

M I N U T E S

SPECIAL COMMITTEE ON TRANSPORTATION

June 7, 1977.Room 527-S, State HouseMorning Session

Chairman Hamm called to order the meeting of the Special Committee on Transportation, held in room 527-S, State House, at 10:00 a.m.

All members of the Committee were present. Members of the Committee are: Representative Lee Hamm, Chairman; Senator Robert Talkington, Vice Chairman; Senators M.L. Johnston, T.R. Rehorn, J.F. Vermillion; Representatives A.R. Anderson, Cliff Campbell, Arden Dierdorff, J.H. Guffey, Ivan Sand and John F. Shriver.

Staff present were: Phillip Jones, Hank Avila, Ron Smith and Bob Haley from the Kansas Legislative Research Department; and Alan Alderson, Revisor of Statutes' Office.

Conferees present were: J.O. Adams, Don Simons, W.A. Wright, George Preston, Kansas Department of Transportation; Ernie Mosher, League of Kansas Municipalities; Damon Weber and Harold W. Turntine, Division of Vehicles; Kent Kalb and A.L. Tyree, Department of Revenue; Curtis W. Gary and Ray Lindbergh, Kansas Motor Carriers Association.

The following dates were chosen for future interim meetings: July 11 and 12, August 11 and 12, September 19 and 20. If additional time is required for study, future dates will be selected at another meeting of this Committee.

Chairman Hamm called attention to four proposals to be studied by this Committee -- Proposal No. 61 - City Connecting Links; Proposal No. 62 - Vehicle Registration Fee Schedules; Proposal No. 63 - International Truck Registration Plan; Proposal No. 64 - Declining Highway Revenues.

Proposal No. 61 - A review of current methods of paying maintenance costs for city streets designated by the Secretary of Transportation as connecting links in the State Highway System, including the problems resulting from changes thereof.

Mr. Avila called the members' attention to exhibits contained in notebooks relative to this proposal and presented an overview of the subject matter. Following Mr. Avila's overview, Mr. J.O. Adams of the Department of Transportation answered specific questions from Committee members.

Mr. Adams of KDOT stated that there is a need to define maintenance in the statutes so there is a definite terminology. There is a need for some kind of accounting of the money that is paid so that it does go for connecting links. Consideration should be given to the fact that the connecting link is a primary arterial of that city. There is a high percentage of traffic in the larger cities that is related to the city itself and not just traffic coming into the city. Mr. Adams stated that these are basically some of the items KDOT felt should be considered as the Committee re-evaluates the problems.

In response to a question as to what criteria is used to determine a connecting link, Mr. Adams responded that the Department of Transportation routes a state highway route through a city on an existing arterial and by statute is not a part of the state highway system.

On page 2, paragraph 3, of background information of the proposal, clarification was requested relative to Secretary shall designate and Secretary may incorporate - does state pay for those "incorporated" and if it is "designated," it receives the \$750?

Mr. Simons stated that all connecting links designated by the Department of Transportation have been designated under K.S.A. 68-406(b). K.S.A. 406(b) was a different statute entirely; it is one that was created for a peculiar situation and was never acted upon. K.S.A. 406(b), (c), (d), and (e) all apply to the one situation and no connecting links have ever been designated under this statute.

The Secretary has designated, or the State Highway Commission before him, designated these routes as connecting links, Simons stated.

Mr. Ernie Mosher of the League of Kansas Municipalities then addressed the Committee. Mr. Mosher stated that he will present written material later if it is appropriate to do so. He stated that this is a perennial issue, one that is a lot more involved than the actual amount per mile. According to Mr. Mosher the Wilbur Smith and Jorgensen study of 1962 recommended to the legislature that the state ought to take over completely the cost of all construction as well as all maintenance of state connecting links within the cities.

Mr. Mosher said that there are maintenance and construction costs involved. The cities generally are asked to participate in construction and this is why many complaints are aired from the cities-- not only do they have the day-to-day maintenance but they also contribute to initial capital investment.

According to Mr. Mosher, from the amount standpoint, the \$750 per lane mile was set in 1967 when the cost of living index was about \$100 and the index is now about \$174. Should it be increased by \$250 or \$500 per lane mile, the increase would be about \$260,000 or \$520,000. The cost of street lighting in Wichita alone is now \$700,000.

Mr. Mosher also stated that the cities are more supportive of S.B. 295 that came out of the 1976 Session than of H.B. 2058 of the 1977 Session. S.B. 295 had \$1,000 per lane mile, but it had two other significant provisions. (1) It recognized that most smaller cities do not have the capacity to maintain cost accounting systems. Mr. Mosher stated that the Committee would not want to mandate a system that would cost more to operate than is productive in public service. Mr. Mosher posed the question, "how does one ensure that the amount is actually spent and how do you determine how cities that have a high level of maintenance deserve more?"

Mr. Mosher stated that he would be inclined to suggest a flat \$1,000 per lane mile to take care of a large majority of smaller cities and then a provision for an agreement between the cities and Highway Department to reimburse them of actual cost pursuant to agreement specifying what is maintenance -- a cost reimbursement provision providing it could be shown on a cost accounting basis and within the definition of what constitutes maintenance as established by the state.

(2) Is the decision whether or not a certain facility is a state connecting link? Presently, this is a unilateral decision made by the State Highway Department -- not the city. Cities feel that the city governing bodies ought to be able to require the Highway Department to take over maintenance -- that it ought to be a joint or mutual decision or be reversed and the city governing bodies tell the Highway Department that they are not giving them enough. If there is that kind of relationship between cities and the state, it will provide an environment where contractual service calls can be worked out.

The question was asked, "Would it make any more sense for the state to say to the city that they are going to bring the state highway to the city limits and they are going to do away with the designation as connecting links and it is going to be a city street and traffic will get through the best way it can?"

Mr. Mosher commented that it would depend on what the philosophy of a state highway is; whether it is to serve people or to build a facility, and also whether it is used or not.

Concern was also expressed regarding the high cost of street lighting. The comment was made that perhaps there should be a savings there.

Mr. Mosher quoted from a maintenance agreement that lighting and traffic control systems would not be eligible maintenance costs. He stated most cities would feel that the state should participate in the cost of a minimum kind of lighting system. A great deal of the lighting is for crime control and is expensive to the point where many cities are turning the lights off, Mosher said.

Regarding the proposal for agreements between the city and KDOT, Mr. Mosher asked whether each city should have its own agreement or, there should be a universal agreement.

Mr. Mosher predicted that if a flat \$1,000 were allowed per lane mile, a large majority of cities of the third class and smaller cities of the second class would want a routing agreement because they would not want a cost accounting system. The larger communities that have high volume and a substantial number of lane miles would keep adequate records and have an agreement with KDOT as to what they would pay for.

It was pointed out that second and third class cities do not have too many connecting links that are four-lane divided; larger cities have the four-lane division. According to Mr. Mosher, there is a wide variation of conditions where a flat rate would not make sense.

The question was then asked if there had been any discussion as to a percentage type figure that would show cities what responsibility they have in maintaining connecting links.

Mr. Mosher replied that to his knowledge there have been none. He said there would be an agreement that lighting over a certain standard would be an appropriate local cost. Parking restrictions and police protection, together with traffic regulations, are all substantial and would be a municipal cost.

The question was raised that, if the Legislature sees fit to increase the amount from \$750, might that jeopardize the distribution of money back from cities and counties out of the State General Highway Fund. It would be like a "second dip" by this money coming out of State General Fund back to cities for connecting links because the city is sharing in distribution back to cities and counties.

Mr. Mosher replied that even if the amount were doubled the increase would be \$780,000. Cities would much rather have two percent of the \$29 million of State Highway Funds that the state highway kept for the same purpose in the last increase. Cities do not want to jeopardize something much more fundamental. The cities last year received only 3.4 percent more in highway funds than they did in 1974, accordingly to Mr. Mosher.

The question was then asked if there are any cities not spending that money.

Mr. Mosher replied that probably not on a year-by-year basis; it must be averaged out. Mr. Mosher said that several years ago, Topeka, on its share, spent enough for connecting links on Topeka Boulevard to eat up their connecting links' money for 15 to 20 years.

It was suggested that possibly it should be one of the goals of the Committee in the interim to define some of the relationships between the local units of government and the state. Otherwise, the Committee could determine an amount of increase and not solve the deeper problems.

Mr. Adams stated that the definition of maintenance needs to be worked out. Mr. Adams said that generally speaking, as far as the state is concerned, KDOT thinks of paying for lane miles only on the traveled way. This does not include parking, sidewalks, and lighting for city purposes, he added.

At the request of staff, Mr. Simons explained the defect statute, K.S.A. 16-419. He stated that to paraphrase it simply, the state may be liable for defects on its state highways except in incorporated cities. KDOT has relied on the statute many times in law suits, the concept being that back when most of these laws were passed the city would maintain all connecting links -- that the State is immune. If the State does not maintain connecting links, it should not be liable for defects for passersby on local highways.

Proposal No. 62 - A review of problems resulting from recent changes in motor vehicle registration fee schedule.

Chairman Hamm explained that this study was requested as a result of a change brought about in the 1976 Legislative Session. Many people felt an inequity had been created. There were a number of bills in both Houses of the Legislature during the 1977 Session in an effort to correct the problem, but no action was taken.

Mr. Alderson explained that the approaches taken during the 1977 Session were so varied that he did not have a proposal to present but would give an idea of what the changes have caused and outline a few of the proposals. Mr. Alderson stated that what is needed from this meeting is an idea of direction the Committee wants to take so that at the next meeting he could present alternatives and figures as to what changes in one area will do to others.

Mr. Alderson stated that a reduction in pickup registrations causes a radical loss of revenue and theoretically needs to be made up in other areas. The starting point is the assumption that revenues going to the state be kept at the same level intended by the 1976 amendments. It appeared that all the proposals during the 1977 Session attempted to deal with inequities in such a way that it would not cause a great loss of revenues by registrations as a whole.

Mr. Alderson then called attention to the exhibit in the Committee members' notebooks which showed the percentage increase in truck registrations. Mr. Alderson stated that it seemed at first glance that it would be a simple matter to pull registration fees down in the lower categories. But the second exhibit entitled "1976 Registrations - Statewide Totals," demonstrated that a big percentage of truck registrations actually fall in those categories and would create a significant loss of revenue.

Mr. Alderson stated that an attempt was made in a number of instances during the last session to try to drop the pickup truck registration fee and make it up elsewhere, but the end result was severe increases in other categories.

He also called attention to the farm truck category. Several proposals attempted to reach some balance between the farm truck and pickups. The bottom category of farm trucks constitute about 44 percent. Mr. Alderson stated that that is one area where it seems most feasible to increase registration fees and decrease regular truck registration fees.

The question was then raised regarding new registrations.

Mr. Turntine, Department of Revenue, said he doubted there would be over 20 percent in new registrations in all categories in any one given period. On about 550,000 registrations it would be around \$100,000 a year, roughly. This would be in the truck category. There are about 2,250,000 registrations in vehicles of all categories. That includes motorcycles, trailers, automobiles, trucks and other vehicles probably to average around 20 percent, or around 400,000 to 500,000 vehicles per year.

Mr. Alderson then outlined some of the proposals brought up in the last few years. He stated that probably the most discussed change in registration fees proposed would be to decrease fees for pickups. Many people feel this was the group hardest hit, even though the dollar amount is not significant in terms of a 42,000 pound semi-trailer, but the percentage increase was almost double.

Mr. Alderson said another major area that has had various attempts at change has been the farm trucks. It has been discussed as a trade-off with pickups by increasing the farm registration. There had also been discussion of the possibility of elimination of farm truck registration or an increase in the lower categories and leave upper categories alone. There has been a request for a bill for next year that would attempt to extend farm truck registration up to the 85,500 pounds that straight trucks and semi-trailers have available to them. In this area an estimate would be needed to determine how many trucks in the upper category would switch to the farm truck registration. Mr. Alderson said he was not sure if figures were available or how much lost revenue this would cause in the regular truck registration.

Another major problem in farm truck registration is the enforcement problem. There are people who have no relationship to farming who have farm registrations. It has been a problem for the Division of Vehicles. The County Treasurer has to take the word of the person who registers a vehicle that he is a farmer. Standards in statutes are not very specific.

The question was asked, "What is the rationale for farm tag registration?"

Mr. Cary of the Kansas Motor Carriers Association stated that when the law was first written it was supposed to apply only to straight trucks (a truck with the body and engine mounted on the same chassis). The language in the other statutes was picked up and tractors and semi-trailers were inadvertently included in that definition. Later a top weight category for tractors and semi-trailers was adopted.

Chairman Hamm stated that the trucks are used off the highways and are not contributing to upkeep of state highways.

The theory was advanced that when Kansas went from the ton-mile tax to the present system of taxing, a trade-off was made. It was recognized that farm trucks deserve special consideration because they do not use the highways.

It was brought out that when this distinction was made that was true. However, the situation has changed and the highways are being used. The question before the Committee is whether to continue to make this distinction or to modify it.

Mr. Alderson stated that the reason he included discussion of farm trucks along with registration fees is because of significant increases in farm trucks. Large farm trucks are registered for \$62 as opposed to around \$235 for regular trucks. Now that the difference has widened further, there could be a significant shift since the standards are so ill defined that it is almost necessary to issue farm truck registration tags to anyone who claims a farm truck.

Mr. Kalb of the Department of Revenue stated that the last time the Department of Revenue made a projection was for the fiscal note on the bill that was being considered. He said he would recheck it but it is a best estimate procedure because they will have to guess what percentage will switch because of the differential in rate. The bigger the differential, the more likely there will be a switch.

Mr. Kalb stated that in our recent economy there is a substantial trend of farmers owning large grain trucks. Hog and cattle operations use them and they all exceed the 42,000 pounds and those would quite likely switch to lower rate if eligible. Even though there are not too many vehicles, the dollars per vehicle would be rather substantial, in some cases \$500 to \$600, Mr. Kalb said.

The question was raised concerning the affect of the new registrations if some kind of adjustment were made.

Mr. Kalb pointed out that new registrations mean new vehicles that are registered each year. But that does not mean those are additional vehicles because they probably replace a vehicle that drops off the registration list. The actual increase in the number of trucks in the state each year is not close to 20 percent, it would be about 4 or 5 percent.

The question was asked when the change from ton-mile tax was made. Mr. Lindbergh of KMCA replied that it was in 1955. Prior to that time there was no farm truck registration.

Mr. Alderson suggested that staff work up proposals to present at the next meeting. They could take \$20 straight across the board and use several of the other proposals for putting farm truck and regular pickup registration fees closer together. They would come up with four or five different proposals and show revenue loss per category, etc. They could look at seven or eight other midwestern agricultural states to see how they handle farm registrations and what standards they use.

A suggestion was made to keep farm trucks the same as regular trucks but make it a separate category so there would be no revenue loss in the upper categories of trucks.

A comment was made that the fairest way would be to keep them all at \$15 and raise the gas tax another one-half cent or even one cent. Half of it would go to the cities and counties to take care of some of their problems on city connecting links.

Mr. Kalb was asked if he would provide the committee with a breakdown on the refund of fuels, which runs around \$7 or \$8 million a year.

It was suggested that a method be found to address violations of farm tag registrations; perhaps impose some form of penalty

It was also suggested that staff try to come up with an estimate of the number of campers used in conjunction with pickups and issue separate registrations for them.

Mr. Alderson requested permission for a study of the definition of truck for registration purposes. There are a great number of vans on the highways now and there is a problem with the definition of a van. The definition of a truck specifies that it is a vehicle which is used for commercial purposes or hauling commodities, so the Division of Vehicles has had a difficult time determining whether a van is a passenger vehicle or a truck. They are registered both ways.

Also, Mr. Alderson has had requests from a number of legislators to clean up K.S.A. 8-143, not only to clarify the provisions but also to place them separately.

Permission was granted and it was suggested that a clearer definition of farm vehicle be written. It was also suggested to look into other statutes regarding the truck-marking problem, those using the 8,000-pound category.

The meeting was recessed until 1:30 p.m.

Afternoon Session

Chairman Hamm reconvened the meeting and all members were present except Senator Johnston and Representative Guffey.

Proposal No. 63 - An examination of the statutory, regulatory, fiscal and administrative implications of changing from the existing Western Prorate Agreement under which Kansas commercial trucks operate to the International Truck Registration Plan.

Mr. Ron Smith of the Kansas Legislative Research Department reviewed the memorandum in notebooks entitled "Proposal No. 63 - International Truck Registration Plan." Following staff briefing, Mr. Al Tyree addressed questions from the Committee. Mr. Tyree's remarks are attached, "Memorandum IRB 77-#41."

The question was asked if all states will be under this plan.

Mr. Tyree doubted that the northeastern states and several of the southeastern states will join. He stated that some states are very small and feel that the number of miles traveled across those states in relationship to total miles carriers operate will reduce their fees. Arguments against this notion is that perhaps some of the fees they have been receiving should not be received because registration fees are supposedly for highway use. In addition, Mr. Tyree stated it is very doubtful that California will join. However, if Kansas joins, it will still prorate with California. Mr. Tyree said that many states that belong to IRP are currently also members of the Uniform Prorate Agreement, which is the original pro rate plan. Kansas is still pro rating with these members, and if it joins IRP and those states remain with the uniform plan, Kansas will still be operating with them; it would be operating two systems, Mr. Tyree said.

The question was raised concerning what additional revenue would be forthcoming.

Mr. Tyree responded that it would be difficult to determine stating it would take several years of study, stopping vehicles, to get an idea.

The question was asked concerning the Department of Revenue's position on the amount of paperwork involved.

Mr. Tyree responded that his recommendation is that Kansas join the IRP not earlier than 1979 and not later than 1980. This statement is based upon the fear of what the federal government is going to do in this area.

A Committee member requested a fiscal note from the Department of Revenue. Mr. Kalb responded affirmatively and added that initially there would be an increased cost because of computerization. The computer programs are expected to be expensive.

Mr. Tyree stated that it would take a year to get ready for implementation because present computer capabilities are limited. There would also be great storage problems due to securing and figuring for states that Kansas has a pro rate agreement with.

