

MINUTES

SPECIAL COMMITTEE ON TRANSPORTATION

September 29, 2009
Room 143-N—Statehouse

Members Present

Senator Dwayne Umbarger, Chairperson
Representative Gary Hayzlett, Vice-chairperson
Senator Les Donovan
Senator Anthony Hensley
Senator Kelly Kultala
Senator Bob Marshall
Senator Steve Morris
Senator John Vratil
Representative Paul Davis
Representative Phil Hermanson
Representative Margaret Long
Representative Julie Menghini
Representative Melvin Neufeld
Representative Shirley Palmer
Representative Virgil Peck
Representative Richard Proehl
Representative Vern Swanson
Representative Ron Worley

Staff Present

Jill Shelley, Kansas Legislative Research Department
Chris Courtwright, Kansas Legislative Research Department
Aaron Klaassen, Kansas Legislative Research Department
Bruce Kinzie, Office of the Revisor of Statutes
Cindy Shepard, Committee Secretary

Morning Session

The meeting was called to order by Chairperson Dwayne Umbarger at 9:10 a.m. He welcomed attendees, stated the Committee's assigned task of creating a new Comprehensive Transportation Plan, including funding, and introduced the Committee members.

Deb Miller, Secretary, Kansas Department of Transportation (KDOT), reviewed past legislative transportation plans, funding refinancing, results and goals, and status of the current Comprehensive Transportation Program (CTP) 2000-2009 (Attachment 1). Information was provided listing state highway spending and results by county for the current CTP, and comparison data of surrounding states' transportation budget revenues (Attachment 2).

Jill Shelley, Kansas Legislative Research Department, gave an overview of the Summary of Conferee Testimony presented to the 2008 Special Committee on a New Comprehensive Transportation Plan. Ms. Shelley also provided the report of the Special Committee on a New CTP to the 2009 Legislature, including references to 2009 bills and T-Link recommendations (Attachment 3).

Bruce Kinzie, Office of the Revisor of Statutes, briefed the Committee on the comparison of the current CTP with 2009 SB 323 and 2009 HB 2392 (Attachment 4). Mr. Kinzie presented the fiscal changes proposed in SB 323's CTP with additional information provided by KDOT in the Transportation - Leveraging Investments In Kansas (T-LINK) Task Force report and T-LINK Report Executive Summary (Attachment 5).

Secretary Miller reviewed the recommendations of the Governor's T-LINK Task Force findings and current activities in these areas (Attachment 6):

- Economic Impact;
- Highways;
- Local Roads;
- Transportation Modes—Public Transit, Aviation, and Railroads; and
- Gap in Funding Revenues.

Kyle Schneweis, KDOT, continued Secretary Miller's review on current activities with a presentation on the Project Selection Pilot (Attachment 7). He stated that KDOT will provide the Committee with the scores at its November meeting. Secretary Miller followed with comments on KDOT finding a way to come up with extra points for local governments that have matching funds. She stated that it is critical to have some incentive for locals to match funds, but KDOT does not have a final recommendation at this time.

Secretary Miller reported on regional transit approach, including updates on three pilot breakthrough teams, and transit working group progress on funding policies (Attachment 8).

Ms. Shelley reviewed the status of federal transportation legislation (Attachment 9). Committee members raised questions in regard to federal commitment to help fund state transportation projects, since the \$850 billion Federal Stimulus package allotted only \$30 billion nationally for transportation, far lower than expected. Secretary Miller offered a brief explanation of the National Transportation Policy. She further stated that the state cannot count on federal funding for transportation dollars, and the direction of new federal policy may not benefit Kansas.

Afternoon Session

The meeting reconvened at 1:37 p.m.

Mark Corrison and Deborah Fischer Stout, Northern Flyer Alliance, spoke in support of continuing forward movement generated by the Legislature to reestablish passenger rail service (Attachment 10). Their request of the Committee included:

- Inclusion of passenger rail in the next comprehensive transportation plan;
- Asking KDOT to apply in a group of states and for high-speed rail status; and
- Guaranteeing operational funding, not to be used until train service is operational.

In response to Committee questions, Ms. Stout estimated \$6 million-\$10 million annual guaranteed funding would be needed. The stops along the route from Kansas City to Oklahoma City that are being studied include the cities of Lawrence, Topeka, Emporia, Strong City, Newton, Wichita, Arkansas City, and four cities in northern Oklahoma. She expects annual ridership to be 80,000-150,000 based on current ridership between St. Louis and Kansas City and between Fort Worth and Oklahoma City. She noted that the proposed route, known as the Lone Star Route until it was discontinued in 1979, had ridership of 264,000 annually.

Shelby Smith, founder of Economic Lifelines, testified in support of the return of passenger rail service in Kansas and its economic benefit (Attachment 11).

KDOT officials provided an update on Kansas passenger rail (Attachment 12). They noted that Amtrak officials recently assured KDOT that the Expansion Feasibility Study will be ready by the end of the year.

Chairperson Umbarger turned the Committee's attention to potential funding and financing mechanisms for a new transportation plan.

Joe Erskine, Deputy Secretary of Transportation for Finance, KDOT, gave an overview of transportation bonding, including current status and past history of the State Highway Fund (SHF) (Attachment 13). KDOT proposes a policy change from the Legislature authorizing a specific amount of SHF debt to the Legislature imposing a debt service-to-revenue restriction, with a cap of 18 percent of adjusted agency revenues.

Ms. Shelley provided the Committee with data on fuel consumption, revenue analysis, and fuel tax comparisons of all 50 states (Attachment 14). She also reviewed and distributed additional information listing recently enacted bills and other related transportation finance information from all 50 states, and a chart of trucking fees for Kansas and nearby states (Attachments 15 and 16).

Chris Courtwright, Kansas Legislative Research Department, presented a briefing on Kansas' history of sales tax as a transportation funding source (Attachment 17).

Ms. Shelley presented a briefing on registration fees (Attachment 18).

Mr. Erskine followed up with discussion of a gap between the T-LINK recommended program funding and the funding proposal in SB 323 (Attachment 19). Transportation funding options, including T-LINK recommendations and resulting net annual incremental revenue estimates, were provided for consideration (Attachment 20).

Staff of the Kansas Legislative Research Department distributed additional data on transportation funding and financing ideas, including revenue source, estimate of generated revenue, strengths and weaknesses, and examples of uses in Kansas and others states (Attachment 21).

Chairperson Umbarger opened the meeting for discussion. It was suggested that a small subcommittee be appointed to expedite finding additional funding sources. Chairperson Umbarger, Vice-chairperson Hayzlett, Senator Kultala, Senator Marshall, Representative Long, and Representative Worley were appointed.

The meeting was adjourned at 3:55 p.m.

Prepared by Cindy Shepard
Edited by Jill Shelley

Approved by Committee on:

January 19, 2010

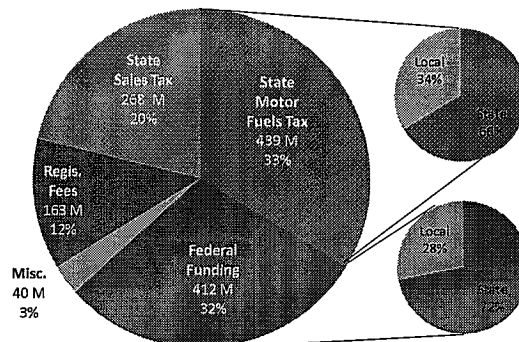
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KANSAS

DEPARTMENT OF TRANSPORTATION

Legislative Special Committee
9/29/09

Projected 2010 Revenues



Transportation Policy in Kansas

- 1989 – Comprehensive Highway Program (CHP)
- 1999 – Comprehensive Transportation Program (CTP)
- 2006 – KDOT updates Long Range Transportation Plan
- 2008 – T-LINK Task Force & Special Committee

Pre CHP

- Less than 50% of the pavement was in good condition
- Many safety concerns
 - Lack of shoulders
 - Poor sight distances (hills, curves, etc.)
 - Intersection improvements needed

1989 – CHP passed

- Goals:
 - Improve system condition
 - Make safety improvements
- \$3.1 billion in construction spending
 - 7¢ Motor Fuels Tax
 - 10% transfer of total sales tax proceeds + direct ¼-cent sales tax
 - \$9 average increase in car registration fees
 - (52% average increase over all classes)
 - \$25 to \$450 increase in truck registration fees
 - (27% average increase over all classes)
 - \$890 million in bonds

