

Approved: 3-23-99
Date

MINUTES OF THE SENATE ASSESSMENT AND TAXATION.

The meeting was called to order by Chairperson Senator Audrey Langworthy at 11:10 a.m. on March 17, 1999, in Room 519-S of the Capitol.

All members were present except:

Committee staff present: Chris Courtwright, Legislative Research Department
April Holman, Legislative Research Department
Don Hayward, Revisor of Statutes Office
Bruce Kinzie, Revisor of Statutes Office
Shirley Higgins, Committee Secretary

Conferees appearing before the committee: Pat Hurley, Economic Lifelines
Chris McKenzie, League of Kansas Municipalities
E. Dean Carlson, Secretary of Transportation
Randy Allen, Kansas Association of Counties
Mary Turkington, Transportation/2000
Robert Alderson, Central Kansas Railway
Brenda Eldridge, Topeka Independent Living Resource Center
Jim DeHoff, Kansas AFL-CIO
Ronald Butts, Kansas Public Transit Association
Bill Fuller, Kansas Farm Bureau
Mark Tallman, Unified School Finance Coalition
John Fowler, Kansas Chamber of Commerce & Industry
Karl Peterjohn, Kansas Taxpayers Network

Others attending: See attached list.

Continued hearing on: **HB 2071-Transportation; providing for a comprehensive transportation program; concerning the financing thereof.**

Pat Hurley, Economic Lifelines, appeared in support of the Senate proposal which was amended into **HB 2071** to enact a new comprehensive transportation program for Kansas. Mr. Hurley noted that Economic Lifelines supports a higher level of funding for public transit as there is a broad statewide need for more funding in this area. Economic Lifelines also strongly urges that system enhancement funding not be reduced now or at any stage of subsequent negotiations with the House. In conclusion, Mr. Hurley offered an amendment to be included in the amended bill. The proposed amendment would specify the dollar amount of revenue to be expended for system enhancements over the life of the program. (Attachment 1)

Chris McKenzie, League of Kansas Municipalities, appeared on behalf of the member cities of the League in support of the enactment of a comprehensive transportation program which relies on a mixture of revenue sources to finance needed transportation improvements. He called attention to a brochure attached to his written testimony which outlines the basic views of the League on the subject. He stressed the importance of funding public transit at the level that is in the bill as it came from the House. (Attachment 2)

Senator Langworthy called attention to a hand out from the Kansas Department of Transportation (KDOT). E. Dean Carlson, Secretary of Transportation, explained that the information is in regard to a question raised at the March 16 meeting concerning the percentage of vehicle miles of travel which generate fuel taxes from out-of-state drivers. The information was prepared by the University of Kansas and was quoted by Secretary Carlson in his testimony. (Attachment 3)

CONTINUATION SHEET

MINUTES OF THE SENATE ASSESSMENT AND TAXATION COMMITTEE, Room 519-S Statehouse, at 11:10 a.m. on March 17, 1999.

Randy Allen, Kansas Association of Counties, stated that the enactment of a comprehensive transportation program is a major legislative priority for counties during the 1999 legislative session. **HB 2271**, as amended by the Committee, is consistent with the Association's conviction that any such program include a strong local component. The Association remains committed to supporting a major new transportation program in 1999 and offers its support to ensure that the eventual program is a true partnership between the state and local governments. (Attachment 4)

Mary Turkington, Chair of the Governor's Transportation 2000 study group, expressed her personal support of the proposal developed by the Senate leadership and the Committee to authorize a comprehensive transportation program for Kansas. She noted that urgent transportation needs clearly exist in Kansas and that the enhancement component of the program needs to be strong. She observed that there is strong, grass roots support for a successor to the highly successful comprehensive highway program now nearing completion. (Attachment 5)

Robert Alderson, Central Kansas Railway, addressed Section 23 of the bill which concerns funding for the rail service improvement fund. Noting that the new plan presented provides for 10 years, he suggested an alternative to a suggestion in his written testimony. He suggested that the annual \$3 million currently in the bill simply be extended to the life of the 10 year program. (Attachment 6)

Brenda Eldridge, Topeka Independent Living Resource Center, commended the Legislature for the recognition of transportation needs and the increase in funding, in particular, an increase for public transportation. She offered two amendments for **HB 2701**, one concerning language and the other concerning regulatory and implementation issues regarding the coordinated transportation fund that is administered by KDOT. (Attachment 7)

Jim DeHoff, Kansas AFL-CIO, informed the Committee that he served as a member of the Governor's Transportation 2000 committee. In that capacity, he heard in 12 different locations the need for a new transportation bill to fund highway improvements, transportation needs, and airport improvements. He encouraged the Committee to support a transportation plan which will continue the benefits that have taken place as a result of the 1989 program. (Attachment 8)

Ronald Butts, Kansas Public Transit Association, noted that the Association has recently been confronted by new challenges to public transportation as federal operating funding reductions in 1996 have resulted in service reductions in Wichita and Kansas City which have not been restored. Also, the demand for ADA related transportation services continues to grow at a dramatic pace. In addition, the demand for public transportation in rural areas has increased, and significant new funding will be required to meet even the low estimate demand indicated in a study by the University of Kansas Transportation Center. Mr. Butts urged the Committee to support the funding level for public transportation as recommended by the Transportation 2000 task force. (Attachment 9)

Bill Fuller, Kansas Farm Bureau, expressed strong support for the development and the approval of a comprehensive transportation program during the 1999 Legislative Session. He called attention to the policies the Kansas Farm Bureau supports for a comprehensive transportation program which are itemized in his written testimony, quoting the fourth which states, "We support the concept of highway users paying, through gallonage taxes, vehicle registration fees, and sales taxes on motor vehicles for the construction and maintenance of highways, roads, and bridges." In conclusion, Mr. Fuller said the Bureau supports a fiscally responsible funding mix and indicated the Bureau's preferences in descending order. (Attachment 10)

Mark Tallman, Unified School Finance Coalition, said the organizations which he represents understand the importance of a strong transportation system to the state's economic well being. However, their concern is that funding for such a system does not weaken public education. Mr. Tallman discussed four points regarding the costs of simply maintaining school funding which he urged the Committee to keep in mind as

CONTINUATION SHEET

MINUTES OF THE SENATE ASSESSMENT AND TAXATION COMMITTEE, Room 519-S Statehouse, at 11:10 a.m. on March 17, 1999.

it deliberates the comprehensive transportation program. He cautioned that failure to provide funding at the levels he discussed will threaten the quality of public education. (Attachment 11) Mr. Tallman expressed his support for the plan outlined by Senator Kerr at the March 16 meeting.

