

MINUTES OF THE HOUSE TRANSPORTATION.

The meeting was called to order by Chairperson Gary Hazylett at 1:35 p.m. on February 13, 2001 in Room 519-S of the Capitol.

All members were present except:

Committee staff present:

Bruce Kinzie, Revisor
Hank Avila, Research
Chris Courtright, Research
Ellie Luthye, Committee Secretary

Conferees appearing before the committee:

Representative Bruce Larkin
Representative Sharon Schwartz
Dan Harden, Public Works Director, Riley County
Ron Carn, Road Superintendent, Jefferson County/President, Kansas County Highway Association
Dave Comstock, Director, Division of Engineering and Design - KDOT
Jere White, Kansas Corn Growers
Leslie Kaufman, Kansas Farm Bureau
Bob Haley, Director, Division of Administration - KDOT

Others attending:

See attached sheet

HB 2225 - engineering fees charged to counties for federal aid projects

Chairman Hayzlett called on Representative Bruce Larkin as the first proponent. He said **HB 2225** was a provision in the statutes until it was repealed with the passage of the Comprehensive Transportation Plan in 1999. The bill, he continued, simple states the secretary cannot charge the counties a fee for engineering services which exceeds 10 percent of the counties share of the construction cost of such project. He asked that this provision be reinstated. (Attachment 1)

Representative Sharon Schwartz presented a statement showing the project costs of several projects in Marshall County. (Attachment 2)

Don Harden, Riley County engineer, gave testimony in support of **HB 2225**. He told the committee the repeal allows the Kansas Department of Transportation to charge Kansas counties what the agency feels is appropriate for construction engineering costs on a project and this makes it difficult for Kansas counties to create accurate project budgets. Also, reinstating this 10% cap would be an incentive for the Kansas Department of Transportation to control these engineering costs. (Attachment 3)

Ronald Karn, President of the Kansas County Highway Association, also spoke in support of **HB 2225**. He stated this bill would reinstate the limit counties would be charged for construction inspection on federal and bridge projects. Today small counties are forced to make a tough decision whether to replace a bridge or buy a motor grader that would maintain the roads and some counties cannot afford to be in the program with the current level of local participation. (Attachment 4)

David Comstock, Kansas Department of Transportation, said the Department remains neutral on **HB 2225**. He said the repeal was included in the 1999 Comprehensive Transportation Plan for 2 reasons: 1) would allow cities and counties to select consulting engineering firms to perform consulting engineering services and this would allow the cities and counties to have more control over the costs and 2) 68-402e had never applied to cities and by repealing this statute projects of both cities and counties would be treated equally. (Attachment 5)

Following questions from the committee Chairman Hayzlett closed hearings on **HB 2225**.

MINUTES OF THE HOUSE TRANSPORTATION COMMITTEE, Room 519-S of the Capitol at 1:40 p.m. on February 13, 2001.

HB 2142 - motor fuels, payments for selling blended motor fuels

Jere White, Kansas Corn Growers, spoke in support of **HB 2142**. He said this bill would create an incentive ranging from \$250 to \$1000 for Kansas retail motor fuel stations to provide for sale to the public gasoline blends containing ethanol either in 10% blends or as E-85. Kansas currently is operating four ethanol plants, producing approximately 36 million gallons of fuel in 2000 with about 10% of that amount consumed in Kansas. **HB 2142** would create a program for one year to encourage Kansas' fueling stations to provide ethanol blends. Such a program might provide the incentive for retailers that currently do not offer ethanol blends to explore the feasibility of doing so. He concluded the Kansas Corn Growers support this legislation as one component in Kansas' portfolio for encouraging increased use of ethanol - a domestically renewable and environmentally friendly fuel that helps provide new markets for agricultural products. (Attachment 6)

Chairman Hayzlett called on Leslie Kaufman, Associate Director, Kansas Farm Bureau. She said Farm Bureau's farmer and rancher members know that using agricultural products to produce non-food products provides additional marketing opportunities and the potential for increased prices for Kansas grown commodities. She presented a list of policy points that were adopted at the annual meeting of Kansas Farm Bureau which strengthened their policy on renewable fuels. She concluded this bill could play a role in developing an overall state policy advancing alternative fuel use. (Attachment 7)

Robert Haley, Director, Division of Administration, KDOT, presented information pointing out how **HB 2142** would impact the revenues available for the Comprehensive Transportation Program. He told the committee that under the bill the maximum payment for stations currently licensed by the Department of Revenue would be approximately \$3,600,000. (Attachment 8)

Chairman Hayzlett closed hearings on **HB 2142** following questions from the committee.