1999 – CTP passed

- Goals:
 - Continue condition and safety improvement
 - Begin investing more in expansion needs
 - More emphasis on modes
- \$5.5 billion in construction spending
 - 4¢ Motor Fuels Tax, phased
 - Increased total sales tax transfer proceeds to 12%
 - \$995 million in bonds

2002 - Funding Refinance

- Additional 2¢ increase in Motor Fuel Tax
- \$2 increase in car registration, \$10 in trucks
- Provided \$277 Million in Additional Bonding Capacity
- \$125 million loan to State General Fund, scheduled to be repaid over four years:
 - 2007 and 2008 repaid as planned
 - 2009 delayed until 2011
 - 2010 cancelled repayment

2004 - Funding Refinance

- Removed 12% Sales Tax Transfer to SHF
- Increased Direct Sales Tax Allocation to 0.65%
- Provided \$210 Million in Additional Bond Proceeds
- Kansas Highway Patrol funded through SHF through 2009 – averaged \$35 million per year

2009 and 2010

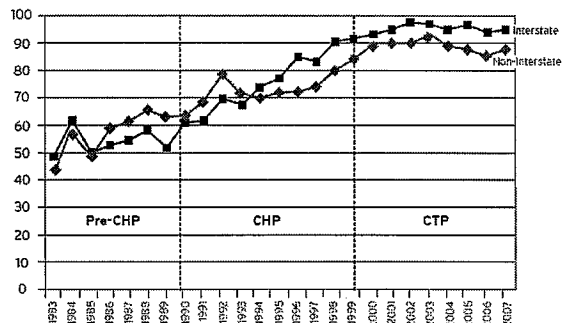
2009: Revenue Receipts – down \$27 million

2010: Budget reduced by \$161 million

- KHP stayed in - \$35 million
- SGF debt payment - \$25 million
- Loan Repayment cancelled - \$31 million
- SCCHF adjustment - \$5 million
- Revenue Receipts - down \$36 million
- June cuts - \$30 million

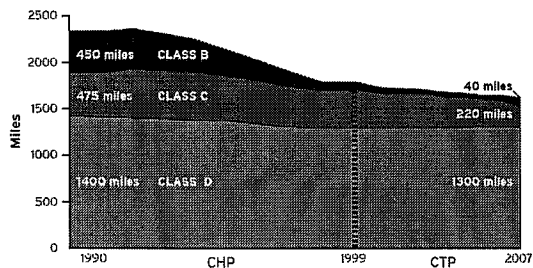
Results: Highway Preservation

Percent of pavement in good condition



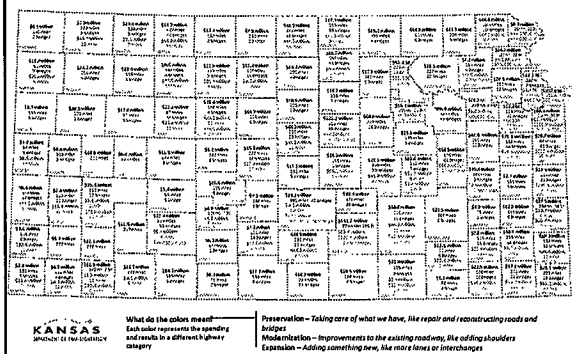
Results: Highway Modernization

State Highways with deficient shoulders



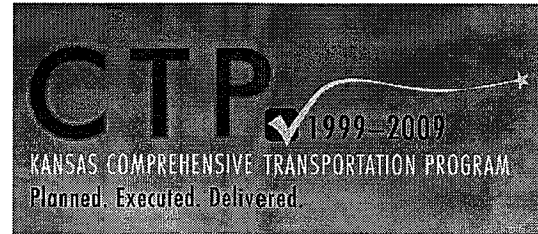
State Highway Spending and Results

Totals for the CTP, 2000-2009



CTP: By the numbers

- 15,866 miles of highway work
- 194 highway lane-miles added
- 893 bridges repaired/replaced
- 8 million transit rides (up from 2 million in '00)
- 209 airport improvements
- 1,058 miles of railroad track rehabilitated
- 115,000 jobs



Planning for the future

2006: KDOT develops Long Range Transportation Plan

Summer 2008: T-LINK Task Force convened

Fall 2008: Interim Legislative Committee

2009 Session: Framework bills introduced

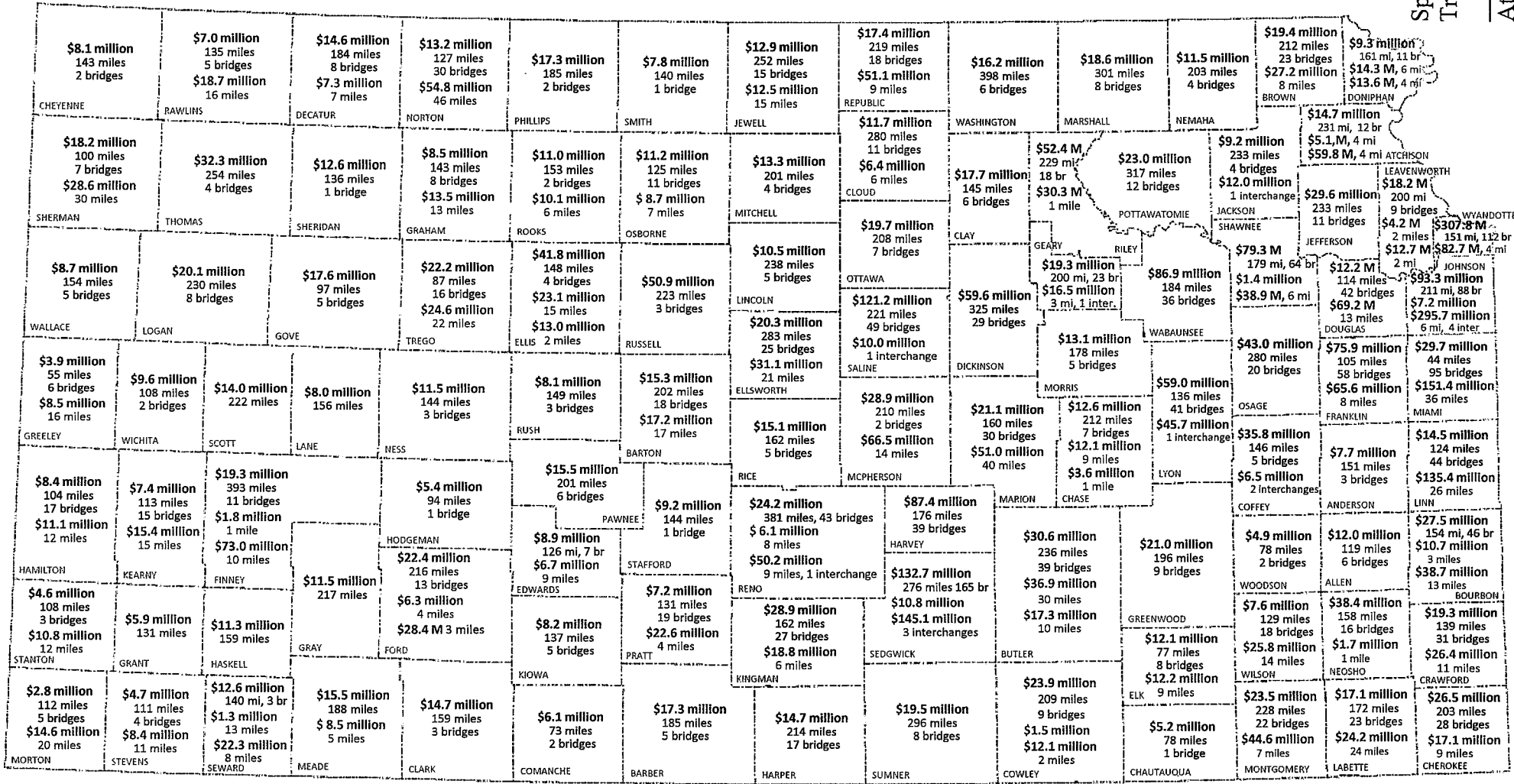
Summer 2009: T-LINK continues work

Kansans have been heard

- Three statewide local consultation tours, another planned this October – 1,000's of Kansans participated
- 12 committees and working groups
- 60+ meetings
- A lot of synergy between LRTP, TLINK, last year's Interim Committee, and SB 323/HB 2392

