

Approved: 2-10-99  
Date

MINUTES OF THE APPROPRIATIONS COMMITTEE.

The meeting was called to order by Chairperson Phill Kline at 9:00 a.m. on January 14, 1999 in Room 514-S of the Capitol.

All members were present except:

Committee staff present: Legislative Research - Alan Conroy, Robert Waller, Stuart Little  
Revisor of Statutes - Jim Wilson, Mike Corrigan  
Secretary - Ann McMorris

Conferees appearing before the committee:

Mary Turkington, Chairperson, Transportation 2000  
Mike Lackey, Asst. Secretary/Chief Transportation Engineer,  
Kansas Department of Transportation

Others attending: See attached list.

Chair called the meeting to order at 9:00 a.m.

**HB. 2027 – Governor’s Emergency Supplemental Bill**

Rep. Shriver offered an amendment to HB 2027. (Attachment 1) This allows the adjutant general to set up a procedure for hardship cases which would allow for certain instances where the state would pay for part of the funding where a local government can’t come up with the required matching funds.

Moved by Representative Shriver, seconded by Representative Powell, adoption of the amendment to H.B. 2027. Motion carried.

Moved by Representative Shriver, seconded by Representative Powell, to pass HB 2027 as amended. Motion carried.

**Transportation 2000 Committee Recommendations**

Mary Turkington, Chairperson, Transportation 2000  
Mike Lackey, Asst. Secretary/Chief Transportation Engineer, KDOT

Mike Lackey provided the committee with a series of charts, graphs and information on a comprehensive transportation program. (Attachment 2)

He discussed state highway fund ending cash balances, agency finances, annual average federal funds for 6 years - 1998-2003, construction lettings, transportation needs, deficiencies on the state system after Comprehensive Highway Program (CHP), local road and street needs, aviation, public transit, rail, comparison of public road miles & population, Kansas demographics percentage growth, state revenues compared to income and travel, economic impacts of the CHP, Comprehensive Transportation Program “Building Blocks”, Governor’s Transportation Program, Overview of Core highway construction program, highway preservation component, highway modernization component, highway expansion component, System enhancement project categories, Sales tax transfer, bond finance component, and KDOT comparison of debt service.

Budget division in various categories was discussed. Federal funds usually cover 80% of any project and state funds cover 20%.

CONTINUATION SHEET

MINUTES OF THE HOUSE APPROPRIATIONS COMMITTEE, Room 514-S Statehouse, at 9:00 a.m. on January 14, 1999.

Committee asked for more information on (1) how many bridges need to be addressed; (2) what would be gained with the Governor's Program over and above the Interim Program; (3) what percent of total highway revenue is Federal Aid in other states; (4) why is it now acceptable to issue 25 year bonds instead of 20 year bonds; (5) will additional funds be needed again in eight years; (6) funding status at the end of the Governor's proposed program. Mike Lackey agreed to supply written answers to the above questions.

Due to lack of time, discussion on Transportation 2000 Committee Recommendations was continued to another date when the committee would hear the report from Mary Turkington, chairperson of Transportation 2000.

Next meeting will be held on January 19.  
Adjournment.

Respectfully submitted,

Ann McMorris, Secretary

Attachments - 2

# APPROPRIATIONS COMMITTEE GUEST LIST

DATE: 11/14/99 Thursday

NAME	REPRESENTING
Bernie Koch	Wichita Chamber
Alman Treman	Ks Dept on Aging
Jim McHaff	Kansas AFL-CIO
Ashley K Sherard	Overland Park Chamber
Chuck Bredahl	Adi Cepurati Dept
Gene Krase	" " "
Nana Fenton	Johnson County
Karl Telephor	KS Taxpayers Mutual
Bev Murray	Pottorff
Linda McGee	MGA
<span style="color: red;">Donald Cowby</span>	<span style="color: red;">DOB</span>
Jamie Clover Adams	Governor's Office
Jessica Banguin	Rep. Weber's Intern
Josie Torres	Ks Council on Developmental Disabilities
David Miles	Associated Press
Katie Sackman	Farmer
JOHN POLZAR	House Minority
Alex A. Kotoyantz	CVB J.C., Ks. Lobbyist





PROPOSED AMENDMENT TO HB 2027

For Consideration by Committee on Appropriations

January 14, 1999

On page 1, following line 24, by inserting the following material to read as follows:

“Provided, That the adjutant general may make expenditures from the disaster relief account to provide the full amount of nonfederal matching moneys required for disaster relief claims by local governments under the applicable federal emergency disaster relief program requirements in appropriate cases of hardship which shall be determined by the adjutant general in accordance with guidelines for hardship determinations, including appropriate guidelines for evaluating available local government resources and prioritizing local government claims, which are hereby authorized to be adopted and administered by the adjutant general.”

*Attach* Attachment 1-1  
House Appropriations Committee  
January 14, 1999

**HOUSE BILL No. 2027**

By Committee on Appropriations

1-12

9 AN ACT making and concerning appropriations for the fiscal year ending  
10 June 30, 1999, for the adjutant general; authorizing certain transfers  
11 and imposing certain restrictions and limitations, and directing or au-  
12 thORIZING certain receipts and disbursements and acts incidental to the  
13 foregoing.

14

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

16 Section 1. (a) For the fiscal year ending June 30, 1999, appropria-  
17 tions are hereby made, restrictions and limitations are hereby imposed,  
18 and transfers, fees, receipts, disbursements and acts incidental to the fore-  
19 going are hereby directed or authorized as provided in this act.

20 Sec. 2.

21

ADJUTANT GENERAL

22 (a) There is appropriated for the above agency from the state general  
23 fund the following:

24 Disaster relief ..... \$2,801,780

25 Sec. 3. This act shall take effect from and after its publication in the  
26 Kansas register.

1-2

**Presentation to the  
House Appropriations Committee**

**Comprehensive Transportation  
Program**

**January 14, 1999**

**Mike Lackey**  
**Assistant Secretary of Transportation**  
**State Transportation Engineer**

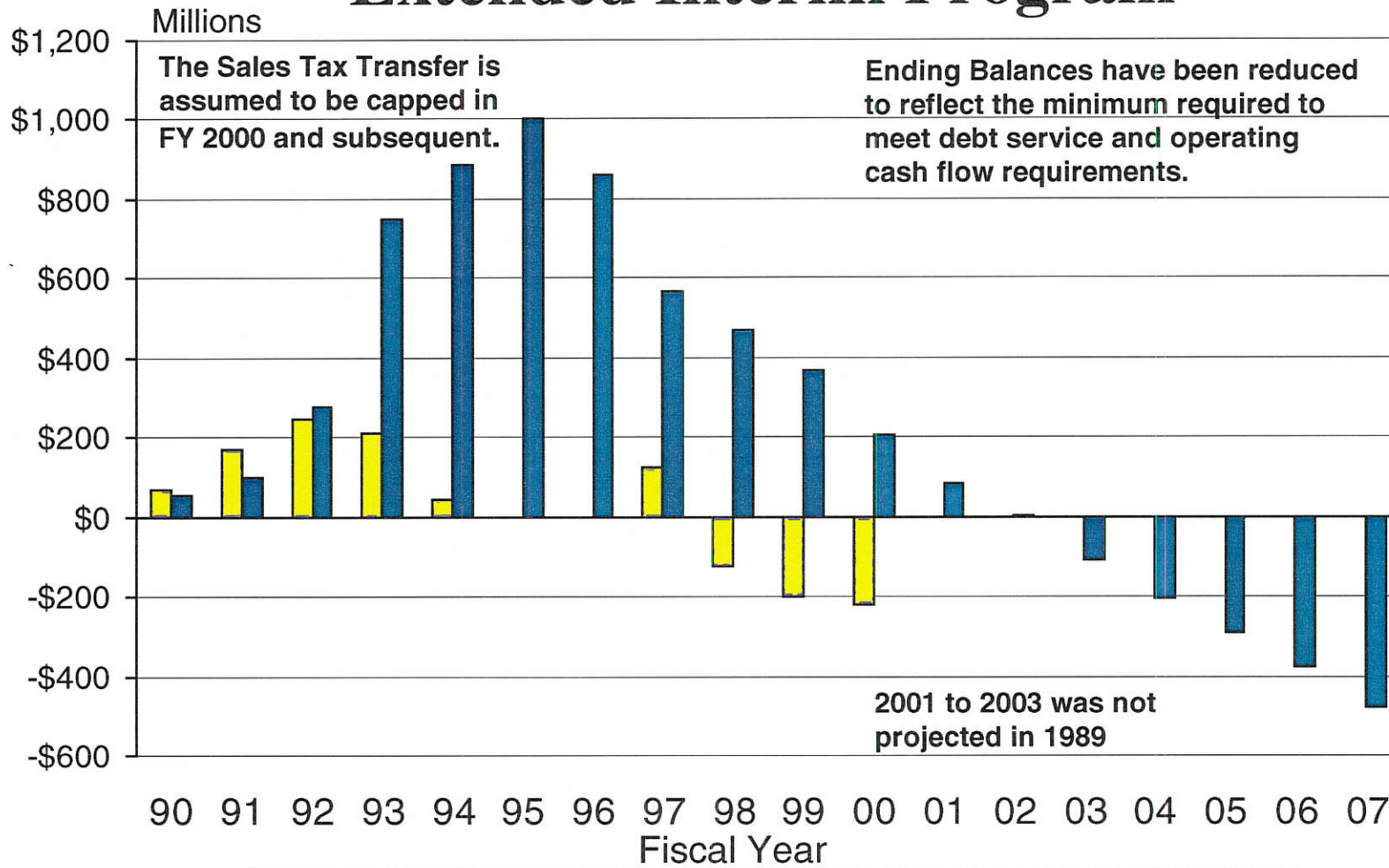
**Kansas Department of Transportation**

# **A Comprehensive Transportation Program is needed because:**

- The 1989 CHP provided a viable program for only a limited period of time.**
- The 1989 CHP addressed only a portion of the transportation needs.**
- The 1989 CHP benefited the Kansas economy.**

# State Highway Fund Ending Cash Balances Extended Interim Program

2-3



■ At time of 89 HB2014 ■ Extended Interim\* (90-98 Actual)

\* Assumes continued matching of Federal Aid, Substantial Maintenance, & Agency Operations beyond FY 1997.



# Agency Finances

- **1989 CHP tax increases do not “sunset”**
- **Ending cash balances are higher than 1989 estimates**
  - **Early bond sales with favorable interest rates**
  - **Greater-than-anticipated federal funds**
  - **Construction costs below estimates partially because of inflation**
  - **Most revenues were close to estimates**

# Annual Average Federal Funds

2-5

	TEA-21 FFY 1998-2003
(\$ Millions)	
Total Authorized	\$ 306
Less: Demonstration Projects*	19
Net Authorized	<u>\$ 287</u>
Less: Pass-Through Funds to Cities and Counties	63
Safety Set-Aside	14
Transportation Enhancement Set-Aside	9
Planning Set-Aside	7
Authorized Federal Funds for State Construction	<u>\$ 194</u>
Less: Federal Funds Committed to Projects Previously Announced 7/97	145
Increase in Authorized Federal Funds	<u>49</u>
Anticipated Obligation Limitation	<u>93%</u>
Increase Committed to Projects Previously Announced 7/97 as Unfunded	<u>\$ 46</u>

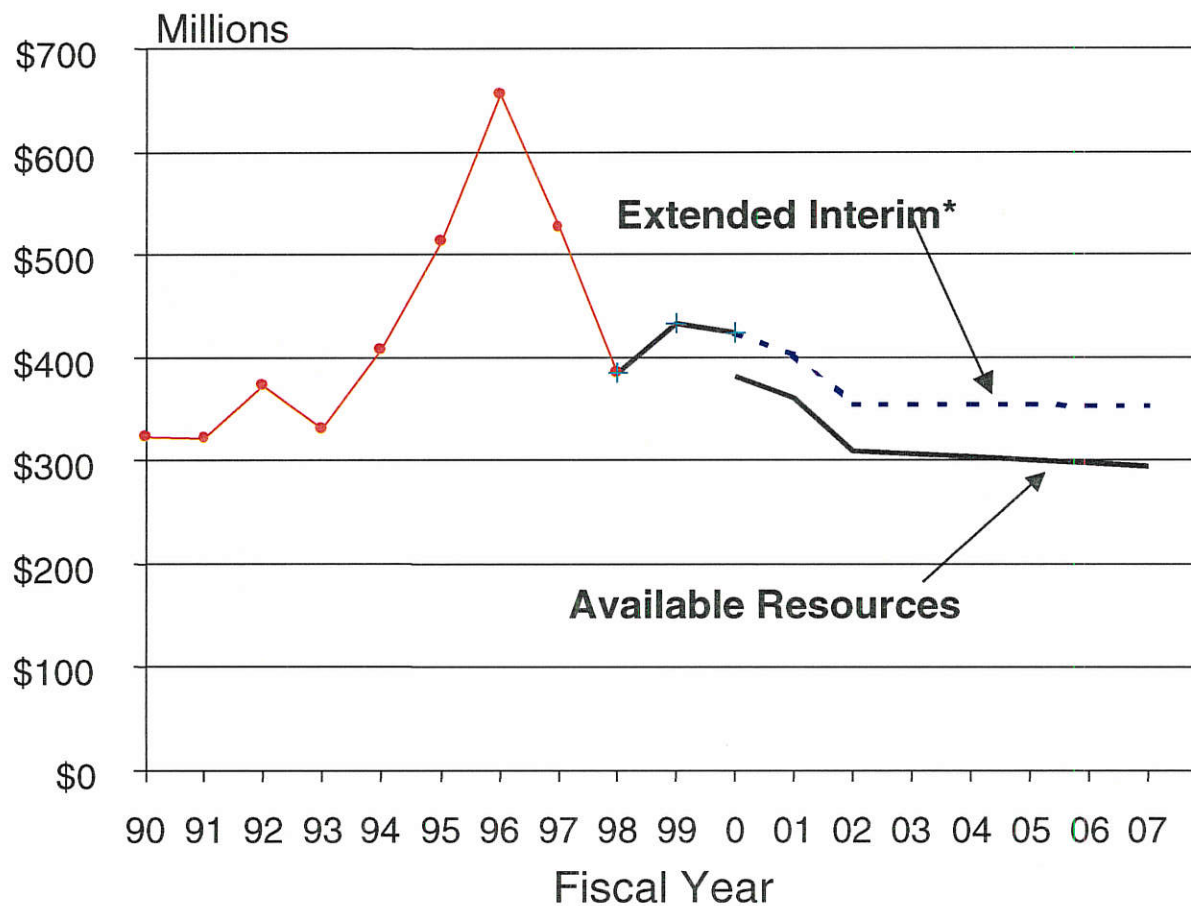
\*TEA-21 provided \$88 million to pay for 8 projects with an estimated \$451 million cost along with an additional \$23 million for unspecified projects. Only a limited amount of the demonstration money can be drawn per year. Approximately \$28 million of state funds would be required to match the federal aid, and another \$312 million of state funds would be needed to complete the projects.

# Annual Average Federal Funds

(\$ Millions)	ISTEA FFY 1992-1997	TEA-21 FFY 1998-2003	ISTEA FFY 1992-1997 (Constant 2003 \$)
Total Authorized	\$ 211	\$ 306	\$ 266
Less: Demonstration Projects	<u>13</u>	<u>19</u>	<u>16</u>
Net Authorized	\$ 198	\$ 287	\$ 250
Less: Pass-Through to Cities and Counties	43	63	54
Safety Set-Aside	10	14	13
Transportation Enhancement Set-Aside	5	9	6
Planning Set-Aside	<u>4</u>	<u>7</u>	<u>5</u>
Authorized Federal Funds for State Construction	\$ 136	\$ 194	\$ 172

2-7

# Construction Lettings Constant 1998 Dollars



# Transportation Needs

- **CHP did not address all needs and was not intended to**
- **Interim Plan cannot address all outstanding needs**
- **Increasing impact of deferred preservation and modernization activities**



## Deficiencies on the State System after CHP

- **Deficient Shoulder Width -2,195 miles**
- **Deficient Shoulder Type - 3,726 miles**
- **Beyond Calculated Life Expectancy**
  - **Non-Interstate Pavement - 7,213 miles**
  - **Interstate Pavement - 188 miles**
  - **Span Bridges - 303**
- **Bridge Needs**
  - **Significantly Deficient Conditions - 257**
  - **Critically Deficient Width - 344**