Minutes from the House Transportation Committee for February 6th, 7th, and 8th were presented for corrections or approval. Representative Ballou made a motion to accept the minutes as presented, seconded by Representative Levinson and the motion carried.

Chairman Hayzlett adjourned the meeting at 3:00 p.m. The next meeting of the House Transportation Committee will be Wednesday, February 14th in Room 519-S.

HOUSE TRANSPORTATION COMMITTEE GUEST LIST

DATE: February 13, 2001

NAME	REPRESENTING
Jere White	KCGA-KGSPA
George Barber	K's Consulting Engrs.
Dan HARDEN	Riley County
Ronald Karn	Jefferson County
Ed Bruns	Jackson County
Glen Tyson	Osage County
Warren Chip Woods	Lyon County
GARY ROSEWICZ	MARSHALL COUNTY
Deann Williams	KMCA
Madine Dreher	—
Garrin Dunkel	DOB
MAT SINDVIC	—
Rebecca Reed	RDA
DAVID Comstock	KDOT
Nancy Bogina	KDOT
Bill Watts	KDOT
Robert Haley	KDOT
Michael White	Kearney Law office

BRUCE F. LARKIN
REPRESENTATIVE, DISTRICT SIXTY-THREE
R.R. 1
BAILEYVILLE, KANSAS 66404



TOPEKA

HOUSE OF
REPRESENTATIVES

COMMITTEE ASSIGNMENTS
RANKING MINORITY MEMBER: TAXATION
MEMBER: AGRICULTURE
ENVIRONMENT
AGRICULTURE & NATURAL
RESOURCES BUDGET
COMMITTEE
INTERSTATE COOPERATION

Testimony before the
House Transportation Committee

regarding

House Bill 2225

on

February 13, 2001

Chairman and members of the House Transportation Committee. Thank you for allowing me to testify on HB 2225.

HB 2225 was a provision in our statutes until it was repealed with the passage of the Comprehensive Transportation Plan in 1999. It simply states that with any federal act that requires the secretary to perform engineering services in conjunction with the federal project pertaining to the construction or reconstruction of county roads and bridges, the secretary shall not charge the counties a fee for engineering services which exceeds 10 percent of the counties share of the construction cost of such project.

The exclusion was brought to my attention at a meeting with the Marshall County Commissioners, which was attended by myself, Representative Schwartz, and Senator Taddiken. I was not aware that this provision had been repealed as it was not part of the discussion. I bring this to you so a discussion can occur.

Representative Bruce Larkin

A handwritten signature in cursive script that reads "Bruce Larkin".

House Transportation Committee
February 13, 2001
Attachment 1

FINAL STATEMENT OF PROJECT COSTS
58 C-2775-01
BRO C277(501)

	PROJECT COST	COUNTY SHARE of COSTS
Contract Cost	\$130,907.52	
Less Field Office and Labs	(\$600.00)	
Less Contractor Staking	(1,600.00)	
Less Non-Participating Contract Items (0.00000000)	\$0.00	\$0.00
Less Material Taken Over From Contractor	\$0.00	\$0.00
Less Salvage Material	\$0.00	\$0.00
Less Credit for Steel Pile Cutoffs	\$0.00	\$0.00
Total Participating Contract Cost	\$128,707.52	
Federal Funds	<u>\$102,966.02</u>	
County Share	\$25,741.50	\$25,741.50
Cost of Preliminary Engineering by Consultant	\$0.00	
Cost of Preliminary Engineering by KDOT	\$0.00	
Less Non-participating Preliminary Engineering Costs (FAB)	\$0.00	\$0.00
Total Participating Preliminary Engineering Cost	\$0.00	
Federal Funds	<u>\$0.00</u>	
County Share	\$0.00	\$0.00
Cost of Construction Engineering by Mueeting Engineering & Surveying	\$17,565.15	
Cost of Construction Engineering by KDOT	\$16,143.19	
Subtotal Construction Engineering	<u>\$33,708.34</u>	
Less Liquidated Damages (0 days @ \$000 / day)	\$0.00	
Less Construction Engineering for Non-Participating Contract Items (0.00000000)	\$0.00	\$0.00
Less Construction Engineering Over 15% of Contract	(\$13,656.42)	
Less Non-participating Construction Engineering (FAB)	(\$1,105.79)	\$1,105.79
Subtotal Construction Engineering	<u>\$18,946.13</u>	
Plus Field Office and Labs	\$600.00	
Plus Contractor Staking	\$1,600.00	
Participating Construction Engineering Cost	<u>\$21,146.13</u>	
Federal Funds	<u>\$16,916.90</u>	
County Share	* \$4,229.23	<u>\$2,574.15</u>
	(1) Total County Share	\$29,421.44
	(2a) County Deposit	(28,574.00)
	(2b) Prepaid by LPA on CE	0.00
	(2c) Prepaid by LPA on Contract	<u>\$0.00</u>
	(3) MARSHALL COUNTY OWES KDOT	<u>\$847.44</u>

