

MINUTES OF THE HOUSE TRANSPORTATION COMMITTEE.

The meeting was called to order by Chairperson Gary Hayzlett at 1:30 p.m. on March 12, 2003 in Room 519-S of the Capitol.

All members were present except:

Rep. John Ballou  
Rep. Jerry Henry  
Rep. Jeff Jack  
Rep. Kenny Wilks  
Rep. Valdenia Winn  
Rep. Jim Yonally

Committee staff present:

Bruce Kenzie, Revisor  
Hank Avila, Legislative Research Dept.  
Mary Galligan, Legislative Research Dept.  
Betty Boaz, Committee Secretary

Conferees appearing before the committee:

Deb Miller, Secretary, KDOT  
Mary Turkington, T-2000 Commission  
Carol Meyer, Garden City Chamber of Commerce  
Jim DeHoff, Kansas AFL-CIO  
Mary Sullivan, Amino Brothers Construction and KS Contractors Ass'n.  
Ed Sexe, MO-KS Concrete Pipe Ass'n.  
Bill Korkowski, Lone Star Industries  
Randall Allen, Representing the Kansas Association of Counties

Others attending:

See attached list

Chairman Hayzlett called the meeting to order. The meeting was made up of conferees from Economic Lifelines there to discuss the importance of maintaining the Comprehensive Transportation Plan previously passed by the 1999 Legislature.

The Chairman introduced Deb Miller, Secretary of the Department of Transportation. According to Secretary Miller, even with the cuts that have been suffered to date, they can and will keep their promises to the communities of this state to complete all the announced projects and to complete them on time. (Attachment 1) She asked the Committee to carefully consider the funding for the CTP. She concluded by reaffirming her commitment to preserving the core of the CTP.

The next conferee was Mary Turkington, Chairman of the T-2000 Study Group. (Attachment 2) She said the study group was initially created by Governor Bill Graves to assess the transportation needs of Kansas. The work was completed in 1998 and enacted by Legislature in 1999. According to Ms. Turkington, Governor Graves reconvened the study group because he was concerned about the adequacy of funding for the CTP. The Governor wrote the study group that he believed it was important for the public to understand how much the transportation program would be impacted if the funding for the CTP continued to be used to make up the State General Fund deficit. She concluded that they believe the completion of the Comprehensive Transportation Program is vital to the well being of the state. The cost effectiveness of business growth and a higher degree of safety for those who use the system of streets and highways is a direct benefit of the program and the public clearly expects its completion.

The next conferee was Carol Meyer, Finney County Economic Development President. (Attachment 3) According to Ms. Meyer the economy of southwest Kansas, specifically Garden City and Finney County hinges on the vitality of its transportation system. She said now the dependability of the plan is in question despite the overwhelmingly positive return on investment to the state's economy, the integrity and viability of the plan is in jeopardy of being sacrificed for a perceived short-term budget savings. She

## CONTINUATION SHEET

MINUTES OF THE HOUSE TRANSPORTATION COMMITTEE at on March 12, 2003 in Room 519-S of the Capitol.

concluded by saying, "With the completion of the last comprehensive plan, our State has shown the discipline to, and reaped the benefits from, "staying the course." We are fortunate that the lessons we have to learn from are positive ones. The 1999 Comprehensive Transportation Plan is a worth course that leads us to more rapid economic recovery."

Jim DeHoff, Executive Secretary of the Kansas AFL CIO spoke next saying, "The comprehensive Transportation Plan that was passed by the Kansas Legislature in 1999 has been one of the best economic development job programs ever implemented. Several thousand jobs that pay a fair wage, health benefits and pension plans have continued to be created." (Attachment 4) He concluded by asking the Committee to remember that the CTP has been a very positive job program in the Kansas economy.

The next conferee was Mary Sullivan, Chief Executive Officer and Chairman of the board for Amino Brothers Company, Inc. (Attachment 5) She said she was representing not only her own company but also the Kansas Contractors Association. She said they were greatly concerned because when the Legislature passed the CTP they were under the impression that there would be adequate funding for the next ten years for a highway program. She said they based their business plans on that fact and took out loans to buy equipment and brought in out of state employees expecting a certain amount of construction to take place. She said they were distressed and displeased to see the transportation program being used as a bank. She concluded by saying the loss of this program means even less taxes will be collected and Kansas will continue in a downward spiral.

Ed Sexe, representing Kansas City Concrete Pipe Company was the next speaker. He said his association wanted to express support for fully funding the transportation program and express even stronger opposition to any reduction in funding to this program. (Attachment 6) He said last year the Legislature took the entire demand transfer of \$147 million and borrowed another \$95 million from the Highway Fund with an additional \$265 million being proposed for FY 04. Mr. Sexe concluded that the Highway Fund cannot continue to be used as a bank because if you continue to raid the fund, it will only delay the inevitable higher costs and higher taxes and you can't continue to "Rob Peter to Pay Paul."

The next speaker was Bill Korkowski appearing on behalf of Lone Star Industries. (Attachment 7) Mr. Korkowski said he was there to express strong support for fully funding the transportation program and even stronger opposition to any reduction in funding to the CTP which would result in the elimination of any projects. He said they recognize the unprecedented dire economic conditions of the state but urged the Committee to keep in mind that the CTP is the single largest economic development program occurring in the state of Kansas at this time.

The final speaker was Randall Allen, Executive Director of the Kansas Association of Counties. He said he was there to speak about the importance of the CTP to counties. (Attachment 8) He urged the Committee to remember the following: 1) The continued funding of the Special City-County Highway Fund is absolutely vital for counties; 2) Counties support continued funding for the various System Enhancement and Major Modification projects on the state highway system as evidenced by their willingness to match local monies with state funds to bring these projects to completion; and 3) The relatively small percentage of the entire CTP funds earmarked for the modes (aviation, short-line rail, etc.) are indispensable to the economic viability of Kansas communities. He concluded that the 1999 CTP is an investment in our future and county leaders want to support the efforts to keep it on track and delivered as promised.

There being no other conferees the Chairman adjourned the meeting. The next meeting will be on Thursday, March 13, 2003.

## HOUSE TRANSPORTATION COMMITTEE

**DATE** March 12, 2003

NAME	REPRESENTING
Tom Whitaker	Ks Motor Carriers Assn
Mary E. Turkington	T-2000
Jim Hoфф	Ks AFL-CIO
Carol Meyer	Garden City - Finney Co. - Economic Dev.
Patrick Hurley	Economic Loflines
Scott Heidner	Ks Consulting Engineers
Larry R Baer	LKM
James Magee	"Southern Leavenworth County Leadership Development"
GEORGE SMITH	SOUTHERN LEAV. CTY LEADERSHIP CLASS
VELDA ROBERTS	SOUTHERN LV COUNTY LEADERSHIP
Diane Wicklund	" "
Deane Buchholz	" "
Susan Guy	" "
Bill SCHULTE	" "
Kecia Frevert	Personal Interest
Lynne Starlin	" "
DAN RAMLOW	Kansas Contractors Association
Bob Tolan	Ky Contractors Association
Mary J. Sullivan	Amino Brothers Co. Inc
Woody Mars	Ks. Agg. Prod. Assn
Bill KocKowski	Lone STAR Ind.
EDWARD SEXE	KANSAS CITY CONC. PIPE CO.



