

Approved March 15, 1989
Date

MINUTES OF THE House COMMITTEE ON Transportation

The meeting was called to order by Rex Crowell at
Chairperson

1:30 ~~xxx~~/p.m. on January 12, 1989 in room 519-S of the Capitol.

All members were present except: Representatives Justice, Gross and Dean

Committee staff present:

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

Conferees appearing before the committee:

Ms. Deb Miller, Kansas Department of Transportation

The meeting was called to order by Chairman Crowell, and he announced the main order of business was a continuation of staff review concerning Interim Transportation Committee proposals.

Mr. Ben Barrett briefed the Committee regarding the highway plan and stated it is designed to improve the existing state highway system and not to add mileage to it. (See Attachment 1)

Mr. Barrett outlined principal program components as follows:
1) Through FY 2000 about one-fifth of the miles on the state highway system would be included in a highway reconstruction and improvement initiative. 2) Bridge replacements or improvements would be accelerated based upon needs as identified on the KDOT bridge priority listing; 3) An increase in the commitment to the program of substantial maintenance on the present highway system from the current level to the adequate level; 4) Certain system enhancements would be made, including special projects which improve safety, relieve congestion, improve access and aid economic development; 5) Increased benefits would be provided for local units of government, (a) of a proposed half-cent increase in sales and compensating taxes, 37.5 percent would be added to and distributed through the Special City and County Highway Fund to local units; and (b) there would be an increase from \$1,250 to \$2,000 per lane mile in state connecting link payments to cities; 6) Some state support would be provided for transportation programs for elderly and handicapped citizens--approximately \$3.3 million through FY 2000; 7) Solvency of the State Highway Fund would be maintained during the life of the program; 8) Management of revenue in the State Highway Fund, the Highway Bond Proceeds Fund, and the Highway Bond Debt Service Fund would be made subject to the prudent person rule, except that money could not be invested in common stock.

Mr. Barrett stated that increased expenditures from the State Highway Fund for the enhanced program between FY 1990 and FY 2000 would total approximately \$2.6 billion.

CONTINUATION SHEET

MINUTES OF THE House COMMITTEE ON Transportation,
room 519-S Statehouse, at 1:30 ~~am~~/p.m. on January 12, 1989

Ms. Deb Miller, Kansas Department of Transportation, passed among Committee members maps of the 20 percent high priority roads which the Interim Transportation Committee recommended be candidates for reconstruction. (See Attachment 2)

Ms. Miller explained the priority formula and said for any given section of highway, there is a series of information regarding the condition of the highway including whether or not it has shoulders, the width of the shoulders, surface condition of the road, the lane width, fatal accident record, and overall traffic. She said there is a mathematical equation which allows KDOT to take all the known information about every segment of highway in Kansas and compare it against every other segment of highway in Kansas, and have a relative priority in terms of what is the most important things to be done.

The meeting was adjourned at 2:35 p.m.


Rex Crowell, Chairman

MEMORANDUM

January 10, 1989

FROM: Kansas Legislative Research Department

RE: Special Committee on Transportation Proposed Highway Initiative
(1988 Interim Proposal No. 42)

SUMMARY OF PLAN

Program Elements

The following is a list of the principal program components:

1. Through FY 2000 about one-fifth of the miles (approximately 1,900) on the state highway system would be included in a highway reconstruction and improvement initiative. Highway segments included in the initiative would be determined by the KDOT prioritization formula as being most critically in need of improvement. A number of these segment improvements also would include bridge projects.
2. Bridge replacements or improvements would be accelerated based upon needs as identified on the KDOT bridge priority listing. This activity would be increased by about 25 percent, meaning that approximately 50 additional priority bridge projects would be undertaken through FY 2000. This would supplement the bridge work included in the highway reconstruction and improvement initiative projects.
3. There would be an increase in the commitment to the program of substantial maintenance on the present highway system --from the current level to the adequate level. This means an increase of approximately 30 percent in expenditures for substantial maintenance. This would allow for improved highway surface, increased bridge repair, and a 20-year bridge repainting cycle (presently a 96-year cycle).
4. Certain system enhancements would be made, including special projects which improve safety, relieve congestion, improve access, and aid economic development. The Secretary of KDOT was requested to develop criteria for the selection of such projects. This process is underway.
5. Increased benefits would be provided for local units of government: (a) of a proposed half-cent increase in sales and compensating taxes, 37.5 percent would be added to and distributed through the Special City and County Highway Fund to local units; and (b) there would be an increase from \$1,250 to \$2,000 per lane mile in state connecting link payments to cities.