State Highway Spending and Results

Totals for the Comprehensive Transportation Program (CTP), 2000-2009



What do the colors mean?
 Each color represents the spending and results in a different highway category

- Preservation** – Taking care of what we have, like repair and reconstructing roads and bridges
- Modernization** – Improvements to the existing roadway, like adding shoulders
- Expansion** – Adding something new, like more lanes or interchanges

2-2

	Kansas	Colorado	Iowa	Missouri	Nebraska	Oklahoma
Population (2007)	2,775,997	4,753,377	2,988,046	5,878,415	1,774,571	3,617,316
# Registered Vehicles (2007 data)	2,429,064	1,707,139	3,360,196	4,916,993	1,739,072	3,224,653
Registered Vehicles per capita	0.88	0.36	1.12	0.84	0.98	0.89
# Vehicle Miles Traveled (in millions)(2007)	30,048	48,713	31,253	69,151	19,439	47,572
VMT per capita	10,824.21	10,248.08	10,459.34	11,763.54	10,954.19	13,151.18
State Highway, Agency Owned Lane-Miles (2006)	23,969	22,993	22,970	75,231	22,461	30,061
# Interstate Miles (current)	874	953	808	1,188	482	935
Total Lane-Miles (2007)	285,860	183,252	235,342	266,752	186,959	234,114
Total Lane-Miles per capita	0.10	0.04	0.08	0.05	0.11	0.06

<u>State DOT Budget Revenues (In thousands)</u>	Kansas	Colorado	Iowa	Missouri	Nebraska	Oklahoma
Motor Fuel Tax	\$283,936	\$312,000	N/A	\$520,472	\$223,568	N/A
Registration Fees	\$162,100	\$121,000	N/A	\$271,767	\$35,324	N/A
Sales and Use Taxes	\$273,293	\$241,000	N/A	\$257,407	\$83,351	N/A
Federal and Local Reimbursements	\$486,433	\$534,000	N/A	\$897,197	\$224,059*	N/A
Bond Proceeds			N/A	\$540,871		N/A
Other	\$70,566	\$356,000	N/A	\$145,302	\$506	N/A
Total	\$1,276,328	\$1,564,000	N/A	\$2,633,016	\$556,807	N/A

* Estimated; N/A not available

SPECIAL COMMITTEE ON A NEW COMPREHENSIVE TRANSPORTATION PLAN

Summary of Conferee Testimony

The following is a staff summary of oral or written testimony to the Committee, in two sections:

- The first section summarizes testimony on policy considerations for a new plan, including funding.
- The second section summarizes specific improvements for which conferees sought funding.

Comments are grouped by topic, with additional specific information from the conferee (if any) summarized after the conferee's name and affiliation. This summary does not include every comment by each conferee. When the conferee made only general remarks about the topic, only the conferee's name, affiliation, and location are given. Within topics, remarks generally follow the order of conferee appearance. Numbers in italics indicate the number of comments.

The meeting where the testimony was presented is identified in each comment: W = Wichita, November 24, 2008; OP = Overland Park, December 5, 2008; GC = Garden City, December 15, 2008; P = Pittsburg, December 18, 2008; T = Topeka, January 8, 2009. A list of the 137 quoted conferees is provided at the end of this summary.

The table below indicates the starting pages of various topics.

Policy Considerations

<i>Topic</i>	<i>Page Number</i>
Broad Transportation Policy, including comments on the need for a comprehensive plan, regional solutions, and preservation of the current infrastructure.	3
Beyond Roads, including comments on intermodal and multimodal planning, transit, aviation, rail, and pedestrian and bike trails.	6
Economic Considerations, including comments on whether infrastructure improvements are good for the economy, economic considerations in choosing projects, competitiveness, flexibility, and affordable solutions.	10
General Policies on Funding, including comments on current local government spending on transportation and other topics.	13
How a Program Should Be Funded, including comments on funding primarily from taxes and fees on users and comments on specific revenue streams, including fuel taxes, tolls, sales tax, and other suggestions.	14
State Funding for Cities, Counties, and Local Transit Providers, including comments urging continuation of programs that send moneys to local governments and increases needed for specific programs.	16

Specific Improvements

Requests for specific improvements are listed in numeric order by highway number (where applicable) or generally in alphabetical order. Within this section, no details after the conferee's name and affiliation indicate the conferee said he or she supported general improvements to this road or project.

<i>Site or Type of Improvement</i>	<i>Page Number</i>
US Routes	20
Interstate Routes	26
K Routes	26
Other Road Improvements	30
Non-Road Improvements (Airports, Rail, Transit, and Other)	33

Broad Policy Considerations

Some sort of comprehensive transportation plan should be enacted in 2009. (25 + 54 resolutions)

- John Sweet, Lyons City Administrator; no program this year would mean additional delays in approval for much-needed projects such as geometric improvements, which take three or four years of municipal planning and have already been delayed a year because KDOT is not accepting applications for economic development or geometric improvement projects. (W)
- Mary Lou Reece, Reece Construction Co., Inc.; reducing the current program or not developing a new one would hurt the Kansas economy. (W)
- Jake Klaver, Klaver Construction Company, Inc.; with no highway program and "maintenance only" spending by KDOT, his company and others like it will have a loss year, meaning layoffs of laborers who then are likely to turn to public assistance; during the past ten years, five have been "average" (meaning replacing truly worn equipment, moderate year-end bonuses to employees, and limited profit-sharing) and three have been loss years. (W)
- John Deardoff, Hutchinson City Manager; it is critical for the state's future that a new plan be developed and appropriately funded. (W)
- Carol Voran, Chairwoman, Kingman County Commissioners; counties need some sort of state plan so that they can continue with their local planning. (W)
- Brett Reber, President, McPherson Industrial Development Co., for the City of McPherson and McPherson County. (W)
- Tom Swenson, American Council of Engineering Companies - Kansas; "You were bold in 1989 and 1999 and the dividends are readily apparent. Please be bold again in 2009." (OP)
- Dave Dillner, Edgerton City Administrator. (OP)
- Cindy Green, Lenexa City Council President. (OP)
- Marcia Bernard, Transit Manager, Unified Government. (OP)
- Jack Taylor, S.P.I.R.I.T. (Southwest Passage Initiative for Regional and Interstate Transportation, a four-state coalition promoting a four-lane US-54 from Wichita to El Paso). (GC)
- Howard Partington, Great Bend City Administrator; all should work with the congressional delegation to see that the federal government also steps forward with a new transportation program that will benefit Kansas. (GC)
- Jeanette Siemens, Kiowa County Economic Development Director; businesses are waiting for crucial highway siting decisions to be made before they make their own siting decisions, and a state plan is needed for those decisions to go forward. (GC)
- Steve Lohr, Executive Director, SEK-CAP. (P)
- James AuBuchon, Executive Director, US Sixty-Nine Highway Association of Kansas; a new comprehensive plan is an opportunity to keep people working and maintain a pace of steady improvements to the transportation infrastructure for safety and efficiency. (P)
- Dr. Howard Smith, Assistant to the President/Legislative Liaison, Pittsburg State University. (P)
- Fred Gress, Parsons City Manager; to discontinue the investment in the transportation system would have "catastrophic" negative consequences. (P)
- Geoffrey Hines, Pittsburg Area Young Professionals; such a plan is critical to economic development. (P)
- Rep. Robert Grant; much will depend on what federal officials do with the federal comprehensive transportation plan. (P)
- Gene Ramsey, Mayor of Ottawa; a new program will assist communities with economic development, and address serious maintenance issues as a result of declining funds, safety issues created by aging infrastructure, and job creation through public works construction. (T)
- Gary Scoby, Nemaha County Commissioner, for the Kansas Association of Counties; the State delivered on what was promised in the 1989 and 1999 programs, earning trust at the state and local levels; a new program should maintain that tradition. (T)