Total Project Cost	\$164,615.86
Federal Funds	\$119,882.92
County Share	29,421.44
State of Kansas Share	<u>15,311.50</u>
	\$164,615.86

* County is responsible for Actual County Share of CE costs or 10% of County Contract Share whichever amount is less.

**STATEMENT OF FINAL COST
58 C-3081-01
BRO C308(101)**

		COUNTY SHARE of COSTS
Contract Cost	162,686.45	
Less Field Office and Labs	-800.00	
Less Contractor Staking	-3,652.00	
Less Non-Participating Contract Items (0.00000000)	0.00	0.00
Less Material Taken Over from Contractor	0.00	0.00
Less Salvage Material	0.00	0.00
	0.00	0.00
Total Participating Contract Cost	158,234.45 ✓	
Federal Funds	<u>126,587.56</u>	
County Share	31,646.89	31,646.89
Cost of Preliminary Engineering by Consultant	0.00	
Cost of Preliminary Engineering by KDOT	0.00	
Less Non-participating Preliminary Engineering Costs (FAB)	0.00	0.00
Total Participating Preliminary Engineering Cost	0.00	
Federal Funds	<u>0.00</u>	
County Share	0.00	0.00
Cost of Construction Engineering by Mueting Engineering & Surveying	34,396.67	
Cost of Construction Engineering by KDOT	9,161.40	
Subtotal Construction Engineering	43,558.07 ✓	
Less Liquidated Damages (0 days at \$0.00 per day)	0.00	
Less Construction Engineering for Non-Participating Contract Items (0.00000000)	0.00	0.00
Less Construction Engineering over 15% of contract	-19,505.83	
Less Non-participating Construction Engineering (FAB)	-569.27	569.27
Subtotal Construction Engineering	23,482.97	
Plus Field Office and Labs	800.00	
Plus Contractor Staking	3,652.00	
Total Participating Construction Engineering Cost	27,934.97	
Federal Funds	<u>22,347.98</u>	
County Share	5,586.99	<u>3,164.69</u>
	Total County Share	35,380.85
	County Deposit	34,077.00
	Prepaid on LPA	0.00
	Prepaid on Contract	0.00
	CNTY OWES KDOT	1,303.85
Total Project Cost	206,244.52	
Federal Funds	148,935.54	
County Share	35,380.85	
State of Kansas Share	21,928.13	
	206,244.52	

* County is responsible for Actual County Share of CE costs or 10% of County Contract Share whichever amount is less.

Testimony of Dan Harden
Before the House Transportation Committee
Regarding House Bill 2225
13 February 2001

Representative Gary Hayzlett
Chair

Representative Hayzlett, and members of the House Transportation Committee; my name is Dan Harden. I am a registered professional engineer in the state of Kansas. I have been employed for the past 25 years as the Riley County engineer. I thank you for allowing me the opportunity to testify today.

I am here today to support House Bill 2225. My support is founded on the following reasons.

K.S.A. 68-402(e), which was repealed last session as part of the comprehensive transportation act, was important law for Kansas counties. When Kansas counties entered into contracts with the Kansas Department of Transportation for the development of federally aided road and bridge construction projects, 68-402(e) fixed the cost of county participation in the project's construction engineering costs at 10 percent of these costs. This was important because Kansas counties had little direct control of these costs.

The repeal of 68-402(e) allows the Kansas Department of Transportation to charge Kansas counties what the agency feels is appropriate for construction engineering costs on a project. This makes it difficult for Kansas counties to create accurate project budgets.