John Fowler, Kansas Chamber of Commerce and Industry (KCCI), expressed KCCI's desire to see a comprehensive transportation program enacted in the 1999 Legislative Session and its recognition of the economic benefit of a first class transportation system. KCCI believes a funding package should utilize a combination of user fees, bonded indebtedness, and general fund transfers. He concluded that a balanced funding approach would help protect other vital programs, such as education, and ensure continued economic expansion. (Attachment 12)

Karl Peterjohn, Kansas Taxpayers Network, testified in strong opposition to **HB 2071**. Calling attention to a chart in his written testimony, he noted that Kansas highway taxes are the fourth highest per capita among all 50 states. In his opinion, the proposal stands a good chance of being unconstitutional since it is predicated upon an increase in vehicle fees/taxes which will occur long after the 1999 Legislature becomes history. In addition, there is no support among average Kansans for a tax hike. He further objects that the proposal includes bonding. He noted that, in most states, bond issues are decided by the people. He believes that long-term financing of state projects with a price tag in the hundreds of millions of dollars should be approved by the people at a statewide referendum. In conclusion, he maintained that the proposed tax increase is unwise, unnecessary, and negates existing state tax policy. (Attachment 13)

There being no others wishing to testify, Senator Langworthy announced that the Committee would meet tomorrow to discuss **HB 2071**.

The meeting was adjourned at 12:05 p.m.

The next meeting is scheduled for March 18, 1999.

SENATE ASSESSMENT AND TAXATION COMMITTEE GUEST LIST

DATE: March 17, 1999

NAME	REPRESENTING
Patrick Skusley	Economic Defenders
BOB ANDERSON	CENTRAL KS RAILWAY
John Fowler	Kansas Chamber of Commerce & Ind.
Randy Allen	Kansas Association of Counties
Christy Caldwell	Topeka Chamber of Commerce
Natalie Bright	KCCI
ART Braun	Mid - Am Uno Seaman
Bunda Eldridge	TILWC (Independent Living)
TOM PALACE	FMCA OF KANSAS
STEVE KEARNEY	FMCA OF KANSAS
Jack Graves	Duke City & N-N
Ken PETERSON	KS Petroleum Council
MIKE TAYLOR	City of Wichita
Don Cowby	DOB
DAVE WALKER	WALKER STONE Co Inc
Jerry Kline	Martin Marietta
Wendy Harms	KS Aggregate Producers Assn.
Wendy Moses	KS Ready Mixed Concrete Assn.
Macee & In	Sedgewick County



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STATEMENT OF PATRICK HURLEY
ON BEHALF OF
ECONOMIC LIFELINES
PRESENTED TO THE SENATE ASSESSMENT TAXATION
COMMITTEE

ON MARCH 17, 1999

Madame Chairperson and Members of the Committee, I am Pat Hurley and I present these remarks on behalf of Economic Lifelines.

As you know Economic Lifelines is the statewide grassroots coalition dedicated to the preservation and enhancement of the state transportation system. Our membership includes all the traditional transportation industry groups as well as the Kansas Chamber of Commerce and Industry, the Kansas AFL CIO, Kansas Farm Bureau, League of Kansas Municipalities, the Kansas Association of Counties, the Kansas Public Transit Association, the Kansas Association of Airports and numerous other local organizations. In fact it is possibly the largest coalition ever dedicated to such a single public purpose.

Today Economic Lifelines is appearing in support of the proposal which has been amended into HB 2071 to enact a new Comprehensive Transportation Program for Kansas.

We commend those of you worked on this proposal and we recommend its adoption by the full committee and the Senate.

Since our membership is so broad and diverse we would like to share a few observations that some of our members have about certain elements of this proposal.

*Senate Assessment & Taxation
3-17-99
Attachment 1*

First on the expenditure side of this proposal, in the area of funding for Public Transit, the Transportation 2000 Committee recommended a total of \$14 million per year (including both federal and state dollars). The Governor's proposal included only \$10 million per year but the House included an amount approximating the T-2000 recommendation. Since that was a consensus of the Task Force members, KDOT, and the Public Transit Authorities, Economic Lifelines supports the higher level of funding for public transit. We think the testimony clearly indicated a broad statewide need for more funding in this area.

In regard to the area of system enhancements, the new proposal contains \$1.1 billion over ten year for an annual average expenditure of \$110 million per year. The Governor's proposal called for \$1 billion dollars over eight years for an annual average of \$125 million per year. This is the only category of spending where the annual average is lower than that proposed by the Governor, although the total over ten years has been increased by \$100 million.

We would emphasize that system enhancements is the most critical category to a vast number of communities seeking new construction, by-passes, interchanges, and other type of projects which would not be funded under the major modification category. As a result it is the only remaining category where these communities could hope to have their projects funded.

Therefore, Economic Lifelines strongly urges that system enhancement funding not be reduced now or at any stage of subsequent negotiations with the House. On the other hand, if in the course of deliberations by this committee and the full Senate, additional revenues are added to the total program we would strongly recommend that they go into the system enhancement category.

In addition, attached to my testimony is an amendment which we would ask be included in the amended bill which would specify the dollar amount of revenue to be expended for system enhancements over the life of the program. That practice was followed in the 1989 program and would make it clear that it is the intent of the Legislature that such an amount be spent for that purpose.

Finally on the expenditure side in regard to the subject of registration fee increases, there have been many combinations of percentages and dollars considered. Economic Lifelines would urge that you attempt to find the fairest balance between the increase imposed on automobiles and pick-up trucks and the increase imposed on large trucks so that it is not unduly burdensome or unfair for one size vehicle or another.

On the revenue side of the proposal, the funding components are very similar to those which Economic Lifelines presented to the House Transportation Committee and represent a traditional mix of demand transfers, increases in user fees, and bonding. Economic Lifelines supports this mix of funding for a new program. We believe it provides a stable revenue stream and is consistent with the funding mix in the 1989 program.

In conclusion, on balance Economic Lifelines believes the proposal amended into HB 2071 would provide for a significant new Comprehensive Transportation Program for Kansas which would go a long ways toward addressing the many transportation needs identified by communities across this state. We therefore support it and urge favorable action by this committee. Economic Lifelines believes it is vitally important that the process of enacting a new Comprehensive Transportation Program continue with favorable action by this committee and the full Senate.

We intend as a statewide organization to continue to actively work for the passage of such a program and we stand ready to assist in every way possible to achieve this goal.

Thank you for this opportunity to testify and I would be happy to answer any questions.

1 ... of highways or which substantially improve safety, relieve congestion,
2 improve access or enhance economic development. The Kansas depart-
3 ment of transportation shall utilize the selection methodology developed
4 by the department, to select system enhancement projects;

5 (b) a highway demonstration project for the purpose of demonstrat-
6 ing advanced and innovative pavement technologies which may include
7 financing, design, construction and performance guarantee. The secretary
8 is authorized to procure such demonstration project in the same manner
9 as engineering services are procured under K.S.A. 75-5801, *et seq.*, and
10 amendments thereto, and such demonstration project need not comply
11 with the provisions of K.S.A. 66-410 or 75-430a, and amendments thereto,
12 or any other applicable statute to the procurement of state highway con-
13 struction contracts.

It is the intent of the legislature that, as nearly as possible, the amount of \$1,100,000,000 shall be expended or committed to be expended for system enhancements for the period beginning July 1, 1999, through June 30, 2009.

14 (c) The comprehensive transportation program shall provide for as-
15 sistance, including credit and credit enhancements, to cities and counties
16 in meeting their responsibilities for the construction, improvement, re-
17 construction and maintenance of the roads and bridges not on the state
18 highway system. These expenditures may include but not be limited to
19 the following:

20 (1) Apportionment of the special city and county highway fund to
21 assist cities and counties with their responsibilities for roads and bridges
22 not on the state highway system;

23 (2) programs to share federal aid with cities and counties to assist
24 with their responsibilities for roads and bridges not on the state highway
25 system.