Remarks of

**Deb Miller**

*Kansas Secretary of Transportation*

House Transportation Committee

March 12, 2003

**OPENING**

- ❖ Chairman Hayzlett and members of the committee, it's a pleasure to be here at the invitation of Economic Lifelines to talk about the importance of the Comprehensive Transportation Program.
- ❖ Since taking over as Secretary in January, my message to you and the people of Kansas has been consistent:
- ❖ Even with the cuts that we've suffered to date, we can and will keep our promises to the communities of this state to complete all the announced projects and to complete them on time.
- ❖ But, and I want to make this clear to you today, we cannot suffer any more substantial cuts in funding and still keep our promises.

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## CONSEQUENCES

- ❖ Assuming that the \$156 million demand transfer that was scheduled in FY 2004 isn't made, our cash-flow projections show us with a \$448 million operating deficit in FY 2009, the final year of the program.
- ❖ As I have told you before, these are real cuts- some things won't get built- but we believe we can maintain our commitment to the core projects of the CTP.
- ❖ However, if, because of continuing budget problems, the Legislature withholds the demand transfer scheduled in FY 2005, that operating deficit would grow to \$622 million.
- ❖ Failure to make the transfer in FY 2006 would cause the deficit to swell to \$791.9 million.
- ❖ Canceling the demand transfer to the end of the program would cost \$1.34 billion.
- ❖ So there isn't any confusion, let me say for the record here today, those numbers are **not** manageable.
- ❖ They are program killers.

## PROMISES

- ❖ Mr. Chairman and members of the committee, for those of us in positions of public trust, there is nothing more important than keeping the commitments we've made.
- ❖ It is not only an indicator of our character; it is the essence of good government.
- ❖ If we fail to keep our promises:
  - We risk destroying the already fragile trust that exists between the people and those of us who are elected or appointed to make decisions on their behalf.
  - We risk further alienating voters.
  - And we risk our ability to provide the citizens of this state with the safe highways they need and demand and to provide the state with the basic infrastructure needed for continued economic growth.

## JOBS

- ❖ We're not just talking about highways.
- ❖ We're talking about jobs. Good jobs. Jobs that can and will help pull the Kansas economy out of its recession.
- ❖ In 1992, a reporter from U.S. News & World Report concluded that the Comprehensive Highway Program -- the forerunner to the CTP -- in large part saved this state from the worst of the last recession.
  - I've included copies of that article in your materials
- ❖ Research done at K-State showed that the CHP created nearly 120,000 jobs and increased statewide income by an impressive \$1.4 billion.
- ❖ Research done at KU conservatively estimated the CHP had a benefit-cost ratio of three to one. For every dollar invested, citizens realized a benefit worth three dollars.
  - I've also included key findings from that research in your materials



## OPTIONS

- ❖ If it becomes clear to me that we are not going to be able to complete the CTP as promised, I must let people know.
- ❖ I won't play games with communities across this state that are expecting projects.
- ❖ I won't keep stringing them along, to wait until the day when we are past the point of no return.
- ❖ If there are options to consider for funding the CTP, we must consider them before we reach that point.
- ❖ FDR once said "There are many ways of going forward, but only one way of standing still."
- ❖ If we are sincere about moving forward with the CTP, I would ask you to keep an open mind in the months ahead as people come to you with ideas on funding the program.

## CLOSING

- ❖ In closing, Mr. Chairman and members of the committee, let me reaffirm the commitment I have to preserving the core of the CTP.
- ❖ To do that in the face of cuts already made will be a challenge, but one that I believe we can meet.
- ❖ To do that in the aftermath of eliminating the sales tax demand transfer is impossible.
- ❖ If that happens, we will be breaking a promise to the communities of this state- the credibility of KDOT and the state will suffer.
- ❖ I am committed and ready to work with your committee, the Legislature, the Governor, the communities of our state, and groups such as Economic Lifelines to find ways to avoid that outcome.
- ❖ Thank you, and I would gladly stand for your questions.

STATEMENT

By

MARY E. TURKINGTON, CHAIRMAN - T2000 STUDY GROUP

PRESENTED TO THE HOUSE TRANSPORTATION  
COMMITTEE, REP. GARY HAZLETT, CHAIRMAN  
Statehouse, Topeka, Wednesday March 12,  
2003

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MR. ~~CHAIRMAN~~ MEMBERS OF THE COMMITTEE:

I am Mary E. Turkington, Chairman of the T-2000 Study Group created by then Gov. Bill Graves initially to assess the transportation needs of Kansas and her people. This work was completed in 1998 and, as a direct result of those efforts, the Comprehensive Transportation Program was enacted in 1999.

Governor Graves decided to reconvene our study group because he was concerned about the adequacy of funding for the Comprehensive Transportation Program. In his letter to the study group members, the Governor wrote,

"I believe it is important for the public to understand how much the state transportation program will be impacted should funding for the CTP continue to be used to make up the State General Fund deficit. I am asking the Transportation 2000 study group to reconvene to review CTP funding, confirm that there is a real problem, and discuss these issues at several public meetings across the state."

The Study Group held an organizational meeting in Topeka on September 4, and determined to hold four public meetings on four consecutive weeks in October. I need to express my appreciation to those members who gave so willingly of their time and efforts to do the work of the study group.

The Governor included four members of the Legislature as study group

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members. Chairman Hazlett and Rep. Margaret Long served from the House and Senator Les Donovan and Senator Greta Goodwin served from the Senate. No study group member was paid so it was indeed generous service on the part of those who served.

The four public meetings were held in Fort Scott - October 2

Overland Park - October 8

Dodge City - October 17

Wichita - October 23

If there ever could have been any doubt about the support of Kansas citizens for the 1999 Comprehensive Transportation Program, these meetings laid all such doubts completely to rest!

More than 200 persons came to the Ft. Scott meeting on a very rainy night and made their support known. All in all, some 800 persons attended the four meetings. Some 150 persons -- city and county leaders, business people, and citizens -- spoke or gave presentations. Those presentations are on file at the Kansas Department of Transportation and overwhelmingly supported the completion and full funding for the CTP.

In the report our Study Group prepared for the Governor, there are excerpts from many of the presentations that we would hope you might find time to read.

The message the Study Group heard and the public heard is one I want to speak with you about for a few minutes this afternoon.