I also believe that by forcing the Kansas Department of Transportation to take the risk position in the matter of project engineering costs, the agency will be more diligent in working to minimize these costs. When these costs can be passed on to Kansas counties, the incentive for the Kansas Department of Transportation to control these costs is less.

It is for these reasons the Kansas County Highway Association supports this legislation.

I stand for any questions.

HOUSE TRANSPORTATION COMMITTEE
Testimony of Ronald Karn
February 13, 2001

Representative Hayzlett, and Members of the House Transportation.

I am the Road Superintendent for Jefferson County and current President of the Kansas County Highway Association.

I want to thank you for giving us the opportunity to speak to you today in support of HB 2225.

This bill would reinstate the limit counties would be charged for construction inspection on Federal and Bridge Projects. The purpose of the Federal Aid Bridge Replacement Program is to make funds available to local agencies so they can replace deficient bridges. Currently 80% of the construction costs are paid for by federal funds leaving 20% for the cities and counties to pay. This 20% is not the only cost the local agencies are required to pay. Local agencies are also obligated to pay 100% of the right of way acquisition and 100% of the utility relocation. Plus they are required to pay, under the current program, 10% of the construction inspection costs.

The replacement of an average bridge would cost today about \$265,000. The federal aid share would be \$212,000 and the County's share would be \$53,000 for the remaining 20% plus \$12,000 for right of way and another \$9,000 for utility relocations. Also currently counties are required to pay 10% of the construction inspection or another \$5,000. All total the cost to a county for this type of bridge replacement would be \$79,000. Without HB 2225, the local share would be \$124,000.

Today small counties are forced to make a tough decision whether to replace a bridge or buy a motor grader that would maintain the roads. Some cannot afford to be in the program with the current level of local participation. We ask that you remember your local constituents and their needs as well as those school buses that need to cross deficient bridges.

Thank you again for this opportunity to speak to you on this very important issue.

Ronald Karn, President
Kansas County Highway Association

House Transportation Committee
February 13, 2001
Attachment 4



**KANSAS DEPARTMENT OF TRANSPORTATION
OFFICE OF THE SECRETARY OF TRANSPORTATION**

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Secretary of Transportation

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Bill Graves
Governor

TESTIMONY BEFORE
HOUSE TRANSPORTATION COMMITTEE

REGARDING HOUSE BILL 2225
ENGINEERING FEES

February 13, 2001

Mr. Chairman and Committee Members:

I am David Comstock, P.E., Director of the Division of Engineering and Design, Kansas Department of Transportation (KDOT). I appreciate the opportunity to testify on House Bill 2225 regarding engineering fees charged to counties for federal-aid projects.

House Bill 2225 would reinstate K.S.A. 68-402e, which was repealed in 1999 with the passage of House Bill 2071, or the Comprehensive Transportation Program (CTP) legislation.

K.S.A. 68-402e was enacted by the Legislature in 1965. Beginning in the 1940s and up until 1984, the State Highway Commission of Kansas/Kansas Department of Transportation, performed construction engineering services on all city, county, and KDOT construction projects. These services included such things as on-site materials and construction inspection, staking, and surveying. K.S.A. 68-402e served to limit the amount a county paid for construction engineering services to no more than 10% of the construction cost of a project. KDOT was responsible for payment of any construction engineering services that exceeded 10% of the construction cost.

As an example of how this statute has worked, assume a county federal-aid project had a final construction cost of \$100,000, with construction engineering (CE) costs varying from \$10,000 (10%) to \$20,000 (20%). Shown below are the Federal, KDOT, and county shares of the construction engineering costs.

<u>Construction cost</u>	<u>CE cost</u>	<u>Federal share (80%)</u>	<u>KDOT share</u>	<u>County share</u>
\$100,000	\$10,000	\$ 8,000	\$0	\$2,000
100,000	20,000	16,000	2,000	2,000

House Transportation Committee
February 13, 2001
Attachment 5

The fiscal analysis for the reinstatement of the 10 percent limitation (House Bill 2225) indicates the impact to the state's total annual matching share on federal-aid projects will be approximately \$250,000.