Mr. Kalb stated that if the IRP is adopted, a careful study should be conducted. Kansas might want to file exceptions. He stated that close consultation with the trucking industry is desirable to determine its needs as best possible. The Department has had initial discussion with the trucking industry and as industry representatives generally concur.

Mr. Kalb also warned that if an exception is not filed in the beginning, it is barred from being filed later.

The question was asked if each base state compiled fees for all other states.

Mr. Tyree answered that Colorado and Montana and at least one other state do not.

Mr. Weber added that the sole difference is what is called IRIS (International Registration Information System), the computation of all the fees. Mr. Weber said that IRIS is a component part of IRP when combined, but IRP can stand without IRIS. IRIS is the computation of fees and the base by which data are fed into a central location. IRIS is located at the AAMVA Headquarters. At the present time there are five states involved; Missouri was first.

Mr. Tyree stated that IRIS will only compute fees; it will not take care of the rest of the business of issuing cab cards and various idiosyncrasies of state statutes. Mr. Tyree added that in Kansas a pro rate carrier can pay his fees on a quarterly basis, necessitating a different data system.

Mr. Kalb added that IRIS was a model and that it constitutes a facility manager. He stated that instead of a state doing all its calculating on its own computers, it contracts with an outside firm (in this case an association of states doing that calculating and sending the information back). Mr. Kalb stated that this was a major policy decision in itself, i.e., does the state want to get in the business of contracting out or is that something the state wants to do itself? It was stated that this is not as simple as assuming IRIS is there for our use. Mr. Kalb felt that even if we use IRIS we will have to use our own computers to take care of unique needs of our state.

Chairman Hamm stated that H.B. 2587 in Committee last session is an initial tool to work with and asked if there were suggestions regarding the bill.

Mr. Tyree said there is a need for a refund section in that bill. He said that a person going out of business now cannot get a refund on fees remaining. A second problem involved, Mr. Tyree stated, is that more than 50 percent of all motor vehicles utilized by motor carriers in the United States are leased and there is always a big question between lessor and lessee when a lease is cancelled or has expired. Present law specifically excludes any fee that is pro rated from a refund.

Chairman Hamm instructed staff to work with the Department on this provision.

Mr. Tyree responded that he has worked with Mary Turkington on a draft regarding this question.

Mr. Cary stated that the Motor Carriers Association supports IRP and hopes its members can continue to work to solve any problem. He also added that Ray Lindburgh is very knowledgeable in that field.

Proposal No. 64 - An examination of the problem of declining highway revenues and stable or increased highway construction and maintenance costs including such factors as the potential energy conservation proposals, limited motor fuel supplies, and the development of alternative modes of transportation.

Mr. Haley of the Kansas Legislative Research Department presented a review of Proposal No. 64 (see notebook).

Chairman Hamm stated that the charge of this Committee was not to draft specific legislation: it is a look to the future to try to propose solutions to the problems as they arise in the years ahead. The Chairman said that if something important enough or of an emergency needs to be done, the Committee is warranted in going ahead with legislation that might offset future problems. He said that he hoped that he could count on the wisdom and imagination of members of this Committee to make suggestions and ideas for the future to specifically address the problems.

Chairman Hamm stated that highway financing needs to be addressed in the near future as bond issues phase out. He said that highway construction programs will not be able to continue and it will take most of the revenue for servicing bonds and maintenance.

Some suggestions advanced were: take freeway fund money and through legislation make it available for 3-R programs. It was stated that building four-lane highways is a thing of the past but that there is a need to re-build existing roads. It was suggested there might be legal problems because bonds were sold under existing statutes. If money is used for other purposes problems might ensue. An opinion from a bond attorney or bond house would be needed.

A comment was made that it has been difficult for the Legislature to steer KDOT away from four-lane roads and super highways. Another member replied that he believed the Legislature and the people of Kansas pointed the Department in that direction several years ago when roads were less expensive to build and there was no energy crisis and fewer environmental controls.

A suggestion was made that toll roads might have to be the answer for building new roads.

The Committee asked the Revenue Department to develop figures which would show the effect of changing from a gasoline tax based on cents per gallon to one based on a percentage of the price of fuel. Mr. Kalb stated that he believed two states presently are using a motor fuel tax based on a percentage rather than so many cents per gallon and he will try to find out how the two states laws are working and report back to the Committee.

Staff was asked to contact other states to see how they plan to deal with a road revenue picture that is growingly bleak because of dwindling petroleum supplies.

Mr. Preston was also asked if KDOT has made a projection as to revenues and what is going to have to be done in the future. He replied that the Department was in the process of developing projection on the basis of seven years.

The Chairman stated that the Committee would invite KDOT to return with specific figures and alternatives.

Staff was instructed to invite people in from cities and representatives from KDOT to present their side regarding connecting links. Staff suggested that since IRP and Vehicle Registrations will not take as much time, that connecting links be left for a later date.

The meeting was adjourned.

Prepared by Henry J. Avila

Approved by Committee on:

June 7, 1971
 15 Tuesday

Special Committee on Transportation

<u>Name</u>	<u>Address</u>	<u>Representation</u>
Wayne Medley	Topeka	K.M.C.H.
Charles W. Cary	Topeka	K.Moto Carriers
J. O. Adams	"	KDOT
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Don Simons	"	"
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INTERNATIONAL REGISTRATION PLAN

AMERICAN
ASSOCIATION
of
MOTOR VEHICLE
ADMINISTRATORS

FOREWORD

The International Registration Plan is a registration reciprocity compact among states of the United States and provinces of Canada providing for payment of license fees on the basis of fleet miles operated in various jurisdictions.

The unique feature of this Plan is that even though license fees are paid to the various jurisdictions in which fleet vehicles are operated, only one (1) license plate and one (1) cab card is issued for each fleet vehicle when registered under the Plan. A fleet vehicle is known as an apportionable vehicle and such vehicle, so far as registration is concerned, may be operated both interstate and intrastate.

The International Registration Plan is a product of the American Association of Motor Vehicle Administrators and, thus, is recommended for adoption by all jurisdictions.

AMERICAN ASSOCIATION OF
MOTOR VEHICLE ADMINISTRATORS
1201 Connecticut Ave., N.W.
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INTERNATIONAL REGISTRATION PLAN

I — PURPOSE AND PRINCIPLE

A. This reciprocal agreement shall be referred to, cited and known as the International Registration Plan.

B. It is the purpose of this agreement to promote and encourage the fullest possible use of the highway system by authorizing the proportional registration of fleets of vehicles, and the recognition of vehicles proportionally registered in other jurisdictions, thus contributing to the economic and social development and growth of the jurisdictions.

C. It is the purpose of this agreement to implement the concept of one registration plate for one vehicle.

D. It is the purpose of this agreement to grant exemptions from payment of certain fees when such grants are reciprocal.

E. It is the purpose of this agreement to grant reciprocity to proportionally registered fleets of vehicles, and to provide for the continuance of reciprocity granted to those vehicles that are not eligible for proportional registration under the terms of this agreement.

II — DEFINITIONS APPLICABLE TO THIS AGREEMENT

A. "Apportionable Fee" means any periodic recurring fee required for licensing or registering vehicles, such as, but not limited to, registration fees, license or weight fees.

B. "Apportionable Vehicle" means any vehicle, except recreational vehicles, vehicles displaying restricted plates, city pick up and delivery vehicles, buses used in transportation of chartered parties, and government-owned vehicles, used in two or more jurisdictions that allocate or proportionally register vehicles and is used for the transportation of persons for hire or designed, used or maintained primarily for the transportation of property and:

1. has a gross vehicle weight in excess of 26,000 pounds; or
2. has three or more axles, regardless of weight; or
3. is used in combination, when the weight of such combination exceeds 26,000 pounds gross vehicle weight.

Vehicles, or combinations thereof, having a gross vehicle weight of 26,000 pounds or less and two-axle vehicles may be proportionally registered at the option of the registrant.

C. 1. "Base Jurisdiction" means, for purposes of fleet registration, the jurisdiction where the the registrant has an established place of business, where mileage is accrued by the fleet and where operational records of such fleet are maintained or can be made available in accordance with the provisions of Article XIV, A(2).

2. Registrants based in any jurisdiction not a member of this agreement, and who have been licensing vehicles in any member jurisdiction under basing point, allocation or prororation, may declare the member jurisdiction where the most miles have been operated as a base jurisdiction for purposes of this agreement until such time as the registrant's base jurisdiction becomes a member of this agreement.

3. Household Goods Carriers using equipment leased from service representatives may elect, with respect to such equipment, to base such equipment in the Base Jurisdiction of the service representative, or that of the carrier.

For equipment owned and operated by owner-operators, other than service representatives, and used exclusively to transport cargo for the household goods carrier, the equipment shall be registered by the carrier in the Base Jurisdiction of the carrier, but in both the owner-operator's name and that of the carrier as lessee, with the apportionment of fees according to the records of the carrier.

D. 1. "Base Plate" means the plate issued by the Base Jurisdiction and shall be the only registration identification plate issued for the vehicle by any member jurisdiction.

2. Base plates shall be identified by having the word "Apportioned" and the jurisdiction's name on the plate. The numbering system and color shall be determined by the issuing jurisdiction.

E. "Commissioner" means the jurisdiction official in charge of registration of vehicles.

F. "Fleet" means one or more apportionable vehicles.

G. "In-Jurisdiction Miles" means the total number of miles operated by a fleet of proportionally registered vehicles in a jurisdiction during the preceding year. In those cases where the registrant operated a fleet of proportionally registered vehicles in jurisdictions that require no apportionment and grant reciprocity, the base jurisdiction may add such miles to the in-jurisdiction miles.

H. "Jurisdiction" means a state, territory or possession of the United States, the District of Columbia, or a state or province of a country.

I. "Operational Records" means documents supporting miles traveled in each jurisdiction and total miles traveled such as fuel reports, trip sheets and logs.

J. "Preceding Year" means the period of twelve consecutive months immediately prior to September 1st of the year immediately preceding the commencement of the registration or license year for which proportional registration is sought.

K. "Reciprocity" means that an apportionable vehicle properly registered hereunder shall be exempt from further registration by any other member jurisdiction.

L. "Recreational Vehicle" as used in this agreement is one used for personal pleasure or travel by an individual or his family.

M. "Registrant" means a person, firm or corporation in whose name or names a vehicle is properly registered.

N. "Registration Year" means the twelve month period during which the registration plates issued by the base jurisdiction are valid according to the laws of the base jurisdiction.

O. "Restricted Plate" means one that has time (less than a registration year), geographic area, mileage or commodity restriction.

P. "Service Representative" means one who furnishes facilities and services including sales, warehousing, motorized equipment and drivers under contract or other arrangements to a carrier for transportation of property by a household goods carrier.

Q. "Total Miles" means the total number of miles operated by a fleet of proportionally registered vehicles in all jurisdictions during the preceding year.

R. "Chartered Party" means a group of persons who, pursuant to a common purpose and under a single contract, and at a fixed charge for the vehicle in accordance with the carrier's tariff, lawfully on file with the Interstate Commerce Commission, have acquired the exclusive use of a passenger-carrying motor vehicle to travel together as a group to a specified destination or for a particular itinerary, either agreed upon in advance or modified by the chartered group after having left the place of origin.

III — FEES FOR PROPORTIONAL REGISTRATION

A. The registration fee for apportionable vehicles shall be determined as follows:

1. Divide the in-jurisdiction miles by total miles generated during the preceding year.

2. Determine the total fees required under the laws of each jurisdiction for full registration of each vehicle at the regular annual or applicable fees, or for the unexpired portion of the registration year.

3. Multiply the sum obtained under Paragraph 2 of this section by the quotient obtained under Paragraph 1 of this section.

B. This agreement does not waive any fees or taxes charged or levied by any jurisdiction in connection with the ownership or operations of vehicles other than the apportionable fees as defined herein. All other fees and taxes shall be paid to each jurisdiction in accordance with the laws thereof.

IV — APPLICATION FOR PROPORTIONAL REGISTRATION

A. 1. An applicant for proportional registration shall file a uniform application with the Commissioner of the base jurisdiction in lieu of registration under other applicable statutes.

2. Whenever the base jurisdiction of a registrant changes as a result of the conditions described in Article II C 2, the re-registration of the registrant in the new jurisdiction shall be accomplished through orderly and equitable procedures to be established by the Commissioners of the two jurisdictions involved.

B. Applications for proportional registration shall be filed on a date as determined by the base jurisdiction. Every application for proportional registration shall, at the time and in the manner required by the Commissioner, be supported by the payment of the registration fees in the amount determined in Article III, provided, however, the Commissioner may, by regulation, postpone payment of fees until after the Commissioner has computed the fees due.

C. The applicant for proportional registration of trailers, semi-trailers and auxiliary axles shall use the application form for such vehicles and the apportionment of registration fees shall be computed by using the same factor determined by in-jurisdiction and total miles in Article III and this shall be applied to the registration fee. Jurisdictions may waive trailer, semi-trailer and auxiliary axle apportionment. Jurisdictions requiring proportional registration of trailers, semi-trailers and auxiliary axles shall provide for such requirement by filing an exception as described in Article XVII.

D. 1. The application shall contain the number of power units, number of trailers, semi-trailers and auxiliary axles, with such vehicle description as may be required by the jurisdictions concerned and a uniform mileage schedule.

2. The base jurisdiction, after receiving its proportionate fees shall supply the necessary identification plates and prepare cab cards, listing on the front of the cab cards the jurisdictions where the vehicles are proportionally registered, the weight for which registered and other necessary information in each of the jurisdictions. The base jurisdiction may, in its discretion, withhold issuing plates and cards until it has received evidence of payment due other member jurisdictions.

3. The base jurisdiction shall notify the other declared jurisdictions that a proportional registration application has been filed, and shall furnish the declared jurisdiction a uniform mileage schedule.

4. All plates and cards and reciprocal exemptions are subject to cancellation and revocation in the event of erroneous issuance thereof, or if any fees remain unpaid.

5. The base jurisdiction shall cooperate with other declared jurisdictions in connection with applications and fees paid.

E. In those cases where Household Goods Carrier equipment is elected to be registered in the Base Jurisdiction of the service representative, the equipment shall be registered in said service representative's name and that of the carrier as lessee with the apportionment of fees according to the combined records of the service representative and those of the carrier, and such records must be kept or made available in the service representative's base jurisdiction.

If the election is the Base Jurisdiction of the carrier, and such jurisdiction is a member jurisdiction, the equipment shall be registered by and in the name of the carrier and that of the service representative as lessor with the apportionment of fees according to the records of the carrier and the service representative which must include intrastate miles operated by those vehicles applicable under this agreement, and the records must be kept or made available in the base jurisdiction of the carrier. Service representatives properly registered under this election shall be fully registered for operations under their own authority as well as under the authority of the carrier.

V — REGISTRATION OF APPORTIONABLE VEHICLES

A. The Commissioner of the base jurisdiction shall register apportionable vehicles upon application and payment of the registration fees as provided in Articles III and IV. Payment of additional fees for each vehicle so registered may be required by the Commissioner of the base jurisdiction, in an amount provided by statute or regulation of the base jurisdiction for issuance of a plate. A registration card shall be issued for each vehicle registered by the Commission of the base jurisdiction and the card shall appropriately identify the vehicle for which it is issued, list the jurisdictions in which the vehicle has been apportioned, the weight and classification of fee for which registered according to the applications and payments furnished by the applicant. Such registration card shall be carried in or upon the vehicle, for which it has been issued, at all times.

B. Vehicles registered as provided in Section A of this Article shall be deemed fully registered in all jurisdictions where proportionally registered for any type of movement or operation provided the registrant has proper interstate or intrastate authority from the appropriate regulatory agency or is exempt from regulation by the regulatory agency.

C. There shall be no minimum vehicle fees for any apportionable vehicle, except those statutory fees for issuance of identifications or filing of applications.

D. Registrants shall register all owner-operator vehicles on the basis of the registrant's (lessee's) mileage figures for the preceding year.

VI — REGISTRATION OF ADDITIONAL FLEET VEHICLES

A. Vehicles acquired by the registrant after the commencement of the registration year and added to the proportionally registered fleet shall be registered by applying the mileage percentage used in the original application for such fleet for such registration period to the regular registration fees due with respect to such vehicles for the remainder of the registration year.

B. All applications for additional fleet vehicles shall be filed and processed in the same manner as the original application.

VII — WITHDRAWAL OF FLEET VEHICLES, CREDITS, REPLACEMENT VEHICLES AND ACCOUNTING

A. If a vehicle is withdrawn from a proportionally registered fleet during the period for which it is registered, the registrant of such fleet shall so notify the Commissioner on appropriate forms provided by the Commissioner. The Commissioner shall require the registrant to surrender the cab card and identification plates to the base jurisdiction with respect to any such vehicle. If a vehicle is permanently withdrawn from a proportionally registered fleet because it has been destroyed, sold or otherwise completely removed from the service of the registrant, the unused portion of the fees paid with respect to such vehicle, where permitted by statute, shall be refunded by each jurisdiction or be applied against liability of such registrant for subsequent additions to such fleet during such registration year or for additional fees upon audit.

B. If the registrant is replacing a vehicle for one withdrawn from the fleet and such vehicle is of the same weight category as that replaced, the registrant shall file a supplemental application with the base jurisdiction. The base jurisdiction shall in accordance with provisions in Article VI B, issue a new cab card and transfer the identification plates to the new vehicle. When a replaced vehicle is of a greater weight or requires a larger registration fee, the registrant shall file the re-registration with the base jurisdiction in the manner set forth in Article VI for the registration of additional fleet vehicles.

VIII — NEW OPERATIONS

A. Initial application for proportional registration shall state the mileage data in all jurisdictions for the preceding year with respect to such vehicle or vehicles. If no

operations were conducted with such vehicle or vehicles during the preceding year, the application shall contain a full statement of the proposed method of operation and estimates of annual mileage in each of the jurisdictions. The registrant shall determine the in-jurisdiction and total mileage to be used in computing the proportional registration fee for the vehicle or vehicles. The base jurisdiction Commissioner may adjust the estimate in the application if the base jurisdiction Commissioner is not satisfied with its correctness.