26 (3) programs to assist cities with the maintenance of city connecting
27 links as specified in K.S.A. 66-416, and amendments thereto, and local
28 partnership programs to resurface or geometrically improve city con-
29 necting links or to promote economic development; or

30 (4) programs to assist cities and counties with railroad crossings of
31 roads not on the state highway system.

32 (d) The comprehensive transportation program shall provide for a
33 railroad program to provide assistance in accordance with K.S.A. 75-5040
34 through 75-5050, and amendments thereto, for the preservation and re-
35 vitalization of rail service in the state.

36 (e) The comprehensive transportation program shall provide for an
37 aviation program to provide assistance for the planning, constructing, re-
38 constructing or rehabilitating the facilities of public use general aviation
39 airports, in accordance with K.S.A. 75-5061, and amendments thereto.

40 (f) The comprehensive transportation program shall provide for pub-
41 lic transit programs to aid elderly persons, persons with disabilities and
the general public, in accordance with K.S.A. 75-5032 through 75-5038,
and amendments thereto, and K.S.A. 75-5051 through 75-5058, and



**League
of Kansas
Municipalities**

PUBLISHERS OF KANSAS GOVERNMENT JOURNAL 300 S.W. 8TH TOPEKA, KS 66603-3896 (913) 354-9565 FAX (913) 354-4186

TO: Senate Assessment and Taxation Committee
FROM: *Chris* Chris McKenzie, Executive Director
DATE: March 16, 1999
SUBJECT: Support for Recommended Amendments to HB 2071

It is my privilege to appear before you today on behalf of the member cities of the League of Kansas Municipalities in support of the enactment of a Comprehensive Transportation program which relies on a mixture of revenue sources to finance needed transportation improvements. The basic views of the League on this subject are outlined in the attached brochure.

The League was proud to join the Economic Lifelines Coalition in early February in endorsing a program which meets the needs of our state and relies on a range of financing sources. I am convinced that such a program enjoys the broad support of the city officials of Kansas.

I believe the same can be said about the program you are considering today. It relies on a blend of revenue sources, including those that proved their worth in the 1989 Comprehensive Highway Program. We commend you for your consideration of a program of this size and significance.

We pledge our efforts to assist the Legislature in its work on this Plan over the next month. Please let us know how we can assist you in any way.

Thank you.

President: John R. Zutavern, Commissioner, Abilene * Vice President: Carol Marinovich, CEO/Mayor, Wyandotte County/Kansas City * Past Presidents: Donald L. Anderson, Mayor, Lindsborg * Chris Cherches, City Manager, Wichita * Ed Eilert, Mayor, Overland Park * Irene French, Mayor, Merriam * Ralph T. Goodnight, Mayor, Lakin * Directors: James Arnold, Mayor, Scott City * Joan Bowman, Mayor, Lenexa * Delores Dalke, Mayor, Hillsboro * Tony Fiedler, Commissioner, McPherson * Rod Franz, Finance Director, Salina * Warren C. Hixson, Mayor, Colby * Don J. Knappenberger, City Attorney, St. John * J. Patrick Lawless, Jr., Mayor, Osage City * Ralph Soelter, Mayor, Paxico * Joan Wagnon, Mayor, Topeka * Glen Welden, City Manager, Parsons * Ed Wiltse, Councilmember, Ulysses * Executive Director: Christopher K. McKenzie

*Senate Assessment & Taxation
3-17-99
Attachment 2*

"I visit regularly with city officials and community leaders throughout Kansas. If there is one thing they are in total agreement about, it is that now is the time to renew our state's commitment to transportation."

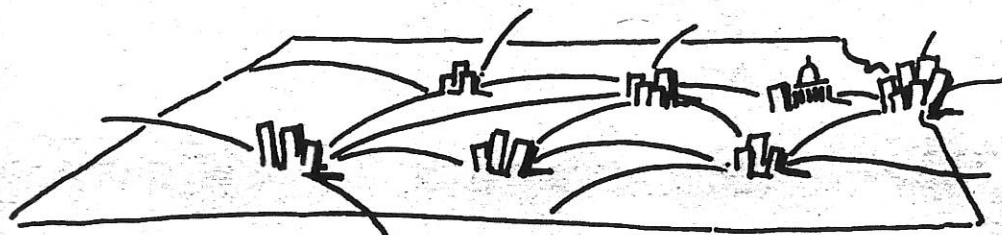
JOHN ZUTAVERN,
PRESIDENT —
League of Kansas
Municipalities

SOME ISSUES DEMAND BOLD ACTION!

TRANSPORTATION IS AT THE TOP OF THE LIST

From city to city, border to border, there is no issue more critical to the economic well-being of our state than transportation.

Streets, highways, airports, public transit, rail — these are truly the only pathways our Kansas communities have to economic growth and development.



Let's keep Kansas Moving into the future

DON'T FORGET THE BENEFITS OF THE 1989 HIGHWAY ACT, OR THE TREMENDOUS POTENTIAL BENEFITS OF A MEANINGFUL TRANSPORTATION PROGRAM IN 1999

When Kansas enacted the 1989 Comprehensive Highway Program, no one could have imagined the economic benefits that would result. According to a study by Kansas State University, the \$2.86 billion spent

"It is time for Kansas to enact a transportation program that better meets the public transit needs of urban and rural areas. A sound public transit system is vital to maintaining a strong state economy."