## Local Road and Street Needs

- **122,812 miles and 20,869 bridges under county and city jurisdiction**
- **Although cities and counties shared in the increased revenues from the CHP (Special City and County Highway Fund), many needs remain on these facilities**

# Aviation

- **Airports are critical for medical services in rural areas and are also important for economic growth.**
- **Only 25 of 132 public-use general aviation airports received federal funding for capital improvements in the past ten years.**
- **Of 132 public-use general aviation airports, 55 are below the desired runway standards established by the State's largest provider of aerial medical evacuation services.**
- **The current overall pavement condition of Kansas general aviation runways is rated as "fair" (48 on a scale of 0 to 100).**

# Public Transit

- **Increasing need in rural areas for access to medical services and employment opportunities such as “Welfare to Work”**
- **Urban areas face increased demand for service improvements and ADA paratransit service**
- **Both rural and urban areas have many demands for expanded services in terms of weekends and evenings**

# Rail

- **Due to the volume of train traffic on limited track miles, trains have become a “geographical” barrier bisecting cities and disrupting access within communities.**
- **Rail transportation is critical to the movement of Kansas farm products. For Class I railroads, farm products represent 22% of their Kansas traffic; for shortline railroads, 80%.**
- **49% (2,724 of 5,580 miles) of the Kansas Rail System is under “shortline” control and serves 71 counties. Of those miles, 2,000 require rehabilitation to remain economically viable (operation speeds  $\geq$  25 mph).**



2-14

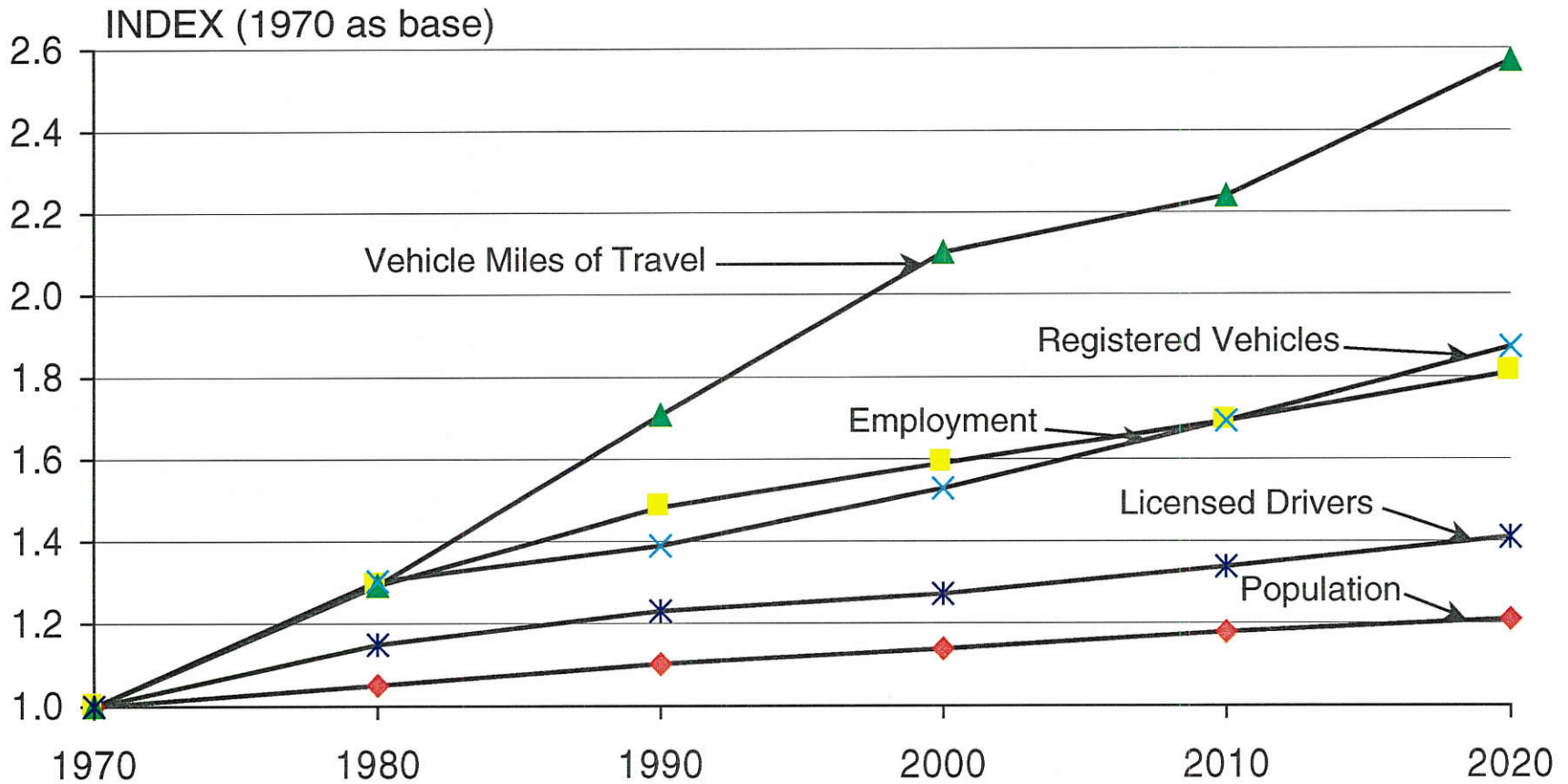
# Comparison of Public Road Miles & Population

<b>State</b>	<b>Public Road Miles Ranking</b>	<b>Miles</b>	<b>Population</b>	<b>People Per Mile</b>
<b>Texas</b>	<b>1</b>	<b>296,259</b>	<b>19,163,000</b>	<b>65</b>
<b>California</b>	<b>2</b>	<b>170,506</b>	<b>32,609,000</b>	<b>191</b>
<b>Illinois</b>	<b>3</b>	<b>137,577</b>	<b>11,847,000</b>	<b>86</b>
<b>Kansas</b>	<b>4</b>	<b>133,386</b>	<b>2,572,000</b>	<b>19</b>