IX — REGISTRATION OF OWNER-OPERATOR VEHICLES

A. Proportional registration for owner-operators who lease their vehicles to motor carriers on a long term basis shall be accomplished as follows:

1. The lessee shall be the registrant and the vehicle shall be registered by the carrier, but in both the owner-operator's name and that of the carrier as lessee, with the allocations of fees according to the records of the carrier.

2. The identification plates and cab card shall be the property of the lessee.

3. Should an owner-operator leave the fleet of the lessee, the lessee may proceed in accordance with Article VII.

B. Vehicles of owner-operators that are not proportionally registered or not fully registered in a jurisdiction having a separate reciprocity agreement with the jurisdiction in which the vehicle is being operated shall be subject to the trip permit requirement as set forth in Article XII.

C. Each jurisdiction shall provide a means of registration for owner-operators not operating as a lessor. Such registration shall be a restricted plate or permit issued for a minimum fee and for a registered gross weight not in excess of the empty weight of the vehicle.

X — TRIP LEASING

A. The lessee, except as provided for service representatives in Article II C, is responsible for the proper registration of the vehicle. Except that an apportioned operator may lease equipment to another apportioned fleet operator and the lessor shall be responsible for reporting on the proportional application the miles traveled by the leased equipment. The lessee shall be the person using and operating the equipment by the lease agreement. The leased vehicle must bear proportional credentials and be operated only in the jurisdictions to which fees have been paid or a trip permit will be required. The service representative in Article II C shall have the same responsibility for qualifying his vehicles.

XI — REGISTRATION OF RENTAL VEHICLES

A. Definitions applicable to this Article are:

1. "Rental Owner" means an owner principally engaged, with respect to one or more rental fleets, in renting to others or offering for rental the vehicles of such fleets, without drivers.

2. "Rental Fleet" means five or more vehicles which are rented or offered for rental without drivers, and which are designated by a rental owner as a rental fleet.

3. "Rental Vehicle" means a vehicle of a rental fleet.

4. "Renting and Leasing" means the giving of possession and control of a vehicle for valuable consideration for a specified period of time.

5. "A Rental Transaction" for the rental of a vehicle shall be deemed to occur in the jurisdiction where such vehicle first comes into possession of the user.

B. Rental fleets owned by any person or firm engaging in the business of renting such vehicle, shall be extended full interstate and intrastate privileges, provided that:

1. Such vehicles are part of a rental fleet which are identifiable as being a part of such fleet; and

2. Such person or firm has received approval from the jurisdiction to apportion such rental fleet; and

3. Such person or firm registers the vehicles as described below:

a. Trucks and Truck-Tractors. In accordance with Articles III, IV, V, VI and VII of this agreement.

b. Rental Passenger Cars. Divide the gross revenue received in the preceding year for use of such rental vehicles arising from passenger car rental transactions occurring in the jurisdiction by the total gross revenue received in the preceding year for the use of such rental vehicles arising from passenger car rental transactions occurring in all jurisdictions in which such vehicles are operated. The resulting percentage shall be applied to the total number of passenger cars in the fleet and that figure shall be the number of rental passenger cars that shall be fully registered in the jurisdiction.

c. Trailers and Semi-Trailers. Trailers and semi-trailers not in separate pool fleets and used in normal tractor trailer operations shall be licensed according to Article IV C. Where required, trailers and semi-trailers, over 6,000 pounds gross vehicle weight and used solely in pool fleets shall be licensed as follows:

Divide the gross revenue received in the preceding year for the use of such rental vehicles arising from rental transactions occurring in the jurisdiction by the total gross revenue received in the preceding year for the use of such rental vehicles arising from rental transactions in all jurisdictions. The resulting percentage shall be applied to the number of units in such fleet.

d. Utility Trailers. Utility Trailers, 6,000 pounds gross vehicle weight and under. Every owner of utility trailers engaged in the business of renting such trailers for use in a jurisdiction shall register a number of trailers equal to the average number of such trailers rented in or through the jurisdiction during the preceding year.

e. One-Way Vehicles. Trucks of less than 26,000 pounds gross vehicle weight operated as a part of an identifiable one-way fleet will allocate vehicles to the respective jurisdictions based on the mileage factor procedure in Article III and fully plate said allocated vehicles in such jurisdiction. All trucks of such one-way fleet so qualified will be allowed to perform both interstate and intrastate movements in all jurisdictions.

XII — TRIP PERMIT REGISTRATION

A. Trip permit registration may be issued for any vehicle or combination of vehicles which could be lawfully operated in the jurisdiction if full registration or proportional registration were obtained.

B. A person desiring a trip permit registration shall make application therefor on forms provided by the Commissioner. Every such application shall be accompanied by the required fee. Every trip permit shall be carried in the cab of the vehicle for which such permit is issued.

C. Any vehicle or combination of vehicles for which a trip permit has been issued may be operated in interstate or intrastate commerce in the jurisdiction for the period allowed under such permit.

D. Trip permits shall not be used to evade or circumvent this agreement.

E. Jurisdictions, members to this agreement, may provide a system of issuing trip permits for other jurisdictions, members of this agreement, so that vehicles may move without waiting for telegraphic or other emergency authorization. The issuing jurisdiction shall collect the necessary trip permit fee and forward it to the jurisdiction for which the permit was issued and deliver the registrant the permit for movement in the other jurisdiction or jurisdictions.

XIII — PRESERVATION OF RECORDS AND AUDIT

A. Any registrant whose application for proportional registration has been accepted shall preserve the records on which it is based for a period of the three preceding years.

Such records shall be made available to the Commissioner at his request for audit as to accuracy of computation, payments, and assessments for deficiencies or allowances for credits, during the normal business hours of the day.

B. If any registrant fails to make records available to the Commissioner upon proper request or if any registrant fails to maintain records from which his true liability may be determined, the Commissioner may, thirty days after written demand for an availability of records or notification of insufficient records, impose an assessment of liability based on the Commissioner's estimate of the true liability of such registrant as determined from information furnished by the registrant, information gathered by the Commissioner at his own instance, information available to the Commissioner concerning operations by similar registrants and such other pertinent information as may be available to the Commissioner.

XIV — AUDITS

A. 1. The base jurisdiction shall audit the registrants displaying a base plate of the base jurisdiction as to authenticity of mileage figures derived from operational records and registrations and at such time and frequency as determined by the base jurisdiction.

2. In the event that the registrant's operational records are not located in the base jurisdiction and it becomes necessary for the base jurisdiction to send auditors to the place where such records are normally kept, the base jurisdiction may require the registrant to reimburse the base jurisdiction for per diem and travel expense of its auditors incurred in the performance of such audit.

B. Upon completion of any such audit, the Commissioner shall notify all jurisdictions in which the registrant was proportionally registered on the accuracy of the records of such registrant. Should the registrant have underpaid any jurisdiction in which his vehicles were proportionally registered, such information shall be furnished to the jurisdiction for collection.

C. Audits may be made by the Commissioners of the several jurisdictions.

XV — ASSESSMENT CLAIMS UNDER AUDIT

A. Upon audit, the Commissioner shall assess for any deficiency found to be due. No assessment for deficiency or claim for credit may be made for any period for which records are no longer required.

B. Assessments based on audit, interest on assessments, refunds, or credits on any other amounts including auditor's per diem and travel shall be made in accordance with the statute of each jurisdiction involved with the audit of a registrant.

XVI — ENTRY AND WITHDRAWAL

A. Any jurisdiction may become a party to this agreement by executing the prescribed

adopting resolution and sending it to the American Association of Motor Vehicle Administrators (hereinafter referred to as AAMVA) in Washington, D.C.; however, such resolution must be approved and endorsed by all member jurisdictions using procedures contained in Article XIX.

B. This agreement shall continue in full force and effect, after its original adoption, as to each jurisdiction until cancelled or revoked by proper officials of any jurisdiction upon thirty days written notice to AAMVA who shall immediately notify the officials of the other member jurisdictions of this agreement. However, cancellation by one jurisdiction shall not affect the agreement as between other jurisdictions. All credentials issued under this agreement shall be valid until the end of the current registration year of the applicable jurisdiction.

XVII — EXCEPTIONS

A. Each signatory jurisdiction to this agreement shall list its exceptions, if any. These exceptions will be made a part of the adopting resolution and of this agreement by appendix listing and will be effective upon approval by each member jurisdiction using procedures contained in Article XIX.

B. Any jurisdiction may amend its exceptions by serving copies of the proposed changes on AAMVA and all member jurisdictions. Upon approval of all contracting jurisdictions, the amended or proposed exception shall be effective in the next succeeding registration year provided at least 30 days notice has been given.

C. Failure, on the part of a member jurisdiction, to respond to a proposed new or amended exception within 120 days of its receipt shall be deemed to constitute approval of the exception so submitted.

D. The withdrawal or cancellation of an exception shall be accomplished by filing due notice of such action with AAMVA and becomes effective upon notification to all member jurisdictions using the procedures contained in Article XIX. The withdrawal or cancellation of an exception shall not require approval by the member jurisdictions.

E. There shall be no exceptions taken, however, to the following concepts embodied in this agreement:

1. Single registration plate;
2. Single registration (cab) card; and
3. Ability to perform both interstate and intrastate vehicle movements.

XVIII — OTHER AGREEMENTS

A. This agreement shall supercede any reciprocal or other agreement, arrangement or understanding between any two or more of the member jurisdictions covering, in whole or in part, any of the matters covered by this agreement; but this agreement shall not affect

any reciprocal or other agreement, arrangement or understanding between a member jurisdiction and any non-member jurisdiction.

XIX — ADMINISTRATION

A. The AAMVA shall be the official repository of this agreement and shall be responsible for the required duties attendant to the administration of this agreement.

B. When two or more jurisdictions become signatories to this agreement, and as each jurisdiction thereafter joins the agreement, each jurisdiction shall send the prescribed adopting resolution to AAMVA in Washington, D.C. Upon receipt of such resolution, AAMVA shall provide a copy to each member jurisdiction for the purpose of obtaining the required endorsement. Each member jurisdiction shall notify AAMVA as to its endorsement or rejection of the applicant jurisdiction.

C. The AAMVA shall keep all jurisdictions apprised of the current status of the agreement in the manner determined by the Association to best accomplish this purpose.

D. Decisions regarding interpretations of any question at issue relating to this agreement shall be reached by agreement of two-thirds of the member jurisdictions, acting through the Commissioners thereof, and upon determination shall be placed in writing and be retained by AAMVA as a part of the permanent record.

XX — AMENDMENTS

A. This agreement may be amended, subject to approval of three-fourths of the member jurisdictions, acting through the officials thereof authorized to enter this agreement. All proposed amendments shall be placed in writing and shall be presented to each member jurisdiction for approval or rejection.

XXI — EFFECTIVE DATE

A. This agreement shall become effective upon the approval by any two jurisdictions and shall be operative between jurisdictions upon their signing or adopting this agreement.

XXII — AAMVA

The American Association of Motor Vehicle Administrators, AAMVA, hereby accepts the responsibilities herein above assigned to it.

By: _____
Executive Director, AAMVA

Signed this the _____ day of _____, 19____ by the following jurisdictions, acting through their authorized officers:

APPENDIX A

RESOLUTION ADOPTING THE INTERNATIONAL REGISTRATION PLAN

WHEREAS, the International Registration Plan was formed to provide a uniform system for the registration of vehicles used interjurisdictionally, and

WHEREAS, it is the purpose of the Plan to implement the concept of one registration plate and one registration (cab) card for one vehicle;

NOW THEREFORE, in consideration of the mutual and reciprocal benefits to flow therefrom in accordance with the laws of this jurisdiction, the _____,

(Title of the Official)

acting in pursuant to _____,

(Insert statutory authority)

and on behalf of the State/Province of _____, does hereby ratify the INTERNATIONAL REGISTRATION PLAN with no exceptions — exceptions as attached hereto.

(Strike out the phrase that does not apply)

IN TESTOMONY WHEREOF, the State/Province of _____, acting through its duly authorized officials, has caused this resolution to be adopted to make the State/Province of _____ a member of and a party to the agreement herein mentioned, subject to the endorsement by all jurisdictions now party to the agreement.

Adopted this _____ day of _____, 19 _____.
FOR the State/Province of _____

BY: _____
Signature Title

Signature Title

ENDORSEMENT: For the State/Province of _____

As required by Section A of Article XVI of the International Registration Plan, this Resolution of Ratification is hereby endorsed on this _____ day of _____, 19 _____.

By: _____
Signature Title

APPENDIX B

ROSTER OF PARTY JURISDICTIONS

<i>JURISDICTION</i>	<i>DATE SIGNED</i>	<i>DATE FILED</i>	<i>DATE OF ENTRY</i>
Kentucky	Sept. 13, 1973	Sept. 13, 1973	Sept. 13, 1973
Tennessee	Sept. 13, 1973	Sept. 13, 1973	Sept. 12, 1973
Missouri	Sept. 13, 1973	Sept. 13, 1973	Sept. 13, 1973
Texas	Sept. 13, 1973	Sept. 13, 1973	Sept. 13, 1973
Minnesota	Sept. 13, 1973	Sept. 13, 1973	Jan. 1, 1975
Oregon	Sept. 13, 1973	Sept. 13, 1973	Jan. 1, 1975
Nebraska	Sept. 13, 1973	Sept. 13, 1973	Jan. 1, 1975
Utah	Sept. 13, 1973	Sept. 13, 1973	Jan. 1, 1975
Colorado	Sept. 13, 1973	Sept. 13, 1973	Jan. 1, 1975
South Dakota	Apr. 26, 1974	May 6, 1974	Jan. 1, 1975
Alberta	June 13, 1974	June 17, 1974	Jan. 1, 1975
Mississippi	Sept. 3, 1974	Sept. 9, 1974	Nov. 1, 1975
Virginia	Oct. 21, 1974	Oct. 30, 1974	Mar. 1, 1975
Wyoming	Apr. 9, 1975	Apr. 11, 1975	Jan. 1, 1976
Montana	Aug. 7, 1975	Aug. 11, 1975	Jan. 1, 1976
Arkansas	Aug. 26, 1975	Aug. 29, 1975	1976 Regis. Year (7/1/76)
Louisiana	Aug. 7, 1975	Sept. 3, 1975	1976 Regis. Year (4/1/76)
Idaho	Sept. 17, 1975	Sept. 19, 1975	1976 Regis. Year
Alaska	Oct. 1, 1975	Oct. 27, 1975	Jan. 1, 1977
Illinois	Oct. 16, 1975	Oct. 27, 1975	1977 Regis. Year (1/1/77)
North Carolina	May 13, 1976	May 17, 1976	1977 Regis. Year (1/1/77)
*Oklahoma	Sept. 27, 1976	Oct. 4, 1976	*

*Pending final signatory approval. To be effective for the 1978 registration year (1/1/78).

APPENDIX C

EXCEPTIONS TO THE INTERNATIONAL REGISTRATION PLAN

ALBERTA

Vehicles operating on the highways of Alberta without being proportionally registered as required by this agreement or temporarily registered with Alberta permits will be required to pay the full Alberta Motor Vehicle Registration fees plus any applicable penalties.

IDAHO

I. Article IV, Section C

- A. Registration of trailers required (fee of \$2.00 apportioned), plates not transferable (statutory).

II. Article VII

- A. No credits for replacement vehicles, plates not transferable (statutory).
 1. Vehicles destroyed, plates are transferable for a \$5.00 fee.
 - a. Maximum fee charged on power unit, \$100.00 which is apportioned.

ILLINOIS

Pursuant to Article XVII, and in accordance with Article IV, Section C hereof, the State of Illinois herewith files the following exceptions:

All auxiliary axles and trailers are required to be prorationally registered prior to being operated on the highways of the State of Illinois. The fees for auxiliary axles and trailers shall be determined by applying the same apportionment factor as employed in Article III. Miles generated by auxiliary axles and trailers shall not be used in computing the Illinois apportionment factor. The applicant shall include a listing identifying all auxiliary axles and trailers with their proper vehicle identification number. (Reference Section 3-817, 3-819, Chapter 95½, Illinois Revised Statutes, 1975.)

MISSOURI

In the interest of uniformity the Missouri Exception has been withdrawn and as of 9/28/75 allows an intrastate movement on a 72-hour trip permit.

MONTANA

The State of Montana will require all trailers, semitrailers and all other trailing vehicles or combinations of trailing vehicles, except special mobile equipment, be included in the fleet.

NORTH CAROLINA

Vehicles operating on the highways of North Carolina without being proportionally registered as required by this agreement or temporarily registered with North Carolina permits will be required to pay the full North Carolina Motor Vehicle Registration fees plus any applicable penalties.

OREGON

As provided in Article IV, Section C all trailers, semitrailers and auxiliary axles are required to be registered before they may be operated on the highways of the State of Oregon. The fees shall be computed by using the factor determined in the same manner as described by other apportionable vehicle.

The vehicles will be identified by means of an apportioned plate issued by the base jurisdiction in the same manner as any other apportionable vehicle.

Those jurisdictions that do not require identification plates for auxiliary axles may apply the fees to the trailer or semitrailer and withhold issuing any apportionment credentials.

As provided in Article IV, Section D.1., the applicant will include a listing identifying the power units, trailers and semitrailers with the proper vehicle identification serial numbers and the license plate numbers issued by the base jurisdiction.

TEXAS

Vehicles operating on the highways of Texas without being proportionally registered as required by this agreement or temporarily registered with Texas 72-hour permits will be required to pay the full Texas Motor Vehicle Registration fees plus any applicable penalties.

VIRGINIA

Vehicles operating on the highways of Virginia without being proportionally registered as required by this agreement, or temporarily registered with Virginia 10 day permits, will be required to pay the full Virginia Motor Vehicle Registration fees plus any applicable penalties.