CAROL MARINOVICH, CEO/Mayor —
Unified Government of
Wyandotte County/Kansas City

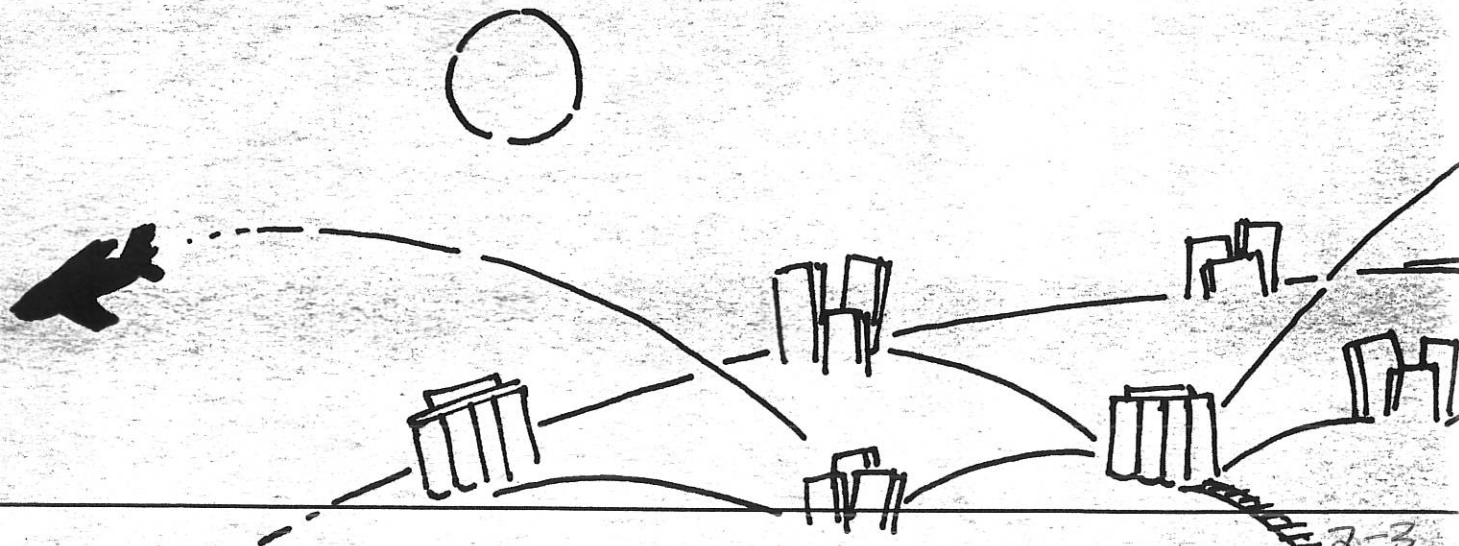


on just the state highway system under the '89 CHP resulted in total economic output of \$7.4 billion, and the economic impact measured by employment was 117,820 full-time jobs.

But that program was enacted nearly a decade ago. Now, there are highways and airports that need upgrading, there are regions of the state that need new and expanded roadways, there are communities with public transit needs.

If you live in Goodland, Manhattan, Hutchinson, Great Bend, Parsons, Johnson County, Wichita or virtually anywhere else in Kansas, just ask yourself this: What would your community be like today if there had been no '89 program?

Isn't this an issue that demands special consideration?



MAINTAINING AND UPGRADING OUR TRANSPORTATION SYSTEM REQUIRES A TRADITIONAL MIX OF REVENUE SOURCES ... AND IT'S WORTH IT

Traditionally, the transportation infrastructure is maintained and upgraded through funding from a mixture of sources, primarily by way of user fees and related taxes.

If we are to hope for a Comprehensive Transportation Program significant enough to address the needs that exist throughout our state, this is a trade-off that ensures that everyone wins.

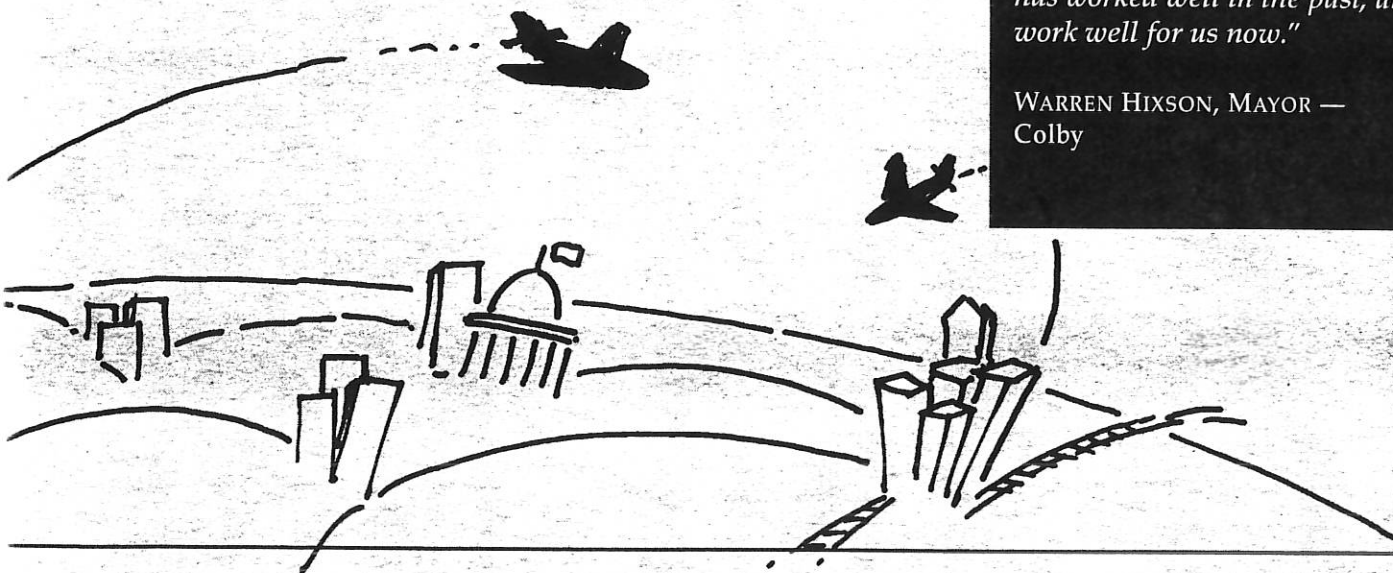
WE MUST ADDRESS THE TRANSPORTATION NEEDS OF OUR STATE ONCE AGAIN

Transportation is the key element in the financial well-being of any state, and especially one with a strong agricultural base and a broad geographical expanse like Kansas.

Last year, more than 500 Kansans testified before Governor Graves' Transportation 2000 Task Force, persuasively and passionately making the case for a wide-ranging and powerful Comprehensive Transportation Program that would address as many of those needs as possible.

"Kansas has a long history of supporting the concept of user fees — those who use it pay for it. It is an idea that has worked well in the past, and will work well for us now."

WARREN HIXSON, MAYOR —
Colby



Transportation needs simply have to be addressed on a regular basis. If they are not, our state's infrastructure will dangerously decline, and along with it the potential for continued economic growth and development of individual communities and the entire state's economy.

Established by municipal officials in 1910, the League of Kansas Municipalities is a voluntary, non-partisan federation of Kansas cities. The primary mission of the League is to assist its 530 member cities in strengthening local government in order to advance the general welfare and promote the quality of life of the people who live within our cities.

PRESIDENT:

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*Commissioner,
Abilene*

VICE PRESIDENT:

Carol Marinovich,
*CEO/Mayor,
Wyandotte County/
Kansas City*

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Irene French,
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Ed Wiltse,
Councilmember, Ulysses

EXECUTIVE DIRECTOR:

Chris McKenzie

"In terms of public safety and economic development, there is no more important consideration than a state's transportation infrastructure."

BOB KNIGHT, MAYOR — Wichita,
and
First Vice President,
National League of Cities.



LEAGUE OF KANSAS MUNICIPALITIES
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Report No. K-TRAN: KU - 97 - 3
Final Report

BENEFITS AND COSTS OF THE KANSAS COMPREHENSIVE HIGHWAY PROGRAM

David Burress
Patricia Oslund

University of Kansas
Lawrence, Kansas



January 1999

K - TRAN

A COOPERATIVE TRANSPORTATION RESEARCH PROGRAM BETWEEN:
KANSAS DEPARTMENT OF TRANSPORTATION
THE KANSAS STATE UNIVERSITY
THE UNIVERSITY OF KANSAS

*Senate Assessment + Taxation
3-17-99
Attachment 3*

Modeling Kansas residency

To conduct a state-oriented benefit-cost analysis, it was necessary to correct user benefits for the estimated share that did not accrue to residents of the state. To accomplish that allocation, benefits to all vehicles were assumed to belong 50% to the state of origin, and 50% to the state of destination, of the vehicle trip.