# Kansas Demographics

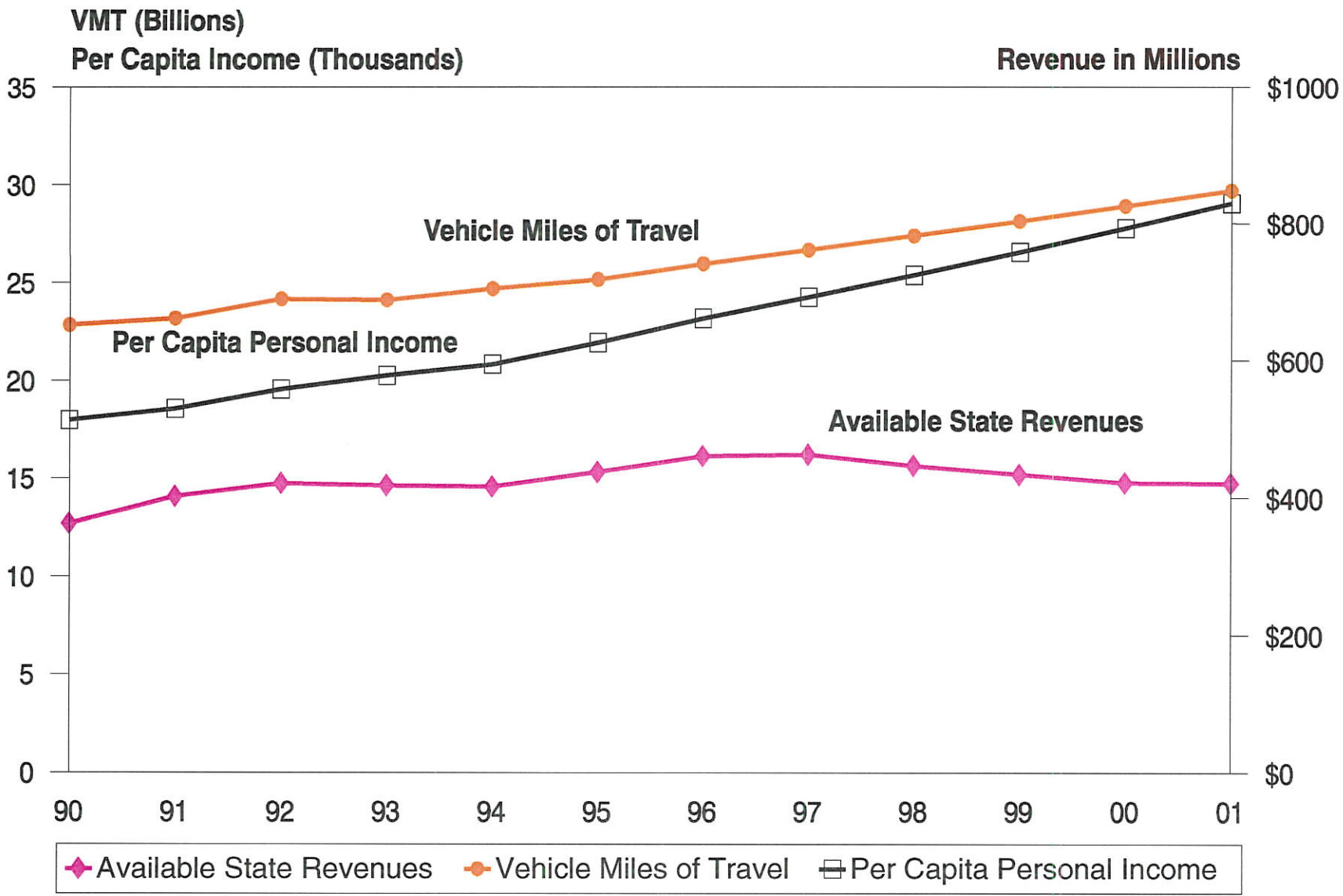
## Percentage Growth

2-15



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# State Revenues Compared to Income and Travel



State Revenues have been reduced by the amount of the Debt Service Payments and do not include Bond Proceeds. Projections of Personal Income and VMT uses a 10 year average growth rate. 16

# Economic Impacts of the 1989 Comprehensive Highway Program

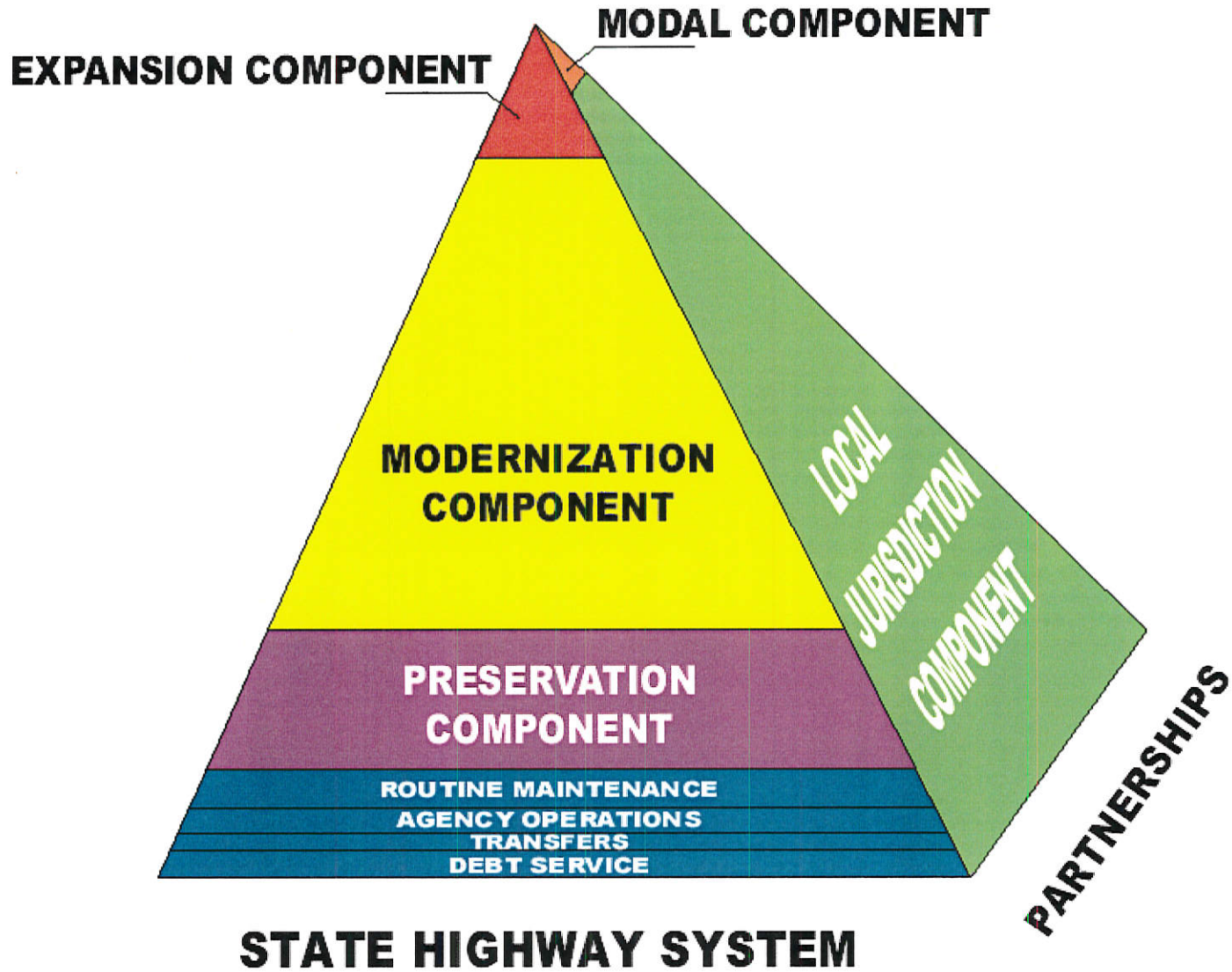
2-17

- **Economic multiplier: 2.6 per dollar spent**
- **An increase of nearly 118,000 private sector jobs statewide**
- **\$1.4 billion increase in income**
- **Other benefits**
  - Increased economic development
  - Highway user benefits

Source: Babcock, Michael W., et al. Economic Impacts of the Kansas Comprehensive Highway Program. Kansas State University, 1997.

