferential investment in such dead-end technology. Rather, solar and wind power in particular need investment in research and development, and favorable tax policies to allow this infrastructure to develop to a suitable degree.

Regarding automobile energy use, I have nothing against a decrease in the speed limit, but I don't believe that most people would be favorable to that restriction, nor would they obey it if enacted. Thus, I think a better approach would be to rigorously enforce the current speed limits, and to issue citations of increasing severity for anything 5mph or above, as well as to reduce the exemption for speeding violations. Couple that with some social marketing messages to inform the public, and offer support to help people improve their own fuel efficiency with a selling point of reduced cost. For instance, combining a DUI checkpoint with a tire inflation educational opportunity may help kill two birds with one stone. What if officers were trained to inform speeding drivers not only of the safety and law-breaking aspects of speeding, but also of the fuel inefficiency of driving too fast, coupled with ways they could improve safety with properly inflated tires?

Finally, with regard to energy efficiency, I believe we need policies not only on new construction, but also on retrofitting existing construction. Although there would be significant expense involved with fixing older buildings to improve efficiency and insulation qualities, the expense would be repaid over time by money saved in energy, not to mention the environmental benefit of reduced energy use. A similar social marketing campaign could help not only government employees, but the public at large to reduce use, improve efficiency, improve insulation, and generally be smarter, conservation-oriented consumers.

Thank you again for this opportunity to give input on this important set of policy recommendations. I appreciate what KEC is attempting to do, and wish your organization the best of luck in helping to realize these improvements for our state, nation, and society.

Sincerely,
Richard R. Rosenkranz, PhD

I would like to relay to you my concerns about the 2008 Preliminary Policy Recommendations that would put a challenge on many college students. In recommendation #7 it states that the speed limit would be reduced from 70 mph to 65 mph on Kansas highways. Being a student at Kansas State University and frequently driving home to Kansas City on the weekends would make this a more prolonged task. It currently takes me roughly two hours to drive home from school on the current speed limit of 70 mph. If we see a decrease in the speed limit to 65 mph, I could be adding almost an extra hour to my drive. Being a student is already stressful and tiring enough and adding an additional hour to my drive will make it that much more difficult to make it to my destination.

I simply ask that you reconsider the proposal of reducing the current speed limit of 70 mph to 65 mph. I also ask that you consider college students and how far some students travel to attend these Universities when making this decision. Thank You.

Sincerely,

Atiya Wesson

(+)In regards to the 2008 Preliminary Policy Recommendations, I feel that the state is making some great movement in the right direction. By implementing all or any of these recommendations, the state of Kansas' environment will benefit. I fully support the idea to reduce the maximum speed limit from 70 to 65mph. Not only will the highways be safer, but also slower speeds increase fuel efficiency. I also support the recommendation to increase speeding fines by 50%. This will be necessary if the speed limit is reduced, in order to control those who disagree with the change, and also to make people more aware of how fast they're really driving. And lastly, I think it is a great idea to require minimum energy efficiency standards for new construction. If we're attempting to improve energy efficiency in Kansas, we might as well start with those buildings still in the planning stages. We should also encourage an improvement in energy efficiency among buildings in current use as well.

Thanks,

Aarynne Struble

I am writing to you in order to get my opinion heard in regards to the KEC preliminary policy recommendations for this year. I read through these recommendations and there are two that stood out to me that I disagreed with and thought I would let you know. These two recommendations that I disagree with and would like for you to think strongly about before passing are....

1. Reduce maximum speed limit from 70 mph to 65 mph on Kansas highways.
2. Increase fines for speeding by 50%.

I disagree with these two recommendations because I do not think that reducing the speed limit by five miles per hour will even be very productive and all it would do would be to anger people by making their driving time longer. For those who speed anyways, this would only make it so that these people could get higher fines and I disagree with that as well. As far as increasing the fines for speeding, to me that seems like just another way to take more money away from people. Increasing the fine is not going to make people stop speeding, a fine is a fine, and with how much they are right now people still feel the pain of having to pay a fine for their mistakes. Especially now with how our economy is struggling I don't think this is the time to increase fines or to decrease the speed limit. Thank you for your time.

Respectfully,
Amanda

(+)I was unable to attend the meeting in Wichita last week and would like to comment on lowering the speed limit from 70 to 65 mph. I am all for it! In fact, I think it should be lowered to 60 mph and 55 mph around urban areas.

My husband and I have been driving 55 or no more than 60 mph for over a year now and our Honda Accord gets about 5 miles per gallon over the manufacturers rating. This is money in our pocket that doesn't end up going to the Middle East.

It's time for Kansas and the rest of the United States to sacrifice a little for the common good! Let's lower the speed limit and patrol the highways as well as raising the fines for speeding.

Why doesn't the State of Kansas encourage public employees to take the bus to work when possible? I take the bus to work in downtown Wichita and the parking lots for State employees are loaded with cars. Depending on where you live in Wichita, it's fairly easy to catch a bus that takes you right into downtown - a block away from the State Office Building.

I would also like to see increased tag fees for any new private car or truck that doesn't average 25 miles per gallon. The State could use the extra money to fund energy projects.
Thank you!

Jeannie Wayne
1952 S. 123rd St. E.
Wichita, KS 67207

In regards to reducing the maximum speed limit from 70 MPH to 65 MPH, I don't see the importance of that technique. It would be energy-saving only if every individual followed the law which is not the case 95% of the time. Reducing the speed limit by 5 MPH would not make a big impact on people to slow down on the highways. Besides, if you are also "reducing 'exemption' for speeding violations to 5 MPH over the limit," you would have to place many more highway patrol men on the highway which would only add more energy. I drive about 77 MPH on average when I am driving on the interstate. The majority of the time cars are passing me instead of me passing them which means more cars are driving faster than 77 MPH. The percentage of citizens who drive the speed limit is far less than the percentage that drive over the limit.

I do, however, agree with establishing minimum energy efficiency standards for all majority state-funded new construction. There is probably a huge chunk of energy being used in offices and buildings that could be dramatically reduced. Leaving lights on at night is unnecessary in most cases. Turning off computers, copying machines and fax machines would save an enormous amount of energy. Even during the day, if rooms are not in use there is no need for the lights to be on.

Lastly, I don't quite understand decreasing employee commutes. How would you do that if traveling by car is the only means for an employee to get to his/her job and to go wherever his/her boss sends him. Would an individual who commutes to work be less likely to get a job than someone who does not have to commute? And if we are talking about semi-trucks, how would you minimize their delivery routes. The items they are traveling are essential. If they were to shorten their routes, that would mean that more trucks would be needed to make up for the routes that got shortened.

Jessica C.

Hello. My name is Courtney Held, and I am a junior at Kansas State University. I am emailing in regards to the Public Policy Recommendations posted on the Kansas Energy Council website.

I was reading through the text concerning #10: "Undertake statewide initiative (public-private sector) to encourage more energy efficient driving." Your draft went into detail over several nation-wide initiatives that have already been undertaken, such as the 'Drive Smarter Challenge' and others by the Nationwide Mutual Insurance Company, the US Department of Energy and the Alliance of Automobile Manufacturers, and the bill from the House of Representatives to develop an educational campaign for better driving habits. Also, according to your data, Americans are already driving less and consuming less gasoline because of the prices; since their wallets have been hit, they are more aware of how to cut back and most likely more educated on how to get the most bang for their buck at the pump.

It seems to me that since there are already several programs, initiatives and campaigns out there promoting energy-efficient driving and eco-friendly driving habits and Americans have already begun to change their habits, money that would be spent on this statewide initiative could be unnecessary and spent other places.

Thank you for your time.

Courtney Held
cheld@ksu.edu

(+)I support lowering the speed limit from 70mph to 65mph. I have been driving 60mph on 70mph state highways for the last several months and find that my gas mileage has improved, driving at a lower speed is safer, it adds only a few minutes to my travel time, and is better for the environment.

Although the majority of respondents are against a lower speed limit, the advantages far outweigh the slight inconvenience of longer travel time. Please recommend lowering the speed limit.

Thank you.
Betsy Weaver

Rather than lower the speed limits, we should be concentrating on encouraging people to buy more fuel efficient vehicles.

Chuck Wehner, cwehner@mac.com

(+)I support lowering the speed limit to 60 mph on the highways. I already drive this limit, mostly to save gas, but I also feel it is much safer. People pass me all the time, but I am not talking on my cell phone, I am being safe. These people are probably going 80, so lowering it to 60 means they'll go 70 anyway. I witnessed what could have been a terrible accident on K-10 the other day, but thankfully there were no cars behind the lady who had to slam on her breaks because everyone else started slamming on their breaks, and she did a total 360 in the middle of the highway. People follow way too closely behind other cars. As the signs say, "Slow Down - Arrive Safely" - and it's better for the environment.

Sincerely
Julie Gorenc CNM

(+)I am a Kansan and I support lowering the speed limit in Kansas. A lower limit would increase safety, saving lives. It also would save gas for thousands of people and make America stronger.

Thanks,
Brendan M. Lynch
1617 Rhode Island St.
Lawrence, KS 66044
Mobile phone: (973) 943-5450

As a student in Public Health, I just thought that I would comment on my opinion concerning the policy recommendations. First of all, the first six policies sound like a good idea to me. Finding an alternative form of energy generation while limiting emissions that could potentially harm our environment is a cause worth fighting for with policy recommendation. Concerning policies seven to ten, I agree that we need to practice more energy-efficient driving; however, I don't believe that the general public would take implicating lower speed limits and higher speeding ticket fines with open arms. Concerning policies eleven through fifteen, I agree with the recommendations and their attempt to educate others on the benefits of energy efficiency for its cost saving and environmental health nature. Overall, I think that the recommendations for the Kansas Energy Report are good; however, I would revise some of the policies concerning lower speed limits and fines.

Sincerely,
Bradley Blackburn

(+)I see no reason why the speed limit shouldn't be dropped to 65 mph.

1. Dropping the speed limit would decrease our gas usage.
2. Continue the drop in fatality deaths and serious injuries.
3. People in actuality will be driving 70 instead of 75 (most all push the 5 mph to decrease their ticket chance).
4. Infringing on "my" rights !?!?! by having government reduce the mph. Give me a break. Driving is a privilege, not a right.
5. Reduce pollution.

Thank you for your time.

Kelly Garrison
Director, Mail & Copy Center
Baker University
PO Box 65
Baldwin City KS 66006
785-594-8469

Good-afternoon, after reading through the 2008 recommended preliminary policies I had a few thoughts I'd like to share with you on some of them that I felt strongly about and fully understood. I agree and disagree with recommendations seven, eight, nine and ten. I do not think that reducing the speed limit from 70mph to 65mph will have that much impact on energy savings or even life saving. I think that no matter what speed limit you set people are going to drive the speed they want to. Especially when the speed limit has been 70mph for so long. The change will not be accepted very well at all. People are going to drive what they want to some will drive 60mph in a 70mph zone while others will drive 80mph in that same 70mph zone. Therefore, I think that the state of Kansas has more effective things they could be doing to conserve energy other than that. Increasing speeding ticket fines by 50% I agree would have a positive effect especially right now with the economy being as terrible as it is. People will realize they can't afford petty things such as speeding tickets and will watch their speed which in return will also promote public safety and energy savings. I also believe the same goes for number nine as above. Number ten would also be a good thing to encourage because energy efficient driving not only is important for our global economy but also people financially. It would have a dual benefit.

While I don't think all of them are as important as others I do believe that every one of them one through fifteen can be good things that would help Kansans save energy and promote a healthier environment for everyone. Thank you for your time.

Sincerely,
Kelcie Hubach
Kansas State University
Undergraduate: Nutritional Science/Pre-med

I am writing to voice my opinion about the 2008 Policy Recommendations. I do not agree with numbers 7, 8, and 9. Reducing the speed limit is not going to make people stop speeding and neither will increasing speeding ticket prices by 50%. In the present time people can't afford to have a ticket now, let alone if you increase the price, therefore you will just add more financial problems to the people of Kansas. I do however agree with numbers 10 and 11. Increasing Kansans awareness on driving more energy efficient will help not only the people of Kansas by saving them money but also it will save the

environment. Number 11 also has potential to save lots of energy in the future if put into effect and will help in the long run, which I think this recommendation would be very effective.

Sincerely,
Lynette Conklin
lynettec@ksu.edu

(+) I am in favor of lowering the speed limit in Kansas to 65 mph.

Nationwide we have been around 40,000 deaths per year on American highways. That is a national tragedy. If a foreign country were doing to us what we do to ourselves it would be considered an act of war. Furthermore the amount of monetary damage done in US car accidents is around \$130 billion. That is also a national tragedy.

Decreasing greenhouse gases and lowering quantities of imported oil would also benefit the USA.
Please lower the speed limit!

John Dreiling
PO Box 1342
Lawrence KS 66044-8342
1-785-218-3372

I propose leaving the speed limits alone, common sense tells me that lower speed limits mean longer commutes. A longer commute would mean an increased time for emitting carbon dioxide.

Thanks,
Arnie Hart

If you want to increase the energy supply then increase the supply and stay away from the demand. We need clean burning coal power plants not lower speed limits which increase drive time and restricts our right to travel by increasing travel time. The lower speed limit restricts travel while the blockage of the power plants restricts energy, jobs and tax revenue. Either this group is made up of people that don't understand economics and liberty or people that want to control others through government decrees that the legislature won't pass. I am not surprised Sebelius came up with this group. The next governor should sign and executive order to dismantle your council to reduce the size of government, restrictions on my freedoms and counter productive nanny state ideas. The speed limit should be raised to 75 on I-70 from the Colorado line to mile marker 355 except 70mph from 250 to 254 for Salinas interstate services and 297 to 304 for Junction City/Ft Riley traffic into Manhattan.

LIVE FREE OR DIE!

C. Dillon Roark
Political Consultant
913-568-3594

(+) I am in favor of reducing the speed limit as low as you can make it. It has been my experience that the higher speed limits that were introduced in the past have created driving conditions that are much less safe. We should also do it to decrease emissions and help the environment, making fuel consumption more efficient.

If there are more specific items which you want to be addressed, please reply. I am just working from an article in the local newspaper.

Thank you.

Patricia Sinclair, 331 Johnson Ave., Lawrence, KS 66044

This email is in regards the KEC 2008 Preliminary Policy Recommendations of the 2008 Kansas Energy Report.

My comments are mainly focused on those recommendations directed toward highway speeds and speeding limits. This is the area that I am most effected by. As a student at Kansas State University, I spend much time on Kansas highways. Not only do I travel a distance home to visit family, I also travel across the central portion of the state for work purposes. Over the summer, as gas prices increased and going "green" was the big promotion, I have noticed several Kansas drivers taking action. On their own, drivers have slowed down on highways, purchased fuel efficient vehicles, and altered travel plans to conserve gas and money. For this purpose, I think it would be unnecessary for the legal speed limit to be reduced. There will always be drivers who chose to ignore these speed limits, but there are also several people who chose to follow them and voluntarily stay under them.

I believe this same principle goes along with speeding tickets. There is no reason to raise them by 50%. It might be a good scare tactic in the beginning, though people will still speed and pay their fines. If fines for speeding tickets do increase, why not direct the extra funds towards the research for base-load power project?

Although it may seem like these are small topics in the larger scheme of issues being discussed; it is the smaller persons such as myself that will be affected. I may speed from time to time, yet I do find other ways to become more energy efficient.

Thank you for your time.

Sincerely,

Savanna Friend

Kansas State University Undergraduate

(+) I was referred to this link by my Public Health Nutrition instructor at KSU. He asked us to give you some feedback on these preliminary recommendations. I believe that the policies I most relate to and can envision being implemented on a large scale are the ones particularly dealing with the speed limit. Ever since gas prices have gone about \$3.25, I have driven between 60-65 mph and have seen a noticeable decrease in my gas consumption. I have adjusted my lifestyle as to allot for more time to get to my destinations and feel that if others in the state of Kansas (and the rest of the country) could do the same.

Increasing speeding fines, and being stricter with tickets, will obviously help this policy become more successful quicker. I feel that sometimes removing a choice for safety and environmental reasons is the best way to see change. Personal responsibility will play a big role and people will probably be upset at first (what, 20 more minutes to get there?? i can't POSSIBLY plan ahead for that!) but if the reasons and benefits are outlined, it could become accepted faster.

The other proposed policies seemed very valid, although they were a bit over my head. But as a member of a young generation (age 19-25), I would fully support changes in speed limit regulations! Thank you for your hard work.

Whitney Bloss

I was looking over your 2008 Preliminary Policy Recommendations. While I was very pleased and impressed with many of them, some I am uneasy about. Numbers 7-9 concern me. Being a frequent user of the Kansas Highways, lowering the speed limit would make my trips from college back home take

even longer and most likely less frequent. I have received only one speeding ticket in my time as a driver, but a 50% increase seems like incredibly too much. While some concern towards driving on Kansas Highways might be reviewed, doing all three of these things to hit highway drivers seems much too excessive. Personally, like I previously stated, I use the highways quite often and I would need more proof why any one of those three suggestions would benefit Kansas drivers. Thank you for your time.

Rebecca Richardson
rebecca4@ksu.edu

I am a college student attending Kansas State University. I have read through all 15 of the preliminary policy proposals and agree with the majority of them. I first had to do a little searching to find out what some of these entailed (for example: agricultural sequestration and the federal cap-and trade policy). The only two I am concerned with include #7 and #8. My hometown is about 5 hours away from where I go to school, when driving at close to 70mph. Driving there and back is a long trip. I don't go home very often because of this, and I can't imagine having to extend my driving time even more to stay within a 65mph limit. The reason I do not agree with #8 is because increasing speeding ticket fines by 50% is a lot, and even though I have never had a speeding ticket, I know it is easy to get carried away on a lone highway and not notice you are driving 5mph over the limit. This is not to say that it would not be a good idea to increase the fine with consecutive offenses. I hope my comments have been useful.

Thank you,

Rita Perez
Student
perezr22@ksu.edu

I don't have a problem with any of the recommendations except for reducing the speed limit from 70 to 65. I am a college student and to get back home, I have to drive 3 1/2 hours which seems long enough, and would be even longer if the speed limit was reduced. I understand your reasoning that it reduces the emissions, but instead of doing that, maybe we could try something like vehicle inspections that must be completed in order to get your tags. This would allow people's tire pressure, tread depth, oil and things like this to be checked because all of these things also affect fuel efficiency. I think that number 14 may be one of the best recommendations on this list too. Many of the farmers near my hometown are not switching because the equipment they would need to buy is too expensive, but I don't think they realize the savings they could have by adopting no-till practices. They would also like to know that it will also increase their profit. But, how long would it be before you have people complaining about the amount of chemicals being put on their food/crops because there is no tillage done usually during this time. I think the easiest way to get this kind of information out to the farmers is to send them a book explaining it, farmers are busy and will not want to attend a "continuing education" kind of class.

Thanks,
Chad Baalman

I was looking at the 2008 Preliminary Policy Recommendations.

Number 10, "Undertake statewide initiative to encourage more energy efficient driving"

I believe this to be a great idea, and a needed step in our communities; however, how are you going to go about encouraging Kansans to be more energy efficient when driving. I feel as though there is a gap in what people should/want to do but on what they will actually follow through on in their day-to-day lives.

Number 7, "Reduce maximum speed limit from 70 mph to 65 mph on Kansas highways"

I was just curious as to how this would benefit us as a population.

Thank you for your time and consideration in this matter.

Kati Chinery

Reduce the number of DUI's allowed before someone's license is taken away and place ignition interlock devices in their cars.

Thanks,
Haley

(+) I'm writing in regards to the preliminary policy recommendations and I would specifically like to address numbers seven through nine that deal with driving changes. It is my personal belief that raising the price of tickets and decreasing the exemption to five miles per hour will do very little to effect the energy situation. Kansas drivers in my experience have been relatively good about keeping their speed within the limits. I believe the best area to address in regards to energy is the speed limit that we currently have posted. Though a five mile per hour decrease will aid the situation, decreasing it to 55 would be the best possible scenarios for this energy crisis. Some sources claim that decreasing the national speed limit to 55 miles per hour will decrease our oil consumption by one billion barrels a year, our entire dependence on oil from the Persian Gulf. I think Kansas has the opportunity to be a leader in the country by reducing our speed limits and aiding our country in this crisis. It will also help families by saving them money on gas that can be spent in other more needed areas. And besides it allows for Kansans and people passing through to enjoy the beauty of our state!

Zachary McGill

(+) I am writing in regards to the 15 policy recommendations. I am giving my support on the recommendation to decrease the speed limit on Kansas highways from 70 to 65 miles per hour. I also support the policies that support this, increasing fines for speeding and the "exemption" for violations to 5 mph over the limit. I am a college student at Kansas State University and hope my comments help.
Sincerely,
Jessica Stecklein

(+)When it comes to the preliminary policy recommendations you have set forth I think it best to find ways to cut CO2 emissions and find ways to come up with funds to allow for the best effort. Having no research money to do the research so you have facts to back up why CO2 emissions and greenhouse gases are so bad for the environment.

It is important to get people to back up the policies put forth and have the facts and research to show people why they should change. Showing people through policies that little changes do add up. If changing the speed limit will cut that much CO2 emissions, then it needs to be done. If making the price to pay for speeding higher then that is what needs to be done as well.

I think the biggest thing for these policies to become effective is to show people how easy it is to change. Everyone wants things to be "Easy", so making little changes will have a positive effect on the environment.

Thanks
Cheyenne George

I am a student in Public Health Nutrition at Kansas State University. I had a couple of opinions about the 15 preliminary policy recommendations that were posted after the August 13th KEC meeting.

First, I think that the initiatives for more research for alternative fuel options, and all of the recommendations for reduced CO2 emissions are very important, and essential because of the problems we are facing with health and environment.

On a personal level, however, I can't agree with the recommendations to lower speed limits and increase fines for speeding. It seems unreasonable, especially with the already increased costs to drive, to increase speeding fines by 50%.

Thanks for your consideration,
Madeline Ross

I appreciate all the hard work and effort that is being put forth to increase energy efficiency and conservation as well as ensuring a low-cost, reliable, and sustainable energy supply. However, as I review the recommendations, I feel it is necessary to express my thoughts on some of the proposed changes.

First off, reducing speeds of 70mph to 65mph on Kansas Highways does not seem a top priority for the Kansas Energy Council, and I think there are other more important issues and policies that should be considered first. My rationale is that many other states have even higher maximum speeds on their highways and interstates (i.e., North Dakota has 75 mph maximums), and I don't think the reducing the maximum mph is going to greatly affect fuel economy and energy emissions. I think that if the state of Kansas is really interested in reducing energy emissions, then the type of cars allowed on the highway should be better monitored. For example, unless you are a farmer or work in a job where a large truck, semi, etc is necessary I don't think that you should be driving large SUV's that is just polluting our environment. I also think that more pro-active rather than reactive strategies should be considered. Rather than spending \$72,000 to change all the posted 70mph signs to 65 mph, the money could be spent to promote smaller vehicles, driving less, carpooling, etc. Until I see better evidence behind reducing the speed limit, I would be surprised if this policy was put in place.

Secondly, I have mixed feelings about increased speeding fines by 50%. At first it does appear to be a simple money-maker by the state as I read no guidelines as what be done with the extra money collected for speeding tickets. I also wonder if the driving will be aware of the increased fines in Kansas, or if they get caught speeding that will be the first time they hear of the increased fines (which in my opinion, is not fair). I just am not sure if the reason to increase fines is to make money or to deter people from speeding? However, along the same lines I do completely agree that policy #9 should be put in place: reduce "exemption" for speeding violations to 5 mph over the speed limit. I think that if someone is 6mph over the speed limit they should be ticketed, as that is why we have posted speed limits, and we need to make sure that the rules and regulations are followed. Drivers are aware that if at any time they are going over the speed limit (whether it be 2 mph or 10 mph) they have the potential to receive a speeding ticket. In my 2 years in Kansas it appears that drivers drive way over the speed limit due to the 10 mph buffer, and by reducing the 10mph buffer to 5 mph speeding should be reduced (maybe not initially, but once word gets out that drivers are getting ticketed for 6mph over the limit, I think speeding will be at least reduced, not eliminated).

I would just like to thank you for taking the time to read all the public comments. I think that it is important to take public interest into consideration and I wish you luck in the decision making process.

Sincerely,
Tanis Hastmann

 (+) I think that the policy to reduce "exemption" for speeding violations to 5 mph over the limit will definitely help decrease the amount of speeders on our highways. Many people know about the current "exemption" for speeding violations, so they go faster than is necessary because they know they will not be pulled over by the highway patrol. Not only is this speeding dangerous for other drivers but this also creates my greenhouse gas emissions that are harming our environment. This will help our energy "crisis" and cause people to be safer drivers.

Thank you for reading my comments,
 Andrea Schrage
 schragea@ksu.edu

 (+) My name is Lindsay Thurlow and I am a senior in Public Health at Kansas State University. I am writing you to share a quick opinion of mine towards the 2008 Preliminary Policy Recommendations. None of these changes will be easy, but enforcing Preliminary Policy 7, 8, 9 , and 10 are the most realistic. Besides the safety concerns with speeding, driving at increased speeds is burning more fuel and using more energy.