In addition, benefits to trucks were assumed to be enjoyed in proportion to ton-miles driven. Using 1993 data from the USDOT Bureau of Transportation Statistics [1997a], it was found that only 51% of ton-miles on Kansas highways were due to trips of Kansas origin and destination. (Murphy and Delucchi [1998] and Chin, Hopson, and Hwang [1998] reached similar results using the same data augmented with other sources.)

Benefits to cars were assumed to be allocated in proportion to passenger-miles driven. Based on modeling using additional data from the USDOT Bureau of Transportation Statistics [1997b, c], it was estimated by IPPBR that approximately 90% of passenger-miles on Kansas state highways were due to trips originating and terminating in Kansas. (In the case of both trucks and cars, trips between Kansas and other states were weighted so that 50% of the benefit was attributed to Kansas.)

Modeling traffic speed and valuing time

The traffic speed model was adapted from the HERS version 2 model. Detailed equations are given in USDOT Federal Highway Administration [1996]. In general terms, average speed on a section is the minimum of: posted speed limit plus 5 mph; a model of speed limited by curves; a model of speed limited by stop lights and stop signs; a model of speed limited by pavement conditions; a model of speed limited by grade. (Some of the sub-models take traffic congestion into account.)

Posted speed limits in each section were modeled in the counterfactual world as equal to those in the corresponding actual world. (On supersections that changed physical location over time, we used the average speed limit on the supersection.) In cases where travel time differences became important, the counterfactual was generally limited by pavement deterioration, not by posted speed limits.

Aggregate travel times were calculated for each section for each vehicle class by multiplying numbers of vehicles in that class by the length of the section, divided by the traffic speed. Using our assumption that total miles traveled in the counterfactual world were equal to total miles traveled in the actual world, the total travel time benefit could be calculated as the difference between the state-wide total travel time in the actual and counterfactual worlds. The overall travel time savings due to the KCHP are shown in Table 3.1. Results have been corrected for Kansas residency.

The improvements in travel time due to the KCHP are estimated to have been very substantial. Overall, speed in the actual world rose from an average of 53.5 mph to 57.5 mph between 1989 and 1996, mainly because of increases in the speed limit in 1996. In the counterfactual world in the same time period, despite the higher speed limits speed fell to 48.4 mph due to roadway deterioration. Therefore, speed differences between the actual and counterfactual amounted to about nine miles per



TESTIMONY
concerning Senate Transportation Proposal
Presented by Randy Allen
Senate Assessment and Taxation Committee
March 16, 1999

Madam Chair and members of the committee, thank you for the opportunity to comment briefly on the Senate proposal concerning a new comprehensive transportation program.

Enactment of a comprehensive transportation program is a major legislative priority for counties during this session. The proposal you are considering today is consistent with our position that any such program include 1) a strong local component, primarily addressed by sharing revenue through the Special City-County Highway Fund; 2) a new aviation component; and 3) significantly improved public transit funding. This bill largely meets these objectives.

Counties in Kansas are not unaccustomed to combining current revenue sources, including property and sales tax revenue, as well as bond financing to finance their capital improvement programs for local transportation systems. It seems to us that a new state program will require a similar combination of revenue sources as you deem appropriate. We remain committed to supporting a major new transportation program in 1999, and offer our support to ensure that the eventual program is a true partnership between the state and local governments.

The Kansas Association of Counties, an instrumentality of member counties under K.S.A. 19-26990, provides legislative representation, educational and technical services and a wide range of informational services to its members. Inquiries concerning this testimony can be directed to the KAC by calling (785) 233-2271.

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email kac@ink.org

Senate Assessment & Taxation
3-17-99
Attachment 4

STATEMENT
By
Mary E. Turkington, Chair
TRANSPORTATION/2000

Presented to the Senate Assessment
& Taxation Committee, Senator Audrey
Langworthy, Chairman; Statehouse,
Topeka, Tuesday, March 16, 1999.

MADAM CHAIRMAN AND MEMBERS OF THE COMMITTEE:

I am Mary E. Turkington, Chair of Gov. Bill Graves' TRANSPORTATION/2000 Study Group. I appear here today to give my personal support to the proposal the Senate Leadership and this committee have developed to authorize a Comprehensive Transportation Program for Kansas.

My observations this morning are few but they come from the "hands on, personal experience" those of us who served on the TRANSPORTATION/2000 Study Group learned from meeting with Kansas citizens throughout this state.

1. Urgent transportation needs clearly exist in our state.
2. Governor Graves wisely asked us to identify those needs in highways, public transportation, aviation and rail modes.
3. Of the more than 2,500 persons who attended our 12 town hall meetings and of the 500 presentations made to us, no one expected to have a new, comprehensive transportation program without paying something for it.
4. Your proposed mix of highway user fees, bonds and sales tax transfers offer a prudent, workable, positive solution to funding the proposed program.
5. The enhancement component of the program needs to be strong.
6. The expectations of Kansas citizens strongly exist for a new Comprehensive Transportation Program to address unmet needs. There is strong, grass roots support for a successor to the highly successful Comprehensive Highway Program now nearing completion.

All of us thank you for your recognition of these critical transportation needs as our state moves into the next century.

3-17-99
*Senate Assessment & Taxation
Attachment 5*

**ALDERSON, ALDERSON, WEILER,
CONKLIN, BURGHART & CROW, L.L.C.**
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—
LL. M TAXATION
LICENSED TO PRACTICE IN
KANSAS AND MISSOURI

MEMORANDUM

TO: Senator Audrey Langworthy, Chairperson
Senate Committee on Assessment and Taxation

FROM: W. Robert Alderson
Central Kansas Railway, L.L.C.

RE: House Bill 2071

DATE: March 17, 1999

Thank you for the opportunity to appear on House Bill 2071. My comments will be limited to Section 23 of the Bill which addresses funding for the rail service improvement fund. The Governor's original budget included a recommendation that \$4 million a year for a period of eight years be provided for track rehabilitation by shortline railroads. The Governor's recommendation proposed \$3 million of state funds and \$1 million of federal funds. However, it has been determined that the anticipated federal funds will not be available as was indicated in the Governor's budget report. We recommend that the \$3 million figure appearing on page 25, line 6 be increased from \$3 million to \$4 million to account for the shortage of federal funds.

In addition to the Governor's budget recommendation that \$4 million be devoted to railroad rehabilitation for shortline railroads, the Transportation 2000 Task Force also recommended state funds of up to \$5 million per year for eight years be used to fund an annual revolving loan program. The 1999 Special Committee on Rail Transportation also recommended that the legislature appropriate \$5 million a year for the next five years to provide loans and grants to appropriate shortline railroads. The recommended increase from \$3 million to \$4 million in House Bill 2071 is consistent with the recommendations contained in the Governor's budget report, the report of the Transportation 2000 and the 1999 Special Committee on Rail Transportation.

Thank you for the opportunity to appear on House Bill 2071. We urge the amendment on behalf of shortline railroads. I would be happy to respond to any questions that you might have.