The repeal of K.S.A. 68-402e was included in the 1999 CTP for the following reasons:

- In 1984 KDOT implemented a program to allow cities and counties to select consulting engineering firms to perform consulting engineering services on their projects. This decision allowed cities and counties to have more control over the costs of construction engineering and to select their own firms to perform the construction engineering. KDOT has also been able to perform construction engineering on State projects without increasing staff for this purpose;
- K.S.A. 68-402e has never applied to cities and by repealing this statute projects of both cities and counties would be treated equally.

In summary, KDOT remains neutral on HB 2225 which would reinstate the 10 percent limitation.



Testimony Regarding House Bill No. 2142 Before the House Transportation Committee February 13, 2001

Good afternoon Chairman Hayzlett and members of the House Taxation Committee, my name is Jere White. I am Executive Director for the Kansas Corn Growers Association and Kansas Grain Sorghum Producers Association. I appreciate the opportunity to make brief comments in support of HB 2142.

HB 2142 would create an incentive ranging from \$250 to \$1000 for Kansas retail motor fuel stations to provide for sale to the public gasoline blends containing ethanol either in 10% blends or as E-85.

There are several pieces of legislation under consideration this session addressing the opportunities for both ethanol production and consumption. The demand for the product is currently very strong – but mostly in areas outside the state such as California and the Northeast United States. Ethanol typically is blended with gasoline at a 10% blend either for environmental benefits (it adds cleaner burning oxygen) in areas with air quality problems or for its octane enhancing attributes for premium fuels.

Kansas' four currently operating ethanol plants produced approximately 36 million gallons of the fuel last year and recent statistics from the Federal Highway Administration indicate about 10% of that amount was consumed in Kansas. This ratio is consistent with local consumption in other states like Iowa that produces a far greater amount of ethanol than Kansas. There is obviously room for market expansion within the state, although exporting it to other areas in return for cash payments also has merit as a viable economic equation for the state.

In terms of E-85, a chicken and egg scenario exists today. Due to certain federal requirements both for alternative fuel vehicles in fleets and for fuel economy averages in all vehicles, there are now nearly one million vehicles on the road that have the capability to utilize this high ethanol percentage fuel. Chrysler, Ford, and General Motors are all producing a variety of vehicle models with the E-85 capability.

Additionally, the U.S. Postal Service is purchasing 10,000 E-85 delivery vehicles nationwide, with several hundred to be stationed in Kansas, to utilize the fuel from private sector suppliers. E-85 simply means that the vehicle contains computer sensors to allow the engine to adjust to whatever level of ethanol in the fuel (up to 85%) and still operates effectively.

While an advantage of E-85 fuel is its handling and storage characteristics that are similar to typical liquid gasoline fuels, it remains economically challenging to establish retail E-85 fueling stations. With more vehicles seeking out E-85 availability, it is important to encourage the operators of the established fueling infrastructure to provide E-85 pumps.

HB 2142 would create a program for one year to encourage Kansas' fueling stations to provide ethanol blends. Such a program might provide the incentive for retailers that currently do not offer ethanol blends to explore the feasibility of doing so. Clearly there are barriers to ethanol in this state that can and should be addressed. I have a fuel supplier in Garnett, Lybarger Oil, who houses our private E-85 tankage at his site. In addition, Lybargers offer 10% ethanol at the farm in bulk delivery. However, David Lybarger is a partner in an Amoco retail outlet in Garnett that is prohibited to offer ethanol blends. I understand that it is the company policy in Kansas. Yet, Amoco is a major retailer of ethanol blends in the St. Louis area. Amoco is not the only retailer with a double standard as it relates to ethanol blends.

We support this legislation as one component in Kansas' portfolio for encouraging increased use of ethanol - a domestically renewable and environmentally friendly fuel that helps provide new markets for agricultural products.

Thank you for the opportunity to comment and I will try to answer any questions concerning this testimony.



PUBLIC POLICY STATEMENT

HOUSE COMMITTEE ON TRANSPORTATION

**RE: HB 2142 – providing a one-time payment to retailers
of ethanol blend fuels.**

**February 13, 2001
Topeka, Kansas**

**Prepared by:
Leslie Kaufman, Associate Director
Public Policy Division
Kansas Farm Bureau**

Chairman Hayzlett and members of the House Transportation Committee, thank you for the opportunity to appear before you today and express Farm Bureau's support for the concepts contained in HB 2142. As you know, the bill will provide a one-time payment to retail sellers of ethanol blend fuels. I am Leslie Kaufman. I serve Kansas Farm Bureau as an Associate Director for Public Policy.