Reducing the speed limit, increasing fines, reducing exemptions for violators, and undertaking statewide initiative to encourage more energy-efficient driving will cause us nothing, and we will only gain from it. Thank you for your time and good luck.

Lindsay Thurlow
 lindsayt@ksu.edu

 (+)My name is Andrea Mischke. After reading the 2009 preliminary policy recommendations posted on the KEC website, I have some strong opinions about it's implications.

I support the effort to make policy changes at the federal level like the carbon tax. Financial burden, in my opinion, will make more people act then simply informing them about negative environmental effects.

I also support the reduction of maximum speed limits on Kansas highways. It doesn't change commuting time by too much yet those five miles per hour can have a big impact.

Something that is not exactly related but that may apply is raising the driving age. This has been in the news with intentions of lowering teenage car accidents. I believe it is also a good public health policy to reduce CO2 emissions by reducing the number of drivers on the road.

Thank you for reading my comments.

~Andrea Mischke

 My name is Amanda Watkins, I currently attend Kansas State University. I was directed to this site by one of my teachers. We were asked to give an input to one of the topics and explain what we think would be in the best interest for the State of Kansas. I am writing to you in concern of the "Increase fines for speeding by 50% ". I believe this topic has its ups and downs but for the most part it would be beneficial to increase the fines. I understand that the fine goes directly toward the Kansas General fund as well as the court cost goes to many different societies. I have been informed that the court costs help with Kansas Law enforcement training center, domestic violence training and education to the public about these issues. By raising the cost I believe the amount of tickets and fines would decrease but in return the amount of money spent on specific violations or accidents would decrease as well. For example if there was a vehicle crash on a Highway we could possibly spend less money on Kansas Department of

Transportation to clean up the mess also less money and work on the environmental aspect of any hazardous waste that would have been emitted. Therefore raising the cost would be beneficial, allowing the state to spend more money on other policies or public health, which in return will benefit more people.

Thank you for allowing the public to comment on recommendations.

Amanda Watkins
Kansas State University
watkins1@ksu.edu

(+) I would definitely be in favor of lowering the speed limit in Kansas from 70mph to 65mph. I would not even mind 60mph. It would be interesting to know just how long a commute from Lawrence to Topeka or Lawrence to Overland Park would take driving 70mph and then another calculation driving 65mph. I am sure the difference would be much smaller than most people think (minutes).

Not only would it save gas, it would be safer, and it would allow people to experience less stress in their daily lives. Too bad everyone else can't see this. Unfortunately, I have no expectation that it will be lowered, but I do commend Gov. Sebelius for making the attempt.

Sincerely,
Karen Wiley
Lawrence, KS

(+)I support lowering the speed limit from 70mph to 65mph. I have been driving 60mph on 70mph state highways for the last several months and find that my gas mileage has improved, driving at a lower speed is safer, it adds only a few minutes to my travel time, and is better for the environment.

Although the majority of respondents are against a lower speed limit, the advantages far outweigh the slight inconvenience of longer travel time. Please recommend lowering the speed limit.

Thank you.
Robert F. Weaver

Lowering the speed limit is a bad idea; here are some reasons why:

- We tried lowering the speed limit in the 1970's, and had to raise it again because it just wasn't worth the aggravation. [The probable origin of road rage.]
- The roads are designed for speeds of 70-80 MPH, and traffic is light in most of Kansas.
- It would be logistically difficult and expensive to change signs, enforcement policies and the way insurance companies handle traffic violations.
- If people want to drive slower, for any reason, they still have that option as a personal choice.
- Is this really the best idea the Greenhouse Gas Committee could come up with?

I have tried to keep this simple, but you get the idea.

John McClure
Lawrence, KS

(+) I say, of course we should reduce the speed limits. That will help get better mileage for our gas, will reduce emissions, and save lives.

Margaret Gordon

I am writing to express my concern for the proposed speed limit decrease. As someone who commutes to Kansas City for my job, this burden of extra time away from my home and Lawrence, KS is something I absolutely do not support.

I spend more than an hour in the car to work and then home. My job is relatively specialized so I cannot work in Lawrence but choose to call it my home. Adding more time to my commute is not only annoying but it means I must leave work earlier to make appointments here in Lawrence. I do not want to find car repair shops, doctor's offices, dentist's offices, etc in Kansas City only because I cannot make appointment times in my home town. There are others that rely on a certain amount of time for their commute to pick up children from day care or to be home when their children get home from school or after school care.

All automobiles have certain mile per hour that they get the best gas mileage so to assume that making everyone decrease their speed to 65mph will save every Kansan gasoline is a false statement.

To save fossil fuel use in Kansas, I suggest looking at more ways to improve traffic flow. For example, during the K-10 resurfacing project from this summer, I spent a half hour each night trying to get through the construction zone - which was about a quarter mile long. This construction was done during the day on a major commuter artery and on the same side as commuter traffic would be the highest for that time of day. In the morning, they would work eastbound and in the afternoon, they would work westbound. Interestingly enough, I-35 was resurfaced this summer and mysteriously, I never was stalled in traffic for that construction project.

I deeply oppose the proposed speed limit reduction.

Thank you,
Jessica E. Gremmel

I am opposed to lowering the speed limit, there would not be much difference in pollutants with the modern car. I travel in western Kansas and driving slower makes it more boring.

You should try driving from one side of the state to the other on I-70 at 65 mph before you vote to do this.

Gary & Becky Connelly

If you are considering lowering speed limits because of Global Warming, you have bought into the hoax. The science community is split on how much man causes global warming and for every scientist or study that says man is responsible, I can show you one that says humans are not responsible. There are lots of natural reasons that the earth may be warming. Natural cycles, sun spot activity, just to name a few. Humans can't control those.

At what cost to the state if you overreact. How about a possible loss of tourism dollars? If people from other states know that the speed limit is lower in Kansas, they might plan their trips through neighboring states.

Terry Brennan
kscardfan@aim.com

I wanted to take the time to let you know that I am against lowering the speed limit in Kansas.

I own and publish a B to B publication going to the cattle industry. To see my clients and readers on a regular basis I drive just over 50,000 miles per year. Its just a real long way between towns and customers and it does not make sense to lower the speed limit.

I drive a 2000 Buick Park Avenue that gets over 30 mpg. The engine in my Buick is found in most GM V-6 models 2-3 years either side of my model year. Most of these models can be had for under \$6,000.00 The point I'm making is that there are some pretty good ways to save fuel and money in today's world without lowering the speed limit.

If people want to save money and fuel there are ways of doing this without the state and government changing the speed limit. Lets turn it over to the people and ask them to take some personal responsibility for their own actions. Perhaps an ad campaign to inform drivers that driving just a little bit slower or finding a vehicle that gets just a little better gas mileage is their own personal responsibility and it is up to them to make the decision on their own.

In fact you should raise the speed limit on all two lane roads to 70 mph, like they have been in Texas for quite a few years.

Sincerely,
Greg Strong
PO Box 519
Dighton, KS 67839

Leave them alone, there slow enough as it is.

Mr. Ron Butler

I was just informed of the possibility the speed limit may be lowered in Kansas in an effort to save fuel. I live in a small community in Western Kansas and as such have felt the pinch of increased fuel prices. The vehicle we currently own is a gas guzzling SUV, but as a personal choice for the last several months it has sat in our garage all but the one day every two weeks when we go out of town to get groceries. My husband now walks to work and I bike. We are currently in the process of purchasing a Dodge Stratus V6 which gets aprox 25-30 mpg. We have made the choice.

My point is why can't we leave it up to the people to be responsible. We have made that choice. Everyone is feeling the effects of increased gas prices, I know of several people that have reduced their fuel use. People are being responsible. Leave it up to the people without government interference.

Sincerely
Annita Lorimor
PO Box 682
Dighton Kansas

Please DO NOT lower the speed limit in Kansas. I live and run a business in Western Kansas. As I am sure you are aware, we are forced to drive longer distances to accomplish everyday functions. Lowering the speed limit would be detrimental to my business.

Thanks for your consideration,

Mark Cooksey

ROTO-MIX, LLC.
G.M., Retail Operations
Office (620)872-1100
Cell (620)338-0711

(+)The subject of lowered speed limits has been rather controversial in our part of the state (southwest KS). Our long open stretches of highway separate communities by many, many miles. Most western Kansans can not fathom why the state would choose to make our long commutes even longer. My response is simple; responsible use of our resources.

I have experimented with speed vs mileage myself and have been surprised at the results. I know of others who have experienced similar rewards of taking their foot off the gas pedal but still choose convenience and gratification over the greater good.

I find it sad we are unable to restrain ourselves and shoulder a minimum amount of responsibility.

Since it seems we can not I say; Slow us down.

Afterward I would ask the state address a far more dangerous highway problem; Oversized Loads. In western KS we are accosted many times a day by huge semis hauling wind generators and other unbelievably large pieces of equipment. We've been told these trucks are not allowed on the interstate and therefore take highways like 83 and 96 (both of which pass through my community.) These trucks force cars onto the shoulder, tie up traffic at stop lights, sometimes for up to an hour, and breakdown our highway surfaces at alarming speed.

I dearly hope this issue will be closely examined in the very near future.

Thank you for taking the time to consider a western opinion.

Peace,
Andie Strong

Surely we have more important things to do right now. Leave the speed limit alone and work on something that might actually help the people of this state.

Jennifer Christensen

I have read the KEC preliminary recommendations many times before I began this email. It is with great frustration that I write this. I am **totally opposed** to #'s 7, 8 and 9, which include lowering the speed limit and increasing fines.

I live in Northwest Kansas, actually Goodland, 17 miles from the Colorado/Kansas Border, which I am sure you are aware of. Because of my profession I travel monthly "back east" whether that be, for example, Salina, Manhattan, Topeka or Kansas City.

Driving at 70 to 75 miles an hour I can get to Salina, attend a meeting, and drive home that night to be with my family and back in my office the next day. The lower speed limit would change that. It currently takes 3 1/2 hours to drive from Goodland to Salina, 7 hours round trip. Throw in a 3 or 4 hour meeting and it's a long day, add at least another hours driving time to that day, it becomes torture and unsafe. That additional time will mean staying in a hotel, food, time out of my office and being away from my family for another day. Now if we are talking about Topeka and Kansas City it becomes an even bigger issue. In business, as you well know, time is money. Telecommuting is great, but not always practical.

This does not even begin to address the issue of my budget and the impact it will have. We all have budget issues, I understand that, but why do we want to increase costs for organizations, businesses and individuals?

As a nation we tried this in the past. It isn't a good solution. It doesn't make a difference in gas mileage, I've tried it when I have time on my side. I am for conservation, but this doesn't make sense on so many levels. I think President Carter taught us many valuable lessons, the speed limit change wasn't one of them, or maybe it was, it didn't work. We can't even wrap our arms around the lower speed limit causing fewer highways deaths, there are fewer now.

The increase in fines is a heavy handed approach and a good way to keep travelers away. It just seems like another way to bring revenue into the State and not a good one at that.

Our son is a cross country truck driver, for them time is imperative. We can't afford to do this and lose them on our highways, many already travel I-80. Why do we want to push that industry away? They are vital to our State's economy..

I am **strongly opposed** to #'s 7,8 and 9 which includes lowering the speed limit and increasing fines.

Donna Price

P.O. Box 927
Goodland, KS 767735
888-824-4222
785-890-3515
cvb@goodlandnet.com
www.goodlandnet.com

I am completely against the following policy recommendations. This will have a negative impact on our economy and cause people to be on the road longer. Truckers will go around this State, heck I'll head north myself and hit I-80 rather than drive along I-70 if the speed limit drops and fines increase. Look at the problems Iowa had when States were allowed to raise their speed limits and Iowa held off doing it. This is a bad plan that wasn't thought through. 1. Reduce maximum speed limit from 70 mph to 65 mph on Kansas highways.

2. Increase fines for speeding by 50%.
3. Reduce "exemption" for speeding violations to 5 mph over limit.

Steve Price

I am NOT in favour of lowering the Kansas speed limits.

Muriel Bonsall
Minneola, KS.

Opinion On Lowering Speed Limit

To ALL IN LEADERSHIP OF THIS PROPOSAL:

HELL NO

AND THEN

HELL-HELL NO!

AND TO GET THE POINT ACROSS

HELL-HELL-HELL NO!

SIGN ASSURED HELL! NO!

MY OPINION

95% Red Blooded TRUE Americans
will AGREE with NO & YES HELL-NO!

THIS IS NOT A NICE LITTLE NO -

THIS IS A HUGE STATEMENT!

I AMEND A NO!! Please I

Urge you not to do this to us

harding working Americans, We've had
enough trauma already done to
us Please I URGE A NO!! NO!! NO!!!

October 1, 2008

Liz Brosius, Director
 Kansas Energy Council
 1500 SW Arrowhead Road
 Topeka, KS 66604-4027

Dear Ms. Brosius:

What's behind the agenda to lower the speed limit? Is it about saving fuel, saving lives, or reducing the speed of highway travel?

If it is about **slowing people down**, then strict enforcement of speed limits with increased penalties for violators and making all infractions a part of public record is irrefutably the most effective. Simply lowering the speed limit is not likely to reduce the average speed of vehicles and it would cost taxpayers considerably to change the speed limit signs. However, it is very important to remember that unreasonable speed limits encourage civil disobedience and disrespect for all laws.

If the concern is about **fuel savings**, then much misinformation is fueling the issue. The average passenger car operated at 65 MPH rather than 70 MPH will only have a fuel savings of 5 to 8%. However, the fuel savings would also decrease gasoline tax revenues to the same proportion and we would then have less money to maintain the safety of our highways for the same number of miles of wear and tear.

If **saving lives** is the issue, lowering the speed limit to 65 MPH will not be effective. From Federal Government data, divided four lane highways where, in Kansas the posted speed limit is 70 MPH, are not the problem. In Kansas less than 1% of traffic fatalities occur on four lane divided highways which have the 70 MPH speed limit, whereas 95% of fatalities occur on two lane roads which already have a maximum speed limit of 65 MPH.

It would seem that the best answer is to increase the speed limit to 75 MPH on four lane divided highways, as it is in three neighboring states, posted strict enforcement of all speed limits, increase penalties and make all infractions a matter of public record. This should result in more respect for our laws and should reduce the average speed of highway traffic. Coincidentally, strict enforcement of all speed limits, especially on two lane highways, will not only save fuel, lower the average speed but will undoubtedly save some of the more than four hundred fatalities from accidents on two lane highways.

KDOT says that **speed zoning** is based upon several fundamental concepts deeply rooted in our American system of government and law:

1. Driving behavior is an extension of social attitude, and the majority of drivers respond in a safe and reasonable manner as demonstrated by their consistently favorable driving records.
2. The normally careful and competent actions of a reasonable person should be considered legal.
3. Laws are established for the protection of the public and the regulation of unreasonable behavior on the part of individuals.
4. Laws cannot be effectively enforced without the consent and voluntary compliance of the public majority.

KDOT confirms the following are **misconceptions**:

1. Reducing the speed limit will slow the speed of traffic.
2. Reducing speed limits will decrease the number of accidents and increase safety.
3. Raising the posted speed limit will cause an increase in the speed of traffic.
4. Any posted speed limit must be safer than an unposted speed limit, regardless of the traffic and roadway conditions prevailing.
5. Drivers will always go 5 MPH over the posted speed limit.

KDOT says **realistic speed limits are important** for a variety of reasons:

1. They invite public compliance by conforming to the behavior of the majority.
2. They give a clear reminder of reasonable and prudent speeds to non-conforming violators.
3. They offer an effective enforcement tool to the police.
4. They tend to minimize the public antagonism toward police enforcement which results from obviously unreasonable regulations.
5. They encourage drivers to travel at the speed where the risk of accident involvement is the lowest.

KDOT says **unrealistic speed limits are important** for the following reasons:

1. They do not invite voluntary compliance, since they do not reflect the behavior of the majority.
2. They make the behavior of the majority unlawful.
3. They maximize public antagonism toward the police, since the police are enforcing a "speed trap".
4. They create a bad image for a community in the eyes of tourists.
5. They increase the potential for accidents along a roadway.

I thank you for the opportunity to provide my input to this issue. Hopefully, you will consider your recommendations very carefully and that they are not counter-productive of the intended results.

Sincerely,



Dr. Fred P. Dopps
13501 Rolling Hills Dr
Wichita, KS 67235

Cc: Senator Les Donovan
314 N. Rainbow Lakes Rd
Wichita, KS 67235

Rep. Joe McLeland
431 S. Westfield
Wichita, Ks 67209

1226 North Shefford
Wichita KS 67212-5667
October 1, 2008

Liz Brosius, director
Kansas Energy Council
1500 SW Arrowhead Road
Topeka, KS 66604-4027

Dear Ms. Brosius,

Regarding the discussion of lowering the speed limit, I feel if you do that, you are punishing those of us with cars that get great mpg, because the rest of the people are not just driving "gas guzzlers", may not be very smart drivers. Everyday, I see people accelerating to get to a red light, where they have to set. Jack Rabbit starts and a lot of other habits are just plain stupid. I believe the first step should be a real effort to educate the public on smart driving. If the light is red, why race to get to it???

Yesterday, I filled up the tank on our '05 Toyota Prius. In the last over 300 miles, I had averaged 65.2 mpg. Why should I have to drive 65 mph when I'm making a round trip to Enid, OK to check on the care of my 102 year Aunt? I have her power of attorney for health, etc. I try to make it a round trip in a day, as business can be dealt with in that time. If I have to do that at 65mph, I will be driving in the dark one way or the other, which I don't do well. This is just one example of the problem it creates for me.

We also have a Toyota Highlander Hybrid. It gets pretty good mileage, but not like the Prius. We mainly drive the Prius. We can afford the gasoline, but I like the idea that I'm not polluting the air as I did with previous cars.

Please consider those of us who are conserving and driving smart and educate the rest via t.v., newspaper and radio, before you decide to change the law on mph.

Sincerely,


Ardith L. Ott

(7)

TO: LIZ BROSIUS, DIRECTOR
Kansas Energy Council

FROM: KAREN S. LONG
Resident of Goddard, Kansas

DATE: OCTOBER 1, 2008

RE: LOWER SPEED LIMITS

IN MY OPINION, UNATTENTIVE DRIVERS AND DRIVERS WHO EXCEED THE SPEED LIMIT ARE THE MOST DANGEROUS. SOMETIMES ON THE INTERSTATE, I GET PASSED BY A DRIVER WHO APPEARS TO BE DRIVING 85 OR 90 M.P.H. OR MORE.

I HAVE OBSERVED MUCH GOOD DRIVING AT 70 M.P.H.



IN ADDITION, FOLLOWING DISTANCE OF ATLEAST ONE CAR LENGTH PER 10 M.P.H. OF SPEED SHOULD BE MANDATORY, ESPECIALLY AT 70 M.P.H., GIVING TIME TO REACT IN AN EMERGENCY SITUATION.

FURTHERMORE, CELL PHONE USAGE WHILE DRIVING SHOULD NOT BE ALLOWED. I HAVE NOTICED MANY DRIVERS WHO ARE DRIVING UNATTENTIVELY ARE USING A CELL PHONE.

THANKS FOR TAKING MY IDEAS INTO CONSIDERATION.



A handwritten signature in black ink, appearing to read "Karen S. Long". The signature is written in a cursive, somewhat stylized font with loops and flourishes. A thin black line extends from the top of the signature towards the left, ending near the top edge of the speed limit sign image.

KAREN S. LONG

 **Karen S. Long**
400 S 162nd St. W
Goddard, KS 67052-9370

October 1st, 2008

Liz Brosius, Director
Kansas Energy Council
1500 S.W. Arrowhead Rd
Topeka, Kansas 66604-4027

Ref: Speed Limits

Dear Ms Brosius,

I am a salesman.
I travel for a living.
I drive 4,100 – 4,400 miles per month on Kansas highways. I am behind the wheel of my car approximately 19 hours per week.

Kansas has a good highway system, and they carry a lot of commercial traffic. We have wide right-of-ways, mostly flat terrain & good visibility.

Even with all our economic obstacles, ie:
New housing construction is down.
Commercial construction is down.
Increased fuel prices

Kansas is still building good highways, ie:
KDOT just awarded highway 400 work to Bergkamp Construction, in Kingman County, in amount of \$ 18,317,064

Highway bids were just opened in Pratt County, for work on Highway 400, It appears Koss Construction is successful bidder in amount of \$ 22,260,389

Futhermore plans are in the works to re-locate Highway 400 around Greensburg, Kansas

Highway work was just awarded in August, to Ebert Construction, for highway work in Riley County, in amount of \$ 23,763,757

- next page

- continued, Page 2

Liz Brosius
Oct. 1st, 2008

At the upcoming October 15th, 2008 KDOT letting, bids will be opened for highway work in:

Miami & Montgomery Counties	Over 3,000,000 Cu Yd excavating and 177,000 ton asphalt
Ellsworth, Jewell & Mcpherson Counties	54,000 ton asphalt
Cheyenne, Decatur & Gove Counties	194,000 ton asphalt
Sheridan, Trego & Wallace Counties	73,025 ton asphalt
Barber & Barton Counties	48,694 ton asphalt
Edwards, Kingman, Rush & Gray Counties	74,271 ton asphalt
Johnson & Wyandotte Counties	New Bridges

In my car, I have checked the mileage at different speed limits.

At 60 mph I'll get 30.9 mpg

At 70 mph I'll get 30.2 mpg

Some of the difference is due to a head wind, or whether I'm using the air-conditioner or not.

Given the above facts, it is unclear to me why you want to lower the speed limits. It's just another obstacle for businesses.

Our truck drivers can just drive so many hours a day.

So driving slower, means covering fewer miles per day, which is going to **“increase our cost of doing business”**

- next page

- continued, Page 3

Liz Brosius
Oct. 1st, 2008

If you want to lower the speed limit on Kansas roads, then

“we’re spending and building too good of highways”

Please leave our speed limits alone!!!!!!!!!!

Sincerely,

Dave Griffin

9943 w. 12th
Wichita, Kansas 67212
cell 316 655-3765

Copy: Beccy Tanner
The Wichita Eagle

Sept. 29, 2008

Liz Brosius,

We read in the Wichita Eagle about the suggestion to lower the Kansas speed limit from 70 to 65 miles per hour.

We believe the speed limit should stay at 70 m.p.h. People wishing to travel at a lower speed, should do that voluntarily to meet their needs. The money to be spent for changing speed limit signs, could be put to better purpose; if the speed remains 70 m.p.h.

We think the reporting to insurance companies about violations, and the fines for speeding should remain at the current rates.

Thank you,

Mr. & Mrs. Thomas Muepfer

(4)

Wichita, KS
September 30, 2008

Ms Liz Brosius, Director
Kansas Energy Council
1500 SW Arrowhead Road
Topeka, KS 66604-4027

Dear Ms Brosius:

This is a comment on the proposed speed limits. I am in support of speed limits as I have made a pest of myself for a couple of years with my friends on the need to reduce speeds in order to save fuel and reduce oil usage.

In 2006 I observed a Wall Street Journal article on speed and fuel efficiency in miles per gallon. The article stated that for every mile per hour in excess of 60 there is a reduction of 1% in fuel efficiency in miles per gallon. Their main basis seemed to be that aerodynamic drag increases with the square of velocity. As a physics graduate and one time Navy fighter pilot I was quite familiar with the formula but I was quite skeptical of their claim.

I happened to be scheduled to make two long vehicle trips that year-One from Wichita to New Jersey and one from Wichita to Mammoth California. On those trips in my Jeep Grand Cherokee V-8 I set my cruise control at 67 miles per hour rather than my usual 73 miles per hour. Sure enough, my average miles per gallon on both trips as measured by both my trip computer and by the gallons versus miles method was 21.7 versus my usual 20.5 or almost 6%. Later trips have confirmed these figures.

As a result I have considered it almost my patriotic duty to hold my speed down to the 65 mile per hour range in order to reduce our dependence on foreign oil and have urged friends to do so. I don't have much luck with my friends which illustrates the need for a speed limit law. The inconvenience is quite small-perhaps an extra hour and a half of driving on a two and a half day journey and perhaps a minute on my 14 mile commute.

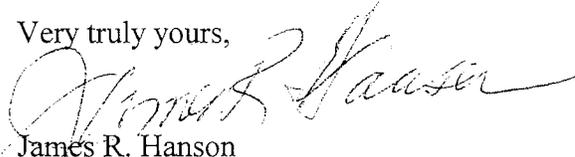
For an individual the fuel savings is relatively insignificant, not enough to cause many to do so for that purpose. However, if effectively enforced by speed limit, the cumulative fuel savings would be enormous. Likewise for an individual speed reduction without an overall speed limit must be achieved with care because speed disparity can be a hazard.

I do not wish to get into the global warming arguments but clearly there would also be some beneficial effect on the environment as less fuel burned means less pollutants from combustion.

I am sorry this grew so long but I feel strongly about the need to reduce foreign oil consumption and speed reduction is probably the most effective way to do so with immediate results. It might be better to set the limit at 60 as then average speeds would be reduced to 65 but

the 65 which is proposed should reduce from the current 75 average to 70 and thus be a great saving.