The Study Group requested that KDOT put together information outlining key components of the CTP, its funding sources and the changes to those funding sources since the CTP was enacted in 1999.

One of the most critical changes has been the reduction of the sales tax demand transfer. In John Carlin's administration, Governor Carlin declared that sales tax dollars collected on the sale of new and used vehicles were, in fact, highway user dollars and that such dollars should be transferred to the State Highway Fund. Over the years, a percentage of total sales tax collections, represented by those vehicle sales, has been legislatively mandated to be transferred from the State General Fund to the State Highway Fund. There have been adjustments from time to time but the funding enacted for the 1999 CTP, provided for an increase in the demand transfer beginning in FY 2000 and FY 2001 with stepped increases from 9.5% in FY 2002 to 12% in FY 2005 and thereafter.

The demand transfer component was in addition to the motor fuels tax increase of 4 cents per gallon -- 2 cents in 1999 and 1 cent each in 2001 and 2003. These fuel tax increases were to "sunset" in 2020.

The funding also included a bond issue of \$995 million in additional bonding authority with 20 year bonds to be utilized.

In 2001, the Legislature imposed a \$160 million cut in the demand transfer over the life of the program [\$20 million each year for FY2002-2009]. The Legislature also increased the bonding authority another \$277 million to offset the \$160 million funding reduction -- but increased the debt service after FY 2009.

Thanks to the enactment of H.B. 3011, the Legislature increased revenue for the CTP by increasing the fuels tax by 2 cents per gallon effective July 1, 2002, all of which revenue goes directly to the State Highway Fund. This tax increase also would "sunset" in 2020.

Registration fees also were increased \$5 for cars and pickups with a \$2 to \$10 dollar increase for trucks effective July 1, 2002.

Should all of those components remain in place, the CTP could be completed on time and as promised.

Unfortunately, the sales tax demand transfer has become the problem. If you would turn with me to page 19 of our Study Group report, I would like to talk you through the "Bottom Line" information that clearly shows the Comprehensive Transportation Program is in jeopardy!

[Review page 19 slides. showing total CTP funding loss of \$292.1 million through 2003!]

If you will move on to page 20 the information there clearly demonstrates that projected General Fund dollars for the State Highway Fund total some \$1.2 billion for FY 2004 through 2009..

Non re-payment of the \$95 million State General Fund Loan and loss of \$1.2 billion (includes interest) represents a potential loss of \$1.3 billion

The Bottom line is that without current statutory funding, the CTP cannot be completed as promised!

Page 21 of our report reviews the positive economic impact the 1989 Comprehensive Highway Program provided Kansas.

Our Study Group asked Dr. Michael W. Babcock of K-State and Dr. David Burress of KU to review what impact an under-funded CTP would have on Kansas in relation to their assessments of the 1989 program. Their conclusions appear on page 22 as do the three scenarios which could be created by the reduced funding which threatens the CTP.

[explain slides on page 21 - then on page 22]

Everyone understands the economic difficulties Kansas and many other states face in view of our sluggish economy. We are not here to assess blame nor seek total exemption from budget reductions. We do believe that completion of the Comprehensive Transportation Program is vital to the well being of our state. The cost effectiveness of business growth and a higher degree of safety for those who use our system of streets and highways is a direct benefit of the program. The public clearly expects its completion.

From our 1998 study and from our opportunities to hear from the public this past October, we cannot afford to jeopardize:

- Preservation, modernization, and enhancement of the State Highway System
- Increased state investment in Local Transportation
- increased state investment in Aviation, Public Transit, and Rail Transportation
- Economic impact and development as a direct result of CTP

We are all Kansans and we believe we can work together to find the solutions that fairly allocate resources and create a positive future.

Thank you for your attention this afternoon.

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## The Bottom Line



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## Reductions to Statutory Sales Tax Demand Transfer for CTP

- CTP Demand Transfer Reductions So Far
  - FY 2000: \$27.2 Million
  - FY 2001: \$39.2 Million
  - FY 2002: \$25.3 Million
  - FY 2003: \$146.6 Million (statutory amount reduced to zero)
- FY 2000-2003 Total Reduction = \$238.3 Million

September 2002

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## Other Reductions to CTP Funding

- Actual Revenue Collections
  - Motor Fuels Tax collections for FY 2000-2002 are \$37.5 million less than originally projected
  - Quarter-Cent Sales Tax collections for FY 2000-2002 are \$9.0 million less than originally projected

September 2002

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## CTP Funding Reduction Summary

- Summary of FY 2000-2003 Reductions
  - \$238.3 million from Sales Tax Demand Transfer
  - \$0.5 million transferred from the Coordinated Public Transportation Assistance Fund
  - \$5.8 million unanticipated transfers to other agencies
  - \$37.5 million in actual Motor Fuels Tax collections
  - \$9.0 million actual Quarter-Cent Sales Tax collections
- \$291.1 Million Reduction in CTP Funding

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### State General Fund Outlook

- **FY 2003 State General Fund (SGF)**
  - The State Budget Director estimates that FY 2003 SGF receipts will not be enough to finance the approved FY 2003 budget without further cuts through the remainder of FY 2003.
- **FY 2004 State General Fund (SGF)**
  - Based on current revenue estimates and assuming only the statutory increases in expenditures, the State Budget Director estimates that the FY 2004 SGF budget will run a \$500-\$700 million deficit.
  - Included in the FY 2004 SGF statutory expenditures is the Sales Tax Demand Transfer to the State Highway Fund set at \$128 million by the Division of Budget.

Source: Duane A. Goossen, State Budget Director, Presentation to Transportation 2000, September 4, 2002  
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### Future Statutory Sales Tax Demand Transfer for CTP?

- **FY 2004 Statutory Demand Transfer**
  - The 1999 act, HB 2071, set the transfer at 11.25% of the net State General Fund sales tax collections, approximately \$156 million to the State Highway Fund
- **Statutory Demand Transfer for FY 2005 and thereafter**
  - HB 2071 set the transfer at 12.0% of the net State General Fund sales tax collections, approximately \$173 million to the State Highway Fund in FY 2005, totaling \$1.2 billion for FY 2004-2009.