Through FY 2000, the projection is that sales and compensating tax revenues supplied to local units would total about \$519.3 million and the

Attach. 1

increased city connecting link payments would total about \$9.1 million. In addition, certain system enhancement projects (see 4 above) would directly benefit some local units of government.

6. Some state support would be provided for transportation programs for elderly and handicapped citizens -- approximately \$3.3 million through FY 2000. The Committee encouraged KDOT to pursue cooperation among transportation service providers in order to reduce duplication and make provision of such services more cost effective.
7. Solvency of the State Highway Fund would be maintained during the life of the program.
8. Management of revenue in the State Highway Fund, the Highway Bond Proceeds Fund, and the Highway Bond Debt Service Fund would be made subject to the prudent person rule, except that money could not be invested in common stock.

In summary, increased expenditures from the State Highway Fund for the enhanced program between FY 1990 and FY 2000 would total approximately \$2.6 billion. New expenditures would include:

1. \$1.343 billion for accelerated major road reconstruction and improvement and bridge replacement;
2. \$700.0 million for system enhancement projects;
3. \$229.3 million for an adequate level of substantial maintenance and local aid matching projects;
4. \$254.4 million for new debt service;
5. \$61.6 million for increased state operations;
6. \$9.1 million for increased connecting link payments to cities; and
7. \$3.3 million for aid to transportation programs for the elderly and handicapped.

Additional revenue made available to local units of government through the Special City and County Highway Fund would be approximately \$519.3 million.

Revenue Enhancements

The following revenue increases would support the recommended plan. Based on projections, about 44 percent of the new tax revenue would be produced from user fees; about 56 percent would be from sales taxes:

1. Motor vehicle fuel taxes would be increased by 7 cents per gallon, as follows: 4 cents per gallon in FY 1990, 2 cents per gallon in FY 1992,

and 1 cent per gallon in FY 1994. The full amount of this increase (approximately \$1.03 billion through FY 2000) would be retained by the State Highway Fund. The fuel tax indexation provision under current law would be repealed.

2. Vehicle registration fees would be increased generally as follows: the registration fee for automobiles under 4,500 pounds would be increased to a uniform \$25; those over 4,500 pounds would be increased to \$35; pickup trucks generally would be increased to \$35; and most other registrations, with some exceptions, would be increased by an average of 30 percent. The full amount of this increase (approximately \$318 million through FY 2000) would be retained by the State Highway Fund.
3. The present state sales and compensating tax (4.0 percent) would be increased by 0.5 percent (to 4.5 percent) with 62.5 percent of the revenue attributable to the 0.5 percent rate (approximately \$865.5 million through FY 2000) dedicated to the State Highway Fund. The remaining 37.5 percent (approximately \$519.3 million through FY 2000) would be dedicated to the Special City and County Highway Fund for distribution to local units of government. The sales and compensating tax increase would be effective on July 1, 1989.
4. The sales tax transfer from the State General Fund to the State Highway Fund would be increased to a straight 10 percent, beginning with the October 1, 1989 transfer. This proposed transfer would be based on a 4 percent rate. The current statutory rate for that transfer is scheduled to be 71.4 percent of a 9.19 percent rate. The 9.19 percent rate originally was based on what was considered to be that portion of the sales tax generated by sales of new and used motor vehicles. (For FY 1990, that portion is estimated to be 9.59 percent.) Under current law, the quarterly transfers are based on a 3 percent sales tax rate, but will be based on the current 4 percent rate beginning with the October 1, 1989 transfer. The full amount of this increase (approximately \$329 million through FY 2000) would be retained by the State Highway Fund.
5. Bonding would be authorized, not to exceed an aggregate amount outstanding at any one time in excess of \$700 million. The debt service projections assume the issuance of 15-year bonds at 7.875 percent interest (face rate), and an issuance cost of 1.5 percent. Between FY 1990 and FY 2000 the principal would total \$651 million. The interest on the entire life of the bonds would total \$481.1 million. Debt service between FY 1990 and FY 2000 would total \$254.4 million. There would be additional debt service requirements beyond FY 2000 (\$226.7 million).