Very truly yours,

A handwritten signature in cursive script, appearing to read "James R. Hanson". The signature is written in black ink and is positioned above the printed name.

James R. Hanson
12740 Bradford Circle
Wichita, KS 67206

Re: Speed limits, if primary needs are required helmets for motorcycle riders, and much more restrictions for teen-age drivers. Less driving and more efficient vehicles have reduced the need for lower speed limits. W. J. [Signature]

(+)

Sept. 24, 2008

KB Summary of Public Comment 2008



**Capitol
Plaza Hotel**

Please, for the sake
of saving lives as well
as fuel, drop the
speed limit to 65!

Jane M. Owens
646 Wetmore
Wichita, KS.
67209



John Q Hammons
HOTELS & RESORTS

September 30, 2008

Liz Brosius
Director
Ks. Energy Council
1500 SW Arrowhead Rd
Topeka, Ks. 66604-4027

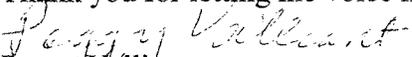
Dear Ms. Brosius:

I would like to express my opinion regarding the possible decrease in the current speed limit. I am adamantly opposed to the decrease. I remember having to drive 55 miles per hour in the 70's and have no desire whatsoever to have to endure that again.

I live about 120 miles from an ailing mother and other family members and must make that trip once or twice a month. Being able to drive 70 miles per hour makes it possible for me to do this much quicker than I would be able to with a lower speed limit. For me, it is worth the extra money I have to spend to drive at a faster speed. My time is valuable, and the extra time it would take to drive at a lower speed limit would impact my ability to make the trip as often as necessary.

I feel that citizens who wish to save money by driving slower can make that decision right now if they so choose.

Thank you for letting me voice my opinion.


Peggy Valliant

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October 1, 2008

Kansas Energy Council
Liz Brosius, Director
1500 SW Arrowhead Road
Topeka, KS 66604-4027

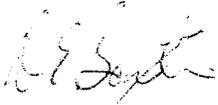
RE: Decreasing the Speed Limit

Dear Liz,

I don't agree with the recommendations to decrease the speed limit from 70 mph to 65 mph on Kansas highways. Instead, I suggest that you increase the speed limit from 70 pm to 75 mph. I recommend that you increase the number of lanes on the Kansas turnpike as well. By adding lanes you can then increase the price that is being charged to drive on the turnpike. People are then able to choose whether or not they want to drive at a slower or faster speed.

Everyone has the right to drive at a slower speed to conserve gasoline, but driving at a faster pace should also be an option.

Sincerely,



Donald E. Baxter, CFP®

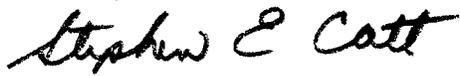
October 1, 2008

Liz Brosius, Director
Kansas Energy Council
1500 SW Arrowhead Road
Topeka, KS 66604-4027

Dear Ms. Brosius:

As a citizen of Kansas, I wish to share my view that a state panel should drop its proposal to recommend lowering the maximum highway speed limit from 70 to 65 mph. I strongly believe that the current 70mph maximum highway speed limit should remain unchanged.

Sincerely,

A handwritten signature in black ink that reads "Stephen E. Catt". The signature is written in a cursive style with a large, stylized 'S' and 'C'.

Stephen E. Catt
2023 Greenbriar Dr.
Emporia, KS 66801

Dear Ms. Brosius:

(+) I am very much in favor of lowering the speed limits. We lived with it before & we can do it again.

Everyone wants immediate gratification, but needs to learn to slow down & leave a little earlier. My 16 yr old Honda gets 30+mpg city and 40+hwy and I'm usually the slowest one on the road. Since I seldom drive much over 60-65 mph, and that's just in self-defense. Most people seem to drive 10-15 miles over the posted speed limit any way, so I'd like to see stricter enforcement as well. I imagine I'm in the minority, but wanted you to know not everyone is as moronic as most of the people I read about in the paper or see on the news.

Thank you - Elaine Johnson
1815 S. Maize Rd
Wichita, KS 67209

(4)

10-1-08

Kansas Energy Council

65 miles per hour speed is good, unless on paid turnpike. It should be 70 miles.

Young drivers, should learn, from parents. Driver Ed is good.

18 years, too young for them to go to war -

parents have little control, because of laws.

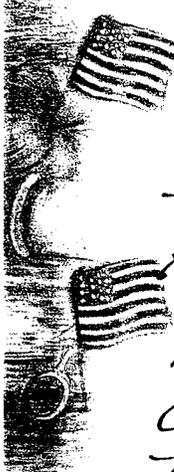
people need to use common sense. Adults should grow up.

10/3/08



TO WHOM IT MAY CONCERN

WE ARE DEFINITELY
IN FAVOR OF



SPEED REDUCTION -
YES -

IT WILL SAVE LIVES
AND SAVE MONEY



FOR THE MIDDLE
CLASS AND ALL AND
TEACH OUR KIDS!



THANK YOU FOR
HELPING US -

ALVIN AND EUDA
BECHTOLD



EL DORADO,
KANSAS



Robert K. Rusk

**7324 Greenbriar Circle
Wichita, Ks 67226**

3 October 2008

Liz Brosius, director
Kansas Energy Council
1500 SW Arrowhead Road
Topeka, KS 66604-4027

Dear Ms. Brosius:

The purpose of my letter is to offer my opinion about reducing speed limits in Kansas.

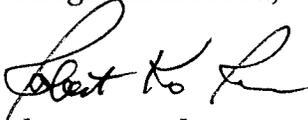
The idea to reduce speed limits is stupid! It will save a very small amount of energy and it will not make the highways safer.

The most stupid thing Jimmy Carter ever did was reduce the national speed limit. And in spite of the dire warnings when the limit was finally raised the highways did not become more dangerous.

If you really want to do something about energy, build the power plant in Western Kansas that our idiotic governor blocked.

Lowering the speed limit in an attempt to save energy or make the highways safer is just plain dumb.

Outraged at the idea,



Robert K. Rusk

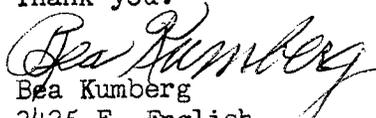
October 3, 1908

Liz Brosius
Director
Kansas Energy Council
1500 SW Arrowhead Road
Topeka, Ks. 66604-4027

Please do not reduce the speed limit. I drive the limit most of the time. Speed depends on road and traffic conditions. Those who wish to speed will do so regardless of the posted limit. A reduction would only punish those who drive the posted limit.

With regard to fuel saving, President Bush and Governor Sebelius can go by auto and leave the airplanes on the ground.

Thank you.


Bea Kumberg
3425 E. English
Wichita, Ks 67218

Dear Ms. Brosius,

I am a recent Washburn Law School graduate and a lifelong Kansas citizen. I write to you to address the recent proposals to lower the speed limit and lower the reporting speed violation to report to insurance.

As a motorist in Kansas for 14 years, I have been angered continuously by the ridiculously low speed limits and high level of enforcement on Kansas highways. Dangerous driving practices such as driving while impaired, including cell phones, are routinely ignored by law enforcement, politicians and the media while all of the aforementioned constantly preach to Kansas motorists about the “dangers” of exceeding the posted limits. Let me be absolutely clear, the speed limits in Kansas MUST NOT be lowered, the mph threshold requiring reporting to insurance companies MUST NOT be decreased and fines MUST NOT be increased.

After graduation from law school, I made the choice to leave the “conservative” state of Kansas and move to the liberal state of California. A major factor in this decision was the police-state mentality of Kansas lawmakers and law enforcement in regard to speed limits and speeding violations. The bottom line is that the limits are already too low and the level of enforcement is too high. Even though California has a 65-70 mph speed limit on its highways and interstates, it is very lightly enforced. Traffic routinely drives 85-90+ on most sections and the police simply leave us alone. This is not even taking into account the huge difference in vehicular traffic on California’s roads versus the lightly traveled Kansas roads in comparison. Driving is an efficient pleasure out here rather than a frustrating, expensive (speeding tickets and insurance costs) experience in Kansas. Your state’s recent proposals further cement my decision to abandon all hope of life in Kansas.

The truth is that Kansas citizens are fed up with elitist politicians telling them what is dangerous and how they must drive. The balance will always be safety vs. efficiency. Citizens vote with their right foot and most feel that time is such a valuable commodity that driving a few mph slower is far outweighed by the time savings. No doubt, you are aware that speed limits are supposed to be set by traffic engineers at the 85th percentile of the speed of free-flowing traffic after a speed survey. According to KDOT, the average speed of traffic on interstates is 78 in a 70 zone and on highways is 75 in a 65 zone. This clearly shows that even the current limits are not being set according to standards but are kept too low on purpose. It’s no secret why the limits are kept arbitrarily low: huge revenue generation under the guise of safety. This and pressure from the insurance industry because of the huge profits they reap from premium increases for “dangerous” speeding violations. I’m sure you are also aware that research has shown for decades that people drive at a speed they consider safe/reasonable and raising or lowering the limit has little effect on driver behavior. The only effect of lowering the limit is criminalizing a larger percentage of motorists with huge increases in revenue to the state of Kansas and the insurance industry.

Because of Kansas politician's stance on speed limits, enforcement and the insurance industry, your state has lost a lifetime of economic benefits from this angry citizen. I had planned to practice law, start a family and build a life in the state of Kansas. But I will not live under such a demeaning, oppressive regime. My brother is currently in his 3rd year of medical school and my father is a professional and my parents have owned and operated a business in Wichita for over 25 years. My brother and both of my parents plan to leave the state of Kansas soon, due in large part to the ridiculous traffic policies. I tell all of my friends, family and everyone I come in contact with about the Kansas traffic system and the greed of its politicians and the insurance industry. Stop treating citizens like chattel and get with the times. Saving energy must be a personal decision by every citizen; it cannot be forced by elitist politicians.

I'd like to thank you for listening and I encourage you to stop this legislation and consider raising speed limits and end the oppression on the already overburdened Kansas taxpayers.

Sincerely,

Jesse Landes



October 1, 2008

Liz Brosius, Director
Kansas Energy Council
1500 SW Arrowhead Road
Topeka, Kansas 66604-4027

To Whom It May Concern:

I write to express opposition to recommendation number seven of the 2008 Preliminary Policy Recommendations concerning reducing the maximum speed limit on Kansas highways to 65 MPH.

I am one of three owners who established SureFire Ag Systems, Inc. in July 2007. The business is located in Atwood, KS—a rural western Kansas community. We specialize in providing integrated application and control solutions for crop-production throughout the US. Our geographical location requires that we travel frequently. A reduction in the speed limit, specifically on Interstate 70, would be harmful to our business.

Our business will not be the only entity, organization, or community negatively affected. Many rural communities are taking steps to create new industry, economic growth, and jobs for young people wanting to return home. Geographic isolation is an inherent limitation in these efforts. Increasing the time which it takes to reach entertainment, shopping, health care, and other services provided in larger more populated areas will only make this limitation more pronounced.

For the aforementioned reasons I ask the Kansas Energy Council omit the policy recommendation to reduce the maximum speed limit on Kansas Highways to 65 MPH in the 2008 Kansas Energy Report.

Respectfully Submitted,

A handwritten signature in black ink, appearing to read "Matthew W. Wolters", with a long horizontal flourish extending to the right.

Matthew W Wolters
President
SureFire Ag Systems, Inc.

(+)

Kenneth D. Rupe
858 S. Rutan
Wichita, Kansas 67218

10/4/08

Kansas Energy Council

Please consider lowering the
speed limit to 60 miles per hour
which will favor safety
and conserve fuel.
Thank you for working to
lower speed limit.

Sincerely
Ken Rupe

To: Liz Brosius, Director
Kansas Energy Council

Subject: Speed Limits

I am against the lowering of highway and Interstate speed limits in Kansas. The speed limits we have now are reasonable and enforceable, if we would, and should be kept. I know that you are looking for ways to reduce carbon emissions for the benefit of us all, but it seems to me the way to do that is to make our vehicles more efficient, not to make our highways less so, and lower speed limits would diminish any personal incentive to do so. My two F250 Fords get mileage in the low 'teens, and I never cruise them over 55. My Mercury Grand Marquis gets mid- to upper- 20's at 65, which is where I typically cruise in that car. My old Yamaha 650 gets in the low- to mid-50s – why should I not be allowed to ride it at 70 on the Interstate? For that matter, why shouldn't the driver of a Toyota Prius, or any other highly-efficient vehicle, be allowed to cruise 70? That person is doing much more to cut emissions and save fuel than I am in my $\frac{3}{4}$ ton truck, no matter how precisely I tune it and how slowly I drive it.

Regarding enforcement: A tolerance of 10mph is non-sensible. Why not just post and enforce 80mph? I realize most speedometers are less than perfectly accurate, but it should be within the ability of any driver to calibrate a speedometer. All you need is a cheap calculator (\$1.00, Wal-Mart), a watch that counts seconds (better yet, a stop watch), and an open stretch of road with mile markers. Divide 3600 by the number of seconds it takes to cover a mile (say, 57) and the result will be your speed (in this case, 63.16mph)(I suggest doing speedometer checks on the Interstate, over a ten-mile distance to average out any error in milepost placement and time-keeping. Ten miles at 70 is 8 minutes, 34 seconds). If you enforce 70 with a 3mph tolerance, I'll set my cruise at a true (as I calculate it) 68 and have a safe margin of 5mph between me and a ticket. You'd have me doing 68 instead of 70 without the cost of replacing all of those SPEED LIMIT 70 signs.

I realize that what I propose would result in something less than uniformity of cruising speed among any group of vehicles, but lower limits would have exactly the same effect because many would ignore them. This can be – and regardless of any other action taken, should be – resolved with better lane discipline. Simply require everyone, regardless of how fast they are going, to cruise in the right lane and use the left only when passing another vehicle or when about to exit to the left. This is how the Germans do it on their autobahns, portions of which still have no speed limit and see a much wider range of cruising speeds than any of our roads. I've driven there, I've seen it work, and we can learn to make it work here.

Respectfully,


Dana M. Shifflett

Newton

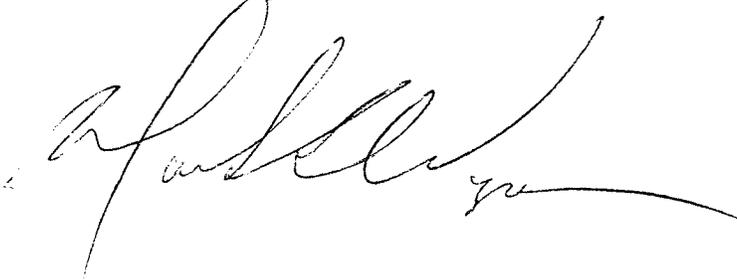
Kansas Energy Council:

RE: State Speed Limits

To Whom It May Concern:

I believe lowering the speed limits, as proposed by certain individuals, is ridiculous. I don't feel it's necessary and is only being proposed to satisfy individual agendas. The people of Kansas should decide. Let it be put to a public vote.

Mark T. Wagoner

A handwritten signature in black ink, appearing to read 'Mark T. Wagoner', with a long horizontal flourish extending to the right.

10-02-08

To: Kansas Energy Council

From: Glenda Broadbent RN
11530 W. Kenny
Wichita, KS 67212

Glenda Broadbent

Re: Speed Limit

I strongly oppose a lower speed limit. I lived through the 70's when the 55 mph was in place. It took forever to get anywhere in Kansas. I was attending college in Hays and the drive from Wichita to Hays took forever. Kansas is a big spread out State. We travel long distances to visit relatives, attend college and attend sporting events. Adding a longer amount of time for trips would be a nightmare for my family. My husband is a high school football coach in a suburb of Wichita. His team plays Dodge City, Garden City, and a Kansas City school. We also have 2 kids in college in Manhattan. I do not want to add time to our travels.

My time is precious. As a full time working Mom with 2 kids in college, time is very important to me. I drive 25 minutes to and from work each day as well. I am a Nurse and work very long days. Every minute I can save is valuable. We have been stripped of so many choices and things over the last decade. Please at least let me keep time. And if I choose to pay the money for the gas to save time, let it be. Our family conserves in many other ways that helps the green cause. Our church and our employers also conserve in many ways too. We cannot get all citizens to conserve in multiple ways. We are lucky to get some people to even do one thing to conserve anything. So please do not recommend to have all drivers conserve. That is a violation of my rights.

As to the saving of lives issue there are many (too numerous to count) ways for drivers to save lives: prohibit cell phone/texting, use of seatbelts, check elderly drivers skills, DUI focus, making road construction sights more clear, use of blinkers, better merging habits.... The public has lost their marbles when it comes to good safe driving habits. There are lots of ways people are not safe when driving so if a person chooses to drive slower to save gas and money that would be their choice. I choose to save time.

Another issue for Kansas. With long distances to travel we could choose to use the airline option....However, it is not safe anymore and the expense is extravagant. We are treated like criminals just trying to travel. I would rather depend on my driving skills to get me around.

Thank you for your attention to my feelings. I will be voicing my opinion to the legislative body (current and seeking). And especially to the Congressman back east who is trying to get this pushed through.

2529 S. Teton Circle
Wichita, Kansas 67215-1503
October 6, 2008

Liz Brosius, Director:
Kansas Energy Council
1500 SW Arrowhead Road
Topeka, Kansas 66604-4027

Dear Ms Brosius:

At first, I was very pleased to read that the Council was considering recommending speed limit reductions. My support of the idea was based as much on safety considerations as energy consumption, although both are surely important. No one can deny that highway safety is a serious problem. Accidents kill many-fold more Americans in a single year than the entire Iraq war.

I was particularly shocked to read that on the average, Kansas drivers are driving eight to ten miles per hour over the speed limit. To get to this average, there have to be many driving considerably faster than that.

After further reflection, it seems to me that merely lowering the limits is not a good solution. While it might indeed slow the speeders down more or less to the current limits, it would leave the legal drivers in the position of having to drive that much below the current limits. I am an amateur observer of road conditions and speed limits, and I can usually predict a posted speed limit before seeing a sign. With an occasional exception, I find today's limits to be reasonable.

For energy consumption, I believe the right philosophy would be greatly stepped-up enforcement, or other means of getting the speeders to obey existing limits. Clearly, better enforcement would be costly. There is another approach that I believe would help.

For safety, I think the bigger problem is not raw speed, but rather aggressive driving behavior, as would-be speeders find themselves in traffic that is not going as fast as they want to drive. Careless passing, severe tailgating, snap lane changes in spaces too small, etc. seem to present a far greater threat to the public safety than speeding on an open road, in the absence of danger points. It will be apparent to anyone who drives regularly in urban areas that such behavior is rampant.

There is some significant problem with the laws themselves in this respect. Over a period of perhaps fifteen years, I have registered several complaints about specific incidents of extreme tailgating. (I regard one car length at highway speeds of 60-65 MPH as extreme.) In every instance, the law enforcement people having jurisdiction have let me know in one way or another that there is almost nothing they can do.

In some instances, a Sheriff's officer has visited my house, filled out a written report, and explicitly but apologetically told me there was nothing that could be done unless an officer actually witnessed the incident. At the other extreme, I have had a Kansas Highway Patrol dispatcher abruptly terminate the call upon hearing that the license plate of the offending vehicle was a firefighter's license.

The best thing law enforcement has been able to offer me is advice to get myself out of such a situation as quickly as possible. While this would indeed reduce the immediate risk a driver faces at the moment, it will only increase the frequency of such incidents. The aggressive driver finds his scofflaw behavior is rewarded by his getting preferential access to the public road system, without negative consequences.

If I were threatened with a gun and acquiesced to the gunman's demands, in order to maximize my immediate safety, I could be confident that the legal system would vigorously pursue the assailant, most likely with success, thus discouraging repeat incidents. It would never be necessary for a law enforcement officer to observe the assault.

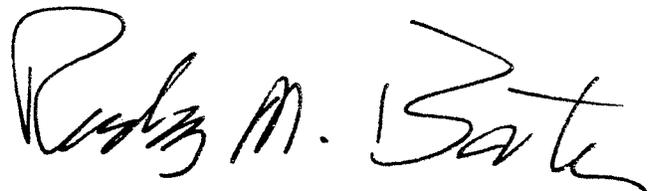
I do not know what the legal problem is that prevents prosecution of "vehicular assault". Fixing it would not only improve highway safety, by reining in aggressive driving, but I believe it would also have a derivative effect of slowing drivers down as well. Both safety and energy consumption would benefit.

I also have a comment on the "personal freedom" argument about driving speed, that seems to have been advanced. I think all drivers everywhere need to be educated about the role of the public road system. It is a tremendous resource, built with public money, extremely expensive, yet available for all to use, almost everywhere for free. The only restriction is that drivers have to share it equitably and safely.

It is not a constitutional right to drive as one wishes. In fact, the relevant right is to be reasonably safe from various threats, including the antisocial behavior of others. If the speed limits do end up being lowered, either for safety or energy reasons or both, I will comply. But I will expect, as I do today, that others comply too, both for my safety and to contribute their fair share of the sacrifices for energy conservation.

Thank you very much for your time.

Sincerely,



Dr. Rodney M. Bates

*Keckeisen
5630 SW West Drive
Topeka, KS 66606*

Liz Brosius, Director
Kansas Energy Council
1500 SW Arrowhead Rd.
Topeka, KS 66604-4027

Dear Ms. Brosius,

I happened to see in the Wichita Eagle last week that you were entertaining letters regarding the subject of reducing the speed limit in Kansas to 65 from 70 mph. I have been thinking since the gas prices started climbing that we should do this, so I wanted to send my voice in support of lowering the speed limit.

I remember when we reduced highway speed limits to 55 mph during the energy crisis in the 1970s. Our situation is even graver now than then and I am astounded (though I guess I shouldn't be, knowing the Bush administration's links to the oil industry) that lowering the speed limit wasn't among the first responses to the situation. It is something every single driver in America can do to help reduce America's dependence on foreign oil. It requires almost no painful sacrifice, significantly reduces the amount of fuel consumption per vehicle, and as a plus helps to reduce highway fatalities. I personally feel the speed limit should be reduced to 60 miles per hour. That produces the above benefits plus is it so easy to calculate when you will be somewhere and how long it will take you to get there.

We purchased a Toyota Yaris last January to replace a high-gas-consuming vehicle. In highway driving at 70 miles per hour, we got 32 miles per gallon in our new vehicle. When we reduced our speed to 60 miles per hour, we increase our miles per gallon to 40 miles per gallon. This difference made believers out of us. Now we just build in that extra 20 minutes or whatever into our trip planning.

I urge the Kansas Energy Council to do all it can to lower the speed limit on Kansas highways to at least 65 mph.

Sincerely,



Sara J. Keckeisen

18 Hawthorne
Valley Center KS 67147
Oct. 2, 2008

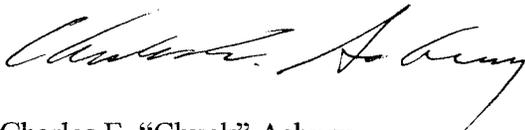
Liz Brosius
Director
Kansas Energy Council
1500 SW Arrowhead Rd
Topeka KS 66604-4027

Dear Ms. Brosius

I regret that I was not able to come to the meeting held in Wichita Tuesday Morning. I am submitting my comments in writing per the article in Monday's *Wichita Eagle*.

It is my firm belief that lowering the speed limits on Kansas' will be the most despised legislation passed since the passage of the 55 MPH speed limit in 1974. Lowering the limit will again make law abiding drivers into speeders. We don't have a problem with the limits as they are now. Changing the tolerances before a ticket is recorded on one's record is also unnecessary and ill advised. As my father used to say, "If it ain't broke don't fix it".

Sincerely



Charles E. "Chuck" Asbury

(7)

NOTES

DEAR MS BROSIUS,

I WHOLEHEARTEDLY
SUPPORT LOWER SPEED LIMITS.
IT'S MY OPINION THE TOP
LIMIT MUST BE REDUCED TO 60MPH
TO ACHIEVE APPRECIATIVE RESULTS.

SINCERELY,

Bobby L. High

© 1990 R.I.

Liz

Please Leave the Speed Limits as they are. The Lower speed limits are too slow and people will not obey them. You already have triple traffic fines in this state, which should be illegal, so leave the fines alone also. If you have 5 mph above speed limit tickets count against their insurance records you will end up with more people driving without it.

THANKS

MARK Holmes
Wichita, KS

10-7-08

LIZ BROSIUS, DIRECTOR

KS ENG COUNCIL

MS BROSIUS

IN MY OPINION LOWERING THE SPEED LIMIT ONLY 5 MPH IS SILLY. IT WILL NOT SLOW DRIVERS DOWN. IT WILL BE A WASTE OF TIME AND DOLLARS TO EVEN CONSIDER IT IN THE LEGISLATURE. IT WILL ALSO BE A HUGE WASTE OF MONEY TO REPLACE SIGNS.