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### Potential CTP Revenue Losses

- **Nonrepayment of \$95 million State General Fund Loan**
- **Loss of \$1.2 billion (includes interest) from FY 2004-2009 Sales Tax Demand Transfer**

**Potential \$1.3 Billion Loss**

September 2002

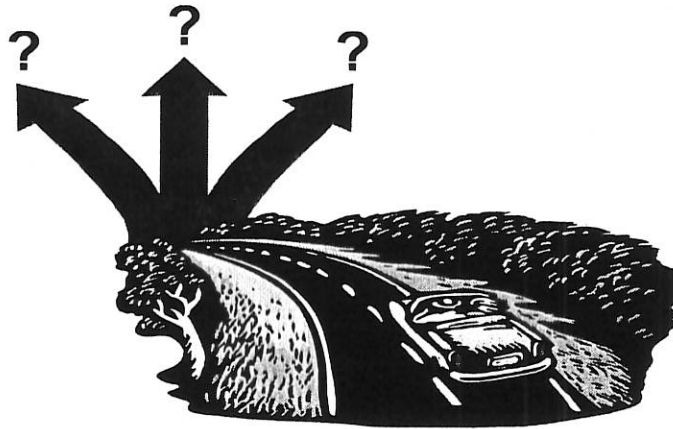
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### Bottom Line

- **Without current statutory funding, the CTP cannot be completed as promised.**

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## The Future of the CTP...



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## These CTP Promises Are in Jeopardy

- Preservation, modernization, and enhancement of the State Highway System
- Increased state investment in Local Transportation
- Increased state investment in Aviation, Public Transit, and Rail Transportation
- Economic impact and development as a direct result of CTP

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## 1989 CHP Economic Impacts

- Economic multiplier of 2.6 for every dollar spent
- An increase of nearly 118,000 private sector jobs statewide
- \$1.4 billion increase in statewide 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.

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## 1989 CHP Benefit-Cost

- The Benefit-Cost ratio was conservatively estimated to be at least 3, meaning the program returned at least three dollars' worth of value to Kansans for every dollars' worth of cost to Kansans.
- This "...finding means that, in aggregate terms, the KCHP has been at least three times as valuable to taxpayers as returning their tax dollars would be. We believe the same would be true of a new highway program..."

Source: Burress, David, et al. Benefits and Costs of the Kansas Comprehensive Highway Program. University of Kansas, 1999.

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## The Effects of a \$1.3 Billion Funding Loss State Economy

- According to Babcock economic impact analysis
  - \$3.3 billion reduction in Kansas production
  - \$0.6 billion reduction in Kansas wages and salaries
  - Loss of more than 53,000 jobs
- According to Burress economic impact analysis
  - Loss of \$4.7 billion in benefits which includes travel time and accident savings in addition to income and production

Source: Dr. Michael W. Babcock, Kansas State University  
Dr. David Burress, University of Kansas  
Presentations to Transportation 2000, September 4, 2002

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## The Effects of a \$1.3 Billion Funding Loss Scenario #1

- Cut all System Enhancement projects not yet let to construction-- 26 projects with a \$950 million reduction in state funds PLUS...
- \$350 million more to cut

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## The Effects of a \$1.3 Billion Funding Loss Scenario #2

- Cut all FY 2004-2009 Major Modification projects including Interstate, Non-Interstate, and set-aside projects, which represent almost one-half of the planned Major Modification mileage-- a \$1.3 billion reduction

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## The Effects of a \$1.3 Billion Funding Loss Scenario #3

- Aviation-- Cut current \$3 million per year to zero for FY 2004-2009, an \$18 million reduction PLUS...
- Public Transit-- Cut current \$6 million per year to zero for FY 2004-2009, a \$36 million reduction PLUS...
- Rail-- Cut current \$3 million per year to zero for FY 2004-2007, a \$12 million reduction which would prevent the loan program from becoming self-sustaining PLUS...
- Local Transportation-- Eliminate FY 2004-2009 Special City County Highway Fund payments resulting in a \$960 million reduction to cities and counties PLUS...
- \$274 Million more to cut

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Testimony Presented to House Committee on Transportation, March 12, 2003.  
*Presented by Finney County, City of Garden City, and Finney County Economic  
Development Corporation.*

Committee Members,

The economy of southwest Kansas, specifically Garden City and Finney County, Kansas, hinges on the vitality of its transportation system. As the population and service hub of the region, we rely on a balanced, strategic and dependable plan to address the development and maintenance of that system. This is provided to us through the long-term partnership between local units of government and the State of Kansas through the 1999 Comprehensive Transportation Plan passed by the legislature with dedicated funds including increases in fees and motor fuel taxes.

However, just a few short years following its implementation, the dependability of the plan is in question. Despite the overwhelmingly positive return on investment to the State's economy, the integrity and viability of the Plan is in jeopardy of being sacrificed for a perceived short-term budget savings. Make no mistake; disabling or diminishing this plan will not produce a savings.

As evidenced in studies by both the University of Kansas and Kansas State University, disciplined commitment to this plan's predecessor, the 1989 Comprehensive Highway Plan, had a stimulating effect on the State's economy and cushioned the effect of an economic downturn in the early 1990's. We would like to remind you that the 1989 plan came in on time and within budget. Now, more than ever, it is critical to "stay the course."

For Finney County residents, there are many elements of the Comprehensive Transportation Plan that are of critical importance. We submitted seven system enhancement projects which would dramatically improve our system to relieve current demand and adequately allow for projected growth. Of those seven projects, we were pleased to have two projects funded.

The first is the improvement of US 50/400 West to the Kearney County line. This improvement enhances the link between the region's population hub and the region's largest employer: IBP.

The second funded project is a corridor study for US 50/400 East to Mullinville. This project is essential to not just Finney County, but also to the region, to maintain and expand upon our strong agriculture industry. The partnership of four other counties (Hamilton Kearney, Gray and Ford) with Finney County to raise the local matching funds is evidence not only of the importance of the project to the region, but also our willingness to cooperate on matters of regional importance. The Ag Industry makes extensive use of these highways and current numbers, let alone the desired growth, warrant the enhancement provided by the Comprehensive Transportation Plan. As you

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well know, US 50/400 primary east-west route through Kansas, and anyone who has traveled it quickly becomes aware of the threat to safety that the current capacity and configuration presents.

The two projects provided to Finney County by the Comprehensive Transportation Plan offer infrastructure improvement, leverage regional partnerships, and undertake strategic planning in response to, and preparation for, further growth. We feel that the Plan's inclusion of these projects along this high growth corridor truly represents the State's intent when it committed to addressing state-wide system needs.

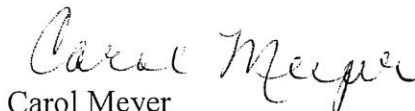
Like every other City and County in the State of Kansas, the provision of City/County Highway funds in the Comprehensive Transportation Plan is essential. The funds account for nearly \$2 million annually between Finney County and the City of Garden City. Our County Road and Bridge and City Street Maintenance departments are dependant on this funding to provide basic maintenance. Elimination of this portion of the Plan would represent a shift in tax burden from the State to the City and County far exceeding that which we recently experienced in the elimination of FY 2003 demand transfers. The immediate impact to our limited taxing structure would be catastrophic.