# COMPREHENSIVE TRANSPORTATION PROGRAM "BUILDING BLOCKS"

2-18





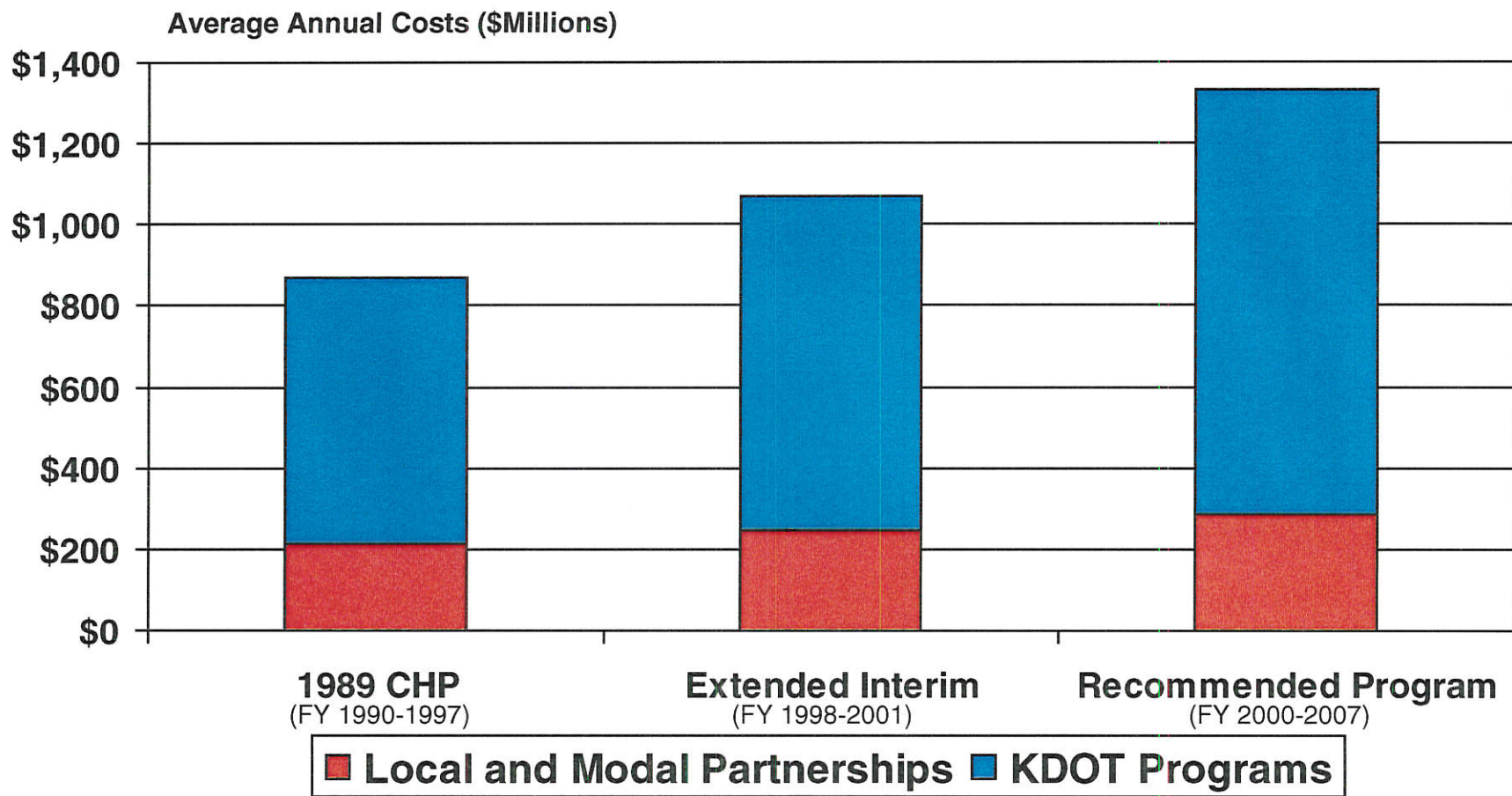
# Governor's Transportation Program

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Average Annual Costs (\$MILLIONS)

	1989 Comprehensive Highway Plan	Extended Interim	Recommended Program
<b>Maintenance:</b>			
Routine Maintenance	\$ 84	\$ 119	\$ 119
Substantial Maintenance	93	201	201
<b>Construction:</b>			
Major Modification & Priority Bridge	269	299	399
System Enhancement	105	-	125
<b>Modes:</b>			
Aviation	-	-	3
Public Transit (Includes both State & Federal Funds)	5	5	10
Rail (Includes both State & Federal Funds)	3	1	4
<b>Local:</b>			
Special City and County Highway Fund	117	136	160
Local Federal Aid Projects (Includes Local Match)	70	80	80
Local Partnership	17	22	25
KLINK Maintenance Payments	2	2	3
<b>Management and Other</b>	43	70	73
<b>Transfers Out</b>	35	48	48
<b>Existing Debt Service</b>	27	85	85
	<hr/>	<hr/>	<hr/>
	\$ 870	\$ 1,068	\$ 1,335
Available Resources (including beginning balance and adjusted for required ending balance)	926	1,033	1,033
Enhanced Resources			302
	<hr/>	<hr/>	<hr/>
Annual Surplus (Shortfall)	\$ 56	\$ (35)	\$ 0

# Program Comparison



2-21

# **Overview of Core Highway Construction Program**

- **Program Categories and Subcategories**
  - **Preservation (Substantial Maintenance)**
  - **Modernization (Major Modification and Priority Bridge)**
- **Multiyear Construction Program Determination**
- **Objective project selection criteria for all categories including priority formulas for Interstate, Non-Interstate, and Bridges**

# Highway Preservation Component

- **Substantial Maintenance Program**
  - **Protect state investment**
  - **Preserve “as-built” condition as long as possible**
  - **Extend useful life of roadway**

# Highway Preservation Component (cont.)

- **Resurfacing projects**
  - **Based on Pavement Management System (PMS) optimizing performance and cost**
  - **Maintain a minimum of 72% of system miles rated “good” for non-Interstate and 85% for Interstate**

2-24

# **Highway Preservation Component (cont.)**

- **Bridge repair projects based on information from Bridge Management System**
- **Set-aside programs for specific needs such as Safety Projects, Emergency Repair, Pavement Marking, Signing, and Highway Lighting**

2-25

# **Highway Modernization Component**

- **Most roads eventually require modernization due to increased traffic volume and outdated geometrics**
- **Core program based on systematic modernization with adjustments made for route classification**
- **Set-aside programs for specific needs**
  - **Economic Development and Geometric Improvement (Local Partnership Program)**
  - **Railroad/Highway Crossing and Hazard Elimination (federal safety programs)**
  - **Railroad Grade Separations**
  - **Railroad Crossing Surfacing**
  - **Corridor Management**

# Highway Expansion Component

- **System Enhancement Program**
  - **Established as a part of CHP to substantially improve safety, relieve congestion, improve access, or enhance economic development**
  - **Legislature directed KDOT to develop and utilize selection criteria**
  - **Project applications solicited from cities and counties**



# **System Enhancement Project Categories**

- **Three separate categories**
  - **Corridors**
  - **Interchanges/Separation Structures**
  - **Bypasses**
- **Each category had unique selection criteria**
- **“Extra credit” for local match funds and lane-miles removed from highway system**

# GOVERNOR'S RECOMMENDED Comprehensive Transportation Program

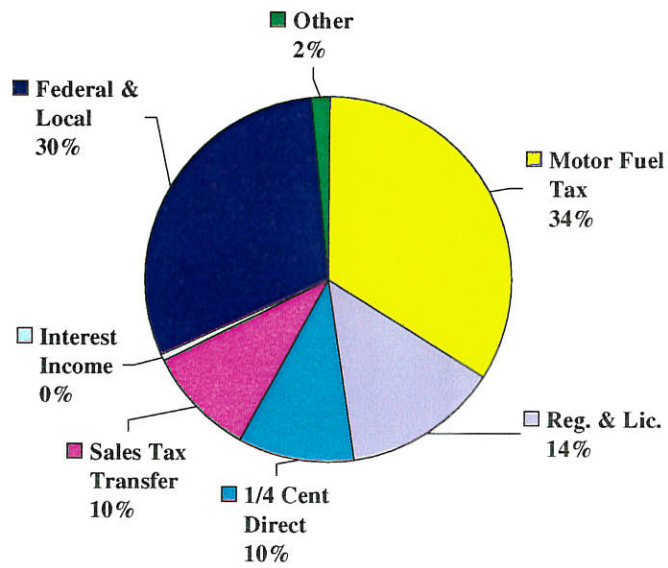
	ANNUAL (Millions)	8-YEAR (Millions)
<b><u>Existing Resources:</u></b>		
Federal	\$306	
Reductions:		
Demonstration Projects	\$ 19	
Obligation Limitation	\$ 20	
	\$ 267*	\$ 2,136
State	\$ 748**	\$ 5,984
Local (Through SHF)	\$ 18	\$ 144
<b>Total</b>	<b>\$1,033</b>	<b>\$ 8,264</b>
<b><u>New Resources:</u></b>		
Bonds (Net of in period debt service)	\$ 194	\$ 1,552
Investment Earnings	\$ 39	\$ 312
Sales Tax Transfer	\$ 69	\$ 552
<b>Total</b>	<b>\$ 302</b>	<b>\$ 2,416</b>
<b>TOTAL RESOURCES</b>	<b>\$1,335</b>	<b>\$10,680</b>

\*Demonstration Projects: Federal funds for demonstration projects have not been included because of uncertainty as to timing of the projects. In the 1989 CHP, federal demonstration funds were included as part of the local match for selected system enhancement projects.