IN REGARD TO TEEN AGE DRIVERS, DRIVERS ED A MUST AT 16. LIMITED PERMIT AFTER PASSING DR. ED. REGULAR DR LICENSE AT 18! THE LIMITED PERMIT COULD AND SHOULD BE ENFORCED BY POLICE. CHECK POINT AT ENTRANCE TO HIGH SCHOOL, ETC. LIMITED MEANS WITH AN ADULT (ONE THAT HAS A CURRENT DR LICENSE)

STIFF PENALTIES \$ TO PARENTS OR GUARDIAN - CITATIONS LIMITED TO ONE AND NOTIFICATION TO INS. CO, LOSS OF LICENSE FOR 3mo - 6mo. 12mo DEPENDING ON INSTANCES ETC.

INCREASING SPEED LIMIT 5 MPH WILL NOT BRING IN MONEY. BUT MAKING PARENTS PAY FOR LETTING THEIR TEENAGER DRIVE WITHOUT PROPER LICENSE AND/OR ABUSE OF LICENSE. COULD BRING IN A TINY SUM FOR TOWNS AND COUNTIES.

YOU GET MORE THAN ONE TEENAGER IN A CAR^(UNDER 18) IT AFFECTS THE DRIVER CONCENTRATION - ADD A CELL PHONE AND YOU HAVE DOUBLE TROUBLE.

I APPRECIATE BEING ABLE TO USE P.O. FOR THIS RESPONSE AS MY COMPUTER KNOWLEDGE IS SPARSE.

PERHAPS IF PARENTS HAD TO DRIVE OR BE IN THE CAR WITH THEIR TEENAGER THEY WOULD KNOW WOULD HAVE A BETTER IDEA WHERE THEIR CHILDREN WERE - PARENTS MAY EVEN BECOME MORE INVOLVED WITH SCHOOL ACTIVITIES.

8 September 08

Liz Brosius
Director
Kansas Energy Council
1500 SW Arrowhead Road
Topeka, KS 66604-4027

Ms. Brosius:

Please consider my fervent plea to not lower Kansas speed limits. We had that foolishness forced on us before as the pet project of no less than “tricky” Dick Nixon. The “Double Nickle” was the most despised and flagrantly violated law since Prohibition.

Normally law-abiding citizens became routine lawbreakers. CB radios and radar detectors became standard equipment.

“Smoky” became the enemy, an object of disdain. Our law enforcement officers need a public that supports them, not one who sees them as the enemy and “Barney Fifes” carrying out some ridiculous social agenda.

It took over twenty years to get rid of this ill-conceived burden. I’m sixty five, I don’t have the time left to put up with that again.

The human race has always striven for faster and further. To oppose this basic instinct is backward thinking, an affront to progress.

Sure we have problems, let’s direct our efforts into developing new energy sources, new ways to push ahead. Kansas roads are long, and we’re only on this Earth for a short time. We shouldn’t waste precious time poking along at some politically correct snail’s pace.

Sincerely,



John English
503 Boulder
Lawrence, KS 66049-2241
785-842-0710

Donald R. Mayer, D.D.S., P.A.
Practice Limited to Endodontics

October 8, 2008

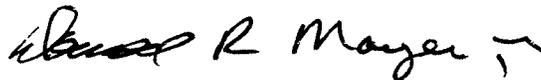
Ms. Liz Brasius
Director, Kansas Energy Council
1500 SW Arrowhead Road
Topeka, KS 66604-4027

Dear Ms. Brasius:

I read with great interest of your council's recommendation to lower speed limits in our state. I completely disagree with this proposal. Our present speed limit works and should not be changed. Driving slower would have a negligible effect on emissions and have little or no effect on traffic fatalities. The statistics from the generally disliked 55 mph limit era will verify that lowering the speed limit has very little effect on traffic fatalities. If we are serious about reducing accidents, make recommendations to eliminate cell phone use while driving!

In summary, I disagree with this proposal. It requires more time on the road in our wide, open state. It will save very little in fuel and emissions. I do not believe it will save lives. I urge that this proposal not be adopted.

Sincerely,



Donald R. Mayer, D.D.S.

DRM/bjp

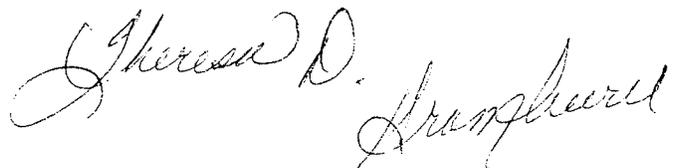
Attn: Liz Brosius

Re: Speed limit reduction

I am sending you this letter to voice my opinion, and to give you some insight into what I deal with on a daily basis. I drive 28 miles a day round trip to work and back every day. I make less than 8 dollars an hour. So I am on a tight budget. I keep my car maintained, use my cruise control, drive the speed limit, only to have vehicles bearing government tags, city emblems, USD 259 emblems, come from behind me, pass me, and disappear from view, all the while, my cruise control is set at the speed limit. How can you justify spending the money to change all the signs, without having the ability to enforce the current limits. Do you not think what goes on within the city, offsets the benefits of lowering the speed limits where they are currently at 70mph. So I have now done all I possibly can to help the environment, reduce the demand for fuel only so the ones whose salaries are paid with my tax dollars can benefit. Therefore I am totally against changing any speed limits anywhere and totally for a no tolerance law such as has been implemented in other states, and cities. And I also can see no reason not to increase the fines for speeding, since chances are slim to dim that I will ever have to pay them.

Thank you so much for your time and for reading this letter.

Sincerely,

A handwritten signature in cursive script, appearing to read "Theresa D. Frankard". The signature is written in dark ink and is positioned below the typed name "Theresa D. Frankard".

LIZ BROSIUS
 DIRECTOR
 KANSAS ENERGY COUNCIL
 1500 SW ARROWHEAD ROAD
 Topeka KS 66604-4027

DEAR MAIAM,

I do not support lowering the Kansas Speed limit. Instead I was hoping the limit would be raised 5mph.

- I'm not convinced that lowering the speed limit saves lives. I realize it is a common saying. But, I've lived through the 55 MPH period; it was so boring that my mind strayed to about anything except driving.

- Americans have cut back on driving, fuel consumption is already down.

- Think about going from Colorado's 75mph speed limit to Kansas' 65 mph. It is already an issue going from 75 to 70.

- I-70 may lose even more traffic to the route through Nebraska, hurting the business along I-70.

Recommend you look at other alternatives to saving fuel and lives:

- Stop diesel trucks (mostly tractor trailers) from running for extended periods while parked. I have observed numerous trucks, parked, idling all night long. Trucks also idle for extended periods at rest stops and shopping center parking lots. Construction trucks also idle for extended periods.

- Control students driving to school. I know students that drive 1/2 mile or less to school. A little walking might reduce the over weight problems of many of our children.

- Educate the public on ways to reduce miles and save fuel. There are more ways such as tire pressure, smooth acceleration, deceleration, synthetic oil, reduced air conditioning use, aerodynamic vehicle (less drag) and the list goes on.

- Encourage bike paths and their use.
- Require clean coal
- Filter coal smoke
- Use wind power
- Synchronize stop lights

Again, I do not support lowering the speed limit and would like to see it raised 5mph.

Other recommendations:

- Get aggressive about stopping "Drunk Driving." Prosecute & be consistent.
- Conduct random breathalyzer test
- Educate drivers about motorcycle, bicycle, etc. rights on the road

Thank you for your consideration of these suggestions.

Randall Benton

RANDALL BENTON

731 BEL ARBOR

DERBY KS 67037

316-788-6013

benton-randall@sbcglobal.net

October 8, 2008

Liz Brosius
Director
Kansas Energy Council
1500 SW Arrowhead Road
Topeka, KS 66604-4027

Director Brosius:

I am opposed to a lower speed limit, and would actually like to see 75 MPH on our Interstates and Turnpike.

First the reason for 75 MPH, is this would be in line with Colorado's and Nebraska's speed limits. When you are on the open, limited access super highways, this would not be a safety issue. What I would also like to see is an increase in the minimum speed limit to 50 MPH on these same controlled access super highways. Realizing in some conditions the 50 MPH is not safely attainable, this could be covered in the wording of the law.

Secondly the lowering of the speed limit would have other economical effects. Truckers that earn the pay by the mile would feel an immediate impact on their income. Traveling sales representatives are in the same scenario, as they could and possibly would loose at least one contact a day. Unfortunately, this would still be loss that can not be made up the next day. The next day would just be more of the same.

For myself, I like to make a trip as short as possible. Example, we have family in western Colorado. If the speed limit is lowered, this would add at least an additional hour to our travel time. Which would probably mean we would not be able to drive straight through as we do now. This would add to our expenses for a motel room for a night, each direction. This expense would be more than the cost of a tank of gasoline, each stop.

I feel that the gasoline companies have a great deal of control over the gasoline mileage vehicles are getting today. Several years ago we were on a trip and stopped in a small town in southern Colorado and filled up with gasoline. I realize the following will sound unbelievable, but it is a true event. This has only happened one time, unfortunately, but we were getting over 30 miles per gallon of gasoline. Up until that ONE tank of gasoline we have and still manage to get 24 miles per gallon of gasoline on the average. We are driving a 1994 model vehicle with an on board computer that gives as you are driving and an over all miles per gallon of gasoline. I could not believe what the on board computer was indicating. So I checked the odometer against mile markers on the highway and checked the speedometer with my watch which has a timer on it, and everyone of these checks were indicating what I was seeing was accurate. I wish I knew what additives were put in that gasoline. I don't and don't have a means of finding out, but something was different.

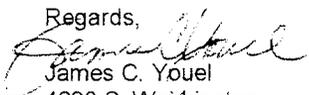
When the comparison is made for traffic safety, include the difference in the number of vehicles then and now. There are a lot of one car accidents where the driver loses control after going off the road and overcorrecting. This is possible at 50 MPH as well as 75 MPH.

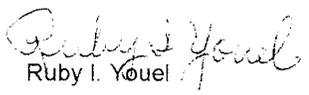
There has been blame pointed at a certain tire manufacturer, from blow outs causing fatal accidents. I would not be the least bit surprised that the driver stepped on the brakes when the noise from the blow out was heard. The same goes for a car that is hydroplaning, you step on the brakes the wheel that does not have traction stops turning. When the tire gains contact and traction, the driver loses control. We were in an accident where the driver of a car hydroplaned and came across two lanes of traffic and hit our vehicle.

There has to be some means of more infamous to driver safety. My dad was a police officer and he passed a lot of information on to me. Fortunately I was able to pass this on to our son, and he has since become a police officer as well. There are times and ways to use brakes and a time NOT to use your brakes.

The speed limits should remain as they are today. Automobiles are becoming more energy efficient. The gasoline companies need to do a better job, rather than making a 200% profit. Our state needs to support the federal government in making the oil companies do their part for out country. I remember in the middle 1950's carburetors were invented to achieve higher gasoline mileage. What happened to this technology? There are better solutions that would be much more beneficial to our entire country.

Regards,


James C. Youel
4630 S. Washington
Wichita, KS 67216


Ruby I. Youel

(+)
Oct. 7, 2008

To Whom It May Concern:

I would like you to consider lowering the speed limit on Kansas Highways. Once a week I drive across Wichita on Kellogg (Highway 400) from 119th. St. on the west side of town to Webb Rd. on the East side. I get in the middle lane and after the first and only traffic signal, I set my cruise control at 60 until I get to the place where road work soon will be starting and speed goes down to 40 and then 35. Before that cars, whether old or new, pass me like I'm driving under the speed limit. Trucks, even if pulling a trailer, etc. do the same thing. Only exception is most semi's observe the limit. Nearly every week I observe dangerous switching of lanes as if they are the only one on the road.

Once I'm in the work zone the majority observe the speed limit but once out if it most again go over the speed limit.

My husband agrees with me that lowering the speed would not only save on fuel, but most importantly for safety's sake.

Thank you,

Doris L. Ramsour

Doris Ramsour
11802 Jamesburg
Wichita, KS. 67212

October 10, 2003

Liz Brosius, Director
Kansas Energy Council
1500 SW Arrowhead Road
Topeka, KS 66604-4027

Dear Ms. Brosius:

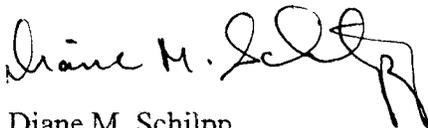
I am totally against a reduction in the State's speed limits. I feel the speed limit on highways such as I-70 is dangerous at lower speeds since vehicles tend to pack together causing unsafe situations. I remember the extended time it took to take trips at the slower speeds on the interstates and how aggravating it was. I do not think that speed always is the cause of accidents I think cell phones and other distractions, along with incompetent drivers have more to do with the causes.

Some cars may get better miles per gallon at lower speeds but that isn't all cars and people certainly have that option of driving slower if cost is their concern.

I believe that lowering the speed limits will make people use more radar detecting devices that were so very popular during the former federal lowered speed limits. I believe a majority of the drivers especially on the interstates are sticking to the 5 mph over the speed limits and not abusing the law.

Let us leave the speed limits alone in Kansas.

Sincerely,



Diane M. Schilpp
9513 Tee Lane
Wichita KS 67212

Ms. Liz Brosius
Director
Kansas Energy Council
1500 SW Arrowhead Road
Topeka, KS 66604-4027

Dear Madam:

I'm against any reduction in the Kansas speed limit. I still remember the federal speed reduction and the aggravation that it caused my family on long vacation drives. These aggravations included increased travel times and stress due to constant alertness for radar patrols, which made old legal speed limits a speeding offence. This was a very poor system of governing speed and illustrated the nonsense that can be passed by governing bodies. Our four lane highways are capable of sustained speeds in excess of 80 mph. Lets leave the speed limits where they are.

Sincerely,



Frank O. Schilpp, Jr.
9513 Tee Lane
Wichita, KS 67212-3944

Dear Ms. Liz Brosius,

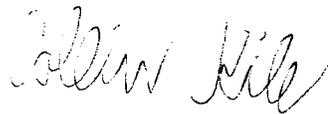
10.6.2008

My name is Collin Kile and I live in Madison, Kansas. I strongly disagree with the speed limit being lowered. My father works in Iola, Kansas and we live an hour away. He has to leave at 5:45 A.M. every other morning which would most likely cause him to be more tired. We can't have tired drivers out on the road. Its just not safe.

If the speed limit was lowered by 5 m.p.h, that would make no difference in safety and not a whole lot of difference in gas. People will still go over the speed limit whether it is 65 or 70.

It would also be unfair to report tickets to insurance if the person was going 5 m.p.h. over. Maybe you are just driving along and you accidentally go 5 over the speed limit. I don't think that is fair at all. I strongly believe that you should keep the speed limit the same. Thank you.

Sincerely,

A handwritten signature in cursive script that reads "Collin Kile".

Collin Kile

Dear Ms. Liz Brosius

10-6-08

My name is Tyler Williams I am a freshman at Madison High School. I am writing to you to talk about the speed limit proposal. I believe we should keep the speed limit at what it is now. I see no point in lowering it. I think it would be great if everyone followed the speed limit but they don't. The main reason I don't want the speed limit to be reduced is that it would mess up my daily routine. I know this is a weak argument but think of all the people this could affect, some people need that extra ten minutes of sleep that they could lose because they can't go as fast. Another reason is that the demand for gas has dropped dramatically in the past 6 months in Kansas.

I think it would be great if we could lower gas emissions but I don't believe lowering the speed limit is the answer, maybe we can pass a law for making more fuel efficient cars. I thank you for taking time to read my argument on this issue.

Sincerely,

A handwritten signature in black ink, appearing to read "Tyler Williams", written in a cursive style.

Tyler Williams

(+)

Monday, October 06, 2008

Dear Liz Brosius,

I'm Danielle Hinrichs and I'm a freshman at Madison High School in Madison, Kansas. I recently read in the Wichita Eagle about possibly lowering the speed limit. This made me decide to give my perspective on the whole situation.

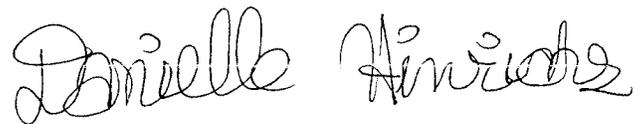
First of all I think this is a great idea to lower the speed limit. If they lowered it by five mph it wouldn't seem like that big of a change but really you're saving gas. Recently, my mom has gone the speed limit and not gone over the limit by five mph and she has saved a lot of money, considering everyone is tight on money and can't afford gas. The U.S. Department of Energy says that for every five mph over sixty mph, fuel consumption will increase seven to twenty-three percent. And people are complaining about gas prices, well if they would simply go the speed limit they would save gas and money in the pocket so don't complain if you're going faster than the speed limit.

Recently, because of Ike in the South there was a shortage of gas. If we keep using gas like we do now this might happen in later generations. Will we be ready? I don't think so we just need to find ways to save gas now so we will have some later, and I think this will help. People might not like this idea but they will get use to it and it won't be that big of a deal.

The idea about reporting tickets to insurance companies at five mp over the limit instead of the current ten mph over is a good idea. This will let Kansans know that we are very serious about lowering the speed limit and saving energy.

Liz Brosius, please fight to lower the speed limit. This will not only save energy but lives. This is a huge deal and I just want it to be this way in the future for when I get to drive.

Sincerely,

A handwritten signature in black ink that reads "Danielle Hinrichs". The signature is written in a cursive, slightly slanted style.

Danielle Hinrichs

10/06/08

Dear Liz Brosius,

I think that the speed limit shouldn't be changed. Because five mph isn't a big change so it's not going to even make that big of a difference. They are saying it would reduce amount of wrecks but the wrecks that happen are usually caused by people driving fast and over the speed limit. When the speed limit is changed those people will still be driving faster than the speed limit so there's really no point for as to the lowering it to reduce the number of wrecks.

Lowering the gas prices to save energy I a good thought. But I think that once it is changed people are still going to drive over the speed limit so it's really not going to cut down on that much energy. So instead of lowering the gas prices you should come up other ways to make people drive the speed limit to cut down on the prices.

Lowering the gas prices can mess up people's morning schedule. Like if they have a certain time they get up so they have enough time to get ready and get to work on time driving the speed limit. By lowering the speed limit they would have to get up early so that they could get to work on time. I know that if I had to get up extremely early to leave for work I would not want to have to change my schedule because it would take time getting into that routine.

If the speed limit gets changed they are going to up the prices of tickets witch doesn't really make sense because people now still do drive over the speed limit. So I don't think that it should be changed because tickets will go up. As of them contacting your insurance if you're driving more than 5mph over the speed limit that is going to make people mad. Because by

contacting the insurance company is going to make insurance high. So I think that the speed limit should stay the same.

Sincerely,

A handwritten signature in black ink that reads "Ronni Brewer". The signature is written in a cursive style with a large initial 'R'.

Ronni Brewer

Dear: Liz Brosius

Recently my current events class has been going over articles on decreasing the speed limit. The class is at a dead-lock. We can't seem to agree on decreasing the speed limit or just leave it alone. So we are writing letters to you with our opinions on the situation.

I feel that if we do decrease the speed limit more lives could be saved, but I don't want the speed limit to be lowered, especially if the cost in speeding tickets is going to go up along with a report to our insurance companies for going 5 mph over the speed limit. Instead of the original report only if the speed had exceeded the limit by 10 mph.

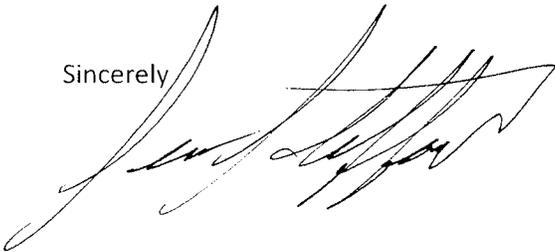
Many drivers already don't follow the speed limit. If the speed limit drops the only thing that will change is the increase in speeding tickets. Right now people are used to going a certain speed, and set their days on the knowledge that going 65 or 70 mph will get them to where they need to be on time. With the speed limit dropping 5 mph it's not a huge issue, most people can still get to where they need to go on time, but for those who run late that would leave them with the thought. 'Should I risk a speeding ticket to save myself from being late to work?'

Most people will place their job before their life. In the eyes of a desperate individual fighting for a better life, they will do just about anything. Anything to succeed in their mind, if they need to speed; they are going to. Especially if it means providing for their family; the thought of losing their life in the process of disobeying the road laws isn't on top priority.

The last thing on most drivers mind is saving fuel, or conserving energy. A day when the world is in a huge energy crisis many people will look back and say, 'man I sure wish I had conserved fuel.' However right now most people aren't going to think about that because it's not an issue in their minds:

I am for conserving energy, but I also believe in getting things done in a fast amount of time. So I believe when it comes to lowering the speed limit that I'm for just keeping the same, but adding on higher speeding tickets to people who are caught speeding.

Sincerely

A handwritten signature in black ink, appearing to read 'Sean Stafford', written in a cursive style.

Sean Stafford.

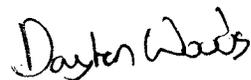
10/6/08

Dear Liz Brosius,

I am 16 years old and I have my permit to drive, and when I hear that the speed limit is going to be dropped down 5 miles I personally think it's a waste of time even thinking about lowering the speed limit. Lowering the speed limit will only cause more speeding tickets and more trouble for the everyday drivers. No matter what if the limit does get dropped there will still be car crashes and gas use.

Yes, it might help a little but not very much, because people are still going to use a lot of gas and people will still speed. If the speed limit does get become lower, everybody has to be informed about it because a lot of people might not hear about the speed limit being reduced and they will still get pulled over. Most of the speed limit signs are either blocked by tree branches or hidden to were you can't really see them. If the limit is lowered and the signs are hidden no one will know. So if they do get lowered, everybody needs to be informed.

Sincerely,

A handwritten signature in black ink that reads "Dayton Woods". The signature is written in a cursive, slightly slanted style.

Dayton Woods

Dear Ms. Liz Brosius

October 6, 2008

My name is Zach Fox I'm a sophomore at Madison High school. I'm writing to you because I would like to share my opinion on your idea of changing of the speed limit. I don't think you should change it just because it saves energy. Thing about it, it would change a lot of people's routines. Some people plan their morning just right so that they get to work on that specific time. If you cut the speed limit down, it will take more time for them to get to work, which then they would have to get up earlier. Some people like to sleep as much as they can, if you cut the speed limit down they might not get the amount of sleep they need, which would then affect their job and they could lose it.

If you change the speed limit then some people are going to get angry. Also once you change it, you're going to raise the cost of speeding tickets by a lot, and if you get ticketed for only five miles per hour over the speed limit it goes on your insurance record. Which for some people who drive trucks for a job, could lose their job for a speeding ticket. To me that sounds a little ridiculous, losing your job for a speeding ticket because the speed limit was changed.

I'm not saying you can't change it I'm just saying that it would mess up a lot of people's lives.

Sincerely

A handwritten signature in black ink that reads "Zach Fox". The signature is written in a cursive style with a large, stylized "Z" and "F".

Zach Fox

Other comments related to preliminary policy recommendations or energy policy issues

Hi Liz.

I am forwarding to you a suggestion about Compressed Air Energy Storage (see below and include the attachment—see Greenblatt.PDF). Please include this as a “Public Comment” for the KEC.

I would also like the following to be included as Public Comments:

1. The KEC should urge the Kansas Congressional delegation to pursue transmission line funding for Kansas that is available through the National Interest Electric Transmission Corridor clause of the Energy Policy Act of 2005. This NIETC clause has already been used by other sections of the USA to bring federal funding for transmission lines into their areas. I believe our Congressional delegation can make a stronger argument about the national interest being better served by building the grid in the superior wind areas of the Great Plains from the Dakotas running straight south through Kansas to Texas.
2. The KEC should also encourage the development of the hydrogen economy by supporting projects that would create hydrogen from wind and water; study storage of hydrogen in natural geologic formations; convert government and fleet vehicles to run on pressurized hydrogen; study new technologies for storage of gaseous hydrogen; construct pressurized hydrogen fueling stations; and create educational programs about the benefits of hydrogen as a fuel and electric generation source. Hydrogen made from wind and water will lower fuel costs, eliminate our dependence on foreign oil; improve national security; greatly reduce emissions of CO₂; and stabilize our economy (the cost of wind doesn't increase and waste water can be used to make the H₂).

Thanks for considering my comments. Please let me know if I need to do anything else to get these things officially registered.

Joe Spease, CEO
Windsoby
Wind, solar, hydrogen projects
913-481-2869

[NOTE: Mr. Spease included an additional document, which is available online:
http://kec.kansas.gov/documents/Spease_Additional_Document.pdf.]

Thank you for your work to improve our environment through reductions in emissions. And thank you for the opportunity to express my views. I have mixed feelings about lowering the speed so I really do not feel compelled to respond to this proposal. However, I would like to briefly share a thought. As I drive around my community and stop often at traffic lights, I often wonder how much gas I burn and how much pollution I put into the air unnecessarily. I think about this every time I drive a block and stop at a red light, drive another block and stop again and repeat it for 4 blocks of red lights. If I understand correctly, cities struggle to fund the equipment to synchronize traffic lights. I am writing because I wonder how the state might encourage and help cities to install this equipment in the interest of reducing gas usage and emissions? I grew up in Iowa. Forty years ago and still today, if I drive within 2-3 miles per hour of the speed limit, I will only be stopped once in a 20 mile strip through town. What a great way to control speed, time usage and gas/emissions. Is this something that Kansans can look at?