These hearings are being held because the Kansas economy isn't healthy and the State's budget isn't healthy. This is a responsible process which will presumably apply to all State programs and services. You will undoubtedly hear substantial testimony today, tomorrow and next week cautioning you not to undo the Comprehensive Transportation Plan. With the completion of the last comprehensive plan, our State has shown the discipline to, and reaped the benefits from, "staying the course." We are fortunate that the lessons we have to learn from are positive ones. The 1999 Comprehensive Transportation Plan is a worthy course that leads us to more rapid economic recovery. On behalf of Finney County, the City of Garden City, the Finney County Economic Development Corporation, the businesses who rely on highways for their livelihood, and the people whose lives are at stake on our Kansas Highways, we urge you... please, stay the course!

Respectfully Submitted,



Pete Olson  
Finney County Administrator



Carol Meyer  
Finney County Economic Development President



Matt Allen  
Assistant City Manager, City of Garden City

# Kansas AFL-CIO

2131 S.W. 36th St.

Topeka, KS 66611

785/267-0100

Fax 785/267-2775



President  
**Ron Eldridge**

Executive Secretary  
Treasurer  
**Jim DeHoff**

Executive Vice  
President  
**Wayne Maichel**

Executive Board

*Melany Barnes  
Jim Clapper  
Richard Crusinberry  
Barbara Fuller  
David Han  
Jerry Helmick  
Larry Horseman  
Ron Jones  
Fred Kaminska  
Lloyd Lavin  
Wil Leiker  
Jerry Lewis  
Adrain Loomis  
Pam Pearson  
Dave Peterson  
Emil Ramirez  
Bruce Reves  
Steve Rooney  
Debbie Snow  
Betty Vines  
Dan Woodard*

March 10, 2003

House Transportation Committee  
Representative Gary Hayzlett, Chairman  
Wednesday, March 12, 2003  
Room 519S - 1:30 - 3:30 PM

Chairman Hayzlett and Committee Members,

I am Jim DeHoff, Executive Secretary of the Kansas AFL CIO. I am here representing 100,000 members and their families who very much support transportation funding.

The comprehensive Transportation Plan that was passed by the Kansas legislature in 1999 has been one of the best economic development job programs ever implemented. Several thousand jobs that pay a fair wage, health benefits and pension plans have continued to be created in Kansas. The Kansas AFL CIO has for many years been an active participant with Economic Lifelines. We have also been an active participant in Transportation 2000 and heard from many Kansans about the continued need for highway upgrades, bridge, transportation needs and air and rail service.

I would like to quote Mr. Jack Taylor, Liberal Chamber of Commerce, who testified at one of Transportation 2000 hearings, in Dodge City, October 17, 2002. "The economic future of Kansas depends on a good transportation system. We all realize that the state is in an economic recession right now, but one way to start that recovery is to start building the highways that are so badly needed. This will provide scores of new jobs and give the economy a badly needed boost. This will also give us the means to recruit and attract businesses, industries or new citizens.

As legislators this year, you face a task of trying to fund programs that are very important to the state, without causing massive financial difficulties to Kansas residents. The Kansas AFL CIO respectfully asks that when you consider how to fund the budget, that you remember that the comprehensive transportation plan is and has been a very positive job program in the Kansas economy. The Kansas AFL CIO looks forward to working with you to keep the 1999 Transportation Plan fully funded and continue to provide quality jobs to our families.

Thank you for the opportunity to speak before you today.



House Transportation  
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Attachment # 4



# THE KANSAS CONTRACTORS ASSOCIATION, INC.

316 SW 33RD ST • PO BOX 5061  
TOPEKA KS 66605-0061



TEL (785) 266-4152  
FAX (785) 266-6191  
kca@ink.org  
www.accesskansas.org/kca

## Testimony

By the Kansas Contractors Association  
before the House Transportation Committee on Transportation Funding

March 12, 2003

Mr. Chairman and members of the House Transportation Committee, I am Mary Sullivan, Chief Executive Officer and Chairman of the board for Amino Brothers Company, Inc, a construction company located in Kansas City, Kansas. We are a company that specializes in heavy and highway construction with our main focus primarily on earthmoving and mass excavation. Our family business has been in operation since the 1920's. And has been located in the great state of Kansas since its inception. To give you a little background information about our company, our name is deceiving. The company was started by my grandfather and uncles as I previously mentioned in the 1920's. I have been employed since 1968 and in 1988, my sister and I became major stockholders.

Construction is not part of my life...it is my life. As a small child it represented an opportunity to me, I just didn't realize its impact on the lives of so many people.

Here I am years later and the construction industry continues to improve the lives of thousands of Kansans. Whether it is highways that allow people to travel to visit family or friends or a water treatment plant that will supply millions of gallons of water. We employ thousands of people and keep Kansas growing.

Not only am I representing my own company but I am also representing the Kansas Contractors Association as I am the association's vice president. I am so proud to be part of this association as it represents All Contractors from our state, whether they be large or small, they improve the lives of Kansans.

I want to tell you the members of our organization are greatly concerned about the status of the transportation program. Most of us were under the impression when the legislature passed the 1999 Comprehensive Transportation Program that indeed there would be adequate funding for the next 10 years for a highway program. We based our business plans on that fact. We took out loans to buy equipment and brought in employees from out of state expecting a certain amount of construction to take place.

Now we are distressed and somewhat disappointed to see the transportation program being used as a bank, so to speak.

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All Kansans should be alarmed to see our state leaders considering the demolition of one of the most vital elements of a strong Kansas economy, one which can withstand the ebbs and flows of national and international economic uncertainty.

Numerous credible studies have shown the importance of a good road system to the economic well being of our state, even without those studies, however common sense would tell it was so.

Did you know that the main reason we have a road program in Kansas today was that in the 1870's, school children needed a decent way to get to school?

Did you know that most of the goods and services that are brought to your house or business are delivered by way of the highways?

Are you aware that over half of the grain transported in the state is now being moved by trucks using our highways?

The impact of a good transportation system cannot and should not be underestimated. It is too important for us to cut or curtail the program especially when our state is in such dire economic straits.

Keep this in mind in your deliberations. In 1992, when the rest of the states in the Midwest were having a bad time economically...a US News and World report showed it was the 1989 Highway Program that kept Kansas going strong. That is why the highway program is so important today.

The companies that make up the Kansas Contractors Association provides jobs for your neighbors. Each million dollars spent on highway construction equals about 42 jobs. If a quarter of a billion dollars is taken out of the transportation program as has been suggested, it will mean the loss over 10 thousand jobs.

In my own company, in the year 2002, my company employed 315 people, with a gross payroll of \$4.5 million dollars, purchased materials from Kansas companies totaling over \$3.7 million dollars, purchased fuel from Kansas fuel suppliers totaling over \$2.5 million dollars and yes---we moved over 2.5 million yards of earth for a new 10-mile highway in southern Kansas.