- Dennis Lauver, President/CEO, Salina Area Chamber of Commerce; that plan should include a decision-making model that matches the intermodal thinking of employers and that allows tough decisions to be made (as Saline County is making with its two-mile grid system); the plan also should meet the unique needs of industrial users, such as minimal turns and immediate rail access for windmill blades; it should have a shorter planning cycle to allow Kansas to be aggressive in attracting new business. (T)
- Glen Tyson, Kansas County Highway Association; the last two transportation programs have saved lives and spurred economic development; a program is needed to keep from having bad roads. (T)
- Larry Uri, Concordia City Manager and representing Cloud County and Cloud County Economic Development Council; a new plan should be approved; the Concordia area was transformed by the most recent ten-year plan; more than 3,000 trucks a day go through Concordia, and that will increase. (T)
- Matt Zimmerman, Emporia City Manager, also representing Lyon County; because of Kansas' central location and low-cost labor pool, Kansas can be a major player in the transportation industry; a new plan that identifies critical transportation projects and develops a committed funding source is necessary for the state to remain competitive; without such a plan, the state will lose market share, tax revenue, and jobs. (T)
- Resolutions supporting enactment of a new comprehensive transportation program were presented by these localities: Lyons (W); Sterling (W); Hutchinson (W); Reno County (W); Lansing (OP); Edgerton (OP); Miami County (OP and P); Paola (OP); Louisburg (OP); Atchison (OP); Atchison County (OP); Mission (OP); Wallace County (GC); Pratt and Pratt County (GC); Russell County (GC); Russell (GC); Ford County and Dodge City (GC); Oakley (GC); Park (GC); Grainfield (GC); Grinnell (GC); Gove County (GC); Gray County (GC); Fort Scott (P); Arma (P); Crawford County (P); City of Ottawa (T); Salina and Saline County (T); the Greater Fort Riley Communities (Geary County, Riley County, Pottawatomie County, Junction City, Manhattan, Wamego) (T); Dickinson County, Abilene, Carlton, Chapman, Enterprise, Herington, Hope, Manchester, Solomon, Woodbine (T); Hiawatha (T); Brown County (T); Seneca (T); Emporia (T); Lyon County (T); Lawrence and Douglas County (T)

Create a one-year plan; work on a ten-year comprehensive plan next year.

- Shelby Smith, Founder, Economic Lifelines; state finances are in disarray, and federal intentions are unknown; for Kansas to receive federal train capital funding, projects must be in the state plan, but the findings and recommendation from the Amtrak/KDOT study are yet unknown. (T)

Regional, broad transportation solutions are necessary. (18)

- Bernie Koch, Vice President for Government Relations, Wichita Metro Chamber of Commerce; major employers are geographically dispersed. (W)
- Jeff Longwell, City of Wichita, Wichita Area Metropolitan Planning Organization; regional efforts must include rail and air transportation. (W)
- Kathy Sexton, Derby City Manager, on behalf of the Regional Economic Area Partnership (REAP) of South Central Kansas. (W)
- Mickey Dean, Executive Director, Harvey County Economic Development Council; there is an emerging economic development triangle between I-135, K-96 and US-50 highways; area businesses draw workers from throughout the region. (W)
- Tim Witsman, President, Wichita Independent Business Association and the Kansas Independent Business Coalition; a project 100 miles away could open a significant artery of commerce for a region; employees often travel significant distances. (W)
- Russ Tomevi, Winfield Director of Public Works/ Engineering; such improvements enhance the regional economy. (W)

- Heather Morgan, Leavenworth County Administrator; Leavenworth, Wyandotte, Johnson, Douglas, and Miami Counties are participating in a transportation study; Leavenworth County supports the US24/40 corridor management plan and the improvements to I-70 and K-7. (OP)
- Alice Amrein, Transportation Director for Johnson County, also representing the Kansas Public Transit Association; transit systems must interact with each other, and regional planning is under way; Johnson County has adopted a five-year strategic plan for public transit service improvements. (OP)
- Mell Henderson, Director of Transportation, Mid-America Regional Council; enhance the region's role as a center for goods movement. (OP)
- Jim Wise, Chairman, Miami County Board of Commissioners; traffic on K-68 is overflowing because of economic development in Johnson County, and more is expected with the development of the intermodal facility. (OP)
- Troy Carlson, President and Chief Executive Officer, Initiatives, Inc., consultant to Harvey County; there is an emerging economic development triangle between I-135, K-96, and US-50 highways, with polymers and health care being among the prominent industries; this area is comparable to the Kansas City metro as a growing and integrated community; the area is part of the NAFTA supercorridor; regional planning for this growth and transportation integration is essential for efficient use of transportation dollars. (OP)
- Bob Pivonka, Mayor of Larned; about 1,200 employees commute to Larned State Facilities, but only 55 percent of them live in Pawnee County, a significant number commute from Great Bend, and others come from as far as 60 miles. (GC)
- Howard Partington, Great Bend City Administrator. (GC)
- T. Kim Goodnight, Chairman, Ford County Commissioners; cities of southwest Kansas have interconnected economies and rely on transportation. (GC)
- David Crase, Mayor of Garden City; a new plan should focus on regional economies; Garden City, Dodge City, and Liberal have formed a coalition for representation on regional needs and to spread the word about the area's economic value; southwest Kansas has many commuters and bedroom communities that need good roads for access and safety. (GC)
- Fred Gress, Parsons City Manager. (P)
- Rep. Robert Grant; the state needs to finish US-69, US-169, and US-75 for economic development purposes; businesses follow roads. (P)
- Greater Fort Riley Communities; regional plans have been and are being developed, in part due to the buildup at Fort Riley (which has an economic impact of \$1.43 billion) and the awarding of the National Bio and Agro-Defense Facility (NBAF) to Manhattan. (T)

Complete the current comprehensive transportation plan. (4)

- John Deardoff, Hutchinson City Manager; Hutchinson, McPherson, and Inman have invested many years and financial resources into the K-61 project, and it should be finished. (W)
- Dave Kerr, President, Hutchinson/Reno County Chamber of Commerce; should additional federal funding become available, it should first be applied to projects for which building could begin quickly, such as K-61 and recently established KDOT district priorities, thus providing jobs. (W)
- Tim McKee, Executive Vice President of Economic Development, Olathe Chamber of Commerce; US 69 from 75th St. to 119th St. - significant work has been done and more than \$30 million spent to date; in April 2008, KDOT and the city agreed to share the cost of completing the final design; these improvements are needed for safety and to reduce congestion, which cripples economic growth. (OP)
- Jim Hix, Council President, City of Overland Park; US 69 from 75th from 119th should be completed; without improvements, commute times will more than double because of congestion, and the current high quality of life is a major economic draw for the area. (OP)

Preserve and maintain the current infrastructure. (11)

- Kathy Sexton, Derby City Manager, on behalf of the Regional Economic Area Partnership (REAP) of South Central Kansas; this is the top priority. (W)
- Jill Nichols, Rice County Economic Development Director; increased truck traffic increases the risk of disrepair on K-96 between Lyons and Sterling, and two bridges need repair. (W)
- John Deardoff, Hutchinson City Manager; the state needs to include as part of its program a mechanism that provides adequate funding for maintenance. (W)
- Dave Dillner, Edgerton City Administrator; it may take a small town such as Edgerton years to save just for the matching funds for grant opportunities to maintain existing streets and roads. (OP)
- Mell Henderson, Director of Transportation, Mid-America Regional Council (OP)
- Bryan Dyer, Community Development Director, City of Merriam; the city includes major arterial streets, and it strains the city's budget to maintain them; consider basing shared resource amounts on usage and condition rather than flat amounts. (OP)
- Steve Phillips, President, Kansas Association of Airports; maintaining current airport pavements will cost about \$6 million a year, to be adjusted for inflation and asphalt/concrete construction costs. (GC)
- Howard Partington, Great Bend City Administrator. (GC)
- Joe Cabrinha, Member, Atwood City Council; maintain especially US-36 and K-25. (GC)
- Bob Strevey, Decatur County Economic Development Corp.; preserve US-36 and the right-of-way already purchased along it. (GC)
- Dean Mann, Chairman of the Transportation Council, Southeast Kansas, Inc. (P)

Base a new plan on planning that has been done. (3)

- Mell Henderson, Director of Transportation, Mid-America Regional Council; that work includes KDOT's Long-Range Transportation Plan and the Kansas City region's long-range transportation plan, *Transportation Outlook 2030*. (OP)
- Chris Leaton, Member, Spring Hill City Council; the city's transportation plan could be incorporated into a state comprehensive plan; the city plan complements KDOT's planning (OP)
- Fred Backus, County Engineer, Unified Government; state and local governments must cooperate in planning, e.g., for property acquisitions and access closures that will be needed for an eventual freeway on K-7. (OP)

Congestion and air quality must be addressed.