Thanks for your time and attention,

Sincerely,

Julia Rose-Weston
Lawrence, KS

I finally looked at the whole list of recommendations. I noticed they didn't include Net Metering (let alone lead-in tariffs/above avoided cost which has been so effective in Germany), energy efficiency standards for buildings (California), or a renewable energy portfolio (California). Why can't Kansas resume its leadership role in innovative legislation again (it was a major innovator 1890-20)?

Thank you for paying attention to my comments.

Clark Coan

What follows are my comments on the Preliminary Policy Recommendations of the Kansas Energy Council.

1. The state had the opportunity to facilitate research and development of generation technologies, *without tax payer funding*, that would have reduced CO2 emissions yet permits necessary for the construction of these plants was denied due to CO2 fears.
2. The planet earth is not capable of producing enough biomass to meet the energy needs of its inhabitants. There are facilities currently using biomass *when that option is financially viable*.
3. The state had this opportunity yet failed to embrace the opportunity.
4. Rising CO2 levels is not a problem. The warming seen has been due to increased energy output from the sun. Now that we are entering a period of less sun activity we are seeing stabilizing and even decreasing temperatures. Delays in getting new energy sources on line will become a life and death issue.
5. NegaWatts will never replace base load generation. Restricting access to affordable energy will have a negative effect on the American economy.
6. Cap and Trade is a shell game. The only beneficiaries will be the traders with little if any measurable reduction in CO2 levels.
7. Down time behind the wheel will cost the American economy more money than the increased cost of gasoline due to lower fuel economy. It should be the individuals choice the speed at which he drives, within limits, not the State's.
8. The State does not need an additional sin tax.
9. See #8
10. Big Brotherism at its worst. How someone gets to work should be a personal decision.
11. Construction energy efficiency and the cost of same should be driven by economics not policy.
12. Big Brotherism see #10
13. Still another welfare program for the ag sector? CO2 is not a problem.
14. How farmers operate should be a personal decision not one made by some desk bound bureaucrat.
15. *Electricity demand will be driven by the needs of the economy. To artificially cap the supply will drive up cost and inhibit growth of the American economy forcing more companies to send their production facilities overseas. Countries that see the changing climate for what it is, merely one of the many cycles this planet has seen since the dawn of time, will be the beneficiaries.*

The discourse over global warming has stopped being about science and has become a contest of who can predict the most fearsome future for the planet and the media has swallowed the spiel; hook, line and sinker. Michael Mann's Hockey Stick was quickly disproved and the *computer* generated predictions of run away temperatures due to human caused CO2 emissions will also be disproved in time. We need to have more *scientific* discourse to determine the truth instead of having people in the media calling for the "ethnic cleansing" of anyone who disagrees with their near religious view of climate Armageddon.

Lynn B. Freese
P.O. Box 456
Scott City KS 67871

I am a self employed Energy Consultant, working specifically with the commercialization of Miscanthus x giganteus. Kansas has large and unique opportunities for this and other dedicated energy crops, to the extent of being energy self-sufficient. Only the nexus between energy crop growers and conversion facilities needs to be strengthened. The Sunflower Energy model is a good beginning. Several such concentrations could be built throughout the state. I am working with a company that envisions several "Energy Farms" of 10,000 acres. (65MW/acre)

Below are some comments to the 2008 Preliminary Policy Recommendations:

1. Biomass generation, whether in co-combustion with coal, or, as a stand-alone option, reduces emissions on combustion compared to fossil fuels. Because crops like Miscanthus x giganteus sequester carbon so well, there is a net reduction in atmospheric carbon when this crop is used for electric generation.
2. See # 1, the data addressing this matter is available
3. Kansas farmers are a primary stakeholder in this process and need to be "in the loop"
4. Much of this has to do with the planting and growing of crops to sequester CO₂
5. Agricultural carbon capture is low cost and of rural economic benefit.
6. Kansans can provide valuable input to this process and aggregate carbon credits for use in state by growing correct crops
7. N/C
8. N/C
9. N/C
10. Efficiency is always an important part, accounting for 30% minimum of goals
11. LEED platinum is an admirable standard
12. N/C
13. As mentioned, Miscanthus sequesters about 96 tons per acre. ECCI <http://www.agricarbon.com/> has a patented system for verifying agricultural carbon sequestration and issuing certificates. The system is in use in Kansas now.
14. Since Miscanthus is a perennial with a 20+ year life, there are no-til benefits
15. Excellent

Thank you for the opportunity to voice ideas,

Tom Harrington
 Business Development Consultant
 Energy-Forage-Reclamation Crops
 805 431 3192 cell
 805 772 3830 office
 805 267 4010 fax

It was nice to meet you at the Kansas Wind and Renewable Energy Conference in Topeka, attending motivated me to submit these quick comments on the 15 draft recommendations. I remain interested in contributing in a more substantive way, but hope this is useful input for now. While I support all 15 ideas, I find them far from a complete list of appropriate policies.

1. In #1, R&D funding should also be recommended for improved transportation (eg better plug-in or hybrid batteries), sequestration and storage technologies. There are many challenges to solve.
2. In #2, ask KBA to also consider water utilization, to conserve this critical depleting resource.
3. In #3, does cooperation with "investors" include county/city economic development-type agencies? For example, biofuels plant on KU west campus is being built with Douglas County money.

4. #5 should encourage efficiencies in transmission as well as generation, such as “smart grid” investments.
5. Should agencies consider four ten hour days as well as telecommuting to reduce worker driving?
6. #14 should (again) educate about water savings, which is key differentiator among renewables. Cellulosic crops for biofuels should be no-irrigation as well as no-till.
7. In #13, recommendation should be for support of reforestation as well as agriculture as sequestration alternatives.
8. In support of #15 goals, recommend that KCC adopt incentives for (for profit) utilities to invest in efficiency “negawatt” production. California-like “decoupling” is one option.
9. Throughout, take agnostic position re utility vs independent generation of electricity (“debate” you chaired this afternoon) by substituting words “producer” or “distributor” where appropriate rather than saying “utility” implying vertically integrated company structure. This is more descriptive now since independents already exist and future-proofs policies in case of restructuring.
10. There may not be any Council consensus, but there seem to be important cost allocation issues requiring KCC reconsideration mentioned by several speakers. This interacts with the issue of pricing grid “buy-backs” of site-produced excess renewable power, which I believe should be stimulated for independence/reliability and acceleration of renewables reasons.
11. The subject of improved major transmission facilities, and the related funding pools, appears critically important but isn’t mentioned. Does the Council have any recommendations?

Bill Blessing
bill.blessing@gmail.com
(cell) 913-226-6128

Dear Ms Brosius,

I have invented developed and patented a revolutionary clean energy technology that I believe offers Kansans a much better opportunity than Mr. T. Boone Pickens' or any other plan can; and

I would like the KEC Members to know that I wish to extend (and am in fact extending) a formal proposal for a joint, collaboration project between myself, and my small company, and the State of Kansas, in making clean energy available for all residents of Kansas throughout the remainder of the 21st Century and beyond.

The technology is designed and intended for community supported energy and I am proposing collaboration in community supported energy based on the concept of making conversion of locally available resources to electric power and biofuels available in every county in Kansas that might want to do so.

Last year I made my collaboration proposal to the City of Lawrence under the assumption that **if** I could interest Lawrence in signing on in principal to this project it would help me gain the interest of the Governor and that of the KEC.

I addressed my letter to then Mayor Sue Hack who indicated she would respond to my letter. She did not - and I can only assume it was because she felt unable to respond due to not knowing what the position of Lawrence should be, let alone what the State of Kansas position would eventually be whenever Kansas policy makers were finally able to develop and decide on an energy plan for Kansas.

My proposal is consistent with positions Kansas has already decided on and could empower Kansas institutions of higher learning to be in the forefront of cutting edge technology development.

For more detail on my proposal please see the attached letter I forwarded to Lawrence Mayor Sue Hack, to Sunflower Electric Power Company and another attachment providing more background information.

Thank you

Les Blevins
Advanced Alternative Energy Corp.
1207 N 1800 Rd.
Lawrence, KS 66049
Ph: 785-842-1943

[NOTE: Mr. Blevins included several attachments, which were combined and are available online: http://kec.kansas.gov/documents/Blevins_Additional_Documents.pdf.]

I believe the state should encourage carpooling and 4 ten hour days for those wanting to participate. It would cost the state nothing and help individuals save money. The employers would just need to be a little flexible.

Linda Durand, Legal Assistant
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1620 SW Tyler
Topeka, KS 66612
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Fax: 785-296-0915

How can Alternative Energies be good when they require materials that originated from places that all environmentalists say are "evil and destructive"? Alternative Energies require "bad" materials for assembly, such as ceramics, carbons, and metals from Mines, and sometimes plastics and other carbon-based materials, which originate from Oil Wells and Coal mines that environmental groups say are all "evil and destructive". Even "natural" plant fiber materials require machinery and processing and transportation, which also require metals, ceramics, and carbon.

From where do we get the SOURCE materials for wind mills, fuel cells, hydrogen and other alternative energies? Most solar electric panels require ceramics and special elements, such as gallium, arsenic, germanium, etc., that came from mines and smelters. Windmills require metals (originally from mines and smelters). Passive and active solar ventilation and tubing for houses usually require metals and sometimes ceramics, which came from mines and smelters.

Environmental groups say that ALL Mining and Oil / Gas Wells are "bad" and "evil", even with full-scale reclamations and restorations. So how can we go to Alternative Energies when these requires materials that are not accepted by the Environmentalists?

Even fuel cells require materials originally from mines and smelters. Fuel cells have to have metals and / or ceramics for the containment, tubing, chemical reactions, etc. The cells, containments and associated materials use materials from mines and oil wells. Think about the engineered things used to even make hydrogen fuel get started for producing energy.

Look at the Periodic Table of all the elements of the earth. Hydrogen (H₂) is a usually a gas. When hydrogen is used in a chemical bonding or mixture, it is usually released as a single free ion (H⁻ or H⁺). Sometimes getters are used to store and transport hydrogen.

It is the cells and containments and associated materials that use materials from mines and oil wells. Go and look at the engineered things used to even make hydrogen get started!

To make Hydrogen "burn" and gain energy from it, there must be the chambers, vessels, tubing, connections and fittings. A characteristic of Hydrogen is that it can embrittle materials over time, especially certain types of metals and steels. Normally stainless steels or other specialty metals are used for most Hydrogen activities. These steels and steels are composed of iron and sometimes chromium and / or nickel to control any corrosion from Hydrogen and also prevent embrittlement as much as possible. The materials for steels ALL come from mines and smelters.

But how is hydrogen (H₂ and the H ions) produced from water or other source materials? Either in the reaction apparatus and chambers of the cars or else in processing plants, both of which use metals and ceramics and plastics. If we get H₂ from the air, we get it from gas separators which are composed of metals and other "bad" materials.

Environmentalists point to bicycles as environmentally-friendly transportation. To make bicycles, manufacturers must get materials that originated from mining operations (iron, molybdenum, aluminum, ceramics, etc.), oil wells and coal mines for Carbon and plastic materials, and sometime timber for wood. These materials are then processed in plants that also use products from mining and oil wells, and use electricity. How can this be "good" by any environmentalist's definitions?

Look at how many existing Wilderness Areas have abandoned oil / gas wells and also mining sites within their boundaries. Why is that permissible? How is it that reclamations of well drilling sites are either ignored or denied by the environmental groups now? There have been many private groups in the Pacific Northwest (like my grade school in the 1960's) that went out and planted trees, grass, and shrubs in the forests. We even saw some of the lumber companies replanting trees and shrubs. But apparently, none of those good efforts count in the mind of the environmental groups, as seen in recent publications and notifications.

Take a deeper look at what really is going on. Natural resources are needed for everything in our lives, even medical items and alternative energies. But when our natural resources are being closed up and as reclamations are either ignored or badmouthed, we are losing the materials needed for our daily lives, even for the "nice" Alternative Energies. As a final note, my 1990 car gets the same gas mileage GPM as a modern hybrid car. Go figure.

In a publication from early 1992, the Sierra Club in Santa Fe, New Mexico, USA, openly announced that oil / gas well drillers were still using lead-based (Pb) lubricants. Never mind that the EPA banned their use several years before in the mid-1980s and that the drilling industry had already switched to biodegradable lubricants even before that. Never mind that law enforcement and the EPA later on checked for compliance in the industry. Also, there is new drilling technology, called Coiled Tubing, that allows certain types of well drilling operations from the back of a pickup, thus less impacts than the vehicles you drive. Why don't we don't hear that from the Environmentalists.

Are you familiar with the wilderness near Ruidoso, NM, USA? The wilderness boundaries "captured" some gold and silver / lead mines. The government threatened to sue the mine and claim owners with EPA Superfund status if they did not surrender the land for wilderness designation. Now how is it that places that are supposedly EPA Superfund sites can now be "wilderness" and untouched areas? The 1964 Wilderness Act specified that undeveloped, untouched, and natural areas were to be part of the wilderness areas.

Retired University of California technical staff member, Los Alamos, NM, USA
Now living in Kansas

Recently there have been articles and reviews on the melting Arctic ice and the warming temperatures. While we may blame humans for "global warming," Nature itself has provide a much greater source of greenhouse gases in the form of "Burning Ice" (Methane Hydrates) that in the geological past have outgassed in massive amounts periodically into the atmosphere. I will review the megatons of burning ice later on, but first there is a technical scientific issue to resolve.

The issue of "global warming" brings up the need for good mathematics in analyzing the various data sources to determine the true causes-and-effects ("inputs" and "outputs") and to filter out those causes that either do not affect the output, or in minor ways, or in combined effects that do not show up until certain conditions are correct. As I have spent time in R&D and also getting my series of degrees, I have found that very few scientists and researchers know how to use statistics properly to be able to filter and view data for the actual, true cause-and-effects. Too many times statistical regression methods are used that assume a direct relationship between the causes and effect, which may not be real. Although there are several books on the market, one of the best books I know of that can help researchers, analysts, and scientists is a book entitled, "Statistics for Experimenters," by Box, Hunter, and Hunter.

When it comes to global warming, there are more causes than most scientists have considered. For example, the increase in the number and intensity of solar eruptions has a much higher statistical correlation than the other causes/inputs. There are not many web pages that show these in good ways, but here are two articles for present the correlations rather easily.

<http://www.qualitydigest.com/mar98/html/spctool.html>

<http://www.qualitydigest.com/april98/html/spctool.html>

Although these graphs are from the late 1990s, the use of this type of statistical tool, SPC charting, has hardly ever been used by scientific researchers and investigators. Most of them have used other mathematical methods that assume a direct correlation between greenhouse gases and Global warming, as directed and determined by the process modeler. This traditional "assumption" may not be correct, and in some cases may potentially mislead scientists and modelers. These other tools can allow a scientist to purposely minimize the effects from natural causes and to maximize the effects of human sources.

Some researchers say that they know all the effects that the increased solar flux has on the atmosphere and have included this in their models, and stated that there are no real effects from the solar flux. But then there are other scientists with different theories on the effects of increased flux that present different scenarios for atmospheric reactions, such as the geomagnetic fields and changes, volcanics and their outgassings, etc. You do not hear much in the news about these other scientists and their results.

People should be very cautious about assuming that the global warming "effect" is due solely to "greenhouse" gases. Also, it should be noted that recent satellite data has shown that upper atmosphere is actually cooling:

<http://www.lanl.gov/orgs/pa/News/121699text.html>

<http://ees5-www.lanl.gov/IGPP/Debate2.html>

(some of these links may not be working due to computer changes since 9-11)

Some researchers say that their theory and modeling shows that this cooling should occur, while others show differing effects. We see that there is still not complete agreements on the causes and especially the effects of global warming. Then there are some researchers who have purposely manipulated their models, formulas, and analyses to purposely disregard all other inputs and only tie the temperatures to greenhouse gases.

There is the other issue of how some scientists and researchers can purposely change the structure of the formulas used in their models, the mathematical terms used in the formulas, the parameters and scaling factors in the formulas, and the values of any exponentials so as to obtain predetermined results that the scientists wanted to get anyway. This allows the scientist to minimize effects from natural causes and to maximize the effects of human sources. This is "tampering" with the formulas so as to get the predetermined results that someone might want to get, no matter what the real processes are.

In my experiences in the scientific / R&D cultures, I have seen this happen several times, even with Peer Reviews. Peer Reviews are "supposed" to catch incorrect things, inconsistencies, and errors. But this does not always occur. In some cases, the scientific peers involved in those Peer Reviews also wanted "certain" results to come out of the modeling and designs that they were reviewing. In other cases, the peers were not paying attention to critical items and issues.

Also the issue of temperature collection has not been properly resolved. Temperatures are taken in cities that have the heat island effect. I have seen several different approaches to handling and correcting these heat effects, but these approaches vary and also give various results. Then there is the issue of thermometer calibration. I have observed where some thermometers for city temperatures were not calibrated properly at the required intervals, and some times not calibrated at all. How can we trust the temperature data if there are these variations in the instruments?

When it comes to Nature's greenhouse generators through the Burning Ice (Methane Hydrates), we soon realize that our gases are very small when compared to the megatons of methane hydrates that are held within our oceans in a manner similar to a bathtub ring. Also the Earth has had major accumulations and releases in its geological past over the eons, some of which scientists now believe may have lead to some great temperature increases in the Earth's past, long before humans were ever around.

Let me give you some web sites that describe the characteristics and issues with the Earth's Burning Ice and the natural abundance of methane greenhouse gases:

General information on chemistry and biology of Methane Hydrates:

- > <http://www.at-sea.org/missions/extremes/preview.html>
- > <http://www-ocean.tamu.edu/Quarterdeck/QD5.3/sassen.html>
- > <http://ench1.ench.ucalgary.ca/~hydrates/>
- > <http://fossil.energy.gov/programs/oilgas/hydrates/>
- > <http://www.mbari.org/ghgases/>
- > http://www.mbari.org/ghgases/geochem/gas_hydrates.htm
- > <http://www.mbari.org/volcanism/Margin/Marg-Hydrates.htm>
- > <http://www.netl.doe.gov/scngo/NaturalGas/hydrates/index.html>

U. S. Geological Survey (USGS) fact sheets:

- > <http://walrus.wr.usgs.gov/hydrates/>
- > <http://marine.usgs.gov/fact-sheets/gas-hydrates/title.html>
- > <http://pubs.usgs.gov/fs/fs021-01/>
- > <http://woodshole.er.usgs.gov/project-pages/hydrates/>

Germany's research:

- > <http://www.mpi-bremen.de/deutsch/biogeno/mumm2.html>
- > <http://www.gashydrate.de/>

In the geological records and how dramatically and even violently the climate has changed, long before modern man came around. There is very strong geological and scientific evidence that the massive

Extinction in the Permian Era many millions of years ago in the Earth's geological past was caused both by massive volcanism and by Methane Hydrates.

<http://www.terradaily.com/news/deepimpact-05r.html>

Climate models overheat Antarctica incorrectly

http://www.terradaily.com/reports/Climate_Models_Overheat_Antarctica_999.html

Shame on those computer models!

Study breaks ice on ancient Arctic thaw:

http://www.terradaily.com/reports/Study_Breaks_Ice_On_Ancient_Arctic_Thaw_999.html

(previous periods of global warming)

And then there is the aspect of climate change from meteors:

<http://www.spacedaily.com/news/climate-05zzzzo.html>

Outgassing of Carbon Dioxide (CO₂) from volcanoes:

<http://pubs.usgs.gov/fs/fs172-96/>

Inaccuracies in measurements of climates:

http://www.terradaily.com/reports/Antarctic_Snow_Inaccurate_Temperature_Archive.html

Ancient Climate Studies Suggest Earth On Fast Track To Global Warming

http://www.terradaily.com/reports/Ancient_Climate_Studies_Suggest_Earth_On_Fast_Track_To_Global_Warming.html

Green plants also cause Global Warming:

<http://www.the-scientist.com/news/display/22944/>

<http://www.germany-info.org/relaunch/info/publications/week/2006/060113/e-list.html#Wi1>

http://www.terradaily.com/news/The_Forgotten_Methane_Source.html

http://www.terradaily.com/news/Could_Forests_Worsen_Global_Warming.html

http://www.terradaily.com/news/Extinctions_Linked_To_Climate_Change.html

Farming Provides Wildlife Habitat And Reduces Global Warming

http://www.terradaily.com/reports/Farming_Provides_Wildlife_Habitat_And_Reduces_Global_Warming.html

Prehistoric warming helped preserve fossils:

<http://www.terradaily.com/news/climate-05zzzzzi.html>

Ancient tropical warming and nature's greenhouse gases

<http://www.terradaily.com/news/climate-05zzzzzj.html>

Volcanic impacts on ocean levels:

<http://www.terradaily.com/news/oceans-05y.html>

Climate change and massive flooding:

http://www.terradaily.com/news/The_Role_Of_Massive_Floods_In_Climate_Change.html

Late Pleistocene Americans Faced Chaotic Climate Change Environments:

http://www.terradaily.com/reports/Late_Pleistocene_Americans_Faced_Chaotic_Climate_Change_Environments.html

Global Warming evidence from 55 million years ago:

<http://www.terradaily.com/news/climate-05zzzzzb.html>

Tropical ice cores shows two abrupt Global Climate shifts:

[http://www.terradaily.com/reports/Tropical Ice Cores Shows Two Abrupt Global Climate Shifts 999.html](http://www.terradaily.com/reports/Tropical_Ice_Cores_Shows_Two_Abrupt_Global_Climate_Shifts_999.html)

How continental splits resulted in global cooling:

<http://www.terradaily.com/news/antarctic-05q.html>

Earth's burping from wobbling also affects climate:

<http://www.terradaily.com/news/climate-05zzzzt.html>

Geomagnetism as one factor in rain / weather:

[http://www.terradaily.com/reports/Magnets Help Explain Rain Patterns.html](http://www.terradaily.com/reports/Magnets_Help_Explain_Rain_Patterns.html)

None of the environmentalists or businesses involved in reducing carbon emissions can go and blame massive climate changes in the past on power plants and vehicles!

It is not wise to make international policies on theories that are not agreed upon by the scientists who have been studying these causes and effects. Other scientists have published their works dealing with other causes, but have not been given the publicity such as the US National Center for Atmospheric Research (NCAR) has received.

But if the Solar Sun is the major, primary cause and we are just a minor contributor, then our Governments are imposing on us a major compliance issue that will NOT solve the problem. Control of carbon emissions does NOT equal Control of the Solar Sun and its flux intensities on us. Several environmental groups have told us and openly admitted at other times that they want to use the idea of human sources in order to shut down industrial activities -- their words, not ours.

Retired Univ. of California technical staff member, Los Alamos, New Mexico, USA.

Now living in Kansas

I had hoped to attend the meeting of the Kanas Energy Council scheduled for the Robbins Center on the FHSU campus October 10, but a conflict will prevent me from doing so. I thought that would be a good venue to press for better energy education . . . not just generally, but on the campus of FHSU as well as other state universities.

Since I live and work near the FHSU campus and am on campus frequently, I often see startling energy waste which, I believe, could be remediated with sufficient ongoing education of faculty, staff, and students. Mostly this just involves flipping the switch off when lights or air conditioning are not needed. In walking our dog, my wife and I often see the air conditioning units running in the FHSU stadium press box when no one is present, nor has anyone been present for days since the last event. It is common to see full lighting in classrooms or athletic facilities when no one is present and no one is expected to be present.

I think each university campus should adopt a mandatory short course on energy conservation and what it means to each and every one of us who live on, work at, or visit the campus. This course should initially be given to faculty and staff, particularly janitors, but should also be provided for all incoming new students. I believe that when students understand what energy waste means to their tuition, when faculty and staff understand what energy waste means to their incomes and job security, and when we all

understand what energy waste means for our environmental future, most will adopt better energy conservation habits that will save massive amounts of money.

In quickly browsing through the 2008 overview of recommendations on the KEC website, all I notice for energy conservation education is \$30,000 for KACEE to support energy conservation in the public schools. This is fine, but totally inadequate. If we ever hope to solve our building energy crisis, we must aggressively educate all energy users . . . especially those who live or work in public buildings where they are not personally footing the bill. Thanks for giving this some thought.

Randy Rodgers

Kansas Dep. Wildlife & Parks, P.O. Box 338, Hays, KS 67601

Phone 785-628-8614, E-mail randyr@wp.state.ks.us

I wanted to make a comment about one of the 2008 preliminary policy recommendations for the Kansas Energy Council that interests me.

14. Increase state agency and private sector efforts to educate farmers (and agricultural landowners) about the benefits--reduced CO2 emissions, energy and dollar savings—

I think that it's important that farmers engage in no till farming, but most of them know the benefits, they just aren't encouraged to use them. Maybe you all could focus on education and tax exemptions for no-till farming. Maybe these laws are already in place, and then you could include that in your education. Either way, farmers sometimes need incentives to take time out of their schedules for education, or some encouragement to start farming in an unfamiliar way. Also, I think that it's important to address problems with no-till, and create solutions for those problems that farmers could use.