Such a loss means even less taxes will be collected and we will continue a downward spiral for Kansas. I urge you not to let this happen. It is too important for all of us to see a strong Kansas construction industry...an industry that provides safe and efficient highways as well as jobs for our citizens.

In closing, let me say that many people are not as fortunate as I am to be standing here surrounded by so many remarkable people as yourselves. People that mold and shape so many lives. People that take challenges and risks everyday. You are those people that have an undying spirit to stand up to adversity.----I ask you to do that now and save our Highway program. For it is Determination...This dream ----This ambition----- This passion---this is the vehicle for success. The delivery is how we choose to pursue it.

I thank you for the opportunity to express my views and will be glad to answer any of your questions.





# KANSAS CITY CONCRETE PIPE COMPANY

AFFILIATED WITH THE CRETEX COMPANIES, INC.

P.O. BOX 860310, SHAWNEE, KS 66286-0310

TELEPHONE (913) 422-3634 • FAX (913) 422-3666

## Testimony

Before the House Transportation Committee

Regarding the Comprehensive Transportation Program

March 12, 2003

Mr. Chairman and Members of the Committee. My name is Ed Sexe, and I am employed by Kansas City Concrete Pipe Co., which is a member of the Missouri Kansas Concrete Pipe Association. I am appearing on behalf of the Missouri Kansas Concrete Pipe Association, an organization dedicated to the full funding and implementation of the 1999 Comprehensive Transportation Program.

I am before you today to express our support of fully funding the transportation program, which was implemented in 1999. I want to express an even stronger opposition to any reduction in funding to the Comprehensive Transportation Program, which would result in the elimination of any projects, announced or unannounced associated with this program. We urge this committee and legislature to provide the Comprehensive Transportation Program with 100% dedicated funding through a variety of mechanisms.

It is important that you keep in mind that the Legislature's passage of the program by over seventy percent of each chamber was not just a response to constituents, but a commitment by the Legislature that **all** of the projects would be completed within the ten-year program, just as was done in the 1989 Highway Program. Right now this program is threatened as never before due to the downturn of the state's economy. Last year the Legislature took the entire demand transfer of one hundred forty seven million dollars and in an unprecedented step borrowed another ninety-five million dollars from the Highway Fund. To date over \$238 million has been removed from the fund, with an additional \$265 million being proposed for FY04.

While we are still studying these numbers and are in communication with KDOT to try to determine the full impact of all of these proposed reductions to the program, it is beyond our comprehension that we can continue this practice and that the program will still be fully implemented in its designated timeframe. In our opinion the program has already been cut in the unannounced project category.

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# KANSAS CITY CONCRETE PIPE COMPANY

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TELEPHONE (913) 422-3634 • FAX (913) 422-3666

While KDOT has worked hard to over the last three years to maintain its commitment to the major modification, priority bridge projects contained on the "Red Map" and the system enhancements; spending in the routine and substantial maintenance categories has not achieved the spending level originally projected at the passage of the Comprehensive Transportation Program. This failure to spend the projected money has already led to unannounced projects being cut. These cuts have been particularly painful to our industry and are already viewed by our members as a failure of the legislature to honor its commitments.

While we recognize the States dire economic condition and its general fund in particular, it is vitally important that you keep in mind that the 1999 program, just as the 1989 program, is the single largest economic development program occurring in the state of Kansas at this time. This is evident by article written by my brother-in-law, David Hage, in the October 12, 1992 U.S. News & World Report, discussing states facing a downturn in their economic fortunes. **"As the nation slid into recession during the second half of 1990, highway money began to course through the Kansas economy. Road expenditures leapt from 293 million dollars in 1989 to 429 million in 1991, sending a torrent of dollars through checkbooks and cash registers. In what economists call the multiplier effect, construction workers started buying tools, contractors leased new equipment, and engineering firms stated placing help-wanted ads. As highway money worked its way through Kansas's economic bloodstream, personal income climbed at 2.4 percent, more than twice the national average (in 1991)."**

There are currently four producers of concrete pipe in Kansas that are members of our association. There are others who produce precast concrete items who are not members. I will be talking about our members and their economic impact only. The four Kansas producers employ a total of 190 Kansans. Virtually all the raw materials used to manufacture concrete pipe by our members are produced in Kansas. This includes all of the coarse aggregate (rock and gravel), all of the fine aggregate (sand), and all of the cement used by these manufacturers. In fact, there is only one major component of the concrete pipe that is not produced in Kansas, and that is the reinforcing steel. Also, Kansas trucking companies haul the products that we produced. The money spent by these producers for materials (purchased in Kansas) plus their payroll totals \$17.9 million per year. Using a multiplier of 6, as recommended by the Chamber of Commerce, would indicate that these industries contribute a \$107.4 million effect on the Kansas economy every year.

I have also included my company's economic impact for fiscal year ended February 2003 as an attachment. It should be noted that our company has just down sized our office. Some of the reasons for this downsizing were based on the fact that transfers to local governments by the state have been eliminated and the cuts to the Comprehensive Transportation Program. We at Kansas City Concrete Pipe are feeling the impact of these cuts now.



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The Missouri Kansas Concrete Pipe Association wants to work with you and KDOT to figure out the best solution for preserving this important program. It is obvious, that we cannot continue to use the Highway Fund as a bank. If you continue to raid the fund, it will only delay the inevitable, higher costs and higher taxes. As the saying goes, "Rob Peter to Pay Paul." We have done that for several years and enough is enough.

Thank you for hearing our concerns. At this time, I would be happy to answer any questions you may have.

KANSAS CITY CONCRETE PIPE, CO.  
 ANNUAL ECONOMIC IMPACT  
 FISCAL YEAR ENDED 02/22/03

EMPLOYMENT (WAGES & BENIFITS)		<u>\$1,790,000</u>	
EMPLOYMENT	29		
MACHINE OPERATORS			
WIRE FABRICATORS			
MIXER OPERATORS			
LABORERS			
FOREMEN			
OFFICE	7		
MANAGEMENT			
ACCOUNTING			
SALES			
PRODUCTION			
DISPATCH			
TOTAL EMPLOYEES	36		
INSURANCE		<u>\$67,764</u>	
PAYROLL TAX (NOT INCLUDING INCOME TAXES)		<u>\$119,000</u>	
MATERIALS	TONS	TRUCK LOADS	
CEMENT	12,500	220	\$807,795
SAND	31,900	1,390	\$189,342
ROCK	23,900	960	<u>\$284,014</u>
	68,300	2,570	<u>\$1,281,151</u>
TAXES			
PROPERTY - PLANT & EQUIPMENT			\$79,201
VEHICLES & TRAILERS PERSONAL PI			\$5,169
USE TAXES, FEES, AND PERMITS			<u>\$7,852</u>
			<u>\$92,222</u>
UTILITIES			
WATER & ELECTRIC			\$52,108
GAS			<u>\$83,362</u>
			<u>\$135,470</u>
KANSAS BASED TRUCKING PURCHASED			<u>\$996,309</u>
TOTAL			\$4,481,916



Testimony

Before the House Transportation Committee

Regarding the Comprehensive Transportation Program

March 12, 2003

Mr. Chairman and Members of the Committee. I am Bill Korkowski appearing on behalf of Lone Star Industries. Lone Star and its predecessors have had a presence in this state for nearly 100 years. Our industry has always placed a strong reliance on servicing and providing materials to our customers, public works programs, and to Kansas. We have cement terminals located in Wichita and Bonner Springs. We are currently completing renovations to the Bonner Springs facility. This improvement was made in order to meet the demand of the passage of the 1999 Comprehensive Transportation Program.