Program Management and Implementation

The recommended program would be managed and implemented by KDOT under the direction of the Secretary. The configuration of road and bridge projects which compose the plan would be determined by the Secretary using the KDOT method of project selection. Selected projects would reflect their relative importance as identified by the KDOT priority formula. The Secretary also would be directed to include in the program the increase in the substantial maintenance program from the current level to the adequate level; maximize the use of federal funds; increase participation with local units on geometric improvements, city connecting links, and economic development set-aside projects; provide

financial support for transportation programs for the elderly and handicapped; and undertake special discretionary system enhancement projects which improve safety, relieve congestion, improve access, and aid economic development.

The Committee recommended that the Secretary develop criteria for review by the 1989 Legislature to be used for the distribution through FY 2000 of \$700 million in discretionary funds. The Secretary annually would prepare a report of proposed discretionary expenditures for review by the Legislature.

The specific program elements which comprise the total plan would be defined in KDOT's five-year plan, which would be subject to annual revision. Annual dialogue with the legislative and executive branches concerning the status of the plan will provide for continuous oversight so that KDOT will be fully accountable to policymakers with respect to progress being made to meet program objectives.

Summary of Program Revenues and Expenditures

Current projections from FY 1990 through FY 2000 place KDOT revenues at \$3.8 billion and expenditures at \$4.4 billion. This means that continuation of the present program would result in an \$0.6 billion shortfall by FY 2000.

Under the proposal, total revenues would be approximately \$7.1 billion and total expenditures would be \$7.0 billion. Thus, the \$0.6 billion shortfall would be made up and KDOT solvency would be assured for the life of the program. The following table presents the new revenue enhancement and proposed expenditure components of the highway proposal.

ATTACHMENT I

HIGHWAY PLAN -- PROPOSED REVENUE AND EXPENDITURE
ENHANCEMENTS FOR FISCAL YEARS 1990-2000 (\$000)

	Total
REVENUE ENHANCEMENTS:	
Motor Fuel Tax	\$ 1,032,738
Registration Fees	318,000
SGF (Sales Tax) Transfer	329,408
Retail Sales and Compensating Tax ^a	865,463
Interest Earnings	85,187
SUBTOTAL REVENUE ENHANCEMENTS:	\$ 2,630,795
Net from Bond Sales (proceeds and interest)	\$ 662,075
TOTAL ENHANCED REVENUES	\$ 3,292,870
EXPENDITURE ENHANCEMENTS:	
Substantial Maintenance Increase to Adequate Level	\$ 229,349
Reconstruction, Improvement, and Priority Bridges	1,342,616
System Enhancements	700,000
Additional State Operations ^b	61,648
Elderly and Handicapped	3,300
City Connecting Links	9,130
New Debt Service @7.875% (15 years)	254,419
TOTAL ENHANCED EXPENDITURES	\$ 2,600,462

- a) Because this table includes only State Highway Fund revenues and expenditures, the sales tax distribution to the Special City and County Highway Fund (\$519.3 million) is not included.
- b) "Additional State Operations" includes preconstruction administration, design, and support of field staff.

NOTE: As can be noted, by FY 2000 revenue enhancements exceed expenditure enhancements by about \$0.7 billion. Of this amount, some \$0.6 billion is needed to cover the amount by which the existing program expenditures would exceed existing revenues through FY 2000. The FY 2000 ending balance for the total program would be about \$0.1 billion.