WYOMING

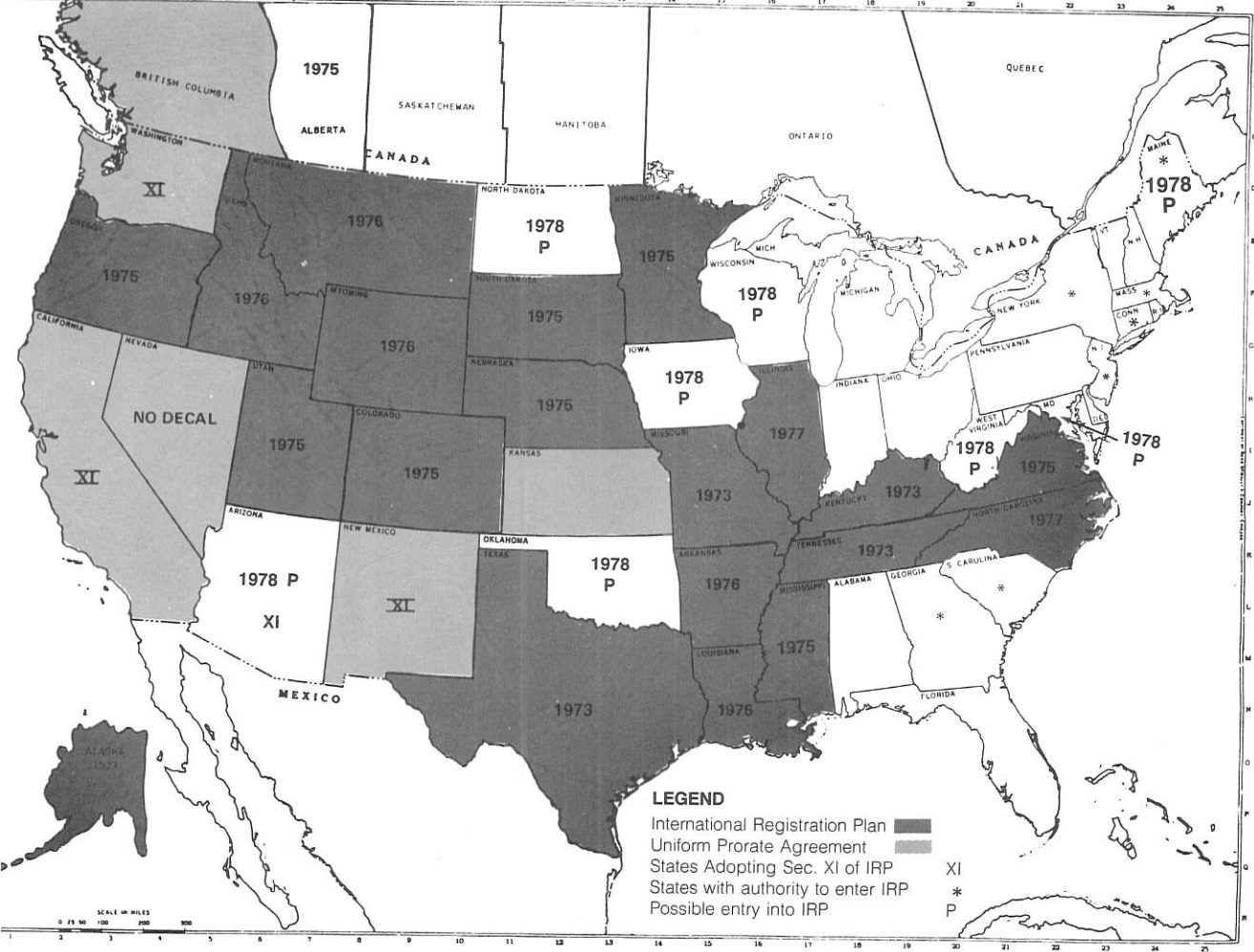
Pursuant to XVII of the International Registration Plan and in compliance with IV (C) thereof, the State of Wyoming requires that all trailers and semitrailers be registered for operation on the highways of the State of Wyoming. Registration fees are the same for trailers and semitrailers as for motor vehicles and are computed in the same manner.

Trailers and semitrailers for which the State of Wyoming is the base jurisdiction will each be issued an apportioned plate similar to those apportioned plates issued to motor vehicles. The State of Wyoming will honor trailer and semitrailer plates of other base jurisdictions issued as provided by their laws.

INTERNATIONAL REGISTRATION PLAN Membership Status

APPENDIX D

MAP OF IRP STATES



Statement in support of House Bill No. 2058

Exhibit II
1-19-77

To the House Committee on Transportation
By E. A. Mosher, Executive Director, League of Kansas Municipalities
January 19, 1977

My name is E. A. Mosher, Executive Director of the League of Kansas Municipalities, appearing in general support of HB 2058. Our general support is based on a policy statement adopted at the League's city convention. The statement provides: "State payments to cities for the maintenance of connecting links should be increased to at least \$1,000 per lane mile, or changed, at city option, to a cost reimbursement basis. Cities should have clear authority to turn over the maintenance of state connecting links to the state."

At present (June 30, 1976), there are 120 cities which receive payments from the state for the maintenance of state connecting links within cities. In other Kansas cities in which state highways are located, particularly in cities of the third class, maintenance is done entirely by the state and at state expense.

Attached is a report as to state payments to cities for connecting link maintenance for the year ending June 30, 1976. The amount of state payments was \$805,526 covering 1,074 lane miles. The total miles of city-maintained state trunks is reported to be 333.2 (454.5 miles are maintained by the state). The average state payment to cities on a per mile basis is thus \$2,418 per mile (\$805,526 divided by 333.2). The average connecting link has about three traffic lanes.

Staff members of the Kansas Department of Transportation can provide you with accurate information as to the average cost per mile for maintaining state highways outside of cities. Current information will be included in the new budget document, which is not yet available. However, the state maintains about 20,167 miles of state highways and the expenditures of the department for highway maintenance is in the \$45 to \$50 million range. Thus, it costs the state an average of about \$4,500 per mile to maintain state highways, while payments to cities for

maintenance purposes is about \$2,418 per mile.

Attached to this report is a table which provides information as to the amount the state is presently paying to cities and the amount which would be paid at a per lane mile rate of \$1,000 and of \$1,500.

Also enclosed is a copy of SB 295, introduced at the 1975 session, which would implement the League's policy position more directly than HB 2058. This bill would provide a minimum rate of \$1,000 per lane mile, but also permit agreements between the city and DOT for periodic payments of the actual cost. We think \$1,000 per lane mile is a minimum and \$1,500 is more realistic, but some flat amount is necessary since most cities do not have a cost accounting system which will prove the exact amount the city spends for connecting link maintenance.

SB 295 of the 1975 session has another important part, which relates to the maintenance payment. Under existing state law, the general rule is that all state highways within cities are maintained by the city, with the exception that, in lieu of maintenance apportionments, the highway department can take over the maintenance, with the approval of the city governing body. As noted above, about half the mileage of state highways within the cities are maintained by the state and half by the cities. While cities may veto proposed state takeover, they may not mandate state takeover. What we are suggesting is that the tables be reversed, and that the state take over the maintenance when it is requested by the city governing body. Frankly, this proposal is designed to give cities some "leverage."

Finally, I would note that the issues before you are complex. For example, what are the appropriate costs of maintenance? What expenditures should be considered "maintenance"? How should costly bridge improvements be handled? Further, it is no doubt true that city residents are probably the principal users of state highway connecting links within cities, and some persons have therefore suggested that cities should pay most of the cost. However, we would call to your attention that state highways within rural areas are frequently used by township residents, and neither counties nor townships are asked to help pay the cost of maintaining the state highways outside the cities. We think cities deserve a better break.

STATE PAYMENTS TO CITIES FOR CITY

MAINTENANCE OF STATE CONNECTING LINKS

<u>Class</u>	<u>Cities No.</u>	<u>(LM) Lane Miles</u>	<u>FY1976 Actual at \$150/LM</u>	<u>Amount at \$1,000/LM</u>	<u>Amount at \$1,500/LM</u>
1st Class	18	538.20	\$403,646.94	\$ 538,200	\$ 807,294
2nd Class	54	428.40	321,302.36	428,400	642,604
3rd Class	48	107.43	80,576.93	107,430	161,154
TOTAL	120	1,074.03	\$805,526.23	\$1,074,030	\$1,611,052

Increase, \$750 to \$1,000 per lane mile: \$268,504

Increase, \$750 to \$1,500 per lane mile: \$805,526



Kansas
DEPARTMENT OF REVENUE

State Office Building
TOPEKA, KANSAS 66626

MEMORANDUM IRB 77-#41

TO: SPECIAL COMMITTEE ON TRANSPORTATION AND UTILITIES
FROM: A. L. TYREE, CHIEF, INTERSTATE REGISTRATION BUREAU
DATE: JUNE 3, 1977
SUBJECT: FLEET REGISTRATION

FLEET REGISTRATION - NATIONAL PROBLEM

For the past twenty-two years there has been in existence in the United States agreements on a bilateral or multilateral basis between states and provinces of Canada for the proportional registration of fleets operating in interstate commerce.

In the beginning of proportional fleet registration, there were only nine states, all situated in the West, including Kansas, who were involved in proportional fleet registration with the definition of a fleet, policies and procedures in all nine jurisdictions uniform. In recent years, Midwestern states have joined the Uniform or Western Prorate Agreement, and in many cases, they were accepted as members with a definition of a fleet, administrative and operating procedures foreign to the original members of the Uniform or Western Prorate Agreements. The results of these variances in definitions of fleets and operating procedures created a hodgepodge for the states to administer and compliance by the motor carrier industry.

Several years ago, the independent truckers held a nationwide strike with the basic issues the availability and price of diesel fuel and the speed limits, which grievances were brought to the attention of the Federal Highway Administration, which agency caused a research to be conducted; the results of which pointed out the varying state requirements for qualification of equipment. At approximately the same time as the independent truckers' strike, the American Association of Motor Vehicle Administrators appointed an Ad Hoc Committee of representatives from over the United States to develop a new proportional fleet registration plan, the purpose of which was to rectify the problems found in the Uniform or Western Prorate Agreement. Because of the efforts of the independent truckers, the federal government has placed pressures upon the states to rectify the problems and, at the same time, have given their blessing to the International Registration Plan, which was developed from meetings of the Ad Hoc Committee.

INTERNATIONAL REGISTRATION PLAN

The International Registration Plan became operative with the signature of three states, Texas, Kentucky and Tennessee in 1974 and in 1975, the addition of Missouri, which was also a member of the Uniform Prorate Agreement. Since that time, there are

twenty (20) odd states which have become members to the International Registration Plan, the majority of which were former members to the Uniform Agreement.

The concept of the International Registration Plan is that a state cannot become a member unless their resolution adopting the International Registration Plan does not take exception to the fleet definition, which is on a single unit or a combination basis, or does not accept the concept of one registration plate and one registration cab card for one vehicle. Under the International Registration Plan, a carrier files one application with his base jurisdiction and that jurisdiction computes the registration fees on a prorated basis for each member jurisdiction through which the carrier will operate, provide billing to the carrier indicating that he is to send separate checks, each payable to the respective member jurisdictions through which he operates, and upon receipt of such checks, the base jurisdiction shall forward to each respective jurisdiction their check as well as a recap sheet which does not include vehicular detail, and a copy of the mileage schedule filed by the carrier. Upon receipt of the monies payable to the base jurisdiction, a prorate cab card and plate will be issued for each vehicle of the fleet and on the prorate cab card there will be indicated the names of the interested member states and the registered weight of the vehicle in each respective member jurisdiction.

FLEET REGISTRATION IN KANSAS

Currently, Kansas is a member state to the Uniform Prorate Agreement consisting of twenty-one (21) other states and we also prorate fleet registration on a bilateral basis with four (4) other states. The procedure for proportional registration under the Uniform Agreement and our bilateral agreements are: The carrier, whether based in Kansas or another bilateral agreement jurisdiction, files an application with Kansas, and upon receipt of the application, Kansas computes the proration registration fees applicable only to Kansas. Upon payment of such fees, Kansas identifies each Kansas based vehicle by the issuance of a prorate cab card and a prorate license plate. To each vehicle based in a state other than Kansas, a cab card is issued only to the motor vehicles of the fleet. The problems resulting from our current multistate and bilateral agreements are basically caused by variance in fleet definition in various states, thus resulting in a complex administrative problem of trying to determine if vehicles are subject to proportional fleet registration or should be extended interstate reciprocity. Other than the problem of determination of when a fleet or reciprocity should apply, the basic problem that Kansas has and continues to confront is adequate personnel to administer the prorate agreements on a timely basis, and with such personnel of a classification to understand the complexities of the field.

The basic difference between the International Registration Plan and our current proportional fleet registration agreements are: The burden of paper work shall be placed upon the states instead of the motor carrier industry, the multitude of computations in determining prorate fees in the various jurisdictions caused by the concept of the International Registration Plan, and the difference in identifying fleet vehicles upon payment of fees, and the manner in which monies are handled.


If Kansas became a member of the International Registration Plan, the plan would not cause a reduction in personnel required to administer, but rather an addition of personnel caused by the number of computations and internal paperwork involved under the International Registration Plan and the additional volume caused by the additional states. Because of additional computations necessary to compute fees for all members under the International Registration Plan, our current data programs and data storage

Memorandum - Special Committee on Transportation and Utilities
June 3, 1977

ability could not be used and new data programs developed with additional data storage ability.

HOUSE BILL NO. 2587

The purpose and intent of House Bill No. 2587 is to clarify administrative procedures in the field of proportional fleet registration which are not now covered by Kansas statute and to enable the State of Kansas to become a member of the International Registration Plan before an alternative plan is presented to the state by the federal government. In many cases, proportional fleet registration is administered from statutes which were written to cover automobile registration and such statutes have no bearing or relation to the registration of commercial vehicles under proportional fleet registration. It is the intent of the proposed bill to correct this situation, as well as meet the requirements of the International Registration Plan. The proposed bill, if passed, would not alter the administration of our current agreements with the exception of differences in grace periods for registration, issuance fees, clear and concise methods to determine when and how a proportional fleet registration may be transferred on vehicles, provide statutory authority to issue temporary proration authorization, clarify audit procedures and requirements and include a penalty for any amounts found due, and include a statutory provision for handling insufficient or no fund checks.


A. L. TYREE
ALT:lf

6-7-77
afternoon session
Trag. (64
B-1.1.1 II

MEMORANDUM

June 6, 1977

TO: Special Committee on Transportation and Utilities

FROM: Kansas Legislative Research Department

RE: Background Information Related to Proposal No. 64 - Declining Highway Revenues

Introduction

The Legislative Coordinating Council assigned "Proposal No. 64 - Declining Highway Revenues" to the Special Committee on Transportation and Utilities for interim study. The subject of study was stated as follows:

A long-range examination of the problem of declining highway revenues and stable or increased highway construction and maintenance costs, including such factors as the potential effects on highway revenues of pending federal energy conservation proposals, limited motor fuel supplies, and the development of alternate modes of transportation.

The FY 1978 budget structure the the Kansas Department of Transportation is based on seven special revenue funds. The largest of these funds is the State Highway Fund or, as it is sometimes called, the Highway General Fund. The State Highway Fund provides the financing for general administrative expenses of the agency and most maintenance and construction costs other than for freeways. The State Freeway Construction Fund receives the proceeds of bond sales and is used for freeway construction. The State Freeway Fund is primarily used to pay the obligations on the freeway bonds.

The Special City and County Highway Fund and the County Equalization and Adjustment Fund provide most of the state aid for transportation to local units of government. The Restricted Fee Fund primarily provides for the pass-through of federal funds to local units of government and the Federal Highway Safety Fund generally provides grants to state and local units. The FY 1978 budget also contained a \$100,000 State General Fund appropriation for grants to municipalities for airport planning. The following table displays the net receipts prior to transfers for each fund by source:

TABLE I

ESTIMATE OF FY 1978 SPECIAL REVENUE FUNDS
NET RECEIPTS PRIOR TO TRANSFERS
FROM THE DEPARTMENT OF TRANSPORTATION
(Millions)

Fund	Motor Fuel Tax	Vehicle License Fees	Drivers' License Fees	Bond Revenue	Federal Grants	Other	Net Receipts Prior to Transfers
State Highway Fund	\$ 64.5	\$58.0	\$2.4	\$ --	\$53.0	\$ 3.7 ^a	\$181.7
State Freeway Construction Fund	--	--	--	40.0	--	64.2 ^b	104.2
State Freeway Fund	18.7	--	--	--	--	6.8 ^c	25.5
Special City and County Highway Fund	36.2	--	--	--	--	--	36.2
County Equalization and Adjustment Fund	2.5	--	--	--	--	--	2.5
Restricted Fees	--	--	--	--	25.0	10.0 ^d	35.0
Federal Highway Trust Fund	--	--	--	--	2.9	--	2.9
TOTAL	<u>\$121.9</u>	<u>\$58.0</u>	<u>\$2.4</u>	<u>\$40.0</u>	<u>\$80.9</u>	<u>\$84.8</u>	<u>\$388.0</u>

Note: Amounts may not add due to rounding.

Source: FY 1978 Posted Department of Transportation Budget

- a. Includes transfers to the Department of Transportation.
- b. Withdrawal of funds from the Pooled Money Investment Board.
- c. Interest and dividend investment
- d. Local contributions.

Freeway Bond Revenue

Both Post Audit and the agency report state that with the current sources of revenue the state can complete only about 25 percent of the 1,234-mile freeway system before authorized funds are exhausted. This is based on a system of both two and four lanes. The FY 1977-81 Five-Year Program Plan stated:

Due to the long lead time required for projects on the system, the FY 77-83 program encumbers all funds - and it is now to the point that few, if any, new projects can be "fed" into the front end of the pre-construction "pipeline." Hence, there will be a "gap" in the program beginning about 1981-82 unless new revenue sources, or a new approach, are provided.