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Attachment 6*



Offices located in
the Historic Crawford Building

Topeka Independent Living Resource Center

785-233-4572 V/TDD ● Fax 785-233-1561 ● Toll Free 1-800-443-2207
501 SW Jackson Street ● Suite 100 ● Topeka, KS 66603-3300

Testimony to Senate
Assessment & Taxation Committee

Regarding House Bill 2071

Presented By: Brenda L. Eldridge, L.B.S.W.
Public Policy Advocate

Thank you Madame Chair and committee members for the opportunity to testify before the committee on HB 2071. Topeka Independent Living Resource Center, also known as TILRC, commends the State for recognizing and responding to the transportation needs expressed across the state and specifically for the increase in Public Transportation.

TILRC would like to present two areas for amendment in 2071. The first concerns language changes and the second concerns regulatory and implementation issues regarding the coordinated transportation fund administered by KDOT. The Sections I will refer to are 19-21 and begin on page 21 within the amended bill.

*Our first amendment concerns the phrase "*elderly persons, persons with disabilities and the general public*". TILRC would amend this language to read simply "*general public*". Our reasoning for amendment is based on the fact that since 1992 with the passage of the ADA, the definition of "general public transportation" has included elderly persons and persons with disabilities. The world has changed since the Mike Hayden bill of 1989 which had addressed these needs at that time and we'd like this bill to reflect those changes.

*Our second amendment concerns regulatory and implementation issues related to the coordinated transportation fund which is administered by KDOT. The phrase concerning the coordinated transportation district's responsibility to "work together in a smooth and coordinated fashion" lacks substance. We need to take a look at the way we're thinking about how general public transportation dollars are being allocated today.

We would ask that the legislature instruct KDOT to convene a working group of providers, riders, elderly persons, persons with disability and coordinated transportation district's representatives. This group would take a look at the present levels of efficient and non-duplicative use of the funds utilized by agencies. The group could then focus on areas where there are public transportation systems in place, such as Kansas City, Wichita and our own sterling example in Topeka where we have lift equipped busses. The working group needs to present a formal, structured plan for transportation in these areas that would transition areas with public transportation services in place away from agency dependence at a tenth of the cost.

TILRC is in no way advocating for agencies to do without transportation for their consumers, we are of the opinion that alternative funding exists for these desires. TILRC is advocating for public use of public dollars. This amendment would free up the moneys used by agencies in metropolitan areas where public transportation is in place and allow its application to areas most in need. Thank you again Madame Chair and committee members for your time, effort and thoughts on these proposed amendments. If you have any questions, please feel free to contact Mike Oxford, Executive Director or myself at 233-4572, I'd be more than happy to discuss these issues with you.

Advocacy and services provided by and for people with disabilities.

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Attachment 7

Kansas AFL-CIO

2131 S.W. 36th St.

Topeka, KS 66611

785/267-0100

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President
Ron Eldridge

Executive Secretary
Treasurer
Jim DeHoff

Executive Vice
President
Wayne Maichel

Executive Board

*Richard Aldrich
Melany Barnes
Mike Bellinger
Clyde Bracken
Bill Brynds
Gary Buresh
Jessie Cornejo
David Han
Jim Hastings
Tom Hutton
Jerry Johnson
Greg Jones
Earl Kanatzar
Wil Leiker
Frank Mueller
Dwayne Peaslee
Emil Ramirez
Craig Rider
Gary Russell
Debbie Snow
Betty Vines*

**Testimony Presented to
Senate Assessment and Taxation Committee
by Jim DeHoff
on
House Bill 2071
Tuesday, March 16, 1999**

Madame Chairperson and Members of the Committee:

Thank you for the opportunity to appear before you today. My name is Jim DeHoff, Executive Secretary-Treasurer of the Kansas AFL-CIO. I appear before you today on behalf of the 100,000 members of the Kansas AFL-CIO and the 20,000 members of the Kansas State Building & Construction Trades Council.

Starting last July, I had the opportunity to go around the State of Kansas as a member of the Governor's Transportation 2000 Committee. In twelve different locations at town hall meetings, we heard from most communities in Kansas of the need for a new transportation bill to fund highway improvements, transportation needs and airport improvements. There is no question in my mind that the citizens of Kansas will support a new comprehensive transportation program.

The 1989 transportation program brought numerous benefits to the State of Kansas, it provided approximately 117,820 new jobs as well as provided much needed economic benefits to our state. New development from the 1989 transportation program is providing thousands of new jobs for wage earners in Kansas. Infrastructure improvements bring quality jobs to Kansas communities, and new highways provide the means to convince industry to expand.

HB 2071 provides a starting point for funding of a new highway transportation program, but it needs to be improved upon. Funding for the new program should include a mix of gasoline taxes, bonding and a registration fee increase.

We encourage you to support a transportation plan which will continue the benefits that have taken place from the 1989 program.



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Attachment 8*



KANSAS PUBLIC TRANSIT ASSOCIATION
201 N. KANSAS AVE.
TOPEKA, KANSAS 66603
(913) 233-2011

MEMBER AMERICAN PUBLIC TRANSIT ASSOCIATION
MEMBER COMMUNITY TRANSPORTATION ASSOCIATION OF AMERICA
MEMBER SOUTHWEST TRANSIT ASSOCIATION

SENATE COMMITTEE ON
ASSESSMENT AND TAXATION

RE: HB 2071 Comprehensive Transportation Program

March 17, 1999
Topeka, Kansas

Prepared By:
Ronald D. Butts, President
Kansas Public Transit Association

Chairman Langworthy and members of the Senate Committee on Assessment and Taxation, I am Ron Butts and I presently serve as President of the Kansas Public Transit Association.

The 160 providers of public transportation services in Kansas are pleased to have this opportunity to express our strong support for a comprehensive transportation plan for Kansas which will meet the needs of our citizens as these needs were expressed during the Transportation 2000 Task Force hearings.

There is tremendous need for additional public transportation services throughout our state. As has been noted by Secretary Carlson of KDOT and Mary Turkington, Chair of the T2000 Task Force, the most surprising aspect of the T2000 Task Force hearings was the expression of the need and support for improved public transportation.

This response for public transportation was no surprise to our transit providers who try each day, with inadequate funding for operational expenses and vehicle replacements, to meet this need.

For many of our citizens, public transportation is their only access to the community – access to work, to school, to medical appointments and, for social or entertainment activities. Yet, for these individuals, when this access is available, it

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is limited to weekdays only and only during normal business hours. As your access to your community is limited, your quality of life is diminished.

We have recently been confronted by new challenges to public transportation. Federal operating funding reductions in 1996 resulted in service reductions in Wichita and Kansas City which have not been restored. Welfare to Work legislation has significantly increased the need for weekend and evening service. Demand for ADA (Americans with Disabilities Act) related transportation services continues to grow at a dramatic pace. And, the continued growth of our communities include new employment, medical, shopping, and entertainment opportunities which are difficult to serve or are outside of our existing service areas.

Public transportation is often identified with urban areas. I would like to take just a moment and speak specifically to our rural areas – those areas with no population center over 50,000 people as defined in TEA 21.

The University of Kansas Transportation Center recently completed a study of public transportation needs in the 99 rural counties of our state. This study reflected a “low estimate of demand” for year 2000 to be 2.8 million annual passenger trips for these service areas. This “low estimate of demand” represents an increase of 47% from the 1.9 million trips provided in 1997. Significant new funding is required to even meet the “low estimate of demand” in the KU study.