Thanks for all of your work,

Sincerely,

Nicole Delimont

Undergrad-Public Health Nutrition, Kansas State University, delimont@ksu.edu

I am glad to be aware how many steps Kansas Energy Council do to create new sources of energy.I am from Russia. Many regions of my country need to develop alternative source of energy because of delivery cost.I like Wind Energy Development and Biomass and Biofuels steps of your program.I wish your organization good luck to reach your goal!

Thank you,

Svetlana

I read the KEC Executive Order and would like to share with you some of my thoughts. First of all, I liked the implementation of a mission statement and written vision. I believe that this should have been done earlier on and been reviewed each year to determine if the current energy goals of the KEC were applicable. But, with a mission and vision, the KEC will have direction and be able to see progress or not.

Another point I enjoyed was the institution of nuclear energy, as a possible plan for the future. This causes some concern with safety, but it is comforting to see that it could be a possibility and research can then be done to further ensure that it would be done safely and efficiently. Lastly, I enjoyed that the Executive Order called for the involvement of several different entities. The 34 member committee was cool because it involved individuals from several different trades and areas of expertise. This helps the public know that this will be a representation of all fields of commerce and not only the government

taking control.

Thank you for taking the time to read my thoughts and feelings. I pray that the Lord will move and guide all decisions our leaders make.

Michael Page

I would like to urge your council to recommend to the 2009 legislature that they pass laws that will enable Kansas citizens to provide for their own energy needs, as follows:

1. Full electrical net metering from residential and business generated sources into local grids.
2. A law that negates restrictive covenants in deeds and homeowners association agreements against photovoltaic and solar thermal collectors. These restrictions are very common and solely for "aesthetic" reasons. These restrictions were impressed on the homeowners by builders and the home buyers had no choice in the matters. This results in the waste of many roof tops ideally placed for photovoltaic collection and thermal collection. In cities like Wichita, builders control almost all of the new development. The problem is widespread.
3. Exemption of home and business electric and thermal energy production equipment and facilities from ad valorem taxation.

Thank you for your consideration.

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pknighton@cox.net

Liz Brosius
Director, Kansas Energy Council
Energy Programs Division
Kansas Corporation Commission
1500 Arrowhead Road
Topeka, Kansas 66604-4027

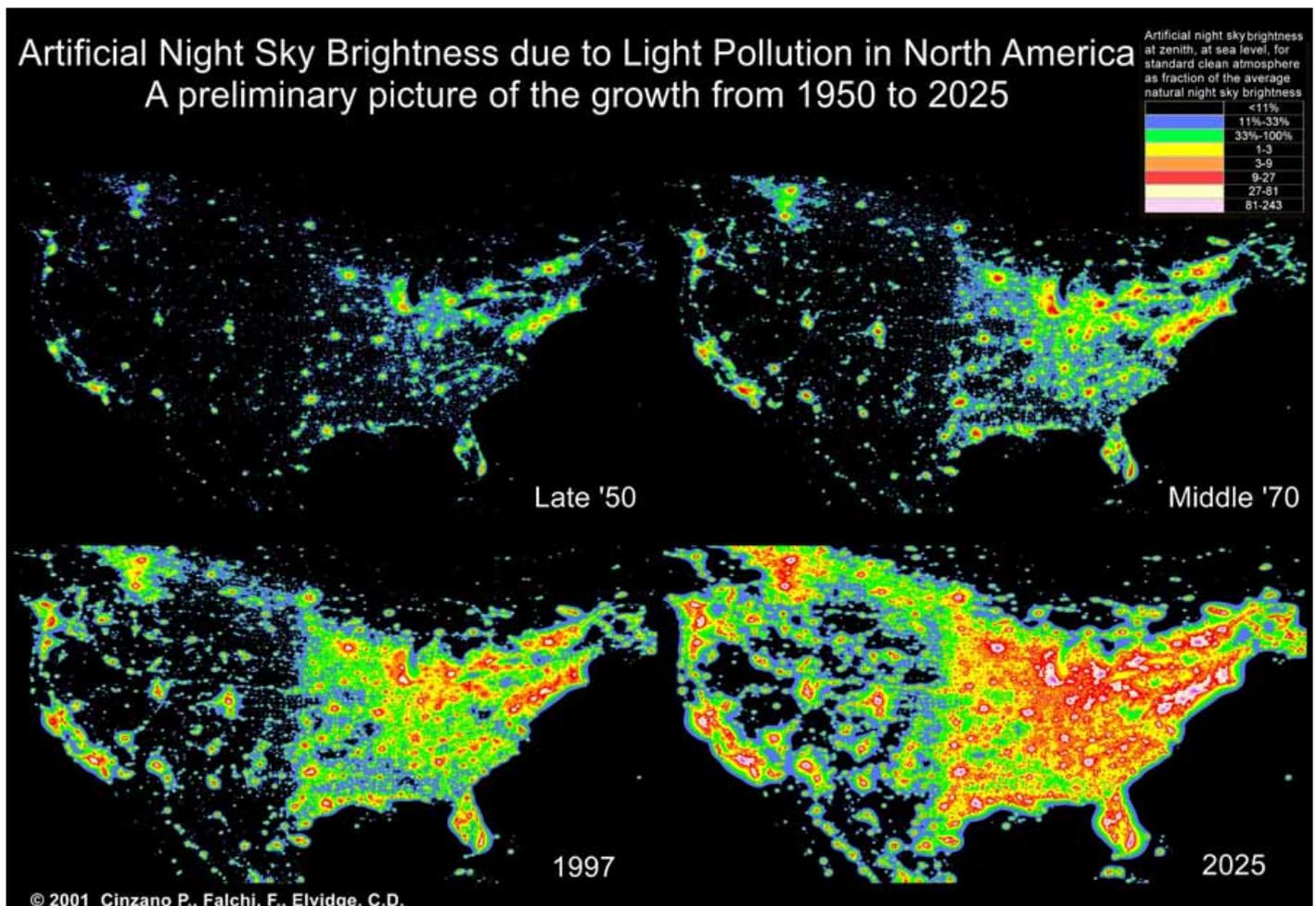
Dear Liz Brosius,

I would like to provide public comment on the preliminary policy recommendations. These policies are designed to:

- Ensure a low-cost, reliable, and sustainable energy supply;
- Increase energy efficiency and conservation;
- Develop a balanced renewable energy policy;
- Extend the life of existing energy resources, and
- Enhance energy-related research and development.

My comments are regarding Light Pollution in Kansas and will help satisfy several of these strategies.

The National Park Service's website mentions visibility conditions are worsening and natural visibility conditions will disappear by 2025 for most of the contiguous US. Two-thirds of Kansas State Parks have moderate to severe Light Pollution problems. 40% of Kansas State Parks fell into the severe category and several state parks showed sky brightness over 300% normal. The severe category has lost the ability to see around half its visible stars and the Milky Way. Light Pollution is increasing in the United States at 5%-10% annually.



Light Pollution control is a cornerstone for energy efficiency and conservation. About 1% of our total electrical production is wasted on bad lighting. Kansas City Metropolitan areas alone waste an estimated 71.5 million kWh per year just in light shining into the sky. In Kansas City, it is estimated that light shining into the sky results in the production of 29,720 tons of CO₂, 63 tons of Oxides of Nitrogen, 23 tons of Sulphur Dioxide and the usage of 53.6 million gallons of water each year. At 8 cents/kWh this results in a waste of \$5.7 million annually.

Preliminary Policy Recommendation 11: *Establish minimum energy efficiency standard for all majority State-funded new construction (standards under consideration include LEED Platinum, 20% above IECC 2006).* The LEED standards have an optional credit for incorporating Light Pollution controls. This credit requires very low outdoor lighting densities and results in long-term cost savings. I believe around 50% of LEED projects take this credit anyway. However, there may be instances in an existing lot with no green space around it where it might not be practical to take the Light Pollution credit. Another drawback to the Light Pollution credit is it allows for more pollution within cities. While it is difficult to know how efficient a building may be by driving by, the public will always consider a building wasteful and inefficient if the lights are left on all the time, and they emit a lot of glare while shining into neighbor's windows.

The States of Arkansas, California, Colorado, Connecticut, Delaware, Maine, Minnesota, Rhode Island, and Texas all have laws requiring Light Pollution reduction standards for construction with public funds. Additionally, Arizona and New Mexico laws cover both public and private new construction. These laws require the use of the Full-Cutoff luminaire standard (<http://resodance.com/ali/cutclass.html>) - Basically a fixture that emits no light above the horizontal (into the sky). One of the problems with passing a regulation requiring the use of Full-Cutoff fixtures is they assume a better standard will not come along as this requires the passage of a new law.

As a policy item under Recommendation 11, I request the state adopt a policy of minimizing Light Pollution at all taxpayer funded renovations and new construction. The state should develop specific regulations on Light Trespass, Glare and Skyglow. Light Trespass is the measurable amount of light shining across the property line. Glare is whether or not the light source can be seen off the property and Skyglow is the combination of light directed into the sky and reflected off the ground. Additionally, the state should develop educational materials explaining Light Pollution and its effects upon the Kansas night sky.

The Light Pollution initiative also works well with Policy Recommendation 15: *The State of Kansas should adopt a goal of increasing energy efficiency such that the rate of growth in electricity peak demand and total energy is 50% less than it would have been absent the energy efficiency initiative.* Efforts to reduce Light Pollution will help offset the 1.1% annual increase in electricity sales. While new Energy Star Solid State Lighting fixtures will start taking light pollution into consideration, their quick adoption and use may not occur without a Light Pollution policy.

Another two reasons for these policies are to ensure a low-cost, reliable, and sustainable energy supply; and extend the life of existing energy resources. Policy Recommendation 15: *Undertake statewide initiative (public-private sector) to encourage more energy-efficient driving.* Looking into the future, we see a requirement for electric and plug-in hybrid vehicles to connect to the electric grid without disruption for 4 to 8 hours. Most of these vehicles will be connected at night during expected low power utilization of the grid. In order to prevent an overhaul of existing energy resources and ensure a sustainable energy supply, we must prepare for the increase in nighttime electrical utilization from plug-in vehicles by minimizing Light Pollution and lighting waste.

Historically, as lighting efficiencies have improved, we are actually using more light and energy on exterior lighting. We cannot rely upon new energy efficient light fixtures alone to solve our energy problems without a good policy on how and when they should be used. Our forefathers may have looked up at a starry sky and

never considered worrying about whether it would be there the day after tomorrow. However, today we must make tough choices about whether to return the starry sky to our children and grandchildren. I hope wisdom and forethought will guide our endeavors.

References: <http://www.yosemite.org/naturenotes/NALightPollution.htm>
<http://www.nature.nps.gov/air/lightscapes/> - NPS Website
<http://www.trianglealumni.org/mcrol/ks.html> - Study of Kansas State Parks
http://www.ornl.gov/info/ornlreview/v40_2_07/2007_plugin_paper.pdf Hybrid Report

Sincerely,



Robert Wagner

Kansas Night Sky Protection Act Homepage:

<http://ksnspa.googlepages.com/>

The mission of the Night Sky Protection Act is to provide areas in our state that are protected for future generations where families can enjoy an unimpaired starry night sky. Our campaign will be based on truth and knowledge.

To: Kansas Energy Council, Attn: Liz Brosius

Subj: Comment on 2008 KEC Energy Policy Recommendations

My comment is focused on two broad areas of concern, the recommendations related to energy efficiency and conservation of electricity (EE&C), primarily #15 and the recommendations related to base load electricity generation primarily nos. 1,3 &5.

Energy Efficiency and Conservation of Electricity

The KEC's approach to this issue and the Summit Blue report are seriously misconceived. This probably results from the fact that regulatory authorities and the electric utility industry use a traditional analytical approach that is seriously out-of-date given current circumstances. The primary objective of EE&C, and it's highest value, is not how much is saved in terms of current consumer rates or a utility's current variable costs (mostly hauling in coal); rather it is *how well the program avoids the need for new generating capacity*.

The distinction between these two goals has not been greater anytime in recent memory. Almost all the current so called "base load" capacity in our state was installed prior to the mid - 1980's and is currently on the books for about 2 cents per kwh or less. That compares to 7.5 cents per kwh or more for new conventional generating capacity not counting costs from the expected regulation of carbon (1). The Summit Blue report used "cost-effectiveness" inputs related to current average costs, not the cost of incremental new generating capacity. See Table 6-1 of the Summit Blue Report. For example the "cost effectiveness" model input for electric *price* was 7.3 cents per kwh for residential and 6.2 cents for commercial. That's less than the wholesale, leveled *cost* of new generating capacity. The avoided generation cost assumed by Summit Blue Report is \$90/KW. The capital cost of a new coal plant would be about \$2700/KW (2).

This estimate may prove to be low given the current environment of financial, regulatory and technology risk.

The consequence of this approach by Summit Blue is to vastly underestimate the benefit side of the equation and to greatly underestimate the number of EE&C measures that pass the benefit/cost ratio test. It follows that they have also seriously underestimated in summary both the potential power savings and the value of DSM practices for Kansas.

The KEC narrative for recommendation #15 compounds this error by focusing on the erroneous notion that the cost of EE&C (DSM) programs in Kansas might exceed the benefits (Table E-1; for some reason Summit Blue presented their cost results in terms of the first year when start up costs will be high and results

quite naturally will lag). Actually the results of various utility programs were all over the map (See Figure E-1). There is no correlation between program costs and results among existing programs, unlike what one would naturally expect. Obviously this means there is a wide variance in management results. For a new program such as in Kansas one would choose the measures that avoided the pitfalls of these older programs. In fact, even after vastly underestimating the benefits of EE&C, Summit Blue still shows that 75% of residential electric measures passed the cost effectiveness test as well 85% of commercial measures. Summit Blue also concludes that existing EE&C programs are achieving large-scale results around the country. *Accordingly the second-to-last paragraph of the narrative for recommendation #15, suggesting a poor return on investment, needs to be removed because it is unfairly negative, highly misleading and not supported by other results in the report.*

Finally, the KEC's recommendation # 15, that an EE&C goal should be set that reduces load growth by 50%, bears no obvious relation to the scenarios discussed in the Summit Blue report. It is unworkable because the 50% must be applied to another number (expected load growth) which is unknown and, as I argue in the next section of my comment, currently unknowable. Apparently it is derived from a "preliminary" estimate of Kansas load growth of from 1.5 to 2 % per year and Summit Blue's conclusion that 1%/year power savings has been achieved elsewhere in the country. This 1.5 - 2.0% preliminary Kansas growth estimate greatly exceeds the very recent EIA national load growth estimate of only 1.1% per year. I can think of no reason why load growth in Kansas would be that much greater than in the US as a whole. In the past Kansas utilities have generally used the national estimate for their own growth projections.

What if the EIA estimate is correct for Kansas? Then the 50% goal would yield a net reduction of only 0.55%, not the 1% cited by Summit Blue. What if the current economic turmoil creates an environment that produces no load growth for many years. Then 50% of zero equals zero! However, we need to be reducing demand anyway because of global warming and environmental health issues. Based only on the EIA estimate and the 1% effect of DSM programs from Summit Blue, one could easily conclude that serious EE&C programs in Kansas could flat line load growth. That would also avoid the need for new base load power plants which should be our overriding objective. *The KEC needs to go back to the drawing board on EE&C, reset the cost effectiveness standard and establish a new goal based on absolute power savings, not some arbitrary running percentage applied to highly speculative estimates of future load growth.*

"Baseload" Generating Capacity

Much is made in the KEC recommendations of the need for research and other actions to allow construction of new "base load" generation capacity while addressing the problem of CO2 emissions. We appreciate the recognition of the problem of greenhouse gas emissions from conventional generation sources. However this assumption of need for new "base load" capacity is highly speculative. There is a good chance that Kansas will not need such new capacity.

We are entering a "perfect storm of uncertainty" that is blowing away traditional assumptions used for projecting electricity demand. We are facing a prolonged slowdown in economic growth, electricity rates are going up rapidly nationwide, and we are seeing widespread adoption, aside from utility DSM programs, of new energy savings technology such as compact fluorescent lights (CFL's) and Energy Star appliances in the home. For example the Summit Blue report estimates that 19% of residential electricity demand comes from lighting. CFL's use only 25% of the power sucked up by the old incandescent bulbs, and an astounding 300 million CFL's were sold last year in the US (3). Together these factors will materially reset the baseline for trends in electricity demand, but we won't know for a while by how much. **Thus any projection of new base-load power needs for Kansas is an exercise in futility at this time.**

Actually the concept "base load" is another traditional convention widely used by the utility industry that is misleading. Historically the utility industry has met incremental load increases in the short term with purchases of power off the grid and by the use of relatively expensive natural gas fired generators. Then when conditions are right they add a big chunk of what they call base load capacity. These plants are designed very big to obtain economies of scale. The idea is to replace the short-term high fuel-cost sources with the cheapest new fuel source. In the past, based on the regulatory environment and whatever fuel looked the least expensive, either nuclear, coal or natural gas fired (combined cycle) plants have been selected as new base load capacity. This concept is now out of date because *all three of these so-called base load options have become prohibitively expensive compared to wind power and EE&C programs.*

Further, base load plants are not as reliable as often claimed. As discussed below highly centralized coal and nuclear plants are as much the cause of the need for reserve capacity as the solution for it. We should be getting off the "base load" treadmill by investing in widely dispersed wind farms and aggressive EE & C programs. In order to widely disperse the wind farms we need to be investing in more transmission lines that are interconnected within the eastern grid. In the long term, incentives are needed for *distributed generation sources* such as small residential and commercial solar panels and community wind

farms.

The Southwest Power Pool (SPP), which regulates the regional transmission system of Kansas and parts of six other states, requires that utilities keep capacity in reserve equal to 12% of peak demand. The utility industry likes to point out that they can apply only about 10% of a wind farm's rated capacity (25% of actual output) toward this standard. However if a utility commits to aggressive energy efficiency and conservation programs (EE&C), normal demand growth can be "flat-lined" so there is no need to add "dispatchable" capacity. In exceptional cases where load cannot be entirely flat lined, then the utility can purchase power off the grid or use NG-fired combustion turbines for reliability purposes. The SPP inaugurated an Energy Imbalance Trading System in February of 2007. Kansas utilities can now use a combination of purchased power and their own existing natural gas fired capacity to back up wind farms. This approach has been made more economical by new methods for predicting the availability of wind energy one or two days ahead.

In analyzing the cost of maintaining the reliability of the regional grid, "base load" plants have been getting a free ride for a long time. The 12% SPP reserve requirement was around long before wind farms came along. This reserve capacity requirement is determined when the SPP studies scenarios where two or three of the largest, most critical components of the generation & transmission system fail at the same time. This might be a combination of a large nuclear plant, coal fired plant complex and a major transmission line component.

The bigger and more centralized the power components are, the larger is the need for backup if these components fail. For example the entire 2200 MW Jeffrey Energy Center in Kansas failed in December of 2007 due to ice on nearby transmission lines. One or more units of a similarly sized power station in Texas broke down 26 times in 2007 almost always to fix boiler tube leaks (4). *So conventional generators are just as dependent on the grid as wind farms.* Unfortunately the high cost of maintaining adequate reserve capacity is never accounted for in the cost estimates for new base load capacity. It's only added to wind farm costs. The cost of NG combustion turbines, which can be fired up quickly to meet unexpected demand, and purchased power, must be spread over the entire system, not just wind farms. It's time for the KEC to level the playing field for wind farms and dispel this "base load" myth.

Respectfully submitted,

Craig Volland

Chair, Air Quality Committee

Kansas Chapter, Sierra Club

PS. For the Record, some corrections to the Executive Summary in Summit Blue Report.

Table E-1 cost of Savings should be labeled "first year" to be consistent with the subsequent scattergram;

The Title of Tables E-4, E-6, E-10 and E-12 should all be shown as "KW" not "MW"

References:

1. Westar Energy, Inc., Direct Testimony, KCC Docket 08-WSEE-309-PRE, Oct 1, 2007.
2. Duane Schrags, Salina Journal, "Legislators question cost of plants," April 20, 2008.
3. Journal-News.com., Hamilton, Ohio, Cox Ohio Publishing, "CFL Sales Double in 2007," January 15, 2008.
4. USDOE, Energy Assurance Daily, referring to TXU's Martin Lake Energy Center.

KEC Policy Recommendations 2008
Respectfully submitted by the Sierra Club, Kansas Chapter

1. Encourage federal funding of research and development of generation technologies that can provide baseload power while achieving reduced CO₂ emissions.

The best way to reduce CO₂ is to not produce it at all. That being said, if and when CO₂ reducing technologies are proven effective and economical on a commercial scale, they could be applied to reduce emissions from existing sources of power that the KEC considers to be “baseload”, such as coal plants. Research and development should be conducted only when a reasonable chance of success exists. Furthermore, greater time and resources should be spent advancing clean energy technologies, such as energy efficiency, wind and solar, which pose little to no public health and environmental threats.

2. Encourage the Kansas Bioscience Authority to allocate some of their funds to R&D related to biomass-fueled electric generation, including the analysis of carbon footprint.

It’s questionable that burning biomass will yield a net reduction in carbon dioxide due to high carbon costs associated with collection and transport activities. If the biomass was grown close to the power plant, this practice could yield benefits in terms of carbon dioxide reduction.

3. Endorse collaborative development of advanced generation technologies in Kansas that can provide baseload power while reducing greenhouse gas emissions. Such collaboration could be between Kansas utilities, between Kansas utilities and regional utilities, or between Kansas utilities and other investors.

In considering this recommendation, the KEC sites a projection of electrical demand growing at an average rate of roughly 1.5% to 2% annually for the next 20 years. Traditional assumptions used for projecting electricity demand are no longer valid. We are facing a prolonged slowdown in economic growth, electricity rates are going up rapidly nationwide, and we are seeing widespread adoption of new energy savings technology, such as compact fluorescent lights (CFL's) and Energy Star appliances in the home. These events will alter typical energy usage trends. For example 19% of residential electricity demand comes from lighting. CFL's use only 25% of the power that incandescent bulbs use, and an astounding 300 million CFL's were sold last year in the US. These factors will materially reset the baseline for trends in electricity demand, but we won't know for a while by how much. Thus any projection of new baseload power needs for Kansas is an exercise in futility at this time. Rather than assuming we need to plan for new baseload plants, KS should be pursuing energy efficiency and conservation efforts to eliminate this need.

4. Endorse policies that promote declines in greenhouse gas emissions, not policies that merely shift emissions within or between regions.

In the absence of federal leadership on establishing carbon dioxide regulations, states are forced to take action. Until federal regulations are established, state actions should not be discouraged. Rather than discouraging policies that are perceived to “shift emissions within or between regions,” the KEC should be promoting state collaborations and partnerships to ensure greenhouse gas shifting is not a result of individual state actions to reduce emissions.

5. In addition to demand-side management, the Kansas Legislature and KCC should encourage utility investments in base-load generation plants’ energy conservation and efficiency and carbon capture experiments and technologies.

Please see response submitted by Craig Volland, Sierra Club air quality chair.

6. If a cap-and-trade policy or carbon tax is passed, it should be done at the federal level.

Carbon regulations at the federal level are the optimal solution. However, failure to regulate carbon at the federal level must be addressed. State compacts or collaborations are necessary until a federal cap and trade or carbon tax is passed.

7. Reduce maximum speed limit from 70 mph to 65 mph on Kansas highways.

Reducing vehicle speed is an effective strategy to increasing fuel efficiency and should be supported.

8. Increase fines for speeding by 50%.

In order to ensure compliance with new speed limit laws, Kansas will need to enact reasonable enforcement strategies.

9. Reduce “exemption” for speeding violations to 5 mph over limit.

In addition to increasing fines for speeding, changing the “10-mph exemption” to “5-mph exemption” is an appropriate policy to ensure compliance with speed limit changes.

10. Undertake statewide initiative (public-private sector) to encourage more energy-efficient driving.

Educational efforts to inform drivers of energy efficient practices would be beneficial and likely effective in Kansas. With current high fuel costs, drivers would likely be receptive to practices that will increase fuel economy. However, educational efforts designed to conserve fuel should also encourage utilization and expansion of mass transit, carpooling and eliminating unnecessary driving. The encouragement of practices, such as “telecommuting” (see policy recommendation 12), will provide greater fuel savings. In addition, public transit needs to be heavily invested in and encouraged by the KEC.

11. Establish minimum energy efficiency standard for all majority State-funded new construction (standards under consideration include LEED Platinum, 20% above IECC 2006).

Energy efficient design of new projects will not only reduce greenhouse gas emissions, but would also be in the economic benefit of the state. Retrofitting existing buildings provides an economic and environmental opportunity as well. Kansas should already be requiring new state-funded construction projects to meet energy efficient standards. This policy recommendation should be supported.

12. Encourage State agencies and managers to develop guidelines for telecommuting for appropriate state employees, giving broad discretion to managers on how such an option would be applied.