I am before you today to express our strong support to fully funding the transportation program, and even stronger opposition to any reduction in funding to the Comprehensive Transportation Program, which would result in the elimination of any projects. We urge the Legislature to provide the Comprehensive Transportation Program with 100% dedicated funding through a variety of mechanisms.

It is important that you keep in mind that the Legislature's passage of the program by over seventy percent of each chamber was not just a response to constituents, but a commitment by the Legislature that all of the projects would be completed within the

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ten-year program just as was done in the 1989 Highway Program. Right now this program is threatened as never before due to the downturn of the state's economy. Last year the Legislature took the entire demand transfer of one hundred forty seven million dollars and in an unprecedented step borrowed another ninety-five million dollars from the Highway Fund. To date over \$238 million has been removed from the CTP, with an additional \$265 million being proposed for FY04.

It is incomprehensible to us that we can continue this practice and proclaim that the program will still be fully implemented on time. While KDOT and others state that the announced projects will not be cut, unannounced projects have been reduced and as a result our industry is dealing with its effect at this moment. In our opinion, this has been reflected by the declining dollars being spent on routine and substantial maintenance.

While we recognize the unprecedented dire economic conditions of the state and the general fund in particular, it is vitally important that you keep in mind that the 1999 program, just as the 1989 program, is the single largest economic development program occurring in the state of Kansas at this time. Economist from Kansas State University and Kansas University have produced studies that were presented to the T2000 Committee this fall indicating extraordinarily positive benefits to the state's economy if this program is completed as scheduled and conversely the severely detrimental impact it would have on the state's economy and the ability to recover as quickly as possible if funding for the program continues to be diminished.

We want to work with you, the Legislature and the Department of Transportation to

figure out the best resolution for preserving this important program but it is very evident we cannot continue to use the Highway Fund as a bank for every possible scheme or idea which someone devises to take more funding from the revenue stream.

Thank you for hearing our concerns and we welcome the opportunity to work with you to resolve this serious problem. I would be happy to answer any questions at this time.



**KANSAS**  
ASSOCIATION OF  
**COUNTIES**

**TESTIMONY**  
concerning funding for the 1999  
Comprehensive Transportation Program  
Presented by Randall Allen, Executive Director  
Kansas Association of Counties  
March 12, 2003

Chairman Hayzlett and members of the committee, my name is Randall Allen, Executive Director of the Kansas Association of Counties. I am here today to speak about the importance of the Comprehensive Transportation Program to counties.

Prior to passage of the 1989 Comprehensive Highway Program and the 1999 Comprehensive Transportation Programs, counties were very involved in advocating for a way to preserve and enhance the entire transportation system in Kansas, including the state highway system and the system of local roads. The working relationship counties enjoy with KDOT is excellent, and the condition of our transportation system reflects the partnership that has developed over many years.

With respect to the current 1999 Comprehensive Transportation System, we urge the committee to remember the following:

**1) The continued funding of the Special City-County Highway Fund (SCCHF) is absolutely vital for counties.** The Fund, which distributes about \$160 million annually to cities and counties, is derived primarily from a portion of the Motor Fuels tax revenues (90-92%) and supplemented to a lesser extent from the Motor Carrier Property Tax revenues (8-10%). Of the approximate \$160 million distributed annually, about \$73 million goes to county governments to maintain county roads and bridges. Given that counties have jurisdiction over 110,065 miles or 81.7% of the 134,582 public road miles in Kansas, and jurisdiction over 19,624 or 75.7% of the 25,918 public bridges in Kansas, the Special City-County Highway Fund is vital to keeping the system in good repair. As shown on the attachment, the Special City-County Highway Fund monies represented 29% of the monies budgeted in counties' Road and Bridge Fund budgets in 2002. SCCHF monies represent from between 9% and 55% of the revenues to counties' road and bridge fund budgets. These funds are vital to counties and must be preserved.

**2) Counties support continued funding for the various System Enhancement and Major Modification projects on the State highway system as evidenced by their willingness to match local monies with State funds to bring these projects to completion.** All of the designated projects have merit, whether they address traffic capacity needs or safety concerns, or a combination of both, not to mention the economic impact on communities from the construction process.

6206 SW 9th Terrace  
Topeka, KS 66615  
785•272•2585  
Fax 785•272•3585  
email kac@ink.org

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**3) The relative small percentage of the entire CTP funds earmarked for the modes (aviation, short-line rail track rehabilitation, and public transit), are indispensable to the economic viability of Kansas communities.** These funds have enabled communities to transport disabled persons, senior citizens, and others to services and are essential if welfare-to-work ideas are going to work in the larger picture. Aviation improvements long overdue are being accomplished, and county leaders hail the monies that have been invested in community airports.

In summary, we know these are tough times for everyone. In tough times, the partnership between the State and counties is more important than ever. The 1999 CTP is an investment in our future and county leaders want to support you in your efforts to keep it on track and delivered as promised to Kansans and all those who live, work, or do business in our State. If you have any questions, I would be pleased to respond. Thank you.

Attachment (1)

The Kansas Association of Counties, an instrumentality of member counties under K.S.A. 19-2690, provides legislative representation, educational and technical services and a wide range of informational services to its member counties. Inquiries concerning this testimony should be directed to Randall Allen or Judy Moler by calling (785) 272-2585.