The KU study also recognized that these providers have approximately 500 public transportation vehicles which are funded in part by the Federal Transit Administration and the Kansas Department of Transportation. Many of our vehicles are very old and have very high mileage. Recently, with KDOT’s assistance we have been making substantial progress in upgrading this fleet. However, of the 108 vehicle replacements requested last year, only 61 could be funded. To achieve the federal mileage life cycle replacement guidelines, we would require replacement of approximately 80 vehicles each year. Again, significant new funding is required.

Ladies and gentlemen, without this significant new funding for public transportation in Kansas, these needs of our citizens will not be met. Instead, they will only grow larger and additional citizens will have limited or no access to their communities. We urge each of you to support the comprehensive transportation proposal and at a minimum, the \$8.8 million funding level for public transportation as recommended by the Transportation 2000 Task Force.

Thank You.



PUBLIC POLICY STATEMENT

SENATE COMMITTEE ON ASSESSMENT AND TAXATION

**RE: HB 2071 - Developing and funding a comprehensive
transportation program for Kansas.**

**March 17, 1999
Topeka, Kansas**

**Prepared by:
Bill R. Fuller, Associate Director
Public Affairs Division
Kansas Farm Bureau**

Chair Langworthy and members of the Senate Committee on Assessment and Taxation, my name is Bill Fuller. I serve as the Associate Director of the Public Affairs Division for Kansas Farm Bureau.

We appreciate this opportunity to express strong support for the development and the approval of a comprehensive transportation program during the 1999 Session of the Kansas Legislature.

Kansas Farm Bureau was an active participant in developing and a strong proponent in supporting the 1989 highway program. We are here to suggest it is time to move ahead again on this infrastructure issue that is important to all Kansans.

Five transportation plans have been proposed this session. Various versions of all these plans have and will continue to be considered in developing consensus for a plan that can be supported by the House, Senate and the Governor.

The 435 farm and ranch members serving as Voting Delegates at the 80th Annual Meeting of Kansas Farm Bureau adopted policy concerning support for a comprehensive transportation program and appropriate funding measures:

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- ◆ ***“We support development of a comprehensive, integrated, total transportation system to meet the needs of Kansas. Airport, bridge, road, highway, rail and public transit needs were clearly demonstrated and articulated in the public input meetings of the Transportation 2000 Task Force.”***
- ◆ ***“The mobility of Kansans, the public health and safety of our citizens, and the growth and development of all segments of the state’s economy require coordination in construction and maintenance of a comprehensive transportation system.”***
- ◆ ***“Appropriate funding should be developed for all phases and programs of the transportation program.”***
- X ◆ ***“We support the concept of highway users paying, through gallonage taxes, vehicle registration fees and sales taxes on motor vehicles, for the construction and maintenance of highways, roads and bridges.”***

We are here to express Farm Bureau’s strong belief that a comprehensive transportation program should be approved this session, rather than placing the issue in interim committee or delaying action until next session.

Farm Bureau supports a fiscally responsible funding mix. We recommend the following funding sources and we list our preferences in descending order:

1. Bonding
2. Sales tax on motor vehicles
3. Fuel gallonage tax
4. Vehicle registration fees

We commend the Senate leadership and the action by the Senate Committee on Assessment and Taxation in developing a funding package that is very compatible with Farm Bureau policy.

We trust that Farm Bureau’s support for a comprehensive transportation program this session and the recommendations we have provided for funding will be helpful as you work to develop an acceptable plan. Thank you for this opportunity to express the views of the farm and ranch members of Farm Bureau on this important public policy issue. We will respond to any questions you may have. Thank you!

Unified School Finance Coalition

TO: Senate Committee on Assessment and Taxation
FROM: Mark Tallman, Assistant Executive Director, Kansas Association of School Boards
DATE: March 17, 1999

RE: Transportation Funding and the School Finance

Madam Chairman, Members of the Committee:

I have been asked to serve as a spokesman for a coalition of education organizations which have come together in support of a single position on school funding for Fiscal Year 2000. This includes the Kansas Association of School Boards and the United School Administrators; Schools for Fair Funding and Schools for Quality Education; the Kansas Education Coalition and Kansans for Local Control; a group of 54 western Kansas superintendents and the Ad Hoc Superintendents Group; ten regional service centers and the Kansas Association of Education Service Agencies; and the six largest school districts in Kansas, each with its own legislative representative.

These organizations understand the importance of a strong transportation system to the state's economic well-being. Our concern is that funding for such a system does not weaken another crucial component of our state's economy and quality of life: public education.

We welcome the efforts outlined by Senator Kerr to develop a transportation plan that provides greater "protection" of the state general fund. We realize that any important legislative initiative requires difficult compromises. But because this committee will help determine the final package of tax cuts and highway funding, and the impact that package will have on the "bottom line" of the state general fund, we urge committee members to keep the following points in mind:

- Increasing school district base budgets by 2%, about the rate of inflation, will require over \$40 million year. Without such an increase, school districts budgets and employee salaries will fall behind inflation, or districts will have to increase local option budgets and local property taxes. About 25% of Kansas students are educated in districts which do not have that option: they have reached the maximum 25% LOB level. That includes six of the largest districts in the state.
- A 25-student step in correlation weighting, which would assist those larger districts, requires about \$10 million.
- Keeping special education at the current rate of excess cost (85%) requires over \$12 million a year.
- Capital improvement aid will increase \$4.2 million this year and will almost certainly increase in the future. Reducing capital improvement aid will increase local property taxes.

These are some of the costs of simply maintaining school funding; they are not program expansions. They do not include any additional funding for school technology, early childhood or at-risk interventions. They do not include increases KPERS costs. Future to provide funding at these levels will certainly threaten the quality of public education in our state. We urge you keep these needs in mind as you continue with deliberations this year.

Thank you for your consideration.

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LEGISLATIVE TESTIMONY



The Unified Voice of Business

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March 16, 1999

KANSAS CHAMBER OF COMMERCE AND INDUSTRY

Testimony Before the

Senate Assessment and Taxation Committee

by

John Fowler
President & CEO

Madam Chair and members of the Committee:

Thank you for allowing me to appear today to express KCCI's desire to see a Comprehensive Transportation Program enacted in this session.

The Kansas Chamber of Commerce and Industry (KCCI) is a statewide organization dedicated to the promotion of economic growth and job creation within Kansas, and to the protection and support of the private competitive enterprise system.

KCCI is comprised of more than 3,000 businesses which includes 200 local and regional chambers of commerce and trade organizations which represent over 161,000 business men and women. The organization represents both large and small employers in Kansas, with 47% of KCCI's members having less than 25 employees, and 77% having less than 100 employees. KCCI receives no government funding.

The KCCI Board of Directors establishes policies through the work of hundreds of the organization's members who make up its various committees. These policies are the guiding principles of the organization and translate into views such as those expressed here.

The business community understands the economic benefit of a first class transportation system. Throughout our meetings with business and community leaders, and in various surveys of our members, transportation infrastructure has been ranked as the top priority issue by a factor of four to one, or 80 percent of those surveyed. They recognize that a new program must be of

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adequate size to address the needs of every community across the state, and every major mode of transportation. The future economic development of Kansas communities depends on such a system.