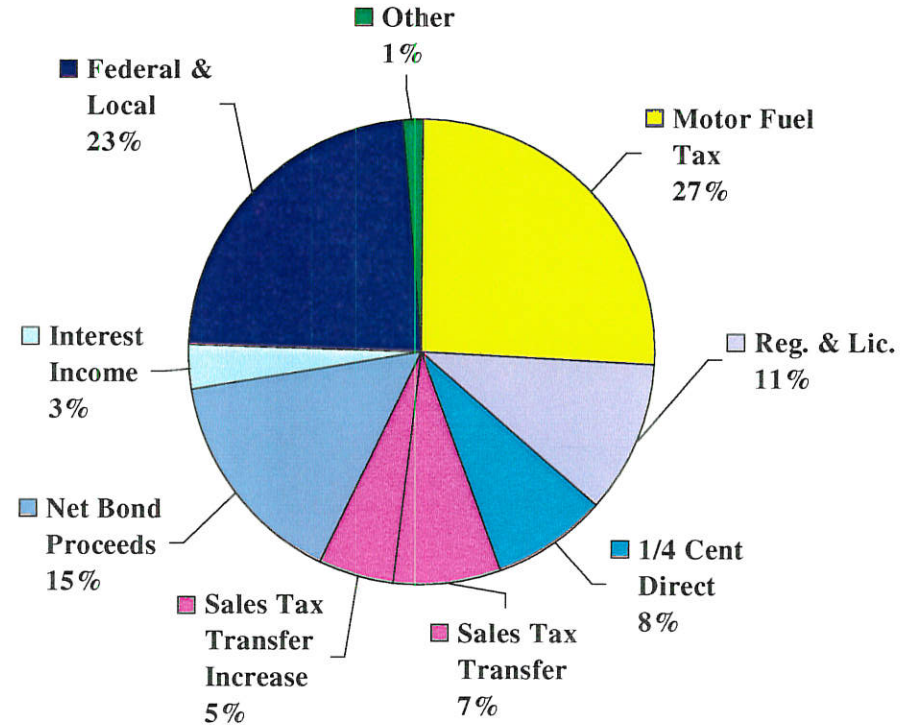
Reduction for obligation limitation: The US Congress annually establishes a limit on the Federal Highway spending. The federal obligation limitation is assumed at 93%.

\*\*Includes beginning balances adjusted for required ending balance.

# Extended Interim

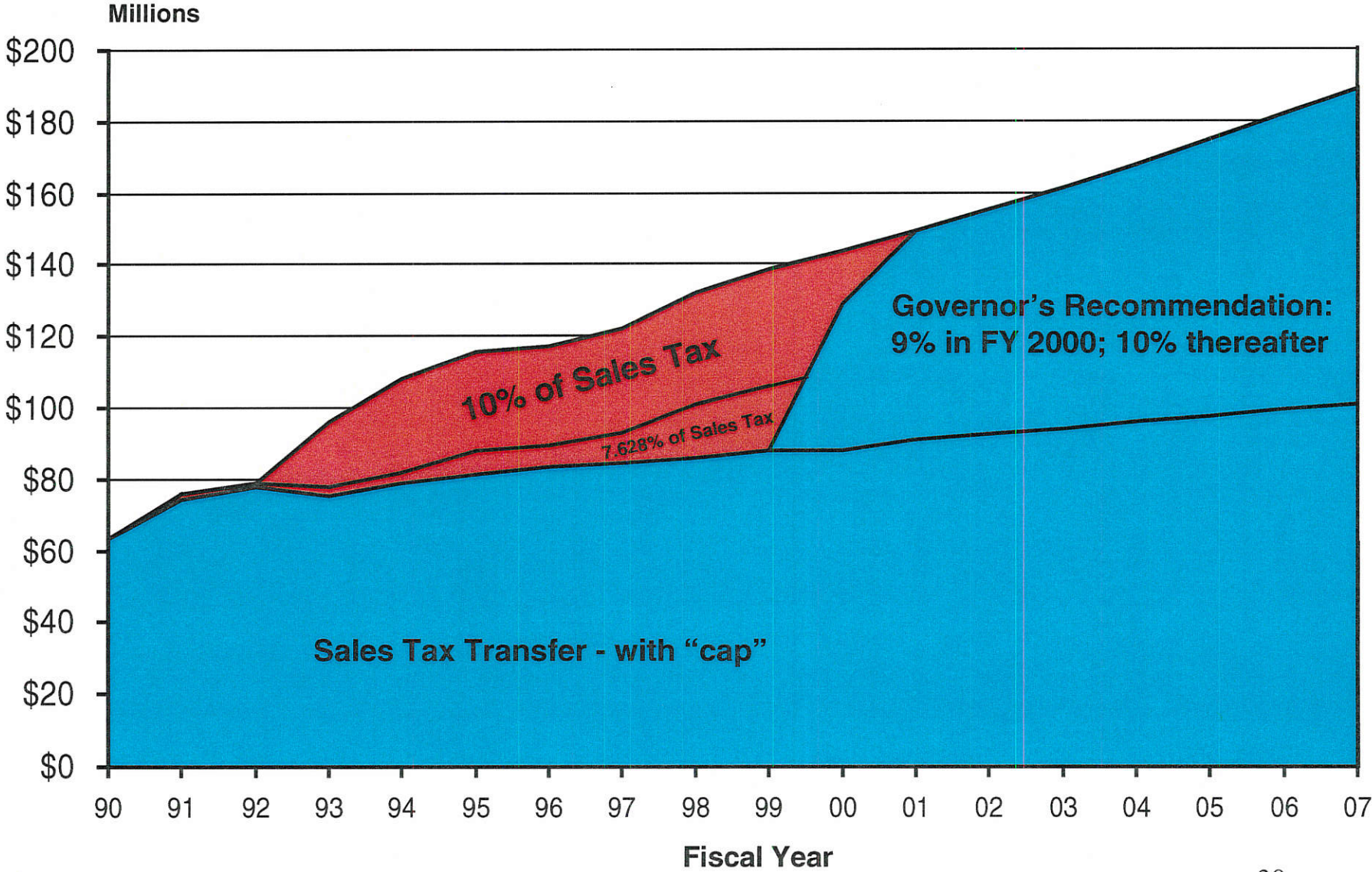


# Governor's Recommended Comprehensive Transportation Program



2-30

# Sales Tax Transfer



## Bond Finance Component

- **\$1.8 billion in New Debt Authority.**
- **New Debt issued between 1999 and 2004.**
- **Reissue authority for existing debt.**
- **25-year Bonds.**
- **4.75 percent interest rates.**