KANSAS DEPARTMENT OF TRANSPORTATION -- HIGHWAY FUND CASH FLOW ANALYSIS
Revenue and Expenditure Assumptions for Existing and Adequate Programs by Fiscal Year (\$000)

	1990	1991	1992	1993	1994	1995	1996	1997	1998	1999	2000	Total
Beginning Balance	\$ 38,443	\$ 146,351	\$ 256,961	\$ 351,023	\$ 350,686	\$ 253,575	\$ 87,287	\$ 22,931	\$ 39,013	\$ 50,383	\$ 51,433	\$ --
EXISTING REVENUES:												
State Highway Fund:												
Motor Fuel Tax	82,300	83,500	83,500	83,500	83,500	83,500	83,500	83,500	83,500	83,500	83,500	917,300
Registration and Title Fees ^(a)	72,500	70,500	70,500	70,500	70,500	70,500	70,500	70,500	70,500	70,500	70,500	777,500
SGF (Sales Tax Transfer)	44,555	49,325	51,298	53,350	55,484	57,703	60,011	62,411	64,908	67,504	70,204	636,753
Misc Revenue	20,077	18,356	17,900	9,325	9,325	9,325	9,325	9,325	28,230	28,310	28,310	187,808
Subtotal	<u>\$ 219,432</u>	<u>\$ 221,680</u>	<u>\$ 223,197</u>	<u>\$ 216,674</u>	<u>\$ 218,808</u>	<u>\$ 221,027</u>	<u>\$ 223,335</u>	<u>\$ 225,735</u>	<u>\$ 247,137</u>	<u>\$ 249,813</u>	<u>\$ 252,513</u>	<u>\$ 2,519,355</u>
Fed. & Local Aid Reimbursement	\$ 120,640	\$ 125,874	\$ 114,992	\$ 113,178	\$ 110,945	\$ 108,321	\$ 110,522	\$ 111,448	\$ 112,360	\$ 112,723	\$ 113,583	\$ 1,254,586
TOTAL EXISTING REVENUES	\$ 340,072	\$ 347,554	\$ 338,189	\$ 329,852	\$ 329,754	\$ 329,349	\$ 333,857	\$ 337,183	\$ 359,498	\$ 362,536	\$ 366,096	\$ 3,773,940
REVENUE ENHANCEMENTS:												
Motor Fuel Tax ^(b)	\$ 55,348	\$ 60,379	\$ 88,053	\$ 90,569	\$ 104,406	\$ 105,664	\$ 105,664	\$ 105,664	\$ 105,664	\$ 105,664	\$ 105,664	\$ 1,032,738
Registration Fees	18,000	30,000	30,000	30,000	30,000	30,000	30,000	30,000	30,000	30,000	30,000	318,000
SGF (Sales Tax Transfer) ^(c)	18,867	25,865	26,900	27,976	29,095	30,259	31,469	32,728	34,037	35,399	36,815	329,408
Retail Sales Tax	59,368	67,140	69,826	72,619	75,524	78,545	81,687	84,954	88,352	91,886	95,562	865,463
Interest on Funds	<u>0</u>	<u>13,127</u>	<u>19,476</u>	<u>22,541</u>	<u>19,273</u>	<u>10,771</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>85,187</u>
TOTAL REVENUE ENHANCEMENTS	\$ 151,583	\$ 196,511	\$ 234,255	\$ 243,704	\$ 258,297	\$ 255,238	\$ 248,819	\$ 253,346	\$ 258,053	\$ 262,949	\$ 268,040	\$ 2,630,795
Total Before Bonding	\$ 491,654	\$ 544,066	\$ 572,444	\$ 573,557	\$ 588,051	\$ 584,586	\$ 582,677	\$ 590,529	\$ 617,551	\$ 625,485	\$ 634,137	\$ 6,404,735
Bond Sales (98.5%)	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 153,660	\$ 281,710	\$ 197,000	\$ 8,865	\$ 0	\$ 641,235
Interest (6.5%)	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>4,994</u>	<u>9,156</u>	<u>6,403</u>	<u>288</u>	<u>0</u>	<u>20,840</u>
Net from Bond Sales	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 158,654	\$ 290,866	\$ 203,403	\$ 9,156	\$ 0	\$ 662,075
TOTAL REVENUES	\$ 491,654	\$ 544,066	\$ 572,444	\$ 573,557	\$ 588,051	\$ 584,586	\$ 741,331	\$ 881,395	\$ 820,953	\$ 634,638	\$ 634,137	\$ 7,066,810