We believe a funding package should utilize a combination of user fees and bonded indebtedness, secured by an increase in general fund transfers. Such a balanced funding approach would help protect other vital programs, such as education, and enable the state to address the strategic issues that will maintain Kansas' competitiveness for economic growth. For example, Kansas still ranks high among surrounding and competing states in the areas of business personal property taxes and corporate and personal income taxes. Tax relief targeted to these areas will help ensure continued economic expansion and job development, which in turn will determine the stability of future state revenues.

In short, by carefully selecting its targets, the Legislature can address both critical issues: a comprehensive, statewide transportation program, funded in a way that does not place undue burden on any single class of taxpayers; and, incremental improvements in our tax structure to make Kansas more competitive for economic development.

The 1989 Comprehensive Highway Program was, by any measure, an unqualified success. It's time to protect and extend those benefits well into the 21st century.

17 March 1999

HIGHWAY TAX COMMITTEE TESTIMONY

By Karl Peterjohn, Exec. Dir.

Kansas highway taxes, without looking at any proposed increase, are the 4th highest per capita among all 50 states. This data is the latest numbers from the Federal Highway Administration. We are currently well above the levels in our neighboring states. Nebraska is 9th, Colorado 26, Missouri 37, and Oklahoma is 40th.

The state is already taking this tax revenue to spend roughly \$400 for every man, woman, and child in this state. For the average family of four this is \$1,600 per year in gasoline, automobile, and sales taxes.

And now this committee is considering a proposal to raise the gasoline and automobile taxes. This is despite the fact that part of the senate's proposed tax hike would raise the cost of putting an automobile on Kansas highways. In 1995 Kansas was among the highest tax states for vehicle registration and taxes. The 1995 law which phases down this tax will not be finished until next year. Kansas will, even after this law is fully implemented, still have one of the higher tax structures on cars among the 50 states.

Kansas car taxes are currently well above the national average and this will help Kansas retain its dubious place as the high tax point on the prairie.

Last year in Colorado there was a deadlock concerning highway spending/school construction and returning the state's overcharge to Coloradons. Colorado voters by a 68 percent margin voted to return the overcharge to taxpayers instead of spending it on roads and schools.

Across this country there are over 30 state legislatures debating tax cuts this year but there is only one state currently debating a broadbased tax hike: Kansas.

The proposal before you stands a good chance of being unconstitutional since it is predicated upon an increase in vehicle fees/taxes which will occur long after this legislature becomes history. In 1994 the Kansas courts ruled against a law which predicated future statewide millage hikes in the property tax. KTN believes this proposed legislation is in legal jeopardy from this same legal flaw.

There is no support among average Kansans for a tax hike. I have seen the lobbyists from the road builders, the bond sellers, and the taxpayer funded local government seek a state spending spree.

The proposal before you includes bonding. In most states bond issues are decided by the people. The Kansas Constitution was founded on the principle that all political power is derived from the people. Long term financing of state projects with a price tag in the hundreds of millions of dollars or in the billions over decades should be approved by the people at a statewide referendum.

This year Kansas started to pay the maximum re-payment for financing the 1989 highway program. This has been raised to \$85 million a year with the final payment due over 15 years from now! Federal highway spending is growing in Kansas by roughly \$90 million a year without any state tax hike. As of June 30, 1998, the state highway fund had over \$1/2 billion in it!

The proposed tax hike is unwise, unnecessary, negates existing state tax policy, and compounds our dubious distinction as the high tax point on the prairie. Kansas Taxpayers Network strongly opposes this proposal.

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State and Local Per Capita Highway Spending, 1996

(latest year available)

Per Capita Ranking	State	Population	Spending	Total Miles	Spending Per Capita
1	Alaska	605212	\$584,609	12774	\$965.96
2	Wyoming	480060	\$354,038	33293	\$737.49
3	Delaware	727113	\$487,091	5722	\$669.90
4	Kansas	2584650	\$1,618,173	133541	\$626.07
5	W. Virginia	1820261	\$1,086,467	79585	\$596.87
6	S. Dakota	737227	\$431,456	83376	\$585.24
7	Minnesota	4648081	\$2,545,329	130814	\$547.61
8	Maine	1238003	\$665,573	22643	\$537.62
9	Nebraska	1648041	\$861,908	92811	\$522.99
10	N. Dakota	642805	\$333,466	98039	\$518.77
11	Mass.	6082910	\$3,097,078	35024	\$509.14
12	Iowa	2848603	\$1,427,720	112803	\$501.20
13	Montana	876734	\$424,428	69671	\$484.10
14	Wisconsin	5174348	\$2,412,711	111950	\$466.28
15	Virginia	6667373	\$3,032,592	69630	\$454.84
16	New York	18142162	\$8,161,599	112480	\$449.87
17	Vermont	586333	\$259,103	14241	\$441.90
18	Washington	5518801	\$2,438,130	35272	\$441.79
19	New Hamp.	1159546	\$498,151	15122	\$429.61
20	Louisiana	4339871	\$1,847,332	60698	\$425.67
21	Mississippi	2710022	\$1,097,673	73150	\$405.04
22	Idaho	1186239	\$476,812	60440	\$401.95
23	Texas	19032987	\$7,536,251	296651	\$395.96
24	Connecticut	3263910	\$1,280,361	20675	\$392.28
25	Hawaii	1187283	\$464,995	4165	\$391.65
26	Colorado	3813778	\$1,491,156	85069	\$390.99
27	Oregon	3195409	\$1,221,730	83608	\$382.34
28	Kentucky	3882545	\$1,444,990	73031	\$372.18
29	Arkansas	2505073	\$920,508	94365	\$367.46
National Average					\$365.79
30	Georgia	7334183	\$2,608,716	111828	\$355.69
31	Arizona	4432202	\$1,576,070	55713	\$355.60
32	Nevada	1600345	\$566,256	45219	\$353.83
33	Maryland	5057839	\$1,788,472	29872	\$353.60
34	Florida	14424868	\$4,995,976	114572	\$346.34
35	New Mexico	1707902	\$585,392	59478	\$342.76
36	Penn.	12033856	\$4,084,510	119130	\$339.42
37	Missouri	5368911	\$1,801,276	122767	\$335.50
38	New Jersey	8007905	\$2,632,567	35920	\$328.75
39	Rhode Island	988130	\$317,069	6028	\$320.88
40	Oklahoma	3295928	\$1,039,434	112592	\$315.37
41	Alabama	4291110	\$1,343,877	93358	\$313.18
42	N. Carolina	7308656	\$2,251,562	86719	\$308.07
43	Illinois	11933597	\$3,622,212	137788	\$303.53
44	Utah	2022234	\$591,988	42970	\$292.74
45	California	31762190	\$9,251,276	170601	\$291.27
46	Tenn.	5307222	\$1,488,362	86027	\$280.44
47	Indiana	5827423	\$1,600,554	93197	\$274.66
48	Ohio	11169546	\$3,011,376	114799	\$269.61
49	Michigan	9733774	\$2,387,576	119182	\$245.29
50	D.C.	539646	\$131,964	1425	\$244.54
51	S. Carolina	3736947	\$824,589	64773	\$220.66

Sources: U.S. Bureau of the Census, July 1, 1996
Highway Statistics 1997, Federal Highway Administration

Produced by Senator Tim Huelskamp, March 9, 1999