# KANSAS DEPARTMENT OF TRANSPORTATION

## Comparison of Debt Service

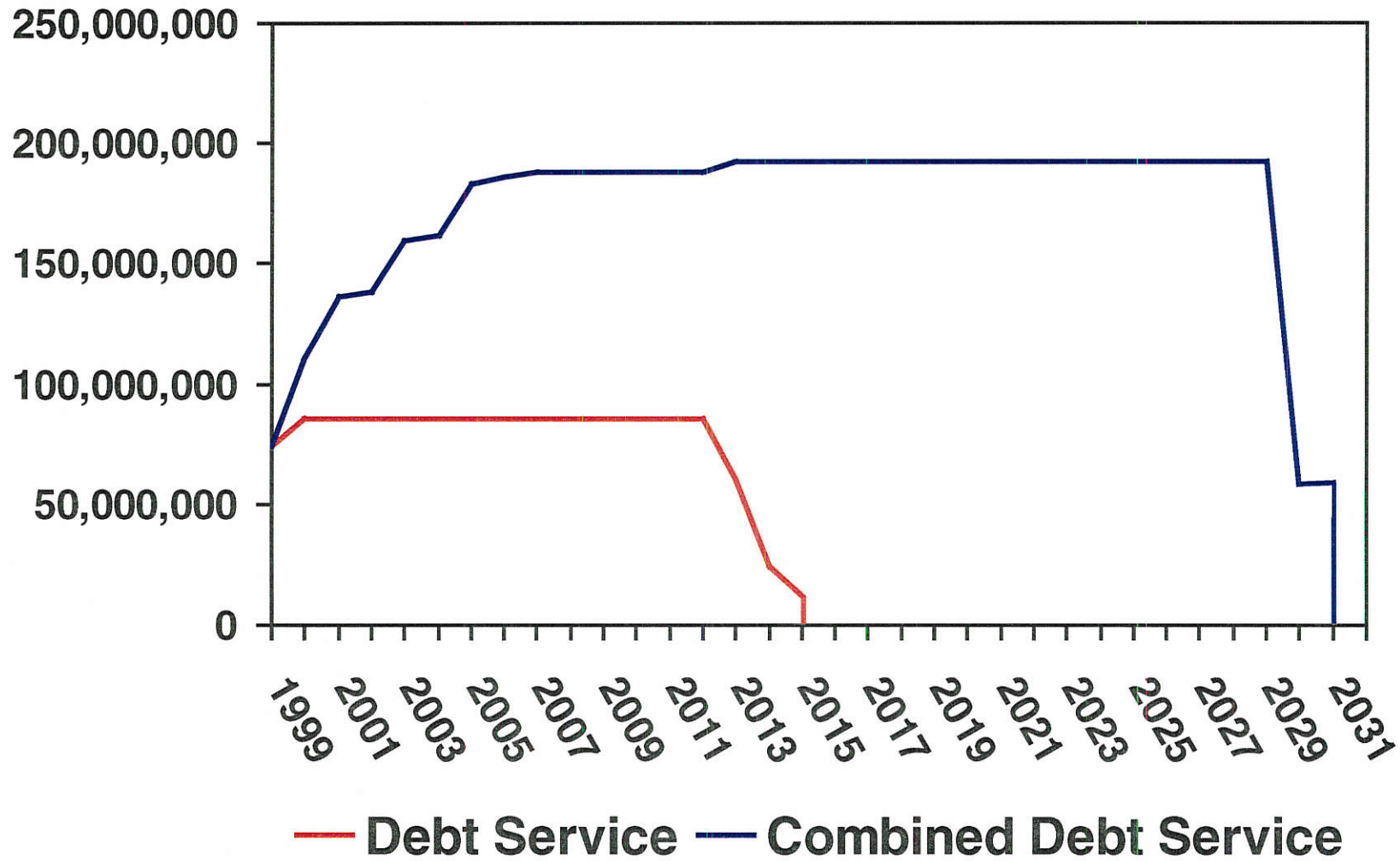
Fiscal Year Ending June 30	Current		Governor's Recommendation		Combined Debt Service
	Outstanding Debt	Debt Service	CTP Bonds **	Increase in Debt Service	
1999	\$ 832,035,000*	\$ 73,746,840			\$ 73,746,840
2000		85,339,865	\$ 528,155,000	\$ 25,087,363	110,427,228
2001		85,332,942	541,570,000	50,811,938	136,144,880
2002		85,314,458	43,600,000	52,882,938	138,197,396
2003		85,320,661	445,785,000	74,057,725	159,378,386
2004		85,285,785	48,130,000	76,343,900	161,629,685
2005		85,290,332	450,640,000	97,749,300	183,039,632
2006		85,256,428	53,530,000	100,291,975	185,548,403
2007		85,225,212	56,585,000	102,979,763	188,204,975
2008		85,232,901		102,979,763	188,212,664
2009		85,221,922		102,979,763	188,201,685
2010		85,156,447		102,979,763	188,136,210
2011		85,154,541		102,979,763	188,134,304
2012		85,204,000		102,979,763	188,183,763
2013		60,466,131		131,789,763	192,255,894
2014		24,180,769		168,071,288	192,252,057
2015		12,350,550		179,904,438	192,254,988
2016				192,250,563	192,250,563
2017				192,251,475	192,251,475
2018				192,251,988	192,251,988
2019				192,246,650	192,246,650
2020				192,249,775	192,249,775
2021				192,249,488	192,249,488
2022				192,253,913	192,253,913
2023				192,245,225	192,245,225
2024				192,255,838	192,255,838
2025				192,246,025	192,246,025
2026				192,237,250	192,237,250
2027				192,239,313	192,239,313
2028				192,235,825	192,235,825
2029				192,235,400	192,235,400
2030				58,760,462	58,760,462
2031				59,272,787	59,272,787
<b>Total</b>	<b>\$ 832,035,000</b>	<b>\$ 1,279,079,784</b>	<b>\$ 2,167,995,000</b>	<b>\$ 4,384,351,175</b>	<b>\$ 5,663,430,959</b>

\* Principal outstanding at 12/31/98 was \$854,710,000, principal of \$22,675,000 will be paid 3/1/99.

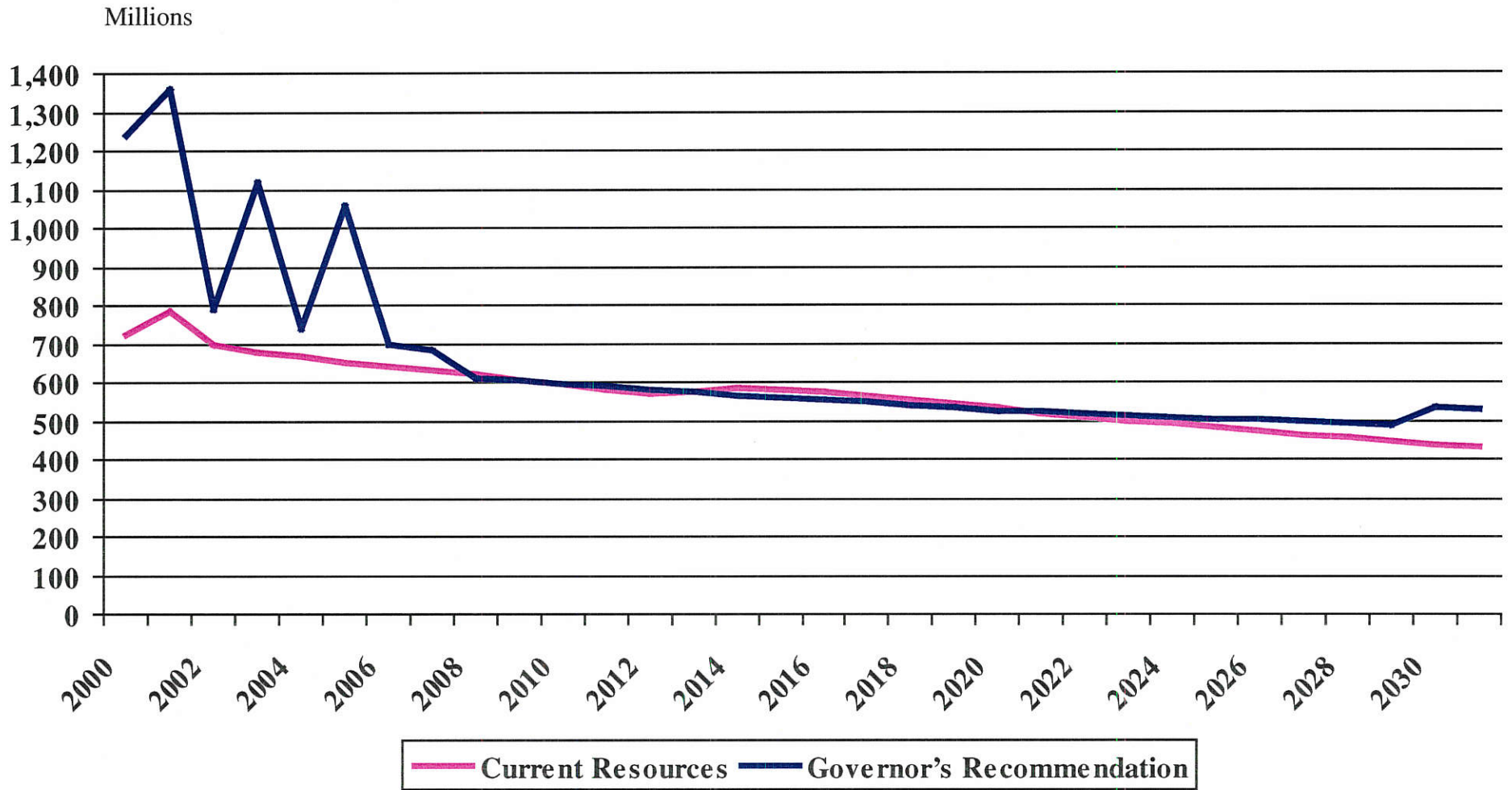
\*\* Hypothetical schedule for issuance of \$1,800,000,000 of new bonds plus \$367,995,000 of bonds issued as principal is paid. All bonds issued at 4.75% interest. Actual issues may vary.