Telecommuting is an effective way to reduce greenhouse gas emissions, as referenced in the KEC's Sun Microsystems' example. With current, sophisticated communication and information sharing technologies, telecommuting is becoming increasingly feasible. When suitable, state agencies and departments should be encouraged to allow employees to telecommute.

13. Urge Congressional delegation to include agricultural sequestration as an offset in any federal cap-and-trade policy.

Any offsets allowed need to be verified in quality and persistence prior to approval.

14. Increase state agency and private sector efforts to educate farmers (and agricultural landowners) about the benefits—reduced CO₂ emissions, energy and dollar savings—associated with no-till agriculture and existing state and federal conservation programs.

Provided the carbon dioxide reductions can be verified, this policy recommendation should be supported.

15. The State of Kansas should adopt a goal of increasing energy efficiency such that the rate of growth in electricity peak demand and total energy is 50% less than it would have been absent the energy efficiency initiative.

Please see response submitted by Craig Volland, Sierra Club air quality chair.

The Sierra Club appreciates the opportunity to comment on the KEC's policy recommendations.

Public Comment
Kansas Energy Council Preliminary Policy Recommendations, 2008

Submitted by
Nancy Jackson, Exec. Director, CEP
The Land Institute
10 October 2008

Thank you for the opportunity to provide comments on the Kansas Energy Council's recommendations for 2008.

CEP applauds the KEC's work to collect and make available an inventory of existing generation, projections for demand, and individual utilities' plans to meet that demand. The resulting document is valuable to all Kansans and represents a real service to the state.

SUMMARY of COMMENTS

Energy efficiency (EE) is clearly the priority on which everyone agrees. EE extends the capacity of our existing generation, lowers citizens' energy bills, provides a bridge to next-generation technology, and can be delivered *today*. The KEC's recommendations for EE are positive and should be notably extended.

Michigan recently became the 18th state to pass an Energy Efficiency Resource Standard (SB213), which requires utilities to meet specific savings goals: 0.3% of total sales in 2009 ramping up to 1% of total sales by 2012 (0.75% for natural gas) and in years following. A similar approach might be considered in Kansas, including incentives for utilities that perform well.

CEP commends the Council for considering greenhouse gas emissions. This is a crucial first step. We note, however, that the first word of each recommendation is "encourage," "endorse," "urge," and "increase efforts" - versus "establish" and "adopt." The Council could definitely provide bolder statements.

For example, Minnesota Governor Tim Pawlenty's *Next Generation Energy Initiative* set the following goals in 2007:

- 25% of Minnesota's energy will be generated by renewables by 2025.
- E85 will be available everywhere.
- Minnesota will develop cellulosic ethanol and advanced biomass technology.
- Minnesota will reduce its fossil fuel energy use.
- 1,000 Energy Star commercial buildings will be certified in the state by 2010.
- Minnesota will join the Chicago Climate Exchange.

Many states have set clear goals and are striving to achieve them. Kansas can do better than encouraging and urging - we deserve a real commitment from our

leaders to reduce the risks of climate change while building a strong economy for the twenty-first century.

Indeed, amid the nation's - and the world's - current energy and financial crises, it is striking that the KEC did not make a single recommendation related to wind energy. Given the recent surge of wind development in Kansas, the KEC is notably absent in providing policy guidance in this fast-growing area.

I spent Monday and Tuesday of this very week at an invitational workshop hosted by the U.S. Department of Energy. Our charge: create a roadmap to reach 20% of electricity generated by wind in the United States by 2030.

DOE challenges Kansas - the third windiest state in the nation - to reach 7,000 megawatts by 2030 and we could do more. Meeting the 7,000 megawatt challenge would:

- Create over 1,500 family-supporting long-term jobs in engineering, manufacturing, operations and maintenance, workforce development, as well as marketing, accounting, and legal.
- Provide 10,000 construction jobs.
- Pay \$20 million each year to rural Kansas landowners, plus another \$20 million to Kansas counties for roads and schools.
- Create no air or water pollution.
- Hedge against volatile fossil fuel prices and potential carbon liability by providing fixed-cost energy.

The Council might have set a goal for wind generation in Kansas, might have proposed a Renewable Energy Standard, might have supported the extension of the federal Production Tax Credit or the passage of a federal Renewable Energy Standard, might have encouraged the KCC to provide expedited consideration to transmission, might have proposed a green power pricing program, might have considered what sort of net metering package could work in Kansas. All of these things have been done in nearby states.

CEP urges the Council to address our most abundant native energy source and a potential powerhouse for rural economic development.

SPECIFIC RESPONSES

Improving energy efficiency

Recommendations #5, 11, and 15

Reducing carbon dioxide emissions of baseload generation

Recommendations #1, 2, and 3

Including agricultural offsets under cap and trade

Recommendations #13 and 14

Considering cap and trade

Recommendations #4 and 6

Transportation

Recommendations #7, 8, 9, 10, and 12

Improving energy efficiency

5. In addition to demand-side management, the Kansas Legislature and KCC should encourage utility investments in base-load generation plants' energy conservation and efficiency and carbon capture experiments and technologies.

11. Establish minimum energy efficiency standard for all majority State-funded new construction (standards under consideration include LEED Platinum, 20% above IECC 2006).

15. The State of Kansas should adopt a goal of increasing energy efficiency such that the rate of growth in electricity peak demand and total energy is 50% less than it would have been absent the energy efficiency initiative.

Economic energy efficiency programs are crucial to a clean, affordable, safe, and reliable electricity supply for Kansas. With proper incentives, our largest utilities can lower bills for most Kansans, spurring local economic development and preserving our environment and our future options in the process.

Energy efficiency helps protect citizens (and ratepayers) on a number of levels.

- Hedges against volatile, generally rising fuel prices.
- Avoids the skyrocketing costs of constructing new generation and as it does, reduces utilities' liability under future carbon regulation.
- Creates no new pollution - particulate, mercury, or carbon dioxide - so preserves the health of the public and the environment, avoiding deferred healthcare and adaptation costs.
- Creates local jobs that cannot be exported - installing HVAC systems, windows, insulation, selling appliances and services.

CEP supports incentives for utilities to pursue all cost-effective electricity savings and avoid unnecessary expenditures on generation and grid additions. These incentives should cover both supply side improvements and demand side programs, as well as include aggressive target savings of at least 1% annually. CEP also advocates thoroughgoing measurement, evaluation, and verification of energy savings.

Such targets could be accomplished through the passage of an **Energy Efficiency Resource Standard (EERS)**. For example, Ohio's EERS requires electric utilities to achieve energy savings of 22.5 percent by the end of 2025, and implement programs to reduce peak energy demand by one percent beginning in 2009, and an additional .75 percent per year through 2018.

CEP also supports minimum energy efficiency building codes. For State-funded construction, these are imperative. The more money that buildings can save in daily operations, the less that citizens spend over the long-term. The minimal extra cost of energy efficient construction up front pays for itself in the very early years of any building's operation.

Reducing carbon dioxide emissions of baseload generation

1. Encourage federal funding of research and development of generation technologies that can provide base-load power while achieving reduced CO₂ emissions.
2. Encourage the Kansas Bioscience Authority to allocate some of their funds to research and development related to biomass-fueled electric generation, including the analysis of carbon footprint.
3. Endorse collaborative development of advanced generation technologies in Kansas that can provide base-load power while reducing greenhouse gas emissions. Such collaboration could be between Kansas utilities, between Kansas utilities and regional utilities, or between Kansas utilities and other investors.

CEP applauds the KEC for the general assumptions reflected in this set of recommendations:

- Carbon dioxide emissions are pollutants, and emitting excessive amounts will create carbon liability for businesses and investors;
- These pollutants are in the process of being regulated - probably first through EPA rules and regulations, and at some later point by some form of carbon regulation passed by Congress;
- Kansas needs to position itself to reap the benefits of carbon regulation, and to minimize the burdens.

A comprehensive approach to baseload in Kansas will take a range of solutions. Considered on a statewide scale - rather than on a narrow, utility-by-utility basis - it is plain that simply building new fossil fuel generation cannot provide a silver bullet.

Rather, the first step for reducing baseload problems in Kansas is to aggressively pursue energy efficiency (see above). The second step is to build the in-state transmission to get the existing baseload moved around more efficiently. The third is to make in-state baseload purchases more affordable for municipalities and rural electric cooperatives.

These are the immediate solutions for addressing baseload in Kansas. Research and development is also a necessary long-term strategy for reducing Kansas baseload's current dependency on fossil fuels. Possibilities include advanced nuclear and carbon capture and sequestration. Some of these technologies will not be market-ready for at least a decade. Enhanced oil recovery, however, is available now.

To build a diverse, low-carbon and low-risk baseload portfolio, another strategy is to blend fossil fuels and renewables. Given Kansas's wealth of renewables, this is a compelling option. Many compatible technologies are already available - solar installations co-installed with natural gas plants, biomass blended with coal, and methane capture. In the future, compressed air storage for wind power is another option for supplementing baseload.

Regarding the recommendation on “carbon footprint,” another way to phrase this objective is “lifecycle research.” For example, Wichita State has recently attracted a DOE grant for research into the life cycle of wind turbines.

Including agricultural offsets under cap and trade

13. Urge Congressional delegation to include agricultural sequestration as an offset in any federal cap-and-trade policy.
14. Increase state agency and private sector efforts to educate farmers (and agricultural landowners) about the benefits--reduced CO2 emissions, energy and dollar savings—associated with no-till agriculture and existing state and federal conservation programs.

CEP wholeheartedly supports both of these recommendations. Agricultural offsets sequester carbon dioxide from atmosphere, providing short-term, low-cost carbon mitigation options during a time when other low-carbon technologies are not available.

Ag offsets through no-till or partial till are prime examples of how Kansas can reap economic and environmental benefits from carbon regulation:

- Increased farm income
- Creation of new markets that diversify the agriculture sector
- Reduced use of heavy machinery and diesel fuels
- Retention of soil moisture and reduction of irrigation expenses
- Improved soil quality

Whenever state policymakers have the opportunity to shape ag offset policies at the regional level, they should seize it. The history of renewable energy policies is clearly growth from the bottom up, not federal action from the top down. Ag offsets are no exception.

If Kansas policymakers do not constructively engage carbon regulation at all levels, then they will lose a major opportunity for Kansas farmers to shape the nation’s offset policy. For that reason, CEP recommends that the KEC reconsider its vague and contradictory position on cap and trade.

Considering cap and trade

4. Endorse policies that promote declines in greenhouse gas emissions, not policies that merely shift emissions within or between regions.
6. If a cap-and-trade policy or carbon tax is passed, it should be done at the federal level.

CEP sits on the Midwestern Governors Association Greenhouse Gas Accord Advisory Group. I can attest that the MGA process is attending carefully to issues of leakage as well as linkage - to other regional systems as well as to a future federal system and to international trading systems, both operating and under design. This will be

a long process and results will be based on extensive economic modeling and negotiations. Most who are participating - including CEP - consider the MGA process an important opportunity to influence the shape of an eventual cap-and-trade program. The MGA process is not expected to conclude any time soon.

The time may come, perhaps as soon as the early days of the next administration, when Kansas will need to take a position on cap-and-trade or other federal climate policy. When that day comes, CEP hopes that the KEC and Kansans in general will consider the possibility that such a policy would actually drive economic development here in our windy, sunny, centrally located state.

Kansas and the Plains states can be America's breadbasket and its powerhouse. We can thrive as never before in a low-carbon economy.

Transportation

7. Reduce maximum speed limit from 70 mph to 65 mph on Kansas highways.
8. Increase fines for speeding by 50%.
9. Reduce "exemption" for speeding violations to 5 mph over limit.
10. Undertake statewide initiative (public-private sector) to encourage more energy efficient driving.
12. Encourage State agencies and managers to develop guidelines for telecommuting for appropriate state employees, giving broad discretion to managers on how such an option would be applied.

Generally, CEP endorses careful consideration of opportunities to reduce greenhouse emissions from the transportation sector.

Written comments presented at KEC public hearings in Hays and Wichita

Hays Public Hearing

At the public hearing on September 19th in Hays, comments were presented by Wayne Penrod, Sunflower Electric Power Corporation; Ralph Wise, City of Russell; and John Easter, American Chemistry Council. See Notes from the public hearings, posted on the KEC web site (<http://www.kec.kansas.gov/>)

Wayne Penrod

Comments of Sunflower Electric Power Corporation and Mid-Kansas Electric Company, LLC

Introduction

Sunflower Electric Power Corporation (Sunflower) and Mid-Kansas Electric Company, LLC (Mid-Kansas), are pleased to provide comments on the recommendations of the Kansas Energy Council. Specifically, our comments will reflect our concerns about the future electric energy needs of Kansans and how electricity capacity, supply, usage, and cost for providing that energy may be influenced by the recommendations.

Sunflower is a not-for-profit Kansas company, operating as a cooperative, and providing wholesale electric and high voltage transmission services to the six rural electric cooperatives that own Sunflower. These distribution cooperatives provide retail electric and distribution services, and they include Lane-Scott Electric Cooperative, Inc., headquartered in Dighton; Pioneer Electric Cooperative, Inc., headquartered in Ulysses; Prairie Land Electric Cooperative, Inc., headquartered in Norton; The Victory Electric Cooperative Association, Inc., headquartered in Dodge City; Western Cooperative Electric Association, Inc., headquartered in WaKeeney; and Wheatland Electric Cooperative, Inc., headquartered in Scott City.

These cooperatives also own Mid-Kansas Electric Company, LLC, which was formed in 2005 to acquire the assets of the Kansas Electric division of Aquila. On April 1, 2007, the customers and assets of Aquila's Kansas Electric division became the customers and assets of Mid-Kansas. At the time of the acquisition, the Aquila Kansas Electric employees became employees either of one of the six distribution cooperatives or of Sunflower. Sunflower and the distribution cooperatives provide electric service to Mid-Kansas retail and wholesale customers through contractual arrangements.

Generating units owned by Mid-Kansas are operated by Sunflower staff and dispatched by Sunflower to meet the load requirements of Mid-Kansas. The combined Mid-Kansas and Sunflower system includes 1278 MW of generation, including base load, intermediate, peaking, and intermittent resources. Of the 1278 MW of installed resources, 48% is gas-based, 42% coal-based, and 10% wind-based generation. The 42% coal-based generation includes a 176 MW contract between Mid-Kansas and Westar providing energy from the Jeffrey Energy Center. This contract expires in 2019, at which time our coal-based capacity will be reduced to 28%, unless additional coal-based resources are constructed. The Holcomb Expansion Project, which Sunflower is trying to develop, would provide the coal resource to replace this expiring contract.

Planning Generation Resources

Utilities in Kansas have previously presented to KEC the planning methods which each of them use to determine their individual future load requirements. As you know the methods used to determine future need for meeting those requirements are not all identical for each company. Sunflower has determined that we have a current need to construct base-load capacity; and we need energy from these resources now. Base-load generating units in our region are either fossil-based (coal, natural gas, or oil) or nuclear. These units are generally very large so as to recognize the various economies of scale associated with building them. Those economies include the large local infrastructure for fuel delivery and storage and for the transmission of electricity across a high-voltage electric network. Very high operating efficiencies and

the very best safety equipment and air pollution control technologies and systems are all applied to meet the requirements of the nuclear regulatory commission or of the clean air act.

These power generating units are very expensive to construct, but they offer the value that comes from using low-cost fuels to meet the energy requirements that are present on an electric system all of the time. In fact, nuclear and coal are the lowest cost fuels in this region and they are almost always used to meet base-load energy requirements.

Having reviewed the recommendations of the Kansas Energy Council, we encourage the council to add recommendations urging the state, through its utilities, to develop a sound energy policy that utilizes all domestic resources available. We understand that people and state officials are formulating opinions regarding the release of carbon dioxide associated with providing electric energy. As a cooperative utility, we are committed to meeting the electric needs of our customers in the most economic manner possible. At the same time we must, and do, responsibly address environmental, economic, and reliability considerations at all of our facilities.

The Carbon Dioxide Public Policy Debate

A further complication to meeting our statutory obligation to serve the energy needs of our customers is the as yet incomplete public policy debate over the carbon dioxide that released when fossil fuels are burned. This release is the result of the chemical oxidation of the carbon present in all fossil fuels, including natural gas and coal. There is an expectation of some that we somehow meet the new large loads of our customers without combusting fuels that produce carbon dioxide. This is the equivalent of commanding us to make “bricks without straw”. All of the non-nuclear the fuels we use for this purpose, including natural gas, contain carbon, and there are no commercially available technologies that can remove the resulting carbon dioxide from the stack discharge.

We all know that the Electric Power Research Institute has reported that carbon capture and sequestration technology is at least 10 to 15 years away from being commercially viable, and that much research and development of technology is required before it can be applied to both new and existing electric energy resources. In fact, Sunflower has proposed such a CO₂ research project that will demonstrate the use of algae technology to reduce CO₂ emissions from the current H1 unit. Further, the new generating units proposed for the Holcomb Expansion Project will, by efficiency improvements alone, result in approximately a 10% lower CO₂ release than is associated with the electricity generators used in the current Kansas fleet.

But while technologies are not yet available to remove carbon dioxide, there is much research that is being done to help satisfy this potential regulatory requirement. Indeed, Sunflower is seeking to demonstrate at Holcomb, at an initially small scale, a new system that can reduce the amounts of carbon dioxide from our stack by growing algae with it. This process effectively allows the reuse of carbon dioxide in the stack gas by producing potentially valuable agricultural and energy products from the algae. Other control processes, also under development, are more “chemical plant” type processes and they add a huge amount to the cost of the plant. Other generating technologies are being considered by very large companies in other states, including the much discussed integrated gasification combined-cycle (IGCC) plant.

All of these solutions add significantly to the cost of the plant. Current cost projections do not include the cost of capturing, transporting, or injecting the carbon dioxide into deep injection wells for underground storage. No matter how any of us think about this subject we need to understand that the cost of any new facility to meet these new requirements will be huge. Even the very largest utilities in the US are encountering difficulties in seeking to build the first of these projects at commercial scale. So far the costs associated with these technologies have not been approved by regulatory commissions in the states which would be served by the utilities that have proposed them.

Comments on 2008 Preliminary Policy Recommendations

But I'm sure you know all of this because it has been discussed publicly many times. What seems apparent to Sunflower though is that the cost of these types of projects, either new technologies for the burning of coal, new types of fossil plants, or new nuclear plants are, or will be, so expensive and therefore so risky that they will be difficult to finance. It is quite possible that all of the power companies in Kansas together cannot afford to construct such a plant.

If the energy council only focuses on strategies to reduce carbon emissions, we do not believe Kansas customers, especially those in central and western Kansas who have a current need for more base load capacity, can have electricity that meets all three goals of reliability, affordability, and protecting public health and the environment. Electricity is a necessary commodity for our citizens and businesses. In these struggling economic times, it would be unfortunate for central and western Kansans to be at a further competitive disadvantage because of electric rates. We already pay 30% more for electricity than ratepayers in eastern Kansas. We believe that a sound, sensible energy policy must allow Kansans access to reliable and affordable electricity that is not harmful to public health or environment.

Without specifically endorsing any of the sources cited in KEC's 2008 Preliminary Policy recommendations, the following are general comments of Sunflower and Mid-Kansas:

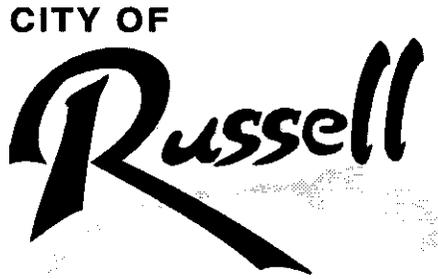
1. Sunflower and Mid-Kansas support KEC's recommendation to encourage federal funding of research and development to develop generation technologies that can provide base load power while reducing CO₂ emissions. We would note that the council's recommendation is focused not only on base load generation fueled by nuclear or coal resources but also other resources such as end-use energy efficiency, renewable energy sources, and distributed energy sources. These sources can not be classified as base load resources, however, Sunflower and Mid-Kansas acknowledge that the further development of such technologies is important to enable a diverse generation portfolio.
2. Sunflower and Mid-Kansas generally support KEC's recommendation to encourage the Kansas Bioscience Authority to allocate some of their funds to research and development related to biomass-fueled electric generation, including the analysis of carbon footprint. Additionally, Sunflower and Mid-Kansas would encourage the council to encourage the Kansas Bioscience Authority to allocate fund to projects such as the development of the Sunflower bioenergy center. The integration of diverse industrial facilities at one site can be demonstrated for the first time as a part of the Holcomb Expansion Project.
3. Sunflower and Mid-Kansas support the recommendation to endorse collaborative development of advanced generation technology in Kansas that can provide base load energy while reducing greenhouse gas emissions. While supporting this recommendation, Sunflower and Mid-Kansas contend that development and implementation of such advanced base load generation technologies, especially nuclear, integrated gasification combined-cycle coal, and advanced pulverized coal with carbon capture and sequestration, will likely be beyond the financial capability of Kansas utilities, and will require either participation by the state or the assurance that participation by companies outside Kansas or by other states will be welcomed.
4. Sunflower and Mid-Kansas support policies that do not merely shift emissions within or between regions. A state or regional cap-and-trade or carbon tax policy may be an example of such a policy. The sources of CO₂ emissions or the economic activities associated with them may simply be shifted to states or regions that do not have such a policy.

5. Sunflower and Mid-Kansas support the council's recommendation to encourage the development and implementation of demand-side management and demand-response programs. Sunflower and Mid-Kansas intend to pursue DSM as a cost-effective way of reducing peak demand, thus delaying the need for additional new generation resources. Such programs inherently take several years to penetrate the marketplace and so pursuit of this objective will not decrease the current need for new resources.
6. Sunflower and Mid-Kansas support KEC's recommendation that a cap-and-trade policy or carbon tax, should one be passed, must be undertaken done at the federal level. While specifically endorsing neither, Sunflower and Mid-Kansas believe that in order to be effective and fair, any cap-and-trade policy or carbon tax should be done at the federal level. Sunflower and Mid-Kansas think that a cap-and-trade policy or carbon tax done at the state or regional level puts those states or regions at a competitive disadvantage with other regions and, as noted above, may merely result in shifting CO₂ emissions and the economic activity associated with them to states and regions that do not have such a cap-and-trade policy or carbon tax.
7. Sunflower and Mid-Kansas support the council's recommendation to urge Congress to include agricultural sequestration as an offset in any federal cap-and-trade policy. Sunflower and Mid-Kansas agree with the council's assessment that agricultural sequestration is important to reducing greenhouse gases, and that the economic activity associated with such sequestration can be helpful to Kansas agriculture.
8. Sunflower and Mid-Kansas generally support a goal of increasing energy efficiency within the state such that the rate of growth in electricity peak demand and total energy may be reduced by as much as 50% over current growth levels. While supporting this goal, energy efficiency or demand-side management programs can not alleviate the need for proposed base load resources in the near term. As noted above, Mid-Kansas will lose a significant amount of coal base load generation in 2019.

We respectfully suggest that you consider additional recommendations to those you have developed.

1. Evaluate research and development funding mechanisms for generation technologies that can provide base-load power while achieving reduced CO₂ emissions. These would include both IGCC and advanced pulverized coal.
2. Evaluate the potential mechanisms by which the State of Kansas, perhaps with other states can, in the absence of utility capability, assume a larger role in financing, or a means of guaranteeing loans to enable the construction of new and advanced zero-emission nuclear resources.

We thank you for the opportunity to provide these comments.



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September 19, 2008

Prepared remarks for the Kansas Energy Council

Good morning, distinguished panelists and guests. Thanks for giving me the opportunity to share with you the concerns of citizens in western Kansas.

My name is Ralph Wise, the City Manager for the great City of Russell. As you know, the City of Russell is one of 120 cities in Kansas that has a municipal electric utility. We are a locally owned public entity that provides great service to more than 3,400 customers over 50 square miles of the city and surrounding area.

Although known as one of the more prolific producers of petroleum, the Russell area is not a newcomer to the renewable energy field. The City of Russell was the recipient of the prestigious Energy Star Award from the US EPA in the way the electric plants turbines are designed. The steam from the turbines is then used by the ethanol plant.

I didn't come to reiterate the city's accomplishments but to ask this Council to keep electricity reliable and affordable when developing the energy policy. The median household income in our city is less than \$30,000 and one-third of our single-parent household makes less than \$20,000 a year.

Our city became proactive following the sale of Aquila's assets. We have since joined with nine of our neighboring cities under Energy Management Project No. 2 under KMEA to try to provide most affordable rates for each of our cities. We appreciate the work KMEA and Mid-Kansas Electric has done to provide us with a baseload contract to help stabilize our rates.

This year, we have had wild swings in our fuel cost adjustments. I've had small business owners come in to my office asking how can they budget for a \$17,000 electric bill for one month. We work hard to try to attract and retain businesses and industries that provide jobs for our residents. Our companies need electricity they can afford to stay competitive and stay in business.