The Post Audit report also developed the following estimates of the cost of completion of the system with a mix of two and four lanes and a total four-lane system. The estimates include a six percent inflation factor compounded annually. The report indicated that additional highway revenue could be generated from an increase in the motor fuel tax, increase in motor vehicle registration fees, elimination of the shrinkage allowance, and establishment of a sales tax on gasoline. Bond sales would increase the cashflow in early years; however, they would have to be repaid with interest in future years.

TABLE II
ESTIMATED COSTS FOR COMPLETION
OF THE FREEWAY SYSTEM

Construction Dates	Years to Completion	Two and Four-Lane Mix Option		Four-Lane Option	
		Total Cost (Thousands)	Average Annual Cost (Thousands)	Total Cost (Thousands)	Average Annual Cost (Thousands)
1975-1989	15	\$1,262,839	\$ 84,189	\$ 3,117,150	\$ 207,810
1975-1994	20	1,392,093	69,605	3,612,247	180,612
1975-1999	25	1,600,413	64,017	4,243,890	169,756
1975-2004	30	1,857,911	61,930	5,009,490	166,983
1975-2009	35	2,177,158	62,205	4,964,530	170,415
1975-2014	40	2,589,368	64,734	7,150,422	178,761
1975-2019	45	3,071,294	68,251	8,574,174	190,537

Source: Kansas Legislative Division of Post Audit, The Planning and Construction of the State Freeway System (September, 1976), p. 63.

The following table reflects the projections of the Department of Transportation and was made prior to the President's "National Energy Plan."

TABLE III
 FREEWAY PROGRAM FUND BALANCES
 FISCAL YEARS 1970-1984
 (Millions)

Fiscal Year	Total Receipts Available for the Freeway Program	Reappropriated Balances	Total Available Resources	Total Project Cost	Balance Forward to Next Fiscal Year
1970	\$11.3	\$ --	\$11.3	\$14.4	\$(3.1)
1971	28.2	(3.1)	25.1	14.2	11.0
1972	64.8	11.0	75.8	4.7	71.1
1973	58.9	71.0	130.0	18.9	111.0
1974	60.0	111.0	171.0	27.4	143.6
1975	29.5	143.6	173.1	30.7	142.5
1976	60.6	142.5	203.1	54.5	148.6
1977	70.7	148.6	219.3	84.5	134.8
1978	45.1	134.8	179.9	41.0	138.9
1979	41.4	138.9	180.2	93.0	87.2
1980	(.1)	87.2	87.1	38.6	48.6
1981	(2.8)	48.6	45.8	26.4	19.4
1982	(3.8)	19.4	15.7	4.3	11.4
1983	2.8	11.4	14.2	9.4	4.9
1984	2.7	4.9	7.6	4.7	2.9

Note: Amounts may not add due to rounding.

Source: Kansas Department of Transportation; Five-Year Program Plan FY 1977-1978 (October, 1976).

Motor Fuel Revenue

The largest regular source of state revenue for highways is the excise tax placed on motor vehicle fuels. As of July 1, 1976, gasoline is taxed at the rate of \$.08 per gallon, special fuels (chiefly diesel fuel) are taxed at the rate of \$.10 per gallon, and liquified petroleum gas is taxed at the rate of \$.07 per gallon. The 1976 Legislature also established a different distribution formula for each of the motor vehicle fuels. The distributions of these motor vehicle fuel taxes are depicted in the following tables:

TABLE IV

GAS TAX
L. 1976, Ch. 426, Sec. 3

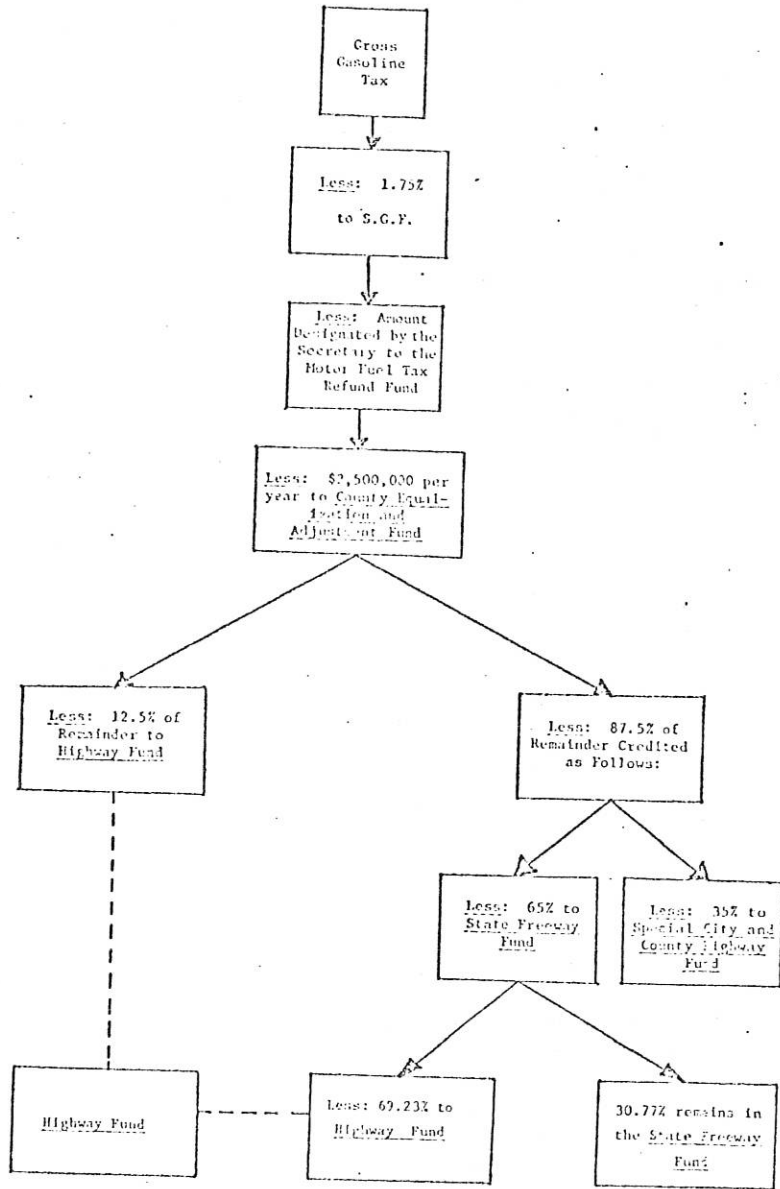
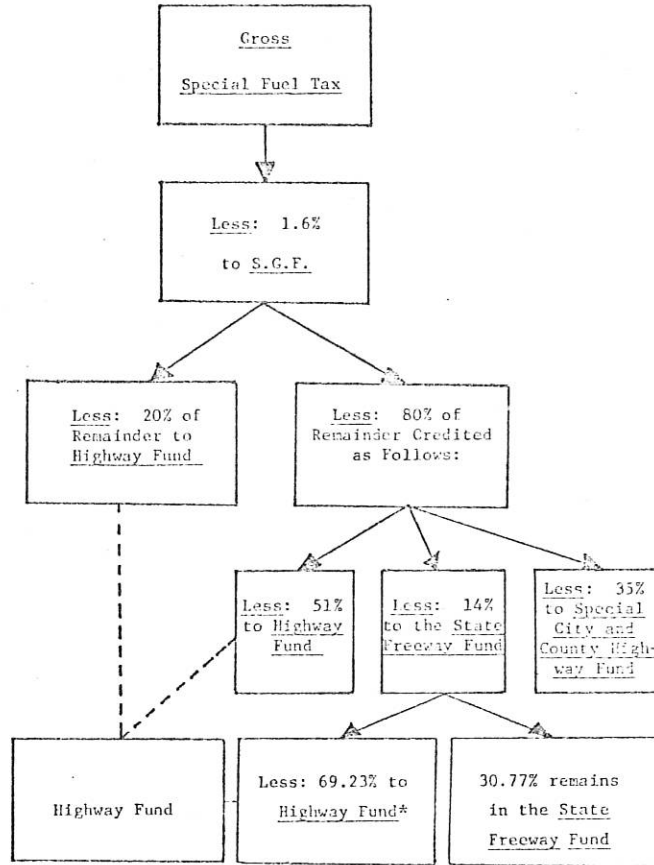


TABLE V

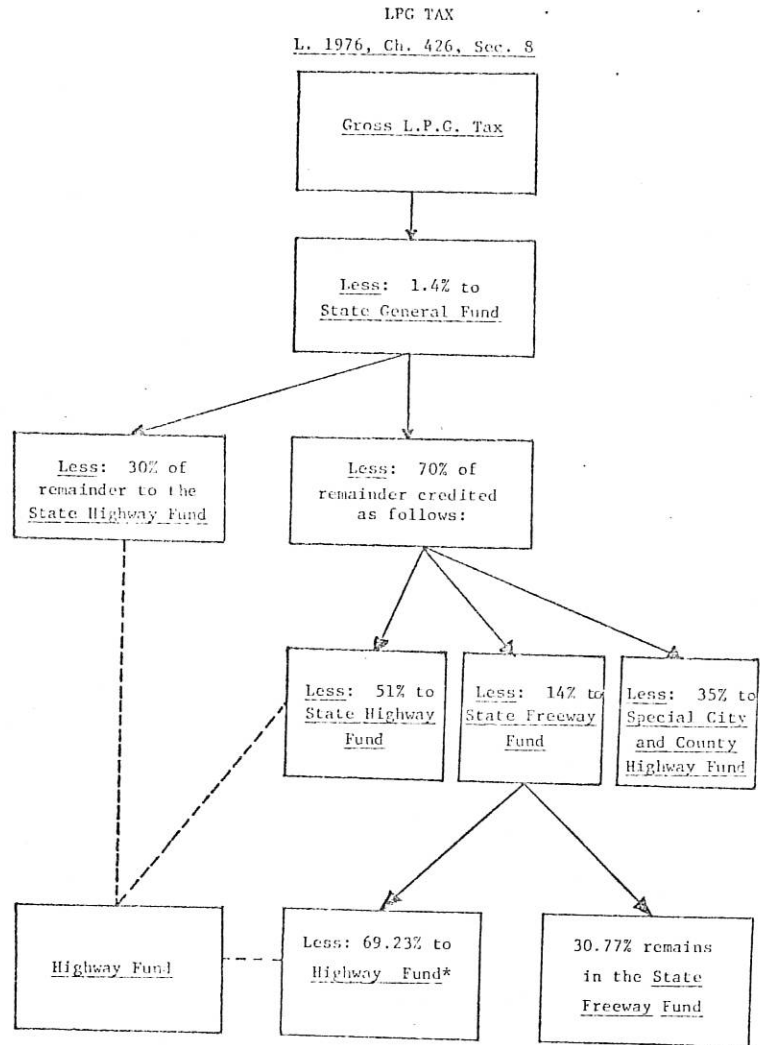
SPECIAL FUEL TAX

L. 1976, Ch. 426, Sec. 6



* Attorney General Opinion No. 76-238, stated that 69.23% of the moneys deposited in the Freeway Fund from special fuel and LP-gas taxes must also be transferred to the State Highway fund.

TABLE VI



* Attorney General Opinion No. 76-238 stated that 69.23% of the moneys deposited in the Freeway Fund from the special fuel and LP-gas taxes must also be transferred to the State Highway Fund.

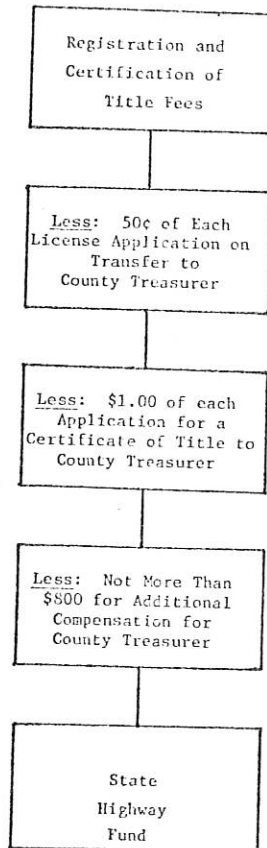
Motor Vehicle Registration Revenue

Another important regular source of state revenue for highways is motor vehicle registration fees, which were increased by 1976 H.B. 3247, effective January 1, 1977. As of that date, annual registration fees for automobiles vary from \$13 to \$26 based upon the weight of the car. The fees for trucks vary from \$25 to \$1,475, depending upon weight and extent of operation. For farm trucks, the registration fees vary from \$15 to \$62, depending upon weight. There are other miscellaneous classes of vehicles with comparable fees. Table VII illustrates the distribution of motor vehicle registration fees.

TABLE VII

VEHICLE REGISTRATION

K.S.A. 8-145



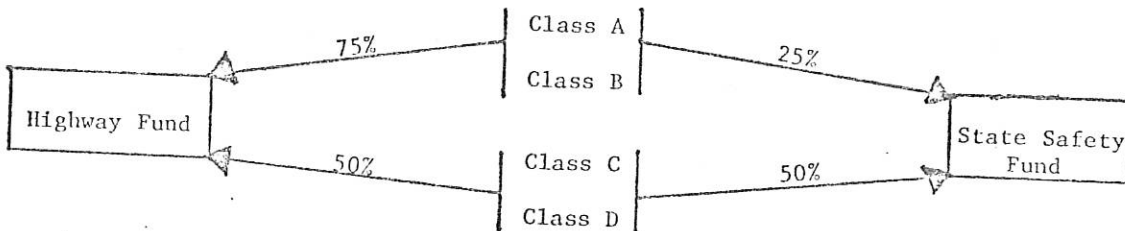
Drivers' License Revenue

Another source of revenue for highways is from drivers' license fees. The fees for such licenses are \$2 for a class D license, \$6 for a class C license, and \$10 for a class A or B license. One-half of the money realized from class C and D license fees and 75 percent of the money from class A and B license fees is credited to the Highway Fund. The remaining funds are credited to the State Safety Fund in the Department of Education to be used for driver training courses. Table VIII displays the distribution of Drivers' License Fees.

TABLE VIII

DRIVERS' LICENSE FEES

K.S.A. 8-267



President's Energy Proposal

The President's energy proposal has as one of its goals a ten percent reduction in gasoline consumption by 1985. Since Kansas has a flat cents per gallon tax on gasoline, this should have a corresponding impact on motor fuel revenue. The President's proposal also has several other elements that may have an impact on highway revenues. If the program is successful, it should have a direct impact on motor fuel revenue and an indirect impact on motor vehicle registration revenue. One possible way to increase fuel economy is to reduce vehicle weight. This could result in a decline in vehicle registration revenue because the Kansas rates are based on vehicle weight.

Oil Pricing. The President's proposal would allow the price of newly discovered oil to rise to the 1977 world oil price within three years. The energy proposal of the President also provides for a crude oil equalization tax equal to the difference between the domestic oil's controlled price and the world price. The first increment of the tax would be applied on January 1, 1978, with two subsequent increments on January 1, 1979, and January 1, 1980. Once the fuel tax is in place, it would increase in accordance with the world price of oil. However, authority would exist to prevent increases in the tax if the world price increased significantly faster than the level of domestic prices. The President recommends that net revenues from the equalization tax would be returned to the taxpayers in the form of a per capita energy credit against other taxes or in the longer run as part of a general tax reform.

"Gas Guzzler" Tax and Rebate. The President has recommended that the Congress establish a graduated excise tax on new automobiles and light duty trucks whose fuel economy fails to meet the applicable fuel economy standards under existing law. The President has also recommended that the Congress establish graduated rebates for automobiles and light duty trucks whose fuel economy is better than the standard. Since this would apply only to new cars and trucks, its impact on gasoline use may take several years to reach its goal.

Efficiency Standards. The Federal Energy Policy and Conservation Act authorizes the U.S. Secretary of Transportation to promulgate efficiency standards for trucks weighing 10,000 pounds or less; however, he is currently only promulgating standards for trucks weighing 6,000 pounds or less. The President has directed the Secretary to promulgate standards for trucks weighing more than 6,000 pounds.

Congress enacted legislation in 1975 requiring that the average mileage of new cars be 20 miles per gallon by 1980 and 27.5 miles per gallon by 1985, compared to 14 miles per gallon actually achieved in 1974. The President has directed the Secretary of Transportation to prepare to raise mileage standards above 27.5 miles per gallon after 1985.

Stand-by Gasoline Tax. President Carter has also proposed a stand-by gasoline tax to go into effect if targets for gasoline consumption are not met. Under the President's program, no tax could go into effect until 1979. In 1979 or any subsequent year, the tax would go into effect if gasoline consumption in the preceding year exceeded the target by at least one percent. The tax could increase by \$.05 per gallon per year up to a maximum tax of \$.50 per gallon. The tax could also be reduced by \$.05 per gallon per year based on the proposed formula. The President's proposal provides for a rebate of the revenues raised.

Highway Trust Fund. The National Energy Plan, published by the Executive Office of the President, states:

Reduction in gasoline consumption will entail a loss of revenues to the states from their taxes on gasoline, which are used to operate and maintain highways. A way needs to be found to ease this additional burden on state treasuries. The Administration will develop a program to compensate them for this loss through sources such as the Highway Trust Fund.

The statement does not explain whether there will be an increase in federal funds to be distributed or a reallocation of funds from construction to maintenance.