# KANSAS DEPARTMENT OF TRANSPORTATION Comparison of Debt Service



### Comparison of Resources, Net of Debt Service (Constant Dollars)





No. 516. State Governments—Expenditures and Debt, by State: 1996—Continued

(In millions of dollars, except as indicated. For fiscal year ending in year shown; see text, Section 9)

STATE	GENERAL EXPENDITURE					Utility expenditures	Liquor stores expenditures	Insurance trust expenditures	Cash and security holdings	DEBT OUTSTANDING	
	Selected functions									Total	Per capita <sup>2</sup> (dol.)
	Corrections	Natural resources	Parks and recreation	Governmental administration	Interest on general debt						
United States	27,324	12,862	3,479	24,666	25,402	8,043	2,593	94,045	1,558,249	447,339	1,690
Alabama	220	174	8	283	217	(X)	147	988	18,014	3,645	850
Alaska	150	267	15	294	240	21	(X)	504	31,310	3,177	5,251
Arizona	499	169	29	335	181	25	(X)	1,056	21,216	2,936	662
Arkansas	171	136	39	206	121	(X)	(X)	569	10,668	2,142	855
California	3,843	1,876	210	3,095	2,448	100	(X)	14,479	194,354	45,859	1,439
Colorado	353	158	43	294	335	5	(X)	1,405	26,043	3,577	937
Connecticut	465	72	48	536	912	186	(X)	1,608	20,152	16,415	5,024
Delaware	113	44	43	171	270	54	(X)	269	7,889	4,279	5,914
Florida	1,647	1,241	125	1,253	1,112	63	(X)	2,772	59,587	15,515	1,076
Georgia	817	355	184	399	345	(X)	(X)	1,424	32,554	6,200	845
Hawaii	106	75	109	224	333	-	(X)	717	9,676	5,117	4,326
Idaho	98	115	20	99	93	(X)	37	382	7,014	1,454	1,224
Illinois	873	266	203	836	1,493	(X)	(X)	4,019	50,536	22,676	1,914
Indiana	378	160	43	293	271	(X)	(X)	946	21,813	6,117	1,050
Iowa	184	204	17	300	125	(X)	60	610	12,990	2,065	725
Kansas	195	159	5	235	72	(X)	(X)	596	7,557	1,161	450
Kentucky	226	255	91	429	376	8	(X)	1,232	19,462	7,030	1,811
Louisiana	384	319	132	319	745	(X)	(X)	1,439	23,556	7,452	1,717
Maine	64	106	8	120	170	(X)	47	458	6,372	3,160	2,551
Maryland	743	303	68	621	594	393	(X)	1,805	30,394	9,691	1,915
Massachusetts	729	228	97	901	1,708	88	(X)	2,072	33,203	29,295	4,814
Michigan	1,241	401	59	684	696	(X)	370	3,066	46,643	13,668	1,405
Minnesota	302	329	88	461	288	(X)	(X)	1,576	30,369	4,858	1,045
Mississippi	230	168	108	133	136	(X)	108	672	13,089	2,232	823
Missouri	312	231	28	375	307	(X)	(X)	1,090	29,305	7,128	1,329
Montana	66	110	6	122	136	(X)	30	377	6,492	2,244	2,560
Nebraska	94	130	21	119	85	(X)	(X)	170	6,260	1,402	850
Nevada	151	57	14	163	129	83	(X)	725	10,136	2,259	1,411
New Hampshire	62	35	13	130	376	-	182	217	8,373	5,833	5,027
New Jersey	875	163	382	907	1,329	1,422	(X)	4,857	56,754	25,602	3,199
New Mexico	175	89	31	211	110	(X)	(X)	519	16,901	2,147	1,254
New York	2,377	326	291	2,750	3,354	4,657	(X)	8,897	142,507	73,122	4,032
North Carolina	873	403	87	582	251	(X)	(X)	1,810	38,110	4,513	618
North Dakota	17	77	7	59	55	(X)	(X)	203	4,173	819	1,274
Ohio	1,144	284	80	898	822	(X)	260	6,765	105,128	12,628	1,131
Oklahoma	296	133	50	326	159	231	(X)	1,123	14,607	3,889	1,180
Oregon	291	239	32	613	343	1	111	2,113	22,294	6,086	1,904
Pennsylvania	1,077	432	113	1,028	1,088	(X)	648	4,915	67,402	15,046	1,250
Rhode Island	116	28	30	181	295	37	(X)	624	7,600	5,506	5,571
South Carolina	391	171	51	221	185	654	(X)	1,062	18,468	5,324	1,433
South Dakota	44	86	18	79	108	(X)	(X)	113	5,110	1,704	2,310
Tennessee	445	166	82	284	192	4	(X)	941	18,538	3,069	578
Texas	2,351	643	67	932	741	(X)	(X)	4,563	103,090	14,576	763
Utah	158	133	35	235	128	(X)	66	443	11,470	2,464	1,221
Vermont	43	53	9	85	105	1	26	116	2,734	1,718	2,929
Virginia	809	138	69	678	550	4	214	1,192	31,094	8,793	1,319
Washington	497	438	57	406	509	(X)	219	3,280	40,086	8,991	1,629
West Virginia	82	140	40	266	163	5	39	1,303	5,860	2,830	1,555
Wisconsin	513	496	57	427	548	(X)	(X)	1,739	44,764	9,127	1,773
Wyoming	32	83	16	71	54	(X)	30	225	6,530	799	1,665

- Represents or rounds to zero. X Not applicable. <sup>1</sup> Includes items not shown separately. <sup>2</sup> Based on estimated resident population as of July 1.

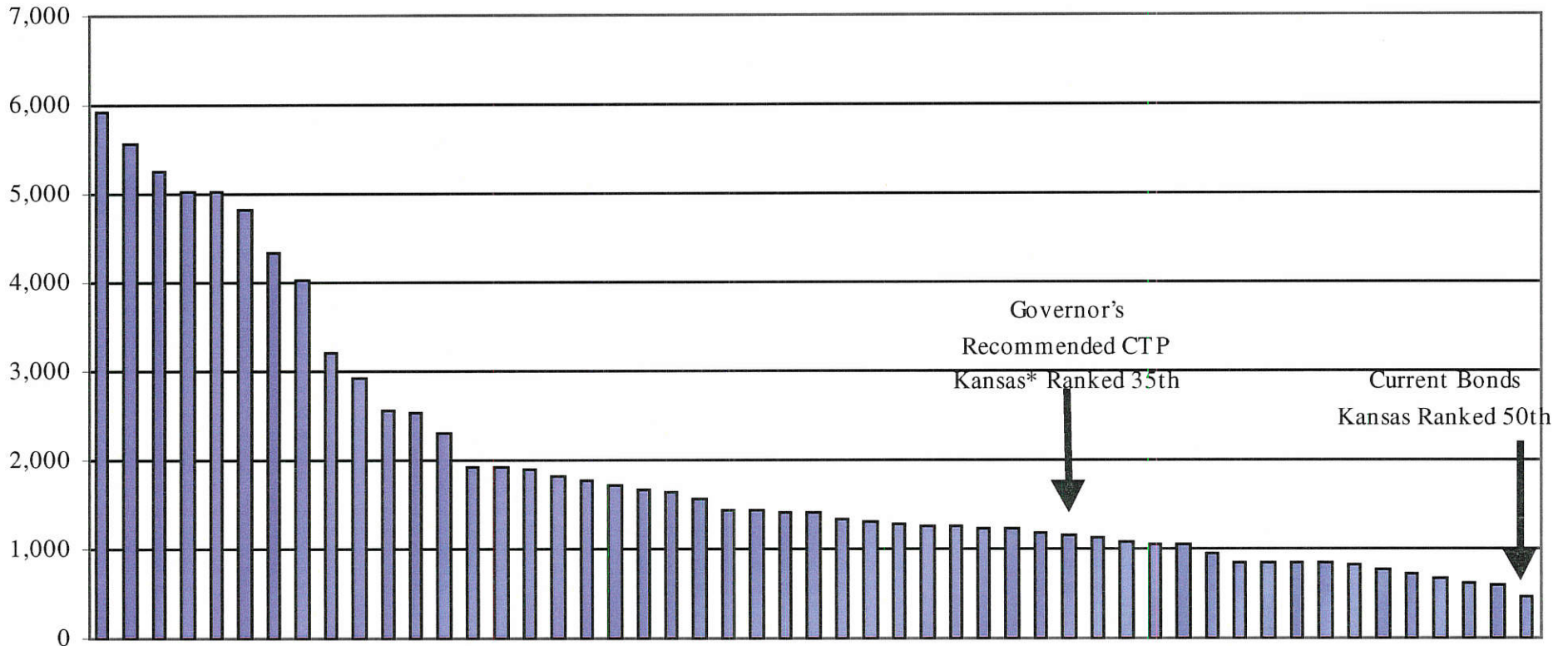
Source: U.S. Bureau of the Census, <<http://www.census.gov/govs/www/state.html>> (accessed 10 June 1998).

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# 1996 Per Capita State Governments Debt

Dollars



Source: Statistical Abstract of the United States:1998

\*Data as previously reported in the Statistical Abstract adjusted to reflect additional \$1.8 billion of CTP bonds over the next six years.