Farm Bureau's farmer and rancher members know that using agricultural products to produce non-food products provides additional marketing opportunities and the potential for increased prices for Kansas grown commodities. The increased use of crop-based fuels will reduce U.S. reliance on foreign oil, expand grain markets, improve air quality and protect water quality.

At the 82nd Annual Meeting of Kansas Farm Bureau, held this past November, our farmer and rancher delegates strengthened our polices on

House Transportation Committee
February 13, 2001
Attachment 7

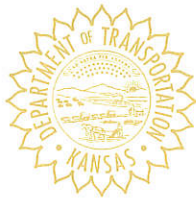
renewable fuels, such as ethanol blend motor fuels. Policy points related to the bill before you today include:

- **We support increased efforts to develop, promote and utilize traditional and alternative products derived from the crops and livestock produced by our state's farmers and ranchers.**
- **We support consumer education, promotion efforts, and tax credits to expand the production and use of crop-based alternative fuels; and**
- **All fuel marketers, including farmer cooperatives, should make ethanol blend fuels available to consumers.**

HB 2142 provides an incentive to increase the number of retail outlets for ethanol blend fuels and, in the process, hopefully increase the total gallons of crop-base fuels utilized in Kansas. We would hope the anticipated increase in use would spawn greater in-state ethanol production.

We have appeared in several different committees so far this year testifying in support of various bills aimed at increasing the production and use of renewable fuels. These include Senate Utilities, House Agriculture, House Taxation and, now, House Transportation. We are hopeful that meaningful legislation will be passed to foster the use of agriculture-based fuels.

HB 2142 can play a role in developing an overall state policy advancing alternative fuel use. As such, we would respectfully encourage the committee to act favorably on this bill. Thank you.



**KANSAS DEPARTMENT OF TRANSPORTATION
OFFICE OF THE SECRETARY OF TRANSPORTATION**

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Bill Graves
Governor

**TESTIMONY BEFORE
HOUSE TRANSPORTATION COMMITTEE**

**REGARDING HOUSE BILL 2142
PAYMENTS TO VENDORS OF BLENDED MOTOR FUELS
February 13, 2001**

Mr. Chairman and Committee Members:

I am Robert Haley, Director of the Division of Administration, Department of Transportation. On behalf of the Department, I am here today to testify on House Bill 2142, which provides for a one-time payment to vendors of blended motor fuels containing a minimum of 10 percent ethyl alcohol. We feel obligated to point out bills which have the potential to impact the revenues available for the Comprehensive Transportation Program.

House Bill 2142 provides for a one-time payment to motor fuel retail licensees of:

1. \$250 for each fueling station that was selling prior to July 1, 2001, and is currently selling blended motor fuel containing at least 10 percent ethyl alcohol;
2. \$500 for each fueling station not currently selling blended motor fuel containing at least 10 percent ethyl alcohol but that begins selling such fuel on and after July 1, 2001;
3. \$1,000 for each fueling station, which begins selling on or after July 1, 2001, E-85 (85 percent ethanol and 15 percent gasoline) motor fuel.

Payments would be made from motor fuel tax receipts. Payments would not be made to service stations, which are not licensed with the Department of Revenue.

The Department of Revenue indicates that there are approximately 2,500 licensed retail facilities in the State of Kansas with 418 of the stations currently selling blended fuels. It is not possible to estimate the number of stations which would begin selling either a 10 percent ethyl alcohol blend and/or E-85. The Department of Revenue has estimated payments of approximately \$250,000 based on the 418 stations currently selling blended fuels, 200 stations which begin selling 10 percent ethyl alcohol blend, and 50 stations which begin selling E-85.

If the remaining 2,000 stations began selling 10 percent ethyl alcohol blended fuel, the payment would be:

\$104,500 for the stations currently selling blended fuel and
\$1,000,000 for the approximately 2,000 stations not selling blended fuel.

And if 2,500 stations began selling E-85, there would then be an additional payment of:

\$2,500,000 for stations to begin selling E-85.

The maximum payment for stations currently licensed by the Department of Revenue under the bill would be approximately \$3,600,000.

The payments are taken from the motor fuel receipts and would reduce the revenues to the State Highway Fund and the Special City and County Highway Fund. The reduction would, by statute, be allocated 61.55 percent to the State Highway Fund and 38.45 percent to the Special City and County Highway Fund.