- Jeff Longwell, City of Wichita, Wichita Area Metropolitan Planning Organization. (W)
- Mike Vinson, Director of Transit, City of Wichita Transit Services; public transportation also reduces the need for additional transportation infrastructure. (W)

Keep current state roads in the state system.

- Carol Voran, Chairwoman, Kingman County Commissioners. (W)

Beyond Roads

Encourage intermodal and multimodal planning. (11)

- Shelby Smith, Founder, Economic Lifelines; shift policy from highway improvements to a long-range economic development transportation plan. (W)
- Mickey Dean, Executive Director, Harvey County Economic Development Council; south central Kansas and specifically Harvey County has a confluence of rail assets that could be better utilized; freight to Kansas City's "inland port" will increase opportunities; the airport in Newton is used by private and corporate jets, plus smaller airports contribute to the current infrastructure. (W)

- Tim Witsman, President, Wichita Independent Business Association and Kansas Independent Business Coalition; the coalitions support an approach that includes aviation, rail, and transit. (W)
- Russ Tomevi, Winfield Director of Public Works/Engineering; short-line rail services and aviation are very important to the local economy; rail keeps heavy trucks off the local roads. (W)
- Ed Peterson, Johnson County Commissioner; integrate all modes to provide a balanced transportation system; seek local input. (OP)
- Mell Henderson, Director of Transportation, Mid-America Regional Council; ensure residents have a menu of options for how they move about the community. (OP)
- Martin Rivarola, Community Development Director, City of Mission; support a significant increase in the allocation of resources toward multi-modal transportation alternatives, such as public transit and bike/pedestrian infrastructure; this shift is essential to sustainable redevelopment in urban areas and first-ring suburbs; offering multi-modal transportation is an economic development tool plus has environmental and health benefits. (OP)
- Howard Partington, Great Bend City Administrator; Great Bend finds aviation, public transportation, and "hike and bike" important. (GC)
- Gary Scoby, Nemaha County Commissioner, for the Kansas Association of Counties; consider all transportation modes as important parts of the total transportation system; the viability of small towns and cities depends on being able to land medical transport airplanes; senior citizens are more isolated without transit. (T)
- Dennis Lauver, President/CEO, Salina Area Chamber of Commerce; a project may have highway, rail, transit, and aviation needs; building separate "silos" around each of these modes of transportation does not reflect the reality of employers' site location/ expansion decisions. (T)
- Greater Fort Riley Communities; continue to identify and fund multi-modal projects at appropriate levels. (T)

Increase the role of transit in the state plan. Its use is expected to continue to grow. (11)

- Paul Faber, Executive Vice President for Heartspring and Chairman of the Board of the Kansas Public Transit Association; in 2007, the more than 140 member agencies provided more than 10 million rides. (W)
- Mickey Dean, Executive Director, Harvey County Economic Development Council; Amtrak use is expected to continue to increase. (W)
- Ed Peterson, Johnson County Commissioner; ridership growth and service demand is unprecedented, e.g., the K-10 Connector service between Lawrence and Johnson County campuses, started in January 2007, has exceeded all expectations and is currently at 84 percent of capacity. (OP)
- Alice Amrein, Transportation Director for Johnson County, also representing the Kansas Public Transit Association; many transit riders have no other options to get to work and medical appointments; aging baby boomers are expected to increase demand. (OP)
- Dave Dillner, Edgerton City Administrator; low income and elderly residents do not have the means to access jobs, medical offices, or even a grocery store, so a Johnson County connection to Edgerton is needed. (OP)
- Marcia Bernard, Transit Manager, Unified Government; Unified Government Transit is expanding service to western Wyandotte County to ease problems with access to (mostly service industry) jobs; the recent fuel crisis increased ridership to standing-room-only levels and ridership has not decreased with declines in fuel costs; not only is the population aging, but more and more passengers use transit for chemotherapy or dialysis; economic growth is at risk without increased transit. (OP)
- Bonnie Burgardt, Director, Finney County Transit; Garden City's fixed route has provided more than 40,000 rides so far this year; many of the community's 15-30 newcomers a week are dependent on transit for every activity except getting to work (because Tyson provides a bus for work); riders build community by talking while they are on the bus; the new Regional Dispatch Center will ensure efficient use of government-funded vehicles in 19 counties for uses such as

getting people to medical centers far from where they live; public transit affordably gets people to and from jobs, which keeps them off public assistance; costs per trip for paratransit services are approximately \$10, which is not affordable for the people who need the service and \$1 is charged. (GC)

- Ron Straight, Transportation Manager, Developmental Services of Northwest Kansas; approximately 10 percent of Kansas counties are without any form of public transportation services; last year his service's ridership was up 21 percent, compared with a national average of 6 percent, and has stayed up despite fuel price decreases; industries need transportation for their workers; those needing to go long distances for medical treatment face significant transportation challenges; a model from Minnesota may be valuable in allowing volunteers to receive up to the federal mileage rate. (GC)
- Steve Lohr, Executive Director, SEK-CAP; 6.4 percent of households in the 12-county service area are without any form of transportation; riders are transported to work, medical and dental services, Head Start, congregate meal sites, and other locations; ridership increased 31 percent within the past 12 months; the service's maintenance facility in Girard is large enough to house a dispatch coordinator for the multiple services in southeast Kansas. (GC)
- Penny Evans, Miami County Engineer; 40 percent of Miami County workers go to Johnson County to work, but only one route each way of transit is available. (OP and P)
- Sharon Brown, Mayor of Clay Center; transit is especially important for elderly and disabled residents. (T)

Retain and increase aviation transportation funding. (11)

- John Sweet, Lyons City Administrator; this is supported by the Kansas Aviation Association. (W)
- Russ Tomevi, Winfield Director of Public Works/ Engineering. (W)
- Steve Phillips, President, Kansas Association of Airports; under the current plan, the Airport Improvement Program receives \$3 million annually, but it takes \$6 million to do the same work \$3 million did ten years ago, and KDOT received more than \$6 million in pavement maintenance grant applications last year; 52 airports in 52 rural counties lack all-weather access, which means no air ambulance service unless the weather permits; global positioning systems have eliminated the need for ground facilities, thus reducing costs for all-weather services, so the association proposes five airports per year over the next ten years achieve all-weather capability; aviation receives 0.22 percent of KDOT's total budget. (GC)
- Bob Pivonka, Mayor of Larned; KDOT is an important partner in airport improvement projects and KDOT funding is critical to many municipal airports that do not receive Federal Aviation Administration funding. (GC)
- Jeanette Siemens, Kiowa County Economic Development Director; continued support for aviation is important to rural areas for growth and sustainability. (GC)
- Joe Cabrinha, Member, Atwood City Council; Atwood encourages the continuation of current fund matching, i.e., 5 percent joint city/county funding for Federal Aviation Administration grants. (GC)
- Dean Mann, Chairman of the Transportation Council, Southeast Kansas, Inc.; SEK Inc. supports continued efforts to make emergency air transportation available to all Kansans and to upgrade instrument approaches and runways to more airports. (P)
- Ken Brock, CEO, Names and Numbers; Kansas needs safe and attractive airport facilities as welcoming "front doors" to business; use of local airports allows his multi-state business to remain located in southeast Kansas; long runways accommodate big planes owned by big companies with many employees; all-weather facilities mean the state is open for business 24/7; good fuel prices and fixed base operators (aviation "gas stations") also are important. (P)
- Mike Hershey, Cessna Aircraft Company; now potential customers must travel by car two hours after they have reached an airport to reach the plant; closer airports need upgrades to their terminals, instrument landing capability, navigational aids, and other improvements. (P)