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	1990	1991	1992	1993	1994	1995	1996	1997	1998	1999	2000	Total
EXISTING (A-Level)												
EXPENDITURES: ^(d)												
State Ops. and Misc.	\$ (177,244)	\$ (187,242)	\$ (192,026)	\$ (201,906)	\$ (212,541)	\$ (222,593)	\$ (233,418)	\$ (244,786)	\$ (256,723)	\$ (269,257)	\$ (282,420)	\$ (2,480,157)
Substantial Maint.	(51,867)	(50,518)	(53,145)	(55,909)	(58,816)	(61,874)	(65,092)	(68,477)	(72,037)	(75,783)	(79,724)	(693,243)
Major Modification	(125,014)	(121,441)	(112,932)	(112,231)	(109,362)	(106,343)	(107,741)	(108,501)	(109,920)	(109,904)	(110,105)	(1,233,494)
TOTAL A-LEVEL EXPENDITURES	<u>\$ (354,125)</u>	<u>\$ (359,201)</u>	<u>\$ (358,103)</u>	<u>\$ (370,045)</u>	<u>\$ (380,719)</u>	<u>\$ (390,810)</u>	<u>\$ (406,251)</u>	<u>\$ (421,764)</u>	<u>\$ (438,680)</u>	<u>\$ (454,945)</u>	<u>\$ (472,249)</u>	<u>\$ (4,406,894)</u>
EXPENDITURE ENHANCEMENTS:												
B-Level Increase over A-Level	\$ (7,423)	\$ (17,506)	\$ (18,410)	\$ (19,362)	\$ (20,363)	\$ (21,416)	\$ (22,522)	\$ (23,686)	\$ (24,911)	\$ (26,199)	\$ (27,553)	\$ (229,349)
Highway Initiative ^(e)	(17,267)	(52,649)	(102,001)	(178,536)	(280,319)	(328,524)	(356,315)	(373,183)	(274,385)	(74,827)	(4,610)	(2,042,616)
Additional State Operations ^(f)	(552)	(1,613)	(3,094)	(5,390)	(8,443)	(9,889)	(10,723)	(11,229)	(8,265)	(2,278)	(172)	(61,648)
Elderly&Handicapped City Connecting Links	(300)	(300)	(300)	(300)	(300)	(300)	(300)	(300)	(300)	(300)	(300)	(3,300)
New Debt Serv. @7.875% Term = 15	(830)	(830)	(830)	(830)	(830)	(830)	(830)	(830)	(830)	(830)	(830)	(9,130)
	0	0	0	0	0	0	(8,953)	(34,320)	(62,213)	(74,208)	(74,724)	(254,419)
TOTAL ENHANCED EXPENDITURES	<u>\$ (26,372)</u>	<u>\$ (72,898)</u>	<u>\$ (124,635)</u>	<u>\$ (204,418)</u>	<u>\$ (310,255)</u>	<u>\$ (360,959)</u>	<u>\$ (399,643)</u>	<u>\$ (443,548)</u>	<u>\$ (370,904)</u>	<u>\$ (178,642)</u>	<u>\$ (108,189)</u>	<u>\$ (2,600,462)</u>
TOTAL EXPEND.	<u>\$ (380,497)</u>	<u>\$ (432,099)</u>	<u>\$ (482,738)</u>	<u>\$ (574,463)</u>	<u>\$ (690,974)</u>	<u>\$ (751,769)</u>	<u>\$ (805,894)</u>	<u>\$ (865,313)</u>	<u>\$ (809,584)</u>	<u>\$ (633,586)</u>	<u>\$ (580,439)</u>	<u>\$ (7,007,356)</u>
ANNUAL SURPLUS (DEFICIT)	\$ 111,158	\$ 111,967	\$ 89,705	\$ (907)	\$ (102,923)	\$ (167,182)	\$ (64,564)	\$ 16,082	\$ 11,368	\$ 1,051	\$ 53,698	\$ --
ENDING BALANCE WITH ADEQUATE PROG. ^(g)	\$ 146,351	\$ 256,961	\$ 351,023	\$ 350,686	\$ 253,575	\$ 87,287	\$ 22,931	\$ 39,013	\$ 50,383	\$ 51,433	\$ 105,131	\$ --
ENDING BALANCE WITHOUT ADEQUATE PROG. ^(g)	\$ 21,140	\$ 8,136	\$ (7,422)	\$ (47,045)	\$ (92,199)	\$ (152,767)	\$ (224,954)	\$ (309,534)	\$ (388,717)	\$ (481,125)	\$ (587,277)	\$ --