PAYMENTS MADE TO CITIES FOR MAINTENANCE OF CITY CONNECTING LINKS
 FISCAL YEAR JULY 1, 1971 TO JUNE 30, 1972

FIRST CLASS CITIES - 17

POPULATION (AGI)
 12,818

1	12,818	ATCFISCN	3	12,717.75
1		CLFFEYVILLE	62	18,266.00
1		EMPCRIA	56	9,498.00
1		HUTCHINSON	78	13,421.24
1		JUNCTION CITY	31	12,961.48
1	174,101	KANSAS CITY	105	72,526.48
1		LAWRENCE	23	25,228.00
1		LEAVENWORTH	52	6,621.98
1		MANHATTAN	81	6,210.00
1		NEWTON	40	14,970.00
1		OLATHE	46	7,821.00
1		OVERLAND PARK	46	18,070.48
1		PARSONS	50	14,542.11
1		PITTSBURG	19	14,452.48
1		SALINA	85	12,046.48
1	141,002	TUPEKA	89	25,650.00
1	265,455	WICHITA	87	100,078.46

CLASS TOTAL 386,181.94

SECOND CLASS CITIES - 65

2	7,269	ABILENE	21	4,243.48
2		ANTHONY	39	2,021.00
2		ARKANSAS CITY	18	12,351.00
2		AUGUSTA	8	4,515.00
2		EAFTER SPRINGS	11	3,777.00
2		BELCIT	62	1,773.00
2		BONNER SPRINGS	105	2,843.49
2		BURLINGTON	16	1,479.00
2		CALDWELL	26	2,466.00
2		CANEY	63	1,494.00
2		CHANUTE	67	7,960.11
2		CHERRYVALE	63	1,182.00
2		CHETOPA	50	2,589.50
2		CLAY CENTER	14	6,501.00
2		COLBY	97	12,814.48
2		COLUMBUS	11	499.48
2		CUNCORDIA	15	8,199.00
2		COUNCIL GROVE	64	3,588.00
2		DERBY	87	3,700.48
2		DODGE CITY	29	14,134.87
2		EL DORADO	8	15,394.48
2		EUREKA	37	3,273.00
2		FREDENIA	103	4,751.23
2	18,816	GARDEN CITY	28	13,282.50
2	3,000	GARNETT	2	2,662.48

PAYMENTS MADE TO CITIES FOR MAINTENANCE OF CITY CONNECTING LINKS
 FISCAL YEAR JULY 1, 1971 TO JUNE 30, 1972

2	GIRARD	19	4,235.48
2	GREAT BEND	5	17,622.00
2	HARPER	39	4,398.00
2	HAYS	26	6,784.48
2	HERINGTON	21	960.00
2	HIAWATHA	7	3,460.36
2	HILLSBORO	57	2,439.00
2	HICHAINGTON	5	1,241.00
2	HOLTON	43	1,283.00
2	HORTON	7	2,212.37
2	INDEPENDENCE	63	9,976.48
2	6,968 IOLA	1	7,029.00
2	KINGMAN	48	8,587.48
2	KINSLEY	24	4,458.00
2	LARNED	73	6,666.00
2	LIBERAL	88	2,199.48
2	LINDSBERG	59	1,251.00
2	LYONS	80	10,987.48
2	MARION	57	2,046.00
2	MARYSVILLE	58	2,122.48
2	MCPHERSON	59	8,749.48
2	MISSION	46	3,897.00
2	NEOCEFA	103	1,134.00
2	NICKERSON	78	1,412.00
2	OSAGE CITY	70	1,308.00
2	OSAWATOMIE	61	1,326.00
2	OSBORNE	71	2,250.00
2	OSWEGO	50	4,137.00
2	OTTAWA	30	12,965.50
2	PAULA	61	1,915.48
2	PHILLIPSEURG	74	2,621.00
2	PRATT	76	9,354.00
2	ROSELAND PARK	46	4,127.00
2	RUSSELL	84	8,248.48
2	SCOTT CITY	86	2,636.00
2	STERLING	80	2,020.48
2	WAMEGO	75	1,308.00
2	WELLINGTON	56	9,021.00
2	WINFIELD	18	10,651.48
2	YATES CENTER	104	4,227.75

CLASS TOTAL 235,191.32

THIRD CLASS CITIES -54

3	ALMA	99	1,273.48
3	ASHLAND	12	1,982.61
3	BELLE PLAINE	90	1,065.00
3	BLUE RAPIDS	58	2,277.00

PAYMENTS MADE TO CITIES FOR MAINTENANCE OF CITY CONNECTING LINKS
 FISCAL YEAR JULY 1, 1971 TO JUNE 30, 1972

3	BURLINGAME	70	1,726.48
3	CENTRALIA	60	753.00
3	CIMARRON	35	4,774.48
3	CLIFTON	14	1,167.00
3	CLYDE	15	913.48
3	COLDWATER	17	1,822.48
3	CUTTERWOOD FALLS	9	756.00
3	DIGHTON	51	4,399.48
3	DOWNES	71	1,500.00
3	ELLINWOOD	5	3,039.00
3	ELLSWORTH	27	1,164.00
3	ENTERPRISE	21	847.48
3	ERIE	67	1,407.00
3	EUDEKA	23	1,101.00
3	FRANKFORT	58	1,401.00
3	GOVE CITY	22	129.00
3	GYPSON	85	615.00
3	HESSTON	40	862.48
3	HCOPE	21	648.00
3	HOXIE	90	435.00
3	JETMORE	42	738.00
3	JEWELL	45	205.48
3	KIOWA	4	2,464.48
3	LACROSSE	82	1,500.00
3	LACYGNE	54	1,267.48
3	LAKIN	47	1,201.48
3	MADISON	37	640.48
3	MEDICINE LODGE	4	1,065.00
3	MINNEOLA	13	2,863.48
3	MORAN	1	1,093.48
3	MOUND CITY	54	852.00
3	MULVANE	56	1,254.48
3	NESS CITY	68	1,051.48
3	OAKLEY	55	1,162.48
3	OGDEN	81	1,638.00
3	PLAINS	60	1,458.48
3	PLEASANTON	54	2,125.48
3	PRESTON	76	1,414.48
3	SEDAN	10	1,290.00
3	SMITH CENTER	92	2,191.48
3	SOUTH HAVEN	96	2,223.48
3	ST MARYS	75	2,140.48
3	STOCKTON	82	4,899.00
3	SYRACUSE	38	5,151.00
3	TONGANOXIE	52	1,482.00
3	TORONTO	104	1,204.48
3	TRUY	22	530.62
3	WATHENA	22	1,374.00

PAYMENTS MADE TO CITIES FOR MAINTENANCE OF CITY CONNECTING LINKS
 FISCAL YEAR JULY 1, 1971 TO JUNE 30, 1972

3	WAVERLY	16	753.00
3	WESTWOOD	46	2,223.00
3	WHITE CITY	64	642.00
3	WILLIAMSBLRG	30	942.00
	CLASS TOTAL		87,342.23
	GRAND TOTAL		808,716.49

RECEIVED
 ACCOUNTING DEPARTMENT
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*Got to Leg...
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PAYMENTS MADE TO CITIES FOR MAINTENANCE OF CITY CONNECTING LINKS
 FISCAL YEAR JULY 1, 1972 TO JUNE 30, 1973

FIRST CLASS CITIES

1	ATCHISON	3	13,815.00
1	COFFEYVILLE	63	18,366.00
1	EMPORIA	56	9,498.00
1	HUTCHINSON	78	16,161.00
1	JUNCTION CITY	31	12,961.48
1	KANSAS CITY	105	72,526.48
1	LAWRENCE	23	26,242.00
1	LEAVENWORTH	52	6,667.48
1	MANHATTAN	81	6,122.00
1	NEWTON	40	14,970.00
1	OLATHE	46	7,821.00
1	OVERLAND PARK	46	18,070.48
1	PARSONS	50	14,613.00
1	PITTSBURG	19	14,452.48
1	SALINA	85	9,034.86
1	TOPEKA	89	25,650.00
1	WICHITA	87	100,406.96

CLASS TOTAL 387,378.22

SECOND CLASS CITIES

2	ABILENE	21	4,243.48
2	ANTHONY	39	3,021.00
2	ARKANSAS CITY	18	12,351.00
2	AUGUSTA	8	4,515.00
2	BAXTER SPRINGS	11	3,777.00
2	BELOIT	62	1,773.00
2	BONNER SPRINGS	105	3,222.00
2	BURLINGTON	16	1,479.00
2	CALDWELL	96	2,466.00
2	CANEY	63	1,494.00
2	CHANUTE	67	8,596.48
2	CHERRYVALE	63	1,182.00
2	CHETOPA	50	3,567.00
2	CLAY CENTER	14	6,501.00
2	COLBY	97	12,814.48
2	COLUMBUS	11	499.48
2	CONCORDIA	15	8,199.00
2	COUNCIL GROVE	64	3,588.00
2	DERBY	87	3,706.48
2	DODGE CITY	29	17,668.48
2	EL DORADO	8	15,394.48
2	EUREKA	37	3,273.00
2	FREDONIA	103	4,816.48
2	GARDEN CITY	28	13,305.00
2	GARNETT	2	2,706.37

PAYMENTS MADE TO CITIES FOR MAINTENANCE OF CITY CONNECTING LINKS
 FISCAL YEAR JULY 1, 1972 TO JUNE 30, 1973

2	GIRARD	19	4,507.48
2	GREAT BEND	5	18,177.11
2	HARPER	39	4,398.00
2	HAYS	26	6,784.48
2	HERINGTON	21	960.00
2	HIAWATHA	7	3,910.98
2	HILLSBORO	57	2,439.00
2	HOISINGTON	5	1,341.00
2	HOLTON	43	1,383.00
2	HORTON	7	3,448.48
2	INDEPENDENCE	63	9,976.48
2	IOLA	1	7,476.00
2	KINGMAN	48	8,587.48
2	KINSLEY	24	4,458.00
2	LARNED	73	6,948.50
2	LIBERAL	88	3,199.48
2	LINDSBORG	59	1,251.00
2	LYONS	80	10,987.48
2	MARION	57	2,046.00
2	MARYSVILLE	58	2,338.48
2	MCPHERSON	59	8,749.48
2	MISSION	46	3,897.00
2	NEODESHA	103	1,134.00
2	NICKERSON	78	1,413.00
2	OSAGE CITY	70	1,308.00
2	OSBORNE	71	2,250.00
2	OSWEGO	50	4,137.00
2	OTTAWA	30	14,700.74
2	PHILLIPSBURG	74	2,631.00
2	PRATT	76	9,354.00
2	ROELAND PARK	46	4,137.00
2	RUSSELL	84	8,248.48
2	SCOTT CITY	86	3,636.00
2	STERLING	80	2,020.48
2	WAMEGO	75	1,308.00
2	WELLINGTON	96	9,214.73
2	WINFIELD	18	10,878.12
2	YATES CENTER	104	6,102.75

CLASS TOTAL 343,897.42

THIRD CLASS CITIES

3	ALMA	99	1,273.48
3	ASHLAND	13	2,041.48
3	BELLE PLAINE	96	1,065.00
3	BLUE RAPIDS	58	2,277.00
3	BURLINGAME	70	1,726.48
3	CENTRALIA	66	753.00

PAYMENTS MADE TO CITIES FOR MAINTENANCE OF CITY CONNECTING LINKS
FISCAL YEAR JULY 1, 1972 TO JUNE 30, 1973

3	CIMARRON	35	4,774.48
3	CLIFTON	14	1,167.00
3	CLYDE	15	913.48
3	COLDWATER	17	1,822.48
3	COTTONWOOD FALLS	9	756.00
3	DIGHTON	51	4,399.48
3	DOWNES	71	1,500.00
3	ELLINWOOD	5	3,039.00
3	ELLSWORTH	27	1,164.00
3	ENTERPRISE	21	847.48
3	ERIE	67	1,424.75
3	EUDORA	23	1,101.00
3	FRANKFORT	58	1,401.00
3	GOVE CITY	32	129.00
3	GYPSON	85	615.00
3	HESSTON	40	215.62
3	HOPE	21	648.00
3	HOXIE	90	435.00
3	JETMORE	42	738.00
3	JEWELL	45	205.48
3	KIOWA	4	2,464.48
3	LACROSSE	83	1,500.00
3	LACYGNE	54	1,267.48
3	LAKIN	47	1,201.48
3	MADISON	37	640.48
3	MEDICINE LODGE	4	1,065.00
3	MINNEOLA	13	2,863.48
3	MORAN	1	1,366.11
3	MOUND CITY	54	852.00
3	MOUNDRIDGE	59	584.25
3	MULVANE	96	1,481.49
3	NESS CITY	68	1,051.48
3	OAKLEY	55	1,162.48
3	OGDEN	81	1,638.00
3	PLAINS	60	1,498.48
3	PLEASANTON	54	1,594.11
3	PRESTON	76	1,414.48
3	SEDAN	10	1,290.00
3	SMITH CENTER	92	2,191.48
3	SOUTH HAVEN	96	2,323.48
3	ST MARYS	75	2,140.48
3	STOCKTON	82	4,899.00
3	SYRACUSE	38	5,151.00
3	TONGANOXIE	52	1,482.00
3	TORONTO	104	1,204.48
3	WATHENA	22	2,766.50
3	WAVERLY	16	753.00
3	WESTWOOD	46	2,223.00

PAYMENTS MADE TO CITIES FOR MAINTENANCE OF CITY CONNECTING LINKS
FISCAL YEAR JULY 1, 1972 TO JUNE 30, 1973

3	WHITE CITY	64	642.00
3	WILLIAMSBURG	30	942.00
	CLASS TOTAL		88,086.39
	GRAND TOTAL		819,362.03

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PAYMENTS MADE TO CITIES FOR MAINTENANCE OF CITY CONNECTING LINKS
 FISCAL YEAR JULY 1, 1973 TO JUNE 30, 1974

FIRST CLASS CITIES

POP

1	ATCHISON	3	13,815.00
1	COFFEYVILLE	63	18,366.00
1	EMPORIA	56	9,498.00
1	8,835 FORT SCOTT	6	1,234.00
1	HUTCHINSON	78	16,161.00
1	JUNCTION CITY	31	12,961.48
1	KANSAS CITY	105	72,526.48
1	LAWRENCE	23	26,322.00
1	LEAVENWORTH	52	6,667.48
1	MANHATTAN	81	6,078.00
1	NEWTON	40	15,165.00
1	OLATHE	46	7,821.00
1	OVERLAND PARK	46	18,070.48
1	PARSONS	50	14,613.00
1	PITTSBURG	19	14,452.48
1	TOPEKA	89	30,166.50
1	WICHITA	87	100,406.96

8,835

CLASS TOTAL 384,324.86

SECOND CLASS CITIES

2	ABILENE	21	4,243.48
2	ANTHONY	39	3,021.00
2	ARKANSAS CITY	18	12,351.00
2	AUGUSTA	8	4,515.00
2	BAXTER SPRINGS	11	3,777.00
2	RELOIT	62	1,773.00
2	BONNER SPRINGS	105	3,133.87
2	BURLINGTON	16	1,479.00
2	CALDWELL	96	2,466.00
2	CANEY	63	1,494.00
2	CHANUTE	67	9,004.87
2	CHERRYVALE	63	1,182.00
2	CHETOPA	50	3,567.00
2	CLAY CENTER	14	6,501.00
2	COLBY	97	12,814.48
2	COLUMBUS	11	499.48
2	CONCORDIA	15	8,199.00
2	COUNCIL GROVE	64	3,588.00
2	DERBY	87	3,706.48
2	DODGE CITY	29	17,668.48
2	EL DORADO	8	16,565.75
2	EUREKA	37	3,273.00
2	FREDONIA	103	4,816.48
2	GARDEN CITY	28	13,305.00
2	GARNETT	2	2,721.00

PAYMENTS MADE TO CITIES FOR MAINTENANCE OF CITY CONNECTING LINKS
FISCAL YEAR JULY 1, 1973 TO JUNE 30, 1974

2	GIRARD	19	2,629.36
2	GREAT BEND	5	18,318.98
2	HARPER	39	4,398.00
2	HAYS	26	6,784.48
2	HERINGTON	21	960.00
2	HIAWATHA	7	3,838.48
2	HILLSBORO	57	2,439.00
2	HOISINGTON	5	1,341.00
2	HOLTON	43	1,383.00
2	HORTON	7	3,448.48
2	INDEPENDENCE	63	9,976.48
2	IOLA	1	7,923.00
2	KINGMAN	48	8,587.48
2	KINSLEY	24	3,343.50
2	LARNED	73	7,005.00
2	LIBERAL	88	3,199.48
2	LINDSBORG	59	1,251.00
2	LYONS	80	10,987.48
2	MARION	57	2,046.00
2	MARYSVILLE	58	2,554.48
2	MCPHERSON	59	8,749.48
2	MISSION	46	3,897.00
2	NEODESHA	103	1,134.00
2	NICKERSON	78	706.50
2	OSAGE CITY	70	1,308.00
2	OSBORNE	71	2,250.00
2	OSWEGO	50	4,137.00
2	OTTAWA	30	15,754.48
2	PHILLIPSBURG	74	2,631.00
2	PRATT	76	9,354.00
2	ROELAND PARK	46	4,137.00
2	RUSSELL	84	8,248.48
2	SCOTT CITY	86	3,636.00
2	STERLING	80	2,020.48
2	WAMEGO	75	1,308.00
2	WELLINGTON	96	11,632.23
2	WINFIELD	18	11,040.00
2	YATES CENTER	104	6,024.00

CLASS TOTAL 346,047.70

THIRD CLASS CITIES

3	ALMA	99	1,273.48
3	ASHLAND	13	2,041.48
3	BELLE PLAINE	96	1,065.00
3	BLUE RAPIDS	58	2,277.00
3	BURLINGAME	70	1,726.48
3	CENTRALIA	66	753.00

PAYMENTS MADE TO CITIES FOR MAINTENANCE OF CITY CONNECTING LINKS
 FISCAL YEAR JULY 1, 1973 TO JUNE 30, 1974

3	CIMARRON	35	4,774.48
3	CLIFTON	14	1,167.00
3	CLYDE	15	913.48
3	COLDWATER	17	1,822.48
3	COTTONWOOD FALLS	9	756.00
3	DIGHTON	51	4,399.48
3	DOWNS	71	1,500.00
3	ELLINWOOD	5	3,039.00
3	ELLSWORTH	27	1,164.00
3	ENTERPRISE	21	847.48
3	ERIE	67	1,513.48
3	EUDORA	23	1,101.00
3	FRANKFORT	58	1,401.00
3	GOVE CITY	32	129.00
3	GYPSUM	85	615.00
3	HOPE	21	648.00
3	HOXIE	90	435.00
3	JETMORE	42	738.00
3	JEWELL	45	205.48
3	KIOWA	4	2,464.48
3	LACROSSE	83	1,500.00
3	LACYGNE	54	1,267.48
3	LAKIN	47	1,201.48
3	MADISON	37	640.48
3	MEDICINE LODGE	4	621.25
3	MINNEOLA	13	2,863.48
3	MORAN	1	2,184.00
3	MOUND CITY	54	71.00
3	MOUNDRIDGE	59	2,337.00
3	MULVANE	96	1,545.00
3	NESS CITY	68	1,051.48
3	OAKLEY	55	1,162.48
3	OGDEN	81	1,638.00
3	PLAINS	60	1,498.48
3	PRESTON	76	1,414.48
3	SEDAN	10	1,290.00
3	SMITH CENTER	92	2,191.48
3	SOUTH HAVEN	96	2,323.48
3	ST MARYS	75	2,140.48
3	STOCKTON	82	4,899.00
3	SYRACUSE	38	5,151.00
3	TONGANOXIE	52	1,482.00
3	TORONTO	104	1,204.48
3	WATHENA	22	3,045.00
3	WAVERLY	16	753.00
3	WESTWOOD	46	2,223.00
3	WHITE CITY	64	642.00
3	WILLIAMSBURG	30	942.00