- Shelly Buhler, Shawnee County Commission Chair; support the Kansas Association of Airports Improvement Program to increase funding for airport infrastructure. (T)
- Matt Zimmerman, Emporia City Manager, also representing Lyon County; continue federal and state funding for airport improvements. (T)

Support rail. (12)

- Carol Voran, Chairwoman, Kingman County Commissioners; use of short-line railroads eliminates road damage; local industries need better access to existing rail infrastructure. (W)
- Shelby Smith, Founder, Economic Lifelines; trains move weight more efficiently than cars or trucks; it is unacceptable to not have passenger rail service to the state's capital or its largest city. (W)
- Alfred James III, professional geologist; petroleum supplies are not growing as quickly as demand, and rail is more efficient; Kansas needs to join states such as Oklahoma and Missouri who aid in funding passenger rail service. (W)
- Bob Pivonka, Mayor of Larned; Larned supports actions to clear the bottleneck in rail service in Wichita. (GC)
- T. Kim Goodnight, Chairman, Ford County Commissioners; the Cimarron Valley Railroad needs assistance with track upgrades. (GC)
- Joe Cabrinha, Member, Atwood City Council; viable short-line rail lines are vital to local economic stability. (GC)
- Dean Mann, Chairman of the Transportation Council, Southeast Kansas, Inc.; SEK Inc. recommends the existing short line rail program increase annual spending from \$3 million to \$5 million and allow access to the fund to communities, rail customers and owners of industrial parks, with matching grants, for improvements to yards, sidings or capacities. (P)
- Jim Zaleski, U.S. 400 Corridor Association; the current foundation must be built upon or the state risks losing on its investments. (P)
- Pat Cedeno, Vice President of Growth Initiatives, Watco Companies; there have been no transfers into the KDOT's rail improvement program since July 1, 2007; the program is a good investment and should be increased to \$5 million soon and eventually to \$7 million to account for inflation; program funds have been used primarily to maintain and preserve short-line railroads; all three Class I railroads within the state support the program; the program should be changed to make grants/loans available to railroad customers, communities (for congestion and safety), and owners of industrial parks (to attract business); each rail car moves the amount carried in four trucks, reducing maintenance costs for highways. (P)
- Pam Henderson, Mayor of Pittsburg; expansion of communities' access to rail is viewed as an increasing need in both the short and long term; funding of rail linkages is critical to the growth of manufacturing. (P)
- Rick Koch, Sabetha City Commissioner and President of Sabetha Industrial Development; Sabetha lost a \$100 million ethanol plant to Iowa because the railroad would not service the site. (T)
- Matt Zimmerman, Emporia City Manager, also representing Lyon County; both the new Hill's Pet Nutrition Plant (\$100 million, 100+ jobs) and the REG biodiesel fuel plant (\$70 million, 35 jobs [although construction is on hiatus due to the credit crunch]) required rail access; many industries considering Emporia ask about rail access; passenger rail service is cost-effective and will bring travel back to thousands who do not or cannot drive; other rail improvements that need to be funded include quiet zones and underpass improvements for safety; continue funding for improvements such as sidings and train sets. (T)

Support transportation systems that include pedestrian and bike alternatives. (5)

- Russ Tomevi, Winfield Director of Public Works/ Engineering; enhanced funding would allow locals to tie trail projects together to improve the safety, environment, and health of inhabitants. (W)

- Martin Rivarola, Community Development Director, City of Mission; support a significant increase in the allocation of resources toward multi-modal transportation alternatives, such as public transit and bike/pedestrian infrastructure; offering multi-modal transportation is an economic development tool plus has environmental and health benefits. (OP)
- Howard Partington, Great Bend City Administrator; Great Bend finds aviation, public transportation, and "hike and bike" important. (GC)
- Fred Gress, Parsons City Manager; improvements in a new plan should be not just in highways but also in rail, air, and rural and urban hike/bike trails. (P)
- Matt Zimmerman, Emporia City Manager, also representing Lyon County; increase funding to local governments for pedestrian and bike transportation improvements. (T)

Tie transportation investment to local land use and environmental objectives.

- Mell Henderson, Director of Transportation, Mid-America Regional Council; promote early integration of environmental, social, and cultural opportunities into planning and project development, "we're not just building projects, we're building a community." (OP)

Economic Considerations

Improvements to the state's transportation infrastructure will be good for the state's economy. (13)

- Pat Hurley, Executive Director, Economic Lifelines; a new comprehensive transportation plan should not be delayed; the 1989 and 1999 programs were implemented during economic downturns, and each created more than 100,000 jobs; "Investing in transportation in tough times sets us up for success in good times." (a quote from Oregon's governor) (W)
- Mary Lou Reece, Reece Construction Co., Inc.; the estimate of 42-47 employees per million dollars of transportation spending seems reasonable; design-build favors larger, out-of-state companies; reducing the current program or not developing a new one would hurt the Kansas economy. (W)
- Tom Swenson, American Council of Engineering Companies - Kansas; construction contractors and engineering firms already are laying off employees, and some are going out of business; KDOT's emphasis on practical improvements is an appropriate adjustment on the design side. (OP)
- Alice Amrein, Transportation Director for Johnson County, also representing the Kansas Public Transit Association; transit services are critical to economic development; income not spent on commuting can be additional disposable income. (OP)
- Peter Solie, President, Gardner Area Chamber of Commerce, and Tom Riederer, President, Southwest Johnson County Economic Development Corporation; funding for an interchange at I-35, access road improvements, and other projects for the intermodal facility at Gardner is vital; the intermodal project will lead to growth in employment, tax revenue, and ancillary development; federal approval of Burlington Northern Santa Fe's (BNSF's) permit is expected in March or April; some related development already has begun. (OP)
- Jim Hix, Council President, City of Overland Park; improvements to US 69 are critical to the future of Johnson County; those improvements are low-risk, high-return. (OP)
- Jennifer Schartz, Barton County Commissioner; the county needs investment by the state in roads and highways to continue economic growth. (GC)
- Brandon Buchanan, Oakley City Administrator; improvements to US-83 are vital to economic development of western Kansas. (GC)
- Liberal City Commissioners Larry Koochel and Don Rash; southwest Kansas needs good roads and highways to survive. (GC)
- Mark Coberly, Gove County Commissioner; remember that agriculture is still vital to the state's economy, agriculture is doing relatively well as a economic sector now, and much of the state's agricultural production is in western Kansas. (GC)

- Woody Moses, Kansas Ready Mixed Concrete Association and Kansas Aggregate Producers' Association; transportation infrastructure jobs are good jobs. (GC)
- Dave Bunn, Director of Economic Development, City of Fort Scott; at the least, the past transportation plan reduced the negative economic trend as compared to what it would have been. (P)
- Ann Charles, Great Plains Industrial Park; transportation will be key to the success of redevelopment of the former Army Ammunition Plant in Labette County. (P)

Spending on transportation infrastructure does not lead to economic growth within a state.

- Alan Cobb, Americans for Prosperity - Kansas; although Kansas has achieved excellent roads, it also has higher debt per capita than in surrounding states, the highest fuel tax in the region, and the second highest income taxes in the region; studies find very little correlation between spending on transportation infrastructure and the rate of economic growth for the state as a whole, although projects may help their localities. (OP)

Economic opportunities should be considered in choosing state-funded transportation projects. (7)

- Kathy Sexton, Derby City Manager, on behalf of the Regional Economic Area Partnership (REAP) of South Central Kansas; the Legislature also should develop a set of parameters for state funding of transportation infrastructure, rather than choosing a specific list of projects. (W)
- Mell Henderson, Director of Transportation, Mid-America Regional Council; consider economic, environmental, and social health as a framework for new transportation investments, placing the highest priority on those investments that promote progress in all three of those areas. (OP)
- Alan Cobb, Americans for Prosperity - Kansas; the state should do cost-benefit analyses before projects are undertaken, using the U.S. Department of Transportation's model. (OP)
- Fred Gress, Parsons City Manager. (P)
- Joe Mitchell, Mayor of Seneca; support programs that will enable communities to not only maintain their current economic positions, but also foster growth and expansion within those communities; rural economies depend on good transportation; Seneca needs \$1 million per block to replace its 94-year-old brick streets and has twice not been selected for this transportation enhancement project, but delay of this renovation negatively impacts the downtown commercial district, as determined by a recent market analysis study. (T)
- Cliff Mayo, Finney County Commissioner; population must not be the only criterion for choosing road enhancements. (GC)
- Jack Taylor, S.P.I.R.I.T. (Southwest Passage Initiative for Regional and Interstate Transportation, a four-state coalition promoting a four-lane US-54 from Wichita to El Paso) (GC); Steve Beykirch, Chairman of the Board, Pittsburg Area Chamber of Commerce; Ann Charles, Great Plains Industrial Park (P); Crosby Gernon, Mayor of Hiawatha (T); many requests for proposals from businesses who might locate in an area ask distance from a four-lane highway; communities with no four-lane access are at an immediate disadvantage.