**Special City-County Highway Revenues Important to Counties**

County	2002 Special City-County Highway Fund Revenue	2002 Road & Bridge Fund Budget	% Funded by SCCHF Revenue
Allen	\$ 614,177	\$ 2,000,000	31%
Anderson	\$ 448,452	\$ 1,862,170	24%
Atchison	\$ 435,000	\$ 1,665,000	26%
Barber	\$ 260,989	\$ 1,186,840	22%
Barton	\$ 1,082,205	\$ 3,242,772	33%
Bourbon	\$ 613,808	\$ 1,451,923	42%
Brown	\$ 514,071	\$ 1,535,513	33%
Butler	\$ 1,490,893	\$ 5,384,718	28%
Chase	\$ 236,925	\$ 698,000	34%
Chautauqua	\$ 260,400	\$ 905,650	29%
Cherokee	\$ 934,919	\$ 2,800,000	33%
Cheyenne	\$ 245,100	\$ 761,369	32%
Clark	\$ 211,324	\$ 797,479	26%
Clay	\$ 415,650	\$ 1,662,575	25%
Cloud	\$ 547,603	\$ 1,981,728	28%
Coffey	\$ 492,264	\$ 3,977,500	12%
Comanche	\$ 168,364	\$ 796,850	21%
Cowley	\$ 1,050,000	\$ 2,577,000	41%
Crawford	\$ 1,072,024	\$ 2,177,883	49%
Decatur	\$ 150,000	\$ 816,850	18%
Dickinson	\$ 668,000	\$ 1,881,960	35%
Doniphan	\$ 380,000	\$ 1,605,000	24%
Douglas	\$ 1,802,673	\$ 3,999,954	45%
Edwards	\$ 250,000	\$ 1,085,447	23%
Elk	\$ 212,208	\$ 826,055	26%
Ellis	\$ 937,671	\$ 3,488,359	27%
Ellsworth	\$ 330,680	\$ 1,425,080	23%
Finney	\$ 1,000,000	\$ 3,985,000	25%
Ford	\$ 1,146,440	\$ 2,697,900	42%
Franklin	\$ 900,569	\$ 3,326,716	27%
Geary	\$ 773,879	\$ 1,715,024	45%
Gove	\$ 259,693	\$ 1,102,000	24%
Graham	\$ 276,535	\$ 1,165,859	24%
Grant	\$ 307,232	\$ 2,397,937	13%
Gray	\$ 469,631	\$ 1,895,000	25%
Greeley	\$ 193,500	\$ 926,750	21%
Greenwood	\$ 455,312	\$ 1,196,427	38%
Hamilton	\$ 256,335	\$ 875,000	29%
Harper	\$ 407,783	\$ 1,879,283	22%
Harvey	\$ 951,321	\$ 2,390,341	40%
Haskell	\$ 200,000	\$ 1,986,660	10%
Hodgeman	\$ 175,000	\$ 1,100,000	16%
Jackson	\$ 600,000	\$ 1,900,000	32%
Jefferson	\$ 850,500	\$ 3,143,000	27%
Jewell	\$ 334,399	\$ 1,457,350	23%

**Special City-County Highway Revenues Important to Counties**

County	2002 Special City-County Highway Fund Revenue	2002 Road & Bridge Fund Budget	% Funded by SCCHF Revenue
Johnson	\$ 11,444,365	\$ 30,335,041	38%
Kearny	\$ 317,688	\$ 1,800,714	18%
Kingman	\$ 453,000	\$ 1,144,546	40%
Kiowa	\$ 306,000	\$ 971,850	31%
Labette	\$ 800,000	\$ 2,555,406	31%
Lane	\$ 200,168	\$ 542,000	37%
Leavenworth	\$ 1,044,567	\$ 4,965,194	21%
Lincoln	\$ 263,669	\$ 1,147,200	23%
Linn	\$ 505,295	\$ 2,031,085	25%
Logan	\$ 225,532	\$ 759,504	30%
Lyon	\$ 813,159	\$ 3,105,126	26%
Marion	\$ 726,315	\$ 1,866,261	39%
Marshall	\$ 530,000	\$ 1,922,150	28%
McPherson	\$ 985,000	\$ 5,900,000	17%
Meade	\$ 286,600	\$ 1,350,000	21%
Miami	\$ 1,274,819	\$ 5,786,649	22%
Mitchell	\$ 441,970	\$ 1,199,700	37%
Montgomery	\$ 1,170,227	\$ 2,651,825	44%
Morris	\$ 367,555	\$ 1,309,025	28%
Morton	\$ 235,300	\$ 1,279,900	18%
Nemaha	\$ 410,000	\$ 1,900,000	22%
Neosho	\$ 731,284	\$ 1,522,100	48%
Ness	\$ 345,829	\$ 1,350,044	26%
Norton	\$ 375,961	\$ 1,081,000	35%
Osage	\$ 692,571	\$ 1,393,743	50%
Osborne	\$ 276,167	\$ 615,000	45%
Ottawa	\$ 432,761	\$ 1,790,770	24%
Pawnee	\$ 347,772	\$ 1,257,770	28%
Phillips	\$ 407,103	\$ 1,258,783	32%
Pottawatomie	\$ 730,000	\$ 4,613,465	16%
Pratt	\$ 578,481	\$ 2,614,150	22%
Rawlins	\$ 278,549	\$ 1,180,500	24%
Reno	\$ 1,758,478	\$ 5,483,731	32%
Republic	\$ 419,959	\$ 1,824,000	23%
Rice	\$ 554,462	\$ 2,475,000	22%
Riley	\$ 1,026,100	\$ 3,390,691	30%
Rooks	\$ 395,076	\$ 1,460,200	27%
Rush	\$ 303,912	\$ 1,200,000	25%
Russell	\$ 350,000	\$ 1,524,726	23%
Saline	\$ 1,508,785	\$ 4,782,924	32%
Scott	\$ 359,500	\$ 1,006,621	36%
Sedgwick	\$ 4,921,129	\$ 19,580,965	25%
Seward	\$ 685,500	\$ 1,753,087	39%
Shawnee	\$ 1,639,201	\$ 5,967,555	27%
Sheridan	\$ 303,747	\$ 1,078,177	28%

**Special City-County Highway Revenues Important to Counties**

<u>County</u>	<u>2002 Special City-County Highway Fund Revenue</u>	<u>2002 Road &amp; Bridge Fund Budget</u>	<u>% Funded by SCCHF Revenue</u>
Sherman	\$ 342,000	\$ 1,577,600	22%
Smith	\$ 334,643	\$ 1,641,413	20%
Stafford	\$ 360,100	\$ 1,536,844	23%
Stanton	\$ 204,500	\$ 1,350,000	15%
Stevens	\$ 309,000	\$ 3,310,000	9%
Sumner	\$ 923,000	\$ 4,191,000	22%
Thomas	\$ 453,000	\$ 828,703	55%
Trego	\$ 271,941	\$ 1,143,083	24%
Wabaunsee	\$ 300,000	\$ 728,500	41%
Wallace	\$ 154,000	\$ 688,640	22%
Washington	\$ 379,858	\$ 1,684,946	23%
Wichita	\$ 224,622	\$ 1,100,000	20%
Wilson	\$ 528,946	\$ 1,666,659	32%
Woodson	\$ 286,573	\$ 1,113,990	26%
Wyandotte*	\$ 350,000		
	\$ 73,029,268	\$ 255,023,478	29%

\* Amount shown is "county" share and not "city" (KCK) share, which is budgeted at \$7,667,354 in 2002.