CLASS TOTAL 88,053.29

GRAND TOTAL 818,425.85

1

PAYMENTS MADE TO CITIES FOR MAINTENANCE OF CITY CONNECTING LINKS
 FISCAL YEAR JULY 1, 1974 TO JUNE 30, 1975

FIRST CLASS CITIES

1	ATCHISON	3	13,815.00
1	COFFEYVILLE	63	18,366.00
1	EMPORIA	56	9,498.00
1	FORT SCOTT	6	1,851.00
1	GARDEN CITY	28	6,882.00
1	HUTCHINSON	78	17,385.49
1	JUNCTION CITY	31	12,961.48
1	KANSAS CITY	105	72,526.48
1	LAWRENCE	23	26,418.00
1	LEAVENWORTH	52	6,667.48
1	MANHATTAN	81	6,078.00
1	NEWTON	40	15,360.00
1	OLATHE	46	7,821.00
1	OVERLAND PARK	46	18,070.48
1	PARSONS	50	14,613.00
1	PITTSBURG	19	14,452.48
1	TOPEKA	89	34,683.00
1	WICHITA	87	100,558.96

CLASS TOTAL 398,007.85

SECOND CLASS CITIES

2	ABILENE	21	4,243.48
2	ANTHONY	39	3,021.00
2	ARKANSAS CITY	18	12,351.00
2	AUGUSTA	8	4,515.00
2	BAXTER SPRINGS	11	944.25
2	BELOIT	62	1,773.00
2	BONNER SPRINGS	105	3,620.23
2	BURLINGTON	16	1,479.00
2	CALDWELL	96	2,466.00
2	CANEY	63	1,245.00
2	CHANUTE	67	9,042.00
2	CHERRYVALE	63	1,182.00
2	CHFTOPA	50	3,567.00
2	CLAY CENTER	14	6,501.00
2	COLBY	97	12,814.48
2	COLUMBUS	11	511.11
2	CONCORDIA	15	8,199.00
2	COUNCIL GROVE	64	3,588.00
2	DERBY	87	3,706.48
2	DODGE CITY	29	17,683.48
2	EL DORADO	8	17,175.00
2	EUREKA	37	3,273.00
2	GARDEN CITY	28	6,652.50
2	GARNETT	2	2,766.00

PAYMENTS MADE TO CITIES FOR MAINTENANCE OF CITY CONNECTING LINKS
FISCAL YEAR JULY 1, 1974 TO JUNE 30, 1975

2	GREAT REND	5	19,791.74
2	HARPER	39	4,398.00
2	HAYS	26	6,784.48
2	HERINGTON	21	960.00
2	HIAWATHA	7	3,838.48
2	HILLSBORO	57	2,439.00
2	HOISINGTON	5	1,341.00
2	HOLTON	43	1,383.00
2	HORTON	7	3,448.48
2	INDEPENDENCE	63	9,976.48
2	IOLA	1	7,923.00
2	KINGMAN	48	8,587.48
2	LARNED	73	7,005.00
2	LIBERAL	88	3,199.48
2	LINDSBORG	59	625.50
2	LYONS	80	10,987.48
2	MARION	57	2,046.00
2	MARYSVILLE	58	2,554.48
2	MCPHERSON	59	8,749.48
2	MISSION	46	3,897.00
2	OSAGE CITY	70	1,308.00
2	OSBORNE	71	2,250.00
2	OSWEGO	50	689.50
2	OTTAWA	30	15,754.48
2	PHILLIPSBURG	74	2,631.00
2	PRATT	76	10,029.00
2	ROELAND PARK	46	4,137.00
2	RUSSELL	84	8,248.48
2	SCOTT CITY	86	3,636.00
2	STERLING	80	2,020.48
2	WAMEGO	75	1,308.00
2	WELLINGTON	96	11,848.48
2	WINFIELD	18	11,040.00
2	YATES CENTER	104	6,024.00

CLASS TOTAL 323,178.99

THIRD CLASS CITIES

3	ALMA	99	1,273.48
3	ASHLAND	13	2,041.48
3	BELLE PLAINE	96	1,065.00
3	BLUE RAPID	58	2,277.00
3	BURLINGAME	70	1,726.48
3	CENTRALIA	66	753.00
3	CIMARRON	35	4,774.48
3	CLIFTON	14	1,167.00
3	CLYDE	15	913.48
3	COLDWATER	17	1,822.48

PAYMENTS MADE TO CITIES FOR MAINTENANCE OF CITY CONNECTING LINKS
FISCAL YEAR JULY 1, 1974 TO JUNE 30, 1975

3	COTTONWOOD FALLS	9	756.00
3	DIGHTON	51	4,399.48
3	DOWNS	71	1,500.00
3	ELLINWOOD	5	759.75
3	ELLSWORTH	27	1,164.00
3	ENTERPRISE	21	847.48
3	ERIE	67	1,135.11
3	EUDORA	23	1,101.00
3	FRANKFORT	58	1,401.00
3	GOVE CITY	32	129.00
3	GYPSUM	85	615.00
3	HOPE	21	648.00
3	HOXIE	90	435.00
3	JETMORE	42	738.00
3	JEWELL	45	205.48
3	KIOWA	4	2,464.48
3	LACROSSE	83	1,500.00
3	LACYGNE	54	1,267.48
3	LAKIN	47	1,201.48
3	MADISON	37	640.48
3	MINNEOLA	13	2,863.48
3	MORAN	1	2,184.00
3	MOUNDRIDGE	59	2,337.00
3	MULVANE	96	1,545.00
3	NESS CITY	68	1,051.48
3	OAKLEY	55	1,162.48
3	OGDEN	81	1,638.00
3	PLAINS	60	1,498.48
3	PRESTON	76	1,414.48
3	SEDAN	10	1,182.50
3	SMITH CENTER	92	2,191.48
3	SOUTH HAVEN	96	2,323.48
3	ST MARYS	75	2,140.48
3	STOCKTON	82	4,899.00
3	SYRACUSE	38	5,151.00
3	TONGANOXIE	52	1,482.00
3	TORONTO	104	1,204.48
3	WATHENA	22	3,045.00
3	WAVERLY	16	753.00
3	WESTWOOD	46	2,223.00
3	WHITE CITY	64	642.00
3	WILLIAMSBURG	30	706.50

CLASS TOTAL 84,360.42

GRAND TOTAL 805,547.26

PAYMENTS MADE TO CITIES FOR MAINTENANCE OF CITY CONNECTING LINKS

FISCAL YEAR JULY 1, 1975 TO JUNE 30, 1976

FIRST CLASS CITIES

1	ATCHISON	3	13,815.00
1	COFFEYVILLE	63	18,366.00
1	EMPORIA	56	9,498.00
1	FORT SCOTT	6	1,851.00
1	GARDEN CITY	28	14,052.00
1	HUTCHINSON	78	19,334.48
1	JUNCTION CITY	31	12,961.48
1	KANSAS CITY	105	72,526.88
1	LAWRENCE	23	26,811.37
1	LEAVENWORTH	52	6,667.48
1	MANHATTAN	81	6,078.00
1	NEWTON	40	15,360.00
1	OLATHE	46	10,051.48
1	OVERLAND PARK	46	18,070.48
1	PARSONS	50	14,613.00
1	PITTSBURG	19	14,452.48
1	TOPEKA	89	26,602.75
1	WICHITA	87	102,235.46

CLASS TOTAL 403,646.94

SECOND CLASS CITIES

2	ABILENE	21	4,243.48
2	ANTHONY	39	3,021.00
2	ARKANSAS CITY	18	15,660.81
2	AUGUSTIA	3	4,515.00
2	BELOIT	62	1,773.00
2	BONNER SPRINGS	105	3,712.48
2	BURLINGTON	16	1,479.00
2	CALDWELL	96	2,466.00
2	CHANUTE	67	9,042.00
2	CHERRYVALE	63	1,182.00
2	CHEYOPA	50	3,567.00
2	CLAY CENTER	14	6,501.00
2	COLBY	97	12,814.48
2	COLUMBUS	11	639.00
2	CONCORDIA	15	8,199.00
2	COUNCIL GROVE	64	1,794.00
2	DERBY	87	3,706.48
2	DODGE CITY	29	17,698.48
2	EL DORADO	8	17,175.00
2	EUREKA	37	3,273.00
2	GARNETT	2	2,011.00
2	GREAT BEND	5	21,282.00
2	HARPER	39	4,398.00
2	HAYS	26	6,784.48

PAYMENTS MADE TO CITIES FOR MAINTENANCE OF CITY CONNECTING LINKS
 FISCAL YEAR JULY 1, 1975 TO JUNE 30, 1976

9				
10				
11				
12	2	HERINGTON	21	960.00
13	2	HIAWATHA	7	3,838.48
14	2	HILLSBORO	57	2,439.00
15	2	HOISINGTON	5	1,341.00
16	2	HULTON	43	1,383.00
	2	HORTON	7	3,448.48
	2	INDEPENDENCE	63	11,020.42
	2	IOLA	1	7,923.00
	2	KINGMAN	48	8,587.48
	2	LARNED	73	7,025.00
	2	LIBERAL	88	3,199.48
	2	LYONS	80	10,987.48
	2	MARION	57	2,046.00
	2	MARYSVILLE	58	2,554.48
	2	MCPHERSON	59	8,749.48
	2	MISSION	65	4,023.00
	2	OSAGE CITY	79	1,308.00
	2	OSBORNE	71	2,250.00
	2	OTTAWA	30	15,754.48
	2	PHILLIPSBURG	74	2,631.00
	2	PRATT	76	10,704.00
	2	ROBLAND PARK	46	4,137.00
	2	RUSSELL	84	8,248.48
	2	SCOTT CITY	86	3,636.00
	2	STERLING	30	2,020.48
	2	ULYSSES	34	3,149.11
	2	WAMEGO	75	1,408.00
	2	WELLINGTON	95	11,348.62
	2	WINFIELD	18	11,040.00
	2	YATES CENTER	104	6,024.00
		CLASS TOTAL		321,302.36

THIRD CLASS CITIES

17				
16				
15				
14				
13				
12				
	3	ALMA	99	1,273.48
	3	ASHLAND	13	2,041.48
	3	BELLE PLAINE	96	1,065.00
	3	BLUE RAPIDS	58	2,277.00
	3	HURLINGAME	70	1,726.48
	3	CENTRALIA	66	753.00
	3	CINARRON	35	4,774.48
	3	CLIFTON	14	1,167.00
	3	CLYDE	15	913.48
	3	COLDWATER	17	1,822.48
	3	COTTONWOOD FALLS	9	756.00
	3	DIGHTON	51	4,399.48
20	3	DOWNS	71	1,500.00
19	3	ELLSWORTH	27	1,164.00
18				
17				
16				
15				
14				
13				
12				

PAYMENTS MADE TO CITIES FOR MAINTENANCE OF CITY CONNECTING LINKS
 FISCAL YEAR JULY 1, 1975 TO JUNE 30, 1976

9				
10				
11				
12	3	ENTERPRISE	21	847.48
13	3	EUDORA	23	1,101.00
14	3	FRANKFORT	58	1,401.37
15	3	GOVE CITY	32	1,29.00
16	3	GYPSUM	85	615.00
	3	HOPE	21	648.00
	3	HOXIE	90	435.00
	3	JETMORE	42	738.00
	3	JEWELL	45	205.48
	3	KIDWA	4	2,464.48
	3	LACROSSE	83	1,500.00
	3	LACYGNE	54	1,267.48
	3	LAKIN	47	1,201.48
	3	MADISON	37	640.48
	3	MINNEOLA	13	2,563.48
	3	MORAN	1	2,104.00
	3	MOUNDIDGE	54	2,337.00
	3	MULVANE	96	1,545.00
	3	NESS CITY	68	1,051.48
	3	OAKLEY	55	1,162.48
	3	OGDEN	81	1,638.00
	3	PLAINS	60	1,398.48
	3	PRESTON	76	1,414.48
	3	SMITH CENTER	92	2,191.48
	3	SOUTH HAVEN	96	2,323.48
	3	ST MARYS	75	2,140.48
	3	STOCKTON	82	4,894.00
	3	SYRACUSE	38	5,151.00
	3	TONGANOXIE	52	1,482.00
	3	TORONTO	104	1,204.48
	3	WATHENA	22	3,045.00
	3	WAVERLY	16	753.00
	3	WESTWOOD	46	2,223.00
	3	WHITE CITY	64	542.00

CLASS TOTAL 80,576.93

GRAND TOTAL 805,526.23

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PAYMENTS MADE TO CITIES FOR MAINTENANCE OF CITY CONNECTING LINKS
FISCAL YEAR JULY 1, 1976 TO JUNE 30, 1977

FIRST CLASS CITIES

1	1	AICHISON	3	13,815.00
5	1	COFFEYVILLE	63	18,366.00
6	1	EMPORIA	56	9,498.00
7	1	FORT SCOTT	6	1,851.00
8	1	GARDEN CITY	28	14,052.00
9	1	HUICHINSON	72	19,834.48
10	1	JUNCTION CITY	31	12,961.48
11	1	KANSAS CITY	105	72,526.48
12	1	LAWRENCE	23	27,991.48
13	1	LEAVENWORTH	52	6,667.48
14	1	MANHATTAN	81	6,078.00
15	1	NEWTON	40	11,173.11
16	1	OLATHE	46	10,051.48
17	1	OVERLAND PARK	46	17,624.98
18	1	PARSONS	50	14,613.00
19	1	PITTSBURG	19	14,452.48
20	1	TOPEKA	89	25,650.00
21	1	WICHITA	87	102,509.96

CLASS TOTAL 399,716.41

SECOND CLASS CITIES

26	2	ABILENE	21	4,243.48
27	2	ANTHONY	39	3,021.00
28	2	ARKANSAS CITY	14	15,961.48
29	2	AUGUSTIA	8	4,515.00
30	2	BELOIT	62	1,773.00
31	2	BONNER SPRINGS	105	3,712.48
32	2	BURLINGTON	16	1,479.00
33	2	CALDWELL	96	2,466.00
34	2	CHANUTE	67	8,427.00
35	2	CHERRYVALE	63	1,182.00
36	2	CHEYENA	60	3,567.00
37	2	CLAY CENTER	14	6,501.00
38	2	CULBY	97	12,814.48
39	2	COLUMBIJS	11	639.00
40	2	CONCORDIA	15	8,953.48
41	2	DERRY	87	3,706.48
42	2	DODGE CITY	29	17,698.48
43	2	EL DORADO	8	4,293.75
44	2	ELDORADO	8	13,487.61
45	2	EUREKA	37	3,273.00
46	2	GARNETT	2	2,811.00
47	2	GREAT BEND	5	21,282.00
48	2	HARPER	39	4,398.00
49	2	HAYS	26	6,784.48

PAYMENTS MADE TO CITIES FOR MAINTENANCE OF CITY CONNECTING LINKS

FISCAL YEAR JULY 1, 1976 TO JUNE 30, 1977

2	HERINGTON	21	960.00
2	HIAWATHA	7	3,838.48
2	HILLSBORO	57	2,895.00
2	HOISINGTON	5	1,341.00
2	HOLTON	43	1,383.00
2	HORTON	7	3,448.48
2	INDEPENDENCE	63	11,368.48
2	IOEA	1	7,923.00
2	KINGMAN	48	8,587.48
2	LARNED	73	7,005.00
2	LIBERAL	88	3,199.48
2	LYONS	80	11,368.49
2	MARION	57	2,046.00
2	MARYSVILLE	58	2,554.48
2	MCPHERSON	59	8,749.48
2	MISSION	46	4,653.00
2	OSAGE CITY	70	1,308.00
2	OSBORNE	71	2,250.00
2	OTTAWA	30	15,754.48
2	PHILLIPSBURG	74	2,631.00
2	PRATT	76	10,704.00
2	ROELAND PARK	46	4,137.00
2	RUSSELL	84	8,248.48
2	SCOTT CITY	86	3,636.00
2	STERLING	80	2,020.48
2	ULYSSES	34	6,398.48
2	WAMEGO	75	1,308.00
2	WELLINGTON	96	12,093.48
2	WINFIELD	18	11,040.00
2	YATES CENTER	104	6,024.00
	CLASS TOTAL		324,864.45

THIRD CLASS CITIES

3	ALMA	99	1,273.48
3	ASHLAND	13	2,041.48
3	BELLE PLAINE	96	1,065.00
3	BLUE RAPIDS	58	1,138.50
3	HURLINGAME	70	1,726.48
3	CENTRALIA	66	753.00
3	GIMARRON	35	4,774.48
3	CLIFTON	14	1,167.00
3	CLYDE	15	913.48
3	COLDWATER	17	1,822.48
3	COTTONWOOD FALLS	9	441.00
3	DIGHTON	51	4,399.48
3	DOWNSWORTH	71	1,500.00
3	ELLSWORTH	27	1,164.00

PAYMENTS MADE TO CITIES FOR MAINTENANCE OF CITY CONNECTING LINKS
FISCAL YEAR JULY 1, 1976 TO JUNE 30, 1977

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3	ENTERPRISE	21	847.48
3	EUDORA	23	1,101.00
3	FRANKFORT	58	1,402.48
3	GOVE CITY	32	129.00
3	GYPSUM	85	615.00
3	HOPE	21	648.00
3	HOXIE	90	435.00
3	JETHRO	42	738.00
3	JEWELL	45	205.48
3	KIOWA	7	2,464.48
3	LACROSSE	83	1,500.00
3	LACYGNE	54	633.74
3	LAKIN	47	1,201.48
3	MADISON	37	640.48
3	MINNEOLA	13	477.25
3	MORAN	1	2,184.00
3	MOUNDRIIDGE	59	2,337.00
3	MULVANE	96	1,545.00
3	NESS CITY	68	1,051.48
3	OAKLEY	55	1,162.48
3	OSDEN	81	1,638.00
3	PLAINS	60	1,498.48
3	PRESION	76	1,414.48
3	SMITH CENTER	92	2,191.48
3	SOUTH HAVEN	96	2,323.48
3	ST. MARYS	75	1,070.24
3	ST. MARYS	75	987.00
3	STOCKTON	82	408.25
3	SYRACUSE	38	5,151.00
3	TONGANOXIE	52	1,482.00
3	TORONTO	104	1,204.48
3	WATHENA	22	3,046.00
3	WAVERLY	16	753.00
3	WESTWOOD	46	2,223.00
3	WHITE CITY	64	642.00

CLASS TOTAL 71,530.58

GRAND TOTAL 796,111.44

The Honorable Lee Hamm, Chairperson
Committee on Transportation
House of Representatives
Third Floor, Statehouse

Dear Mr. Hamm:

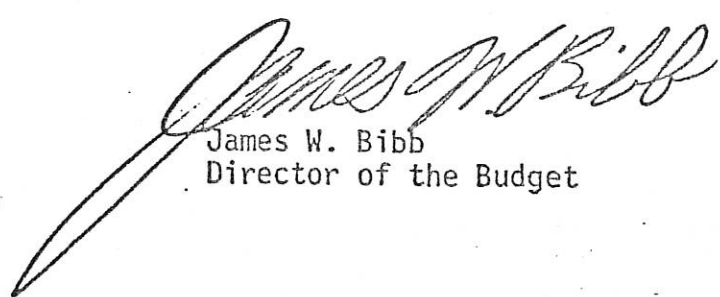
SUBJECT: Fiscal Note for House Bill No. 2058 by
Representative Frey

In accordance with K.S.A. 75-3715a, the following fiscal note concerning House Bill No. 2058 is respectfully submitted to your committee.