Think about national and global competitiveness when determining priorities under a new comprehensive transportation plan. (7)

- Karyn Page, President/CEO, Kansas World Trade Center, Inc.; nearly all Wichita trade is drayed to/from Kansas City, resulting in costs higher than shipping costs to/from Asia; Wichita-area exports constituted 53 percent of total Kansas exports in 2006. (W)
- Mickey Dean, Executive Director, Harvey County Economic Development Council; Kansas City's emergence as an inland port increases intermodal opportunities in many parts of the state. (W)
- Mary Lou Reece, Reece Construction Co., Inc.; Kansas' strength lies in being able to get goods and services to other parts of the country. (W)
- Bob Pivonka, Mayor of Larned; a bottleneck in rail service in Wichita has meant a grain shipment has taken as long as 45 days to go from Larned to Coffeyville, while a similar shipment to the West Coast has taken two weeks. (GC)

- Woody Moses, Kansas Ready Mixed Concrete Association and Kansas Aggregate Producers' Association; the commodities Kansas produces require good transportation infrastructure to get them to markets. (GC)
- Mike Hershey, Cessna Aircraft Company; senior company management could hold down investment in the Independence plant because it sees limits on the number of workers from which it can draw - better transportation would reduce that potential detriment; some employees drive as far as 1.5 hours each way to work. (P)
- Dennis Lauver, President/CEO, Salina Area Chamber of Commerce; for a recent project, KDOT could offer a \$500,000 low-interest loan for transportation enhancements, but the other state being considered offers a \$1.2 million grant, of which only \$240,000 needs to be local match. (T)

Keep flexibility in the plan to allow communities and the state to better take advantage of economic development possibilities. (8)

- Ed Peterson, Johnson County Commissioner. (OP)
- Dave Dillner, Edgerton City Administrator; include flexibility in the modes of transportation to address specific needs. (OP)
- Jack Taylor, S.P.I.R.I.T. (Southwest Passage Initiative for Regional and Interstate Transportation, a four-state coalition promoting a four-lane US-54 from Wichita to El Paso) (GC)
- Steve Phillips, President, Kansas Association of Airports; \$2 million a year should be dedicated to airport infrastructure linked to economic development activities. (GC)
- Howard Partington, Great Bend City Administrator. (GC)
- Steve Cottrell, City Engineer, Garden City; Garden City lost a \$400 million cheese plant to Greeley, Colorado, in part because road improvements could not be made in a timely manner; consider funneling economic development road improvement dollars through the Department of Commerce. (GC)
- Dennis Lauver, President/CEO, Salina Area Chamber of Commerce (T)
- Sharon Brown, Mayor of Clay Center; flexibility also is needed to meet emergency maintenance needs. (T)

Seek affordable solutions. (6)

- Tom Swenson, American Council of Engineering Companies - Kansas; KDOT's emphasis on practical improvements is an appropriate adjustment on the design side. (OP)
- Howard Partington, Great Bend City Administrator; KDOT should be commended for fresh thinking, such as 2-foot shoulders rather than 6-foot shoulders on roads with little traffic; the cost of maintenance of such improvements must be kept in mind. (GC)
- Steve Cottrell, City Engineer, Garden City; "practical design" allows many "good" projects as opposed to a few "perfect" ones; using practical design could lessen costs for needed four-lane roads, e.g., use a dead lane to separate traffic with double centerline rumble strips to save costs for right of way. (GC)
- Dennis Lauver, President/CEO, Salina Area Chamber of Commerce; Saline County has reduced its need for state assistance for roads and bridges, but it should not be "punished" for that. (T)
- Joe Nold, Dickinson County Commissioner; an effort should be made to modify the federal manual of standards for low-volume roads, and that effort should involve the Legislature and congressional officials; the Kansas County Highway Association and the Kansas Local Technical Assistance Program have already developed a low-volume road manual, and KDOT understands these issues. (T)
- Steve Roberts, Brown County Commissioner; not all roads and highways need to meet federal specifications; the county has three bridges on its five-year plan and, if the bridges must meet federal specifications, the cheapest will cost about \$350,000. (T)

Funding

General Policies on Funding

Local governments already spend significant amounts on transportation and cannot handle all of the increasing expenditures for needed projects. (10)

- Ed Peterson, Johnson County Commissioner; Johnson County and its cities invest nearly \$50 million per year on maintenance and construction of infrastructure; numerous cities had enacted local sales taxes and other funding streams for infrastructure. (OP)
- Alice Amrein, Transportation Director for Johnson County, also representing the Kansas Public Transit Association; amounts needed for commuter and expanded services to elderly and disabled passengers will require funding from county, state, and federal government. (OP)
- Dave Dillner, Edgerton City Administrator; Edgerton, current population 1,788, cannot afford a needed grade separation for BNSF trains, with an estimated cost between \$13.4 million and \$25.4 million for a 20-year bond issuance; long trains block all crossings, and fire department response to a proposed 585-home subdivision could be very slow. (OP)
- Dawn Kuhn, President, Shawnee City Council; any new program must address the "funding gap" between needs and costs; Shawnee will be unable to fund its annual street resurfacing program in 2009 and has reduced what it plans to spend for new street capacity and safety projects for the next five-year period. (OP)
- Jennifer Schartz, Barton County Commissioner; one example is a two-mile sand road maintained by Buffalo Township which is being used by 340 vehicles a day, including 73 big trucks, as a short cut between US 281 and US 56-156; the road is really unsafe for heavy traffic; an additional 1,000 vehicles use Boyd Road and would continue onto the two-mile sand section if it were paved. (GC)
- Howard Partington, Great Bend City Administrator; bridge inspections alone have local costs of \$21,000 a year. (GC)
- Dave Bunn, Director of Economic Development, City of Fort Scott; the city is investing in the \$355,000 US-69 study. (P)
- Joe Nold, Dickinson County Commission; Dickinson County has a source of high-quality limestone used by many counties for their road programs; many 80,000-pound trucks use the road (1400 Avenue) to the quarry, but income to the county for the mining is minimal; the county is willing to trade maintenance of this road for maintenance of K-43. (T)
- Dudley Feuerborn, Chairman, Anderson County Commissioners; a state route should be constructed between Garnett and Burlington; the current county-maintained route carries more traffic than the local state route; the county's total budget is only \$7 million and its population 8,000, so costs for fixing roads and bridges are prohibitive. (T)
- Daniel Holub, Marion County Commissioner, and Glen Tyson, Kansas County Highway Association; Kansas counties own and maintain 109,000 miles of roads (87 percent) and 19,650 bridges (77 percent); in general, county roads and bridges have been deteriorating since the 1970s despite cutbacks in the numbers of miles maintained, staff, and grader routes; heavy farm equipment, oil and gas production, and increased use of trucks to haul grain due to railroad abandonment have increased road maintenance costs dramatically; an asphalt overlay on a four-mile stretch from Tampa to K-15 used by a major agricultural facility is expected to cost \$6 million, and the county's *ad valorem* tax for the 2009 budget is less than \$6.5 million. (T)

Delaying a program could significantly increase costs. (3)

- David Unruh, Sedgwick County Board of Commissioners. (W)
- Tom Swenson, American Council of Engineering Companies - Kansas; the cost to build has been increasing at rates far exceeding the increase in the consumer price index; projects only get more expensive. (OP)
- Chris Leaton, Member, Spring Hill City Council; right of way in southern Johnson County is relatively cheap now, and road developments are needed in the area. (OP)

Explore ways to capture the state revenues generated from economic development projects to assist with local transportation needs. (2)

- Greater Fort Riley Communities; some retailers are unwilling to consider a transportation development district because of competitive margins. (T)
- Glen Tyson, Kansas County Highway Association; counties need ways to recover for road damage caused by industries and capture long-term revenue from the value of their improvements. (T)

Do not impose a two-mile grid on counties. (2)

- Joe Nold, Dickinson County Commissioner. (T)
- Glen Tyson, Kansas County Highway Association; perhaps some bridges can be closed, but most of the roads need to be left in place so farmers have access to their property. (T)

Consider developing regional funding streams to use for regional projects.