- a) Registration fees will decline from \$72.5 million in FY 1990 to \$70.5 million in FY 1991 because the Vehicle Information Processing System (VIPS) fee on titles sunsets in FY 1990.
- b) The motor fuel tax revenue enhancement assumes a one-month collection lag as the result of a July 1 effective date on each one-cent tax increase.
- c) Because this table includes only State Highway Fund revenues and expenditures, the sales tax distribution to the Special City and County Highway Fund is not included.
- d) Current level of expenditures assumes 5.0 percent annual growth in salaries and other operating expenditures and 5.2 percent annual growth in substantial maintenance.
- e) "Highway Initiatives" includes \$700 million for the FY 1991-FY 2000 period for undesignated special system enhancements, geometric improvement for city connecting link set-asides, and economic development set-aside projects.
- f) "Additional State Operations" includes preconstruction administration, design, and support of field staff.
- g) "Ending Fund Balance" includes funds available for expenditure, but does not include funds held in escrow.

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

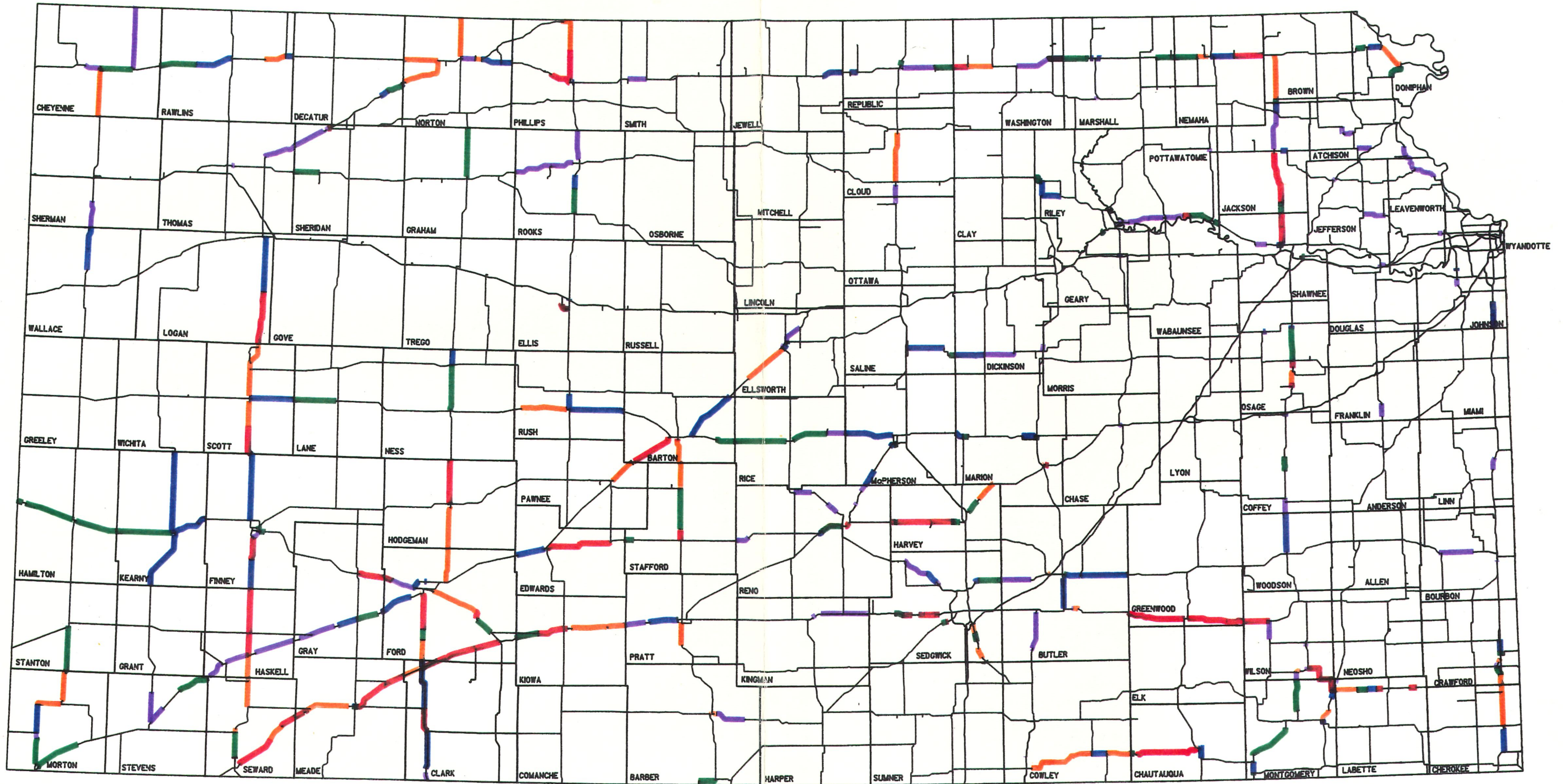
<u>Weight Category</u>	<u>Current Fee</u>	<u>Proposed Fee</u>	<u>Estimated Number</u>	<u>Current Revenue</u>	<u>Proposed Revenue</u>	<u>Increase</u>
AUTOMOBILES						
0 - 3,000 lbs.	\$13.00	\$25.00	500,000	\$ 6,500,000	\$ 12,500,000	\$ 6,000,000
3,001 - 3,999 lbs.	16.25	25.00	675,000	10,968,750	16,875,000	5,906,250
4,000 - 4,500 lbs.	19.50	25.00	205,000	3,997,500	5,125,000	1,127,500
over 4,500 lbs.	26.00	35.00	88,000	2,288,000	3,080,000	792,000
Subtotal			1,468,000	\$ 23,754,250	\$ 37,580,000	\$ 13,825,750
TRUCKS						
<u>County Registrations</u>						
<u>Regular Trucks</u>						
12M	\$25.00	\$35.00	482,644	\$ 12,066,100	\$ 16,892,540	\$ 4,826,440
16M	75.00	100.00	6,721	504,075	672,100	
20M	100.00	130.00	3,945	394,500	512,850	
24M	150.00	195.00	5,313	796,950	1,036,035	
30M	235.00	310.00	3,366	791,010	1,043,460	
36M	285.00	370.00	1,342	382,470	496,540	
42M	360.00	470.00	930	334,800	437,100	
48M	460.00	600.00	1,152	529,920	691,200	
54M	615.00	800.00	1,231	757,065	984,800	
60M	765.00	1,000.00	419	320,535	419,000	
66M	915.00	1,200.00	209	191,235	250,800	
74M	1,175.00	1,525.00	258	303,150	393,450	
80M	1,325.00	1,725.00	920	1,219,000	1,587,000	
85M	1,475.00	1,925.00	904	1,333,400	1,740,200	
Subtotal			509,354	\$ 19,924,210	\$ 27,157,075	\$ 7,232,865
<u>Local Trucks</u>						
16M	\$47.00	\$60.00	1,673	\$ 78,631	\$ 100,380	
20M	75.00	100.00	940	70,500	94,000	
24M	100.00	130.00	1,530	153,000	198,900	
30M	135.00	175.00	1,114	150,390	194,950	
36M	160.00	210.00	423	67,680	88,830	
42M	185.00	240.00	356	65,860	85,440	
48M	235.00	310.00	886	208,210	274,660	
54M	315.00	410.00	1,390	437,850	569,900	
60M	360.00	470.00	340	122,400	159,800	
66M	440.00	570.00	108	47,520	61,560	
74M	575.00	750.00	76	43,700	57,000	
80M	675.00	880.00	208	140,400	183,040	
85M	775.00	1,000.00	90	69,750	90,000	
Subtotal			9,134	\$ 1,655,891	\$ 2,158,460	\$ 502,569

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

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

Source: Department of Revenue and estimates.

NON-INTERSTATE ROADWAY SECTIONS



PRIORITY RANGE



PREPARED BY THE
KANSAS DEPARTMENT OF TRANSPORTATION
 BUREAU OF TRANSPORTATION PLANNING
 SEPT. 27, 1988
 USING CANSYS DATABASE 9/26/88

Attach 2