Russell County and the City of Russell work together on economic development to try to attract new businesses to our community. The cost of electricity is one of the top questions the prospective company wants to know about our area. This year, our average electric bill was 11.5 cents per kilowatt hour. That's higher than both the state and national average.

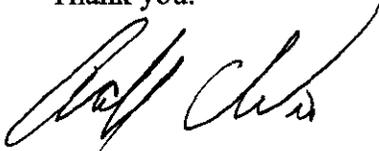
Let me tell you about one of our customers. She's a single mom working full-time trying to raise her son by herself in a modest home where she pays \$400 a month rent. This summer's electric bill was nearly as much as her rent. It was only through the help of one our community's angels that she was saved from shutoff.

We have another couple on disability that are raising a special needs child. Their bills for the past two months are nearly \$700. They are now on our arrearage payment plan. They wrote on their application that they had to go out of state for a death in the family. They had to choose between paying for gas and a hotel room to attend a funeral or pay their electric bill.

We have 80 more stories like that on our arrearage payment plan. It's the most ever. And we're less than 60 days away from the Cold Weather Rule taking effect.

We ask this panel as you go back to formulate the energy policy that you don't forget about the folks in Russell and throughout Western Kansas. That you take a calculator and figure out what an energy policy, whatever that may be, how much it will cost our seniors, small business owners and single-parent households and others throughout the state.

Keep electricity affordable and keep Kansas competitive in economic development.
Thank you.

A handwritten signature in black ink, appearing to read 'Ralph C. Wise', written in a cursive style.

Ralph C. Wise
City Manager
City of Russell

John Easter, American Chemistry Council

The American Chemistry Council is pleased to have the opportunity to present recommendations to the Kansas Energy Council with regard to the policy recommendation concerning minimum energy efficiency standards for construction (item no. 11). I plan to make a presentation at your hearing on September 19, 2008, at Fort Hays State University, in Hays, Kansas.

Attached are three documents that provide the basis of my testimony:

- American Chemistry Council (ACC) Green Building Guiding Principles
- Energy Efficiency and Sustainable Construction (model legislation)
- Department of Energy Finalizes Regulations to Increase Energy Efficiency in New Federal Buildings by 30%

If you have any questions or concerns, please do not hesitate to contact me.

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American Chemistry Council (ACC) Green Building Guiding Principles

American Chemistry Council (ACC) endorses the practice of conserving resources (energy efficiency) and minimizing the environmental and health impacts of buildings. Nearly, 35 percent of energy is used by commercial/public buildings.

1. ACC supports setting the goal for public buildings at 30 percent over the state energy code (or ASHRAE 90.1.2004), which demonstrates that energy conservation is a priority. Further, it will save considerable resources on the life of the building at little or not additional building costs.
 2. The U.S. Department of Energy (DOE) announced on December 21, 2007 that it has established regulations that require new Federal buildings to achieve at least 30% greater energy efficiency over prevailing building codes.
 3. Environmental considerations and energy efficiency should become a part of building design and purchasing criteria, consistent with such traditional criteria as product safety, price, performance, and availability.
 4. Energy efficiency and environmental performance should be evaluated using a “systems” approach during the entire use-phase of a building.
 5. The process for establishing “sustainable” building/product criteria should include consensus-based decision-making, best available science, transparency, and openness to all relevant stakeholders.
 6. Federal, State or Local governments should not endorse or mandate private eco-labeling rating systems, but should encourage the utilization of such rating systems as tools for helping to achieve the 30 percent over code goal.
- For more information, contact Rudy Underwood, 770-842-2991.

Energy Efficiency and Sustainable Construction

The purpose of this section is to promote effective energy and environmental standards for construction, rehabilitation and maintenance of buildings in this State thereby improving the capacity to design, build and operate high-performance buildings thus creating new jobs and contributing to economic growth and energy conservation.

- A) To accomplish the objectives of this article, the State shall adopt policies and procedures that:
- (1) Improve the energy performance of new and existing buildings throughout this State;
 - (2) Increase the demand for building and construction materials, finishes, furnishings and other products made in or incorporating materials produced in the state.
 - (3) improve environmental quality in this State by decreasing the discharge of pollutants resulting from buildings and their construction;
 - (4) conserve energy and utilize local and renewable energy sources;
 - (5) reduce the burden on municipal water supply and treatment by reducing potable water consumption;
 - (6) Establish building systems life cycle assessment as the appropriate and most efficient analysis to determine a building project's environmental performance level;
 - (7) Encourage obtaining ENERGY STAR designation from the United States Environmental Protection Agency to further demonstrate a building project's energy independence.
- B) All major facility projects in this State must be designed, constructed, and certified to meet ASHRAE 90.1-2007 (or 30 percent over ASHRAE 90.1.2004). Certification must be performed by a professional engineer using IRS/DOE approved software methodology. For all major renovation projects in this state, the above requirements apply to the specific building assemblies/envelope components and equipment involved in the project.
- C) To achieve sustainable building standards, construction projects may utilize a nationally recognized high performance energy modeling and environmental building rating system, provided, however, that any such rating system that uses a material- or product-based credit system disadvantaging materials or products manufactured or produced in the state shall not be so utilized. The State shall designate rating systems that meet these criteria and may establish its own alternative rating system.
- D) All major facility projects shall be designed, constructed, and commissioned or modeled to achieve a 15 percent reduction in water use when compared to water use based on plumbing fixture selection in accordance with the Energy Policy Act of 1992.
- E) Local governments and school systems shall use the energy modeling and rating systems designated by the Office of Energy Conservation.
- F) A professional engineer shall commission that the building project's systems for heating, ventilating, air conditioning, energy conservation and water conservation are installed and working properly to ensure that each building project performs according to the building's overall environmental design intent and operational objectives.
- G) Major facility project' means:
- (a) new construction building project in which the building to be constructed is larger than 5,000 gross square feet;
 - (b) a renovation project where the project involves more than fifty percent of the replacement value of the facility or a change in occupancy, and any roof replacement project larger than 5,000 gross square feet; or
 - (c) a commercial interior tenant fit-out project that is larger than 5,000 square feet of leasable area.

'Major facility project' does not mean a building, regardless of size, that does not have conditioned space as defined by Standard 90.1 of the American Society of Heating, Refrigerating and Air-Conditioning Engineers.

[In response to a question from Rep. Holmes, Mr. Easter provided the following information: I did some research to find the answer to your question from that hearing. My understanding is that you want to know how ASHRAE 90.1.2004 plus 30 percent compares with 20% above IECC 2006.

ASHRAE 90.1.2004 is essentially equivalent to IECC 2006, so the difference of 20 percent over IECC 2006 and 30 percent over ASHRAE 90.1.2004 is simply the 10 percent difference.

Another difference between ASHRAE and IECC is that ASHRAE applies only to commercial buildings while IECC can apply and has sections written to address both residential and commercial buildings.]



United States Department of Energy

Office of Public Affairs

Washington, D.C. 20585

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For Immediate Release

December 21, 2007

Department of Energy Finalizes Regulations to Increase Energy Efficiency in New Federal Buildings by 30%

WASHINGTON DC - The U.S. Department of Energy (DOE) today announced it has established regulations that require new Federal buildings to achieve at least 30% greater energy efficiency over prevailing building codes. Mandated by the Energy Policy Act of 2005 (EPAct), these standards apply to new federal commercial and multi-family high-rise residential buildings, as well as new federal low-rise residential buildings designed for construction that began on or after January 3, 2007. These standards are also 40% more efficient than the current Code of Federal Regulations (CFR) and carry out portions of President Bush's Executive Order (EO #13423), announced earlier this year, which directed federal agencies to reduce energy intensity and greenhouse gas emissions; substantially increase use and efficiency of renewable energy technologies; and adopt sustainable design practices.

"Dramatically elevating building efficiency standards to these unprecedented levels substantially transforms the way the federal government manages and uses energy," DOE Assistant Secretary for Energy Efficiency and Renewable Energy Andy Karsner said. "These standards contribute to sound and stable efficiency policy that will yield real, substantive energy savings and reduction in greenhouse gas emissions."

Over the course of the next ten years, these standards are estimated to save taxpayer's \$776 million dollars (in 2004 dollars) and more than 40 trillion British thermal units of energy, while reducing emissions by an estimated 2 million metric tons of carbon dioxide. Specifically, these standards replace existing Federal building energy efficiency standards found in 10 CFR Part 434 (for commercial and high-rise multi-family residential buildings) and 10 CFR Part 435 Subpart C (for low-rise residential buildings).

These new standards are based on the American National Standards Institute (ANSI)/ American Society of Heating, Refrigerating, and Air-Conditioning Engineers (ASHRAE)/ Illuminating Engineering Society of North America (IESNA) Standard 90.1-2004 for commercial and high-rise multi-family residential buildings and the 2004 version of the International Code Council (ICC) International Energy Conservation Code (IECC) for low-rise residential buildings.

There are three key features of these new standards that differentiate them from previous Federal building energy efficiency standards. First, new Federal standards are based directly on updated prevailing voluntary sector standards in effort to maximize resources and take advantage of improvements in those voluntary sector standards. Second, new Federal standards seek improvements above and beyond those of the voluntary sector standards through consideration of an entire building's

performance, rather than on prescriptive requirements for individual building components and systems. This approach provides the maximum amount of flexibility to Federal agencies and their design teams as they address the requirements of these new standards. Third, new Federal standards require at least 30% energy savings over the prevailing voluntary sector standard. Achieving this level of savings will require Federal agencies and their design teams to use an integrated design approach for new buildings.

The new Federal standards (10 CFR Part 433); 10 CFR Part 435 Subpart C), were issued as an Interim Final Rule in the Federal Register on December 4, 2006. Comments on these standards were accepted and minor changes to the Interim Final Rule were made in preparing the Final Rule that is published in the Federal Register today.

Section 305(a)(1) of the Energy Conservation and Production Act, as amended by EAct, directed DOE to implement these regulations. Section 109 of the Energy Policy Act of 2005 also requires the new standards require the use of cost-effective sustainable design principles and water conservation technologies. The Department is expected to issue a notice of proposed rulemaking on these additional requirements next year.

View the notice in the [Federal Register](#).

U.S. Department of Energy, Office of Public Affairs, Washington, D.C.

Wichita Public Hearing

At the public hearing on September 30th in Wichita, comments were presented by Terry Morris; Jannette Judd; Bob Moore; Jim Snell; Tony Catanese; Shanna Henry; Wayne Penrod, Sunflower Electric Power Corporation; James Juhnke; Kelly Wendeln; James Mendenhall; John Avett; Nicholas St. Jon; Tom Kneil; and Chrissy Mullender (not all of the presenters submitted written versions of their comments). See Notes from the public hearings, posted on the KEC web site (<http://www.kec.kansas.gov/>).

ENERGY MEETING – REDUCING SPEED LIMIT TO 65mph
September 30, 2008

OPPOSITION TO THE PROPOSAL

Janette Judd
4318 N. Ironwood St.
Wichita, KS 67226
jjpeds@cox.net / 316-687-4520

I. DECREASE ENERGY CONSUMPTION
(State's Primary reason)

OPPOSITION REASONS:

1. People voluntarily decreasing driving
 - a. USDOT reported a 4.7% drop in travel from June 2007 – June 2008 (12.2 billion miles less)
 - b. Kansas reported a 5.6% drop in travel (49 million miles less)
2. President's goal to reduce annual gasoline usage in 2017 by up to 8.5 billion gallons
 - a. Alternative fuel available and more to be developed
 - b. President's plan to reform and increase corporate average fuel economy (CAFÉ) standards
 1. All passenger cars and light trucks will achieve at least 35 mpg by 2020, starting the increase in 2011

I encourage development of wind energy

II. INCREASE SAFETY; SAVE LIVES (State's Secondary reason)

OPPOSITION REASONS:

3. Fatalities trending downward
 - a. USDOT reported at least 2 year decrease in fatalities
 - b. 2007 – 2008 **lowest** fatality rate on record
 - c. Kansas reported a decrease of 11% in fatalities from 2006 – 2007 (52 people); **lowest** level since 1994
4. *If safety & saving lives is the concern:*
 - a. Motorcycle fatalities on 10 year **increase**; 13% of total fatalities; **highest** level on record (since 1975)
 - b. No helmet law for over age 18; majority of states have; only 20% of fatalities in 2005 wore helmets; strong opposition groups
 - c. TEENAGE fatalities – Motor vehicle collisions are leading cause of death for ages 15 – 18
 - d. Teen drivers account for 20% of all KS crashes
 - e. Graduated Driver's licenses shown to reduce fatal crashes by 11% in Johns Hopkins Study – **voted down** by KS Legislature

Safety -
Require all to take Drivers Ed

Tony Catanese

Good morning. My name is Tony Catanese. I live in Wichita, Kansas and I am here to speak out against the proposal to lower speed limits in Kansas. When I first heard that this bad idea from the past was being proposed again I became angry. It seemed unbelievable that such an inane idea could seriously be considered again. Hadn't we learned from doing it years ago that it was a bad idea?

The reasons I am opposed to the idea of reducing the speed limit is because the little bit of gas that may be saved is not a good trade off for the reduction in productivity and extra time it will take on affected highways to get anywhere within the State of Kansas. Our company has employees traveling within the state almost every day. It may not seem like much, but when they have to spend an extra 20 to 30 minutes traveling each way from here to Hays or Junction City or Dodge City or Kansas City (which is 5 to 10 percent of the work day) it cuts down on their productive time to spend doing their jobs and it reduces their leisure time and the time they have to spend with their families. So, this is an economic/productivity issue for Kansas and employers who pay people the additional time to be unproductive while driving for extra periods of time. Also, we like to travel and depending on how much the speed limit may be reduced, the time to travel to Colorado could increase 30 to 40 minutes each way. An additional 30 to 40 minutes, I might add, that the engine is running and emitting gases into the atmosphere. I believe a reduction in the speed limit in the state would lead to truckers and travelers who have discretion to travel other routes to avoid Kansas in favor of faster routes. Again, the measly amount of fuel that may be saved is a very expensive trade for the greatly lowered productivity and reduced quality of life to which it would lead. I am all for alternative sources and increased efficiency and can't wait for the day cars run on fuel cells, but I don't think reducing the speed limits is good for Kansas. It would be better to educate people about the effect of speed on fuel efficiency and let them decide their speed of travel, within the law. Thank you for your consideration.

(Additional remark) I referred to earlier remarks of a previous speaker regarding the serious doubts about man made global warming and mentioned seeing in the news that excavators found deep scratches created by glaciers in the bedrock at the World Trade Center construction site. Also, that there were glaciers near El Dorado, KS and I'm pretty sure man had nothing to do with the fact that these glaciers are gone. There is a lot of evidence that indicates man is not responsible for what appears to be current global warming. We're most likely in a cycle caused by nature.

Tony Catanese
253 S. Fountain
Wichita, Kansas 67218

Shanna Henry

Thank you again for the opportunity to share my comments regarding the KEC's 15 preliminary policy recommendations. When I gave my verbal testimony to the Council, I had not had the opportunity to read the topic/issue descriptions of each of the 15 proposals. Now that I have done so, I would like to say that I think all 15 of the recommendations are good and would be beneficial to our state if adopted.

Specifically, I think that item #4 concerning the endorsement of policies that promote declines in greenhouse gas emissions, not policies that merely shift emissions within or between regions is crucial to the entire discussion. As I expressed in my verbal testimony, it is my strongly held view that global warming and climate change are primarily caused by human activities. The scientific evidence and majority of mainstream scientists' opinions lead me to this conclusion. Historically, as the main contributor of greenhouse gases, I believe our country should lead the way in the reduction of these emissions. I am very encouraged to see the possibility for Kansas to be a leader in our country and globally on this very important issue.

I think that Kansas can do much more, however, with the implementation of clean, renewable energy sources. We have a great start with our large-scale wind farms coming on line and I am very pleased that the investment tax credits for this have been renewed. As I mentioned, this is a good jump-start for our state. However, we need to supplement big projects like these with more Community Wind and Neighborhood Wind projects. If we can somehow, in these difficult economic times, also have tax credits and/or incentives for the end-users (people like my neighbors and my household), we can ratchet up the clean energy production even more quickly. There are thousands of Kansans like myself that have the natural resources of wind and solar right in our backyard! We just need the equipment to be a little more affordable through tax incentives and appropriate net-metering to make it work. Added benefits are the decentralization of our energy production creating greater independence and security.

This approach of decentralization and putting tax benefits directly in the hands of the end user works. I saw this approach utilized successfully in the state of California in the 1980's where I resided and worked in the solar energy industry. Granted, we had a very generous combination of Federal and State tax credits (40% +15%) as well as some utility company rebates for conservation efforts. As a result, we had a thriving solar energy industry creating thousands of jobs (including mine), a low-technology solar water heating system on 1 out of 10 homes on average and decreased needs to build new power plants by the utilities. Can you imagine what we could do now (25-30 years later) with the huge advances and increased efficiencies of solar photovoltaic technologies, converting sunlight directly into electricity? We are blessed in Kansas with not only wonderful wind resources, but we are also one of the sunniest states in the USA!

Unfortunately, these systems are still not affordable to the average homeowner. I realize that a comprehensive energy policy needs to be integrated through all levels of government and business. But if we, as citizens of Kansas, don't speak up now, when will we? If we had the levels of subsidization for clean, alternative renewable energy technologies that the oil, gas and coal industries had in their infancy stages (and still have), we could compete right now on a level playing field. I think, as a country, we are suffering from a lack of imagination of the possibilities. I would love to see Kansas do something as creative and innovative as Germany is doing; using their already existing right-of-ways along the Autobahns to install arrays of solar photovoltaic panels. I don't know the details, but they also have a government guaranteed pricing payment plan to farmers who choose to put up their own solar arrays and sell the energy they produce. This could truly be a win-win arrangement for our state's energy supply and for our farmers who have the land and open spaces available and are always open to additional ways to supplement income. The installation of smaller wind turbines on farms and ranches in Kansas could also be a great utilization of our natural, renewable resources.

This brings me to recommendations #13 and #14 and their relationship to our agricultural backbone. I am a farmer's daughter that grew up on a farm northeast of McPherson. My dad was a 3rd generation farmer in McPherson County and was using no-till farming methods back in the 1960s and 70s. He understood that we needed to be good stewards of our precious natural resources that have been so abundant in this country. Unfortunately, many Americans do not feel this way, and instead have a very selfish "use it while you can" mentality with little regard for future generations or for our environment. There is a need for good government policy, planning and regulations for the common good and now is one of those urgent times when it is desperately needed.

Regarding recommendations #7-#10, I am in favor of all four of them. I did not have a strong opinion on these four items until I listened to some of the verbal testimony on 9-30-08. After listening to the majority of opinions that day opposing the speed limit reduction, I felt that I had to testify in support of the reduction. A 5 mph speed limit reduction is not a big deal regarding driving time, but I was completely taken off guard as to the emotion of the public on this single issue. Obviously, the media seemed obsessed with this single issue as well, almost completely ignoring the other 14 recommendations by the KEC. In my opinion, this was probably the least important of the proposals on the agenda, but I

will again state my position. I have conducted my own personal research regarding fuel efficiency. I have reduced my average speed on the highways from 70mph to 55-60mph and implemented some hyper-miling techniques. As a result, I have reduced my fuel consumption and increased my fuel efficiency from approximately 18mpg to 22mpg in my minivan. (a 22% increase in efficiency)

This, however, would not be my first choice to achieve better fuel efficiency. When I was shopping for a new car back in 1987 in California, I could have purchased a Honda CRX that was rated at 65mpg. Building a fuel-efficient car is NOT rocket science. Our Federal government has failed us by not increasing the CAFE standards. We now find ourselves in the uncomfortable position of not having many choices for fuel-efficient vehicles, and those that are out there are mostly foreign made, not American made. I, personally, am waiting for an economically priced plug-in hybrid before I will buy a new car. I know this is an issue outside of your sphere of influence, but just wanted to weigh in with my concerns. In the mean time, I will leave earlier, slow down and arrive at my destination with less stress and dollars spent.

In summary, I strongly support your 15 preliminary policy recommendations and hope that you will consider my additional ideas to increase energy independence for Kansas and to reduce greenhouse gas emissions. I also believe that if we use innovative ideas to deal with these complex energy issues, we will not only improve our energy position but will also create new jobs within new industries simultaneously. After experiencing wake-up call after wake-up call, we may be finally awakening to the possibilities.

Thank you for your thoughtful and considered policy recommendations and for opening your process to us, the citizens of this great state of Kansas.

Sincerely,

Shanna L. Henry, 15614 SE 22nd St., Cheney, KS 67025 Ph.# (316)540-0055

Wayne Penrod, Sunflower Electric Power Corporation and Mid-Kansas Electric Company

[see comments under Hays hearing above]

James Juhnke

I am a retired college teacher of American history and welcome the opportunity to comment briefly at these hearings as a member of the public. My comment is about the preliminary policy recommendation #7: "Reduce the maximum speed limit from 70 to 65 mph on Kansas Highways.

I agree with this recommendation. One reason I am here is because it has been said there is very little public support for lowering the speed limit. I believe that the public support has been underestimated. We need bring the facts about the effects of highway speed before the public to build even more support.

The two reasons listed for the recommendation are persuasive. As we learned from the National Maximum Speed Limit of 55 mph enacted in 1973, slower driving speeds resulted in saved lives. It also resulted in reduced fuel consumption and toxic emissions.

I have two suggestions. First, I suggest that the maximum speed limit be reduced from 70 to 60 mph, rather than just to 65 mph. If the lower speed limit were enforced, it would more than double the benefits in saved lives and reduced fuel consumption and toxic emissions.

Second, I suggest that the Kansas Energy Council put onto the table a plan to ensure that cars cannot exceed a certain speed limit. The technology to limit vehicle speed is readily available and not excessively expensive. All new cars could be fitted with a cruise control adjustment that would prevent the car from going faster than ten miles above the speed limit. If the maximum speed limit were 60 mph, for example, all Kansas cars would be fixed so they could not go faster than 70 mph.

One reason for this reform is the relationship between speeding and alcohol. Drivers who drink are far more likely to drive at wildly excessive speeds that endanger themselves and others on the road. A limit to their speeding capacity would not necessarily make them safe drivers. But it would reduce the number of fatalities. And it would reduce toxic emissions.

We regulate many things in behalf of public safety—from medications to baby cribs. We should also regulate the speed of vehicles. There is no good reason to keep building cars that can go more than a hundred miles per hour. There are thousands of good reasons for effective limitation of highway speed—and every one of those reasons has a personal name, the names of people who will be killed by speeding vehicles in the coming months and years.

Dr. James C. Juhnke
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James Mendenhall

I am James D. Mendenhall 316-683-0065 and I propose the construction and operation of a University Research Park in Wichita to serve the special needs of the existing Energy organizations and programs that relate to Energy (oil, gas, wind, algae, Petroleum processing and pipeline delivery) The power of the State Universities of KU, KSU and WSU working together at a single facility will enhance the opportunities for grants and innovation that translate into workforce development in this area of earth sciences. The Kansas Geological Survey Sample Library has out grown its facility and needs new space. The building could hold its program and collections safely. KIOGA (Kansas Independent Oil and Gas Association) has needs for public outreach and education. For many years it has been seeking ways to bring new employees into the earth science field. Their need is for a public museum and archive that could cooperate with the KGS (Kansas Geological Society) for the preservation of Kansas Oil history and items that need to be preserved properly. A building that has these three major organizational purposes could also stimulate new office and research buildings that could take advantage of the synergy created there. Fuels have made Kansas wealthy and now they need our dedicated help to maintain their importance. I ask the Kansas Energy Council to make the establishment of an Energy University Research Park in Wichita a top priority and make it become a reality, thank you.

James D Mendenhall
316-683-0065

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Chrissy Mullender

My name is Chrissy Mullender and I live in Luray, KS. Luray is about 20 miles north of Interstate 70 between Salina and Hays. I work in IT at Hawker Beechcraft here in Wichita. My husband, Clayton, farms around Luray, and so cannot move closer to Wichita. My company does not have a telecommuting policy, but they have allowed me to work 4 10-hour days, so every Monday morning, I drive 165 miles to work, stay here in the Wichita area for three nights so I can work my 4 10's and after work on Thursday I drive 165 miles back home.

I can make it to work, if my vehicle is gassed up the night before and there are no other stops along the way, in 2 hours and 15 minutes. The effect of decreasing the interstate speed limit from 70 to 65 would increase my drive time on Monday mornings and Thursday evenings about 30 minutes. My commute on those days would now be closer to 3 hours, with a 10-hour work day on top of that.

Instead of impacting my drive time and family time like this in order to cut down on gas usage across the state, I submit to you that it would be more effective to encourage

businesses, for instance, with tax incentives, to come up with a telecommuting policy for their workers that are able to do their jobs in a home office setting. In normal circumstances, if an employer would allow their workers to work 1 day a week at home, that would be an automatic 20% savings in gas for those workers. If my employer, for instance, would allow me to work a week a month at home, I would save over 20 gallons of fuel, 25% of what I use during the month just for my commute. This amount of gas savings is not trivial, and actually would be more of a savings than dropping the speed limit by 5 miles per hour.

Thank you.

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