House Bill No 2058 would amend K.S.A. 1976 Supp. 68-416 to increase the amount paid by the Kansas Department of Transportation to cities for maintenance of connecting links on the state highway system. The bill would increase the amount of payment from \$750 per lane mile to \$1,500 per lane mile. At present the Department of Transportation provides payment for 1,053.803 lane miles. The increase would become effective July 1, 1977.

The Department of Transportation estimates that implementation of House Bill No. 2058 will increase connecting link maintenance payments by a minimum of \$790,352. The Department points out that an increase in the amount of payment for maintenance connecting links may encourage cities, which presently are allowing the Department of Transportation to maintain connecting links, to maintain such links themselves. The Department estimates that additional expenditures of \$247,500 could be required by such actions.

Any increase in expenditures required by the passage of this bill will decrease the amount of Highway General Funds available for the 3-R construction program.


James W. Bibb
Director of the Budget

JWB:REK:beo

THE CITY OF WICHITA

OFFICE OF Administrative Division
Department of Public Works

DATE January 18, 1977



TO R. W. Bruggeman, Director of Public Works

FROM Robert G. Vinson, Public Works Administrator

SUBJECT Maintenance Costs
State and Federal Highway
Connecting Links - Year 1975

Attached is a breakdown covering maintenance costs by activity for federal and state highway connecting links for the year 1975.

Costs during 1975 were well above the revenue received from the state for this purpose. The figures revealed in this report should establish a need for an increase of maintenance funds.

Robert G. Vinson
Robert G. Vinson
Public Works Administrator

/ml

Att.

211 11
1-19-77

MAINTENANCE COSTS BY ACTIVITY
FEDERAL AND STATE HIGHWAY CONNECTING LINKS
January 1, 1975 thru December 31, 1975

<u>TYPE OF MAINTENANCE</u>	<u>COST</u>
Pavement Repair	\$107,356.46
Curb and Gutter Repair	980.40
Sidewalk Repair	---
Asphalt Surface Treatment	---
Joint and Crack Sealing	3,100.67
Fence and Guardrails	655.77
Maint. of Unpaved, Blading, etc.	3,704.57
Bridge Maintenance	---
Linseed Oil Treatment	2,672.24
Weed and Grass Cutting	9,154.32
Storm Sewer Maintenance	2,243.60
Cleanup	16,170.79
Sweeping	10,794.73
Flushing	365.01
Snow and Ice Removal	9,785.45
Street Marking	11,000.00
Street Lighting	77,100.00
Traffic Signals	<u>33,000.00</u>
 TOTAL COST	 <u>\$288,084.01</u>

<u>COST OF MAINTENANCE</u>	<u>COST PER LANE MILE</u>	<u>TOTAL COST</u>
\$288,084.01 ÷ 136.680	\$2,107.73	\$288,084.01
 <u>REIMBURSEMENT FROM STATE</u>		
\$101,335.96 ÷ 136.680	<u>741.41</u> *	<u>101,335.96</u>
 ADDITIONAL COST ABOVE STATE REIMBURSEMENT	 \$1,366.32	 \$186,748.05

* Current agreement calls for reimbursement of \$750.00 per Lane Mile.

STATE HIGHWAY COMMISSION

MAINTENANCE AGREEMENT

CITY OF Colby

This agreement to become effective April 1, 1971

Route		SURFACE TYPE	Number of miles of			
No.	Sec.		2-Lanes	4-Lanes	6-Lanes	8-Lanes
24	97	Concrete (55) from Riddle Ave. westerly		0.534		
24	97	SAST on concrete (50) beginning at west edge of intersection of Riddle Ave.; thence easterly to RR track on Fourth Street	0.098	0.676		
24	97	Asphaltic concrete base (50) from RR track to east city limits		0.705		
25	97	Asphaltic concrete (50) from north terminal I-70 ramps to US-24		2.155		
25	97	Concrete (55) from US-24 to north city limits	0.305			
MILES TO BE MAINTAINED BY CITY						

(Total lane miles 17.086 @ 750 = \$ 12,814.50 Quarterly payment \$ 3,203.63)
 In accordance with the provisions of K. S. A. 68-416 as amended by Senate Bill No. 354, Session of 1967, the city agrees to maintain and keep in satisfactory repair, the above described streets used as connecting links in the State Highway System and receive payment at the rate of \$750 per traffic lane mile per year, which payment is to be used by the city solely for the maintenance of such connecting links.

The term "to maintain" as used in this agreement refers to the items listed below which constitute the maintenance of this connecting link.

1. Maintenance of all surfaces, curbs and gutters, inlets, manholes and storm sewers.
 - (a) Surface Maintenance: All spot patching, crack pouring, sealing and cleaning.
 - (b) Drainage System: Perform all repair and cleaning to insure proper functioning of inlets, manholes and storm sewers.
 - (c) Storm Coverage: All snow removal and spreading of chemicals and abrasives to maintain safe movement of traffic.
 - (d) Traffic Line Marking: All center stripe, lane and no passing marking.
2. Right of Way: Mowing, general cleaning and repair to maintain the ditch section and neat appearance.
3. Lighting and Traffic Control Signals: All lighting systems, traffic signals, restrictive and/or regulatory signs.

Route		SURFACE TYPE	Number of miles of			
No.	Sec.		2-Lanes	4-Lanes	6-Lanes	8-Lanes
24	97	Bit. surface treated base (20) from west city limits east to concrete pavement	0.193			
25	97	Bit. surface treated (25) from south city limits 1018.90 feet	0.193			
25	97	Asphaltic concrete (50) from 1018.90 feet north of south city limits	0.146	0.205		
70	97	Asphaltic concrete on asphalt base from the west city limits to the east city limits		0.379		
MILES TO BE MAINTAINED BY SHC			0.532	0.584		

In accordance with the provisions of K. S. A. 68-416 as amended by Senate Bill No. 354, Session of 1967, the State Highway Commission agrees to maintain, at the request of the City of Colby, the above described streets used as connecting links in the State Highway System in lieu of the payment of \$750 per traffic lane mile per year.

Attest: _____ Signed: _____
 City Clerk Mayor

STATE HIGHWAY COMMISSION OF KANSAS

Recommended: _____ Approved: _____
 Division Engineer State Highway Engineer

Attest: _____ Signed: _____

**RESOLUTION
DESIGNATING CITY CONNECTING LINKS IN STATE HIGHWAY SYSTEM**

RESOLVED, by the State Highway Commission of Kansas, this 2nd day of February, 1971, that pursuant to the provisions of K. S. A. 68-406, the following described streets in the city of Colby county of Thomas, a city of the Second class, be designated as connecting links in the State Highway System.

Route		DESCRIPTION	Number of Lanes	*Miles	*Total Route Miles
No.	Sec.				
24	97	From west city limits, to beginning of concrete pavement and curb and gutter	2	0.193	
24	97	From beginning of concrete pavement and curb and gutter to Court Avenue	4	1.210	
24	97	From Court Avenue to railroad track	2	0.098	
24	97	From railroad track to east city limits	4	0.705	2.205
25	97	From south city limits, north 1788.90 feet	2	0.339	
25	97	From end of 2 lane north 12,460.80	4	2.360	
25	97	From end of 4 lane to north city limits	2	0.305	3.004
70	97	Begin west city limits to east city limits	4	0.379	0.379

*(In computing net mileage where routes overlap, use mileage of one route only.)

TOTAL CONNECTING LINK MILEAGS (Net)

5.581

Recommended: Henry Highway
Division Engineer

Approved: John M. Director
State Highway Engineer

Attest: Pauline L. Blakely
Secretary

Signed: John M. Director
Director

By Senator Meyers

AN ACT concerning the state highway commission; relating to the highway fund; amending K. S. A. 1974 Supp. 68-416 and repealing the existing section.

Be it enacted by the Legislature of the State of Kansas:

1 Section 1. K. S. A. 1974 Supp. 68-416 is hereby amended to read
 2 as follows: 68-416. (a) All funds received by the various counties
 3 from the sale of benefit-district bonds heretofore or hereafter issued,
 4 under the provisions of K. S. A. 68-701 and 68-709 and amendments
 5 thereto, shall be transferred by the county treasurers to the state
 6 treasurer and by him placed in the highway fund; and such amounts
 7 shall be expended in the counties from which they are received and
 8 for the purposes for which said bonds were issued: *Provided*, That
 9 nothing in this act shall be construed to relieve any county in which
 10 a benefit district has been organized under the provisions of K. S. A.
 11 68-701 to 68-709, inclusive, and amendments thereto, from the duty
 12 and liability to issue and sell bonds under the provisions of said
 13 act in the amount necessary to pay such part of the cost of the con-
 14 struction of such benefit-district roads in said benefit district re-
 15 quired by said act to be paid by the county, township, and benefit
 16 district. Any unexpended balance remaining in the fund in which
 17 is placed that part of the fees for registration sent to the vehicle
 18 department or other official designated by law to receive the same,
 19 and appropriated for use in the administration of the motor-vehicle

1 registration act unexpended at the end of any calendar year, shall
2 be placed in the highway fund.

3 (b) The state highway fund shall be apportioned as follows:

4 (1) The fund known as the "county and township road fund" is
5 hereby abolished, and on the effective date of this act, the state
6 treasurer shall transfer all moneys in said fund to the special city
7 and county highway fund created by K. S. A. ~~1972~~ 1974 Supp.
8 79-3125.

9 (2) The fund known as the "state highway benefit-district fund"
10 is discontinued and hereafter the highway fund shall be used for
11 the payment and reimbursement of benefit-district costs and assess-
12 ments for such benefit districts that have been and may hereafter
13 be constructed as a part of the state highway system. On the effec-
14 tive date of this act the state treasurer shall transfer all state high-
15 way benefit-district funds to the highway fund.

16 (3) The state highway commission shall annually apportion and
17 distribute quarterly to cities on the state highway system from the
18 highway fund moneys at the rate of ~~seven hundred fifty dollars~~
19 ~~(\$750)~~ one thousand dollars (\$1,000) per lane per mile for the
20 maintenance of streets and highways in said cities designated by the
21 state highway commission as connecting links in the state highway

22 *item, or may enter into agreements with such cities for periodic*
23 *payment of the actual cost of maintaining such streets or highways.*

24 All said moneys distributed by the state highway commission shall
25 be credited to the street and alley funds of such cities and shall be
26 used solely for the maintenance of connecting links. "Lane," as
27 used in this subsection, shall refer to a portion of the roadway for
28 use of moving traffic of a standard width prescribed by the state
29 highway commission. In lieu of said apportionment ~~the state~~
30 ~~highway commission may, by and with the consent upon the~~
31 ~~request of the governing body of any city within the state of Kansas,~~

1 *the state highway commission shall maintain such streets within*
2 *said city and pay for such maintenance from the highway fund.*

3 (4) All of the remainder of such highway fund shall be used by
4 the state highway commission in the construction, improvement,
5 reconstruction and maintenance of the state highway system and
6 the support and maintenance of the state highway commission and
7 the state highway department and the expenses of administering the
8 motor vehicle registration and drivers' license laws: *Provided*, That
9 the state highway commission shall not construct more than two
10 hundred (200) miles of high-type pavement in any on year until
11 all the roads of the state highway system have been improved with
12 an all-weather surface such as sand, gravel or chat. All apportion-
13 ments and distribution provided for by this section shall be made
14 quarterly on the first days of January, April, July and October of
15 each year.

16 Sec. 2. K. S. A. 1974 Supp. 68-416 is hereby repealed.

17 Sec. 3. This act shall take effect and be in force from and after
18 its publication in the statute book.

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TESTIMONY BEFORE THE HOUSE TRANSPORTATION COMMITTEE
ON HOUSE BILL 2058 BY THE CITY OF OVERLAND PARK

MR. CHAIRMAN AND MEMBERS OF THE COMMITTEE, THE CITY OF OVERLAND PARK HAS LONG BEEN CONCERNED ABOUT CONNECTING LINKS AND THE PAYMENT TO THE CITIES OF THE STATE FOR MAINTENANCE ACTIVITIES WHICH CITIES PROVIDE. WE HAVE LONG BELIEVED THE \$750, CURRENTLY REIMBURSED TO THE CITIES FOR MAINTENANCE ACTIVITIES, IS WOEFULLY INADEQUATE TO ACTUALLY COVER THE COSTS OF SERVICE GIVEN TO THE STATE IN THESE AREAS. THE CURRENT HOUSE BILL 2058 WOULD INCREASE THE PAYMENTS TO THE CITIES TO \$1,500 PER LANE MILE FOR THE MAINTENANCE OF STREETS AND HIGHWAYS DESIGNATED AS CONNECTING LINKS IN THE STATE HIGHWAY SYSTEM.

THE CITY GOVERNING BODY OF OVERLAND PARK ENDORSES HOUSE BILL 2058 WITH THE UNDERSTANDING THAT WE BELIEVE THE COST OF MAINTENANCE SHOULD BE REVIEWED MORE FREQUENTLY THAN HAS BEEN THE CASE IN THE PAST AND THE REIMBURSEMENTS TO THE CITIES SHOULD BE MADE PROMPTLY TO COVER THE ENTIRE COST OF PROVIDING MAINTENANCE TO THE STATE. AS AN ALTERNATIVE, WE BELIEVE THE SECRETARY OF TRANSPORTATION SHOULD BE AUTHORIZED BY THE LEGISLATURE TO NEGOTIATE SERVICE AGREEMENTS WITH THE CITIES TO PROVIDE CERTAIN TYPES OF MAINTENANCE ACTIVITIES WITHOUT THE CITIES HAVING TO INCUR THE TOTAL OBLIGATION FOR MAJOR REPAIRS AND OTHER CONSTRUCTION ACTIVITIES FOR THESE CONNECTING LINKS. WE HAVE SUGGESTED THIS SEVERAL TIMES TO THE SECRETARY AND TO GOVERNOR BENNETT IN THE PAST WITHOUT MUCH SUPPORT BECAUSE THERE APPEARS TO BE NO LEGISLATIVE AUTHORIZATION FOR THIS DISCRETION.

STREET MAINTENANCE COSTS HAVE ESCALATED WILDLY FOR THE CITIES AND THE COUNTIES OF KANSAS AND OTHER STATES IN RECENT YEARS, BUT THE REVENUES PROVIDED TO THE CITIES FOR MAINTENANCE OF STREET ACITIVITIES

HAVE NOT KEPT PACE AND THE ABILITIES OF THE CITIES TO RAISE MONEY LOCALLY HAS BEEN HAMPERED BY INADEQUATE REVENUE SOURCES SO THAT THE MAINTENANCE LEVELS THROUGHOUT KANSAS HAVE SUFFERED GREATLY AT THE LOCAL LEVEL. THE ACTION OF THE LEGISLATURE LAST YEAR IN CUTTING THE CITIES OUT OF ANY SHARING OF THE INCREASE IN GASOLINE TAXES HAS CONSIDERABLY WORSENERED THE SITUATION. HOUSE BILL 2058 WOULD HELP IMPROVE THAT SITUATION ALTHOUGH IT SHOULD BE RECOGNIZED THAT THE MONIES PROVIDED BY THIS BILL WOULD BE A DROP IN THE BUCKET AND WOULD NOT COME CLOSE TO MEETING THE NEEDS THAT CITIES EXPERIENCE IN STREET MAINTENANCE. TO CONCLUDE, THE CITY OF OVERLAND PARK ENDORSES HOUSE BILL 2058 AND URGES THE COMMITTEE TO RECOMMEND IT FOR PASSAGE.

1-11-77