- Ed Peterson, Johnson County Commissioner. (OP)

Reducing regulation on gravel and sand extraction would decrease construction costs.

- Woody Moses, Kansas Ready Mixed Concrete Association and Kansas Aggregate Producers' Association; under current law, 19 percent of landowners within a certain radius of a proposed extraction site (which could mean only one landowner) can block development; this has led to monopolies and therefore higher prices in some counties for sand and gravel, an important component of transportation infrastructure costs. (GC)

'09 SB 253 addressed this

How a Program Should Be Funded

The State should continue to fund transportation primarily from taxes and fees on users. (4)

- Kathy Sexton, Derby City Manager, on behalf of the Regional Economic Area Partnership (REAP) of South Central Kansas. (W)
- Bob Dixon, Mayor of Greensburg. (GC)
- Jack Taylor, S.P.I.R.I.T. (Southwest Passage Initiative for Regional and Interstate Transportation, a four-state coalition promoting a four-lane US-54 from Wichita to El Paso) (GC)
- Gary Scoby, Nemaha County Commissioner, for the Kansas Association of Counties; a new program should be dependable and adequately financed with an appropriate share of user-based tax revenues. (T)

Specific Revenue Streams:

Fuel taxes and other current user fees. (9)

- John Sweet, Lyons City Administrator; the gasoline tax is a tax on users and probably could be increased by 1¢-2¢; local governments cannot supplement KDOT program fund shortfalls with increased property taxes. (W)
- Tom Swenson, American Council of Engineering Companies - Kansas; while a system by which motorists pay per mile has increasing support, the implementing infrastructure is years away, and the motor fuel tax is the closest we have to a user fee; with reduced prices, the timing is right for an increase; the tax on a gallon of gas as a percentage of total price is only a fraction of what it was in the past; other traditional sources such as vehicle registration fees and sales taxes also should be considered. (OP)
- Ed Peterson, Johnson County Commissioner; transition the motor fuel tax from a volume-based rate to a cost-based rate. (OP)
- Dawn Kuhn, President, Shawnee City Council; user fees such as fuel tax should be increased, and those increased fees should be distributed to state and local units of government. (OP)
- Earl Willis; the tax on fuels should be updated to reflect current costs; if an amount collected from the tax is not needed in a given year, "bank it." (GC)

- Dean Mann, Chairman of the Transportation Council, Southeast Kansas, Inc.; fuel tax increases could be unpopular with sellers near state lines, but Kansas citizens expect roads that are better than those of other states. (P)
- Jeff Morris, Coffeyville City Administrator; pursue options other than a fuel tax because of the negative effect on border communities. (P)
- Salina/Saline County resolution; increase Kansas' highway use tax, vehicle license tax, or both; make long-term plans to replace the per-gallon gas tax with a tax on the miles driven by each car and truck. (T)
- Glen Tyson, Kansas County Highway Association; revenues from any fuel tax increase should be shared with cities and counties, because much of the fuel is used in traveling on county roads and city streets; provide additional use-based revenues. (T)

Tolls. (8)

- Tom Swenson, American Council of Engineering Companies - Kansas; tolling should be considered for any new highway or major bridge; tolls on existing highways should not be ruled out. (OP)
- Ed Peterson, Johnson County Commissioner; provide local authority to enact tolls, especially for new regional corridors; also consider adding new road sections to the KTA system. (OP)
- Penny Evans, Miami County Engineer; this should be considered for bi-state projects, such as K-68 over to US-71 in Missouri. (OP)
- Bob Dixon, Mayor of Greensburg; tolling of portions of US-54 likely would be acceptable. (GC)
- Jack Taylor, S.P.I.R.I.T. (Southwest Passage Initiative for Regional and Interstate Transportation, a four-state coalition promoting a four-lane US-54 from Wichita to El Paso); such a user fee would not be out of line, even though people would grumble; however, a toll on US-54 would divert users to US-50. (GC)
- David Crase, Mayor of Garden City; tolling US-54 would work only if it were the only four-lane route. (GC)
- Larry Hoeme, Scott County Commissioner; limited access highways only push loads onto county roads not designed to handle heavy traffic, at county expense for upkeep. (GC)
- Salina/Saline County resolution; expand toll road plans to take advantage of the fact that much of the traffic on Kansas highways is simply passing through Kansas. (T)

Sales tax. (7)

- Ed Peterson, Johnson County Commissioner; a dedicated sales tax should be considered; there is a direct nexus between the transportation system and the economy. (OP)
- Jack Taylor, S.P.I.R.I.T. (Southwest Passage Initiative for Regional and Interstate Transportation, a four-state coalition promoting a four-lane US-54 from Wichita to El Paso); start with a one-cent sales tax on fuel and raise it every three months until it reached a limit; fuel prices are so volatile that few would notice. (GC)
- David Crase, Mayor of Garden City; the cities in the southwest coalition (Garden City, Liberal, Dodge City) have talked about a special sales tax for transportation improvements. (GC)
- Jeff Morris, Coffeyville City Administrator; for border communities, a sales tax would be better than a fuel tax increase. (P)
- Fred Gress, Parsons City Manager; Parsons already has an additional sales tax that provides \$200,000 annually for street improvements; all types of funding must be studied and considered. (P)
- Salina/Saline County resolution; give local governments the option of a sales tax increase for transportation needs. (T)
- Greater Fort Riley Communities; examine applying local and state sales tax rates to fuel sales and using the proceeds for transportation. (T)

Local fuel taxes. (2)

- Kathy Sexton, Derby City Manager, on behalf of the Regional Economic Area Partnership (REAP) of South Central Kansas; consider giving local governments the authority to tax motor fuels. (W)
- Gene Ramsey, Mayor of Ottawa; any such tax should also be authorized by local vote. (T)

Tax Increment Financing (TIF) and Transportation Development Districts (TDDs).

- Tom Swenson, American Council of Engineering Companies - Kansas; TIF and TDDs are other financing mechanisms or tools to get things done and spread the costs differently. (OP)

Dedicated income tax.

- Ed Peterson, Johnson County Commissioner; there is a direct nexus between the transportation system and the economy. (OP)

Aviation fuel tax.

- Steve Phillips, President, Kansas Association of Airports; aviation fuel currently is not taxed per gallon (however, aviation fuels are subject to the state sales tax, and these moneys go into the General Fund); a 3-cent tax on the 63 million gallons sold each year would raise \$1.9 million a year. (GC)

Introduce a "severance" tax on wind energy.

- David Crase, Mayor of Garden City (GC)

Press Congress to strengthen federal transportation funding and give Kansas its fair share.

- Salina/Saline County resolution (T)

Plan a major state bond issue for road, bridge, and other transportation needs.

- Salina/Saline County resolution (T)

Consider repeal of property tax exemptions for industries that adversely affect roads.

- Glen Tyson, Kansas County Highway Association (T)

State Funding for Cities, Counties and Local Transit Providers

The KLINK, Geometric Improvement, and other programs that send moneys to localities are very important to local governments. (24)

- Kathy Sexton, Derby City Manager, on behalf of the Regional Economic Area Partnership (REAP) of South Central Kansas (W); Heather Morgan, Leavenworth County Administrator (OP); Joe Cabrinha, Member, Atwood City Council (GC); Junior Strecker, Scott City Mayor, also representing Scott County (GC); Wiley McFarland, Gray County Commissioner (GC); Kris Marple, Wilson County Coordinator (P); the State should preserve its shared revenue program with cities and counties for transportation.
- Rod Willis, City Manager, City of Sterling. (W)
- John Deardoff, Hutchinson City Manager; avoid the temptation to further reduce funding to cities and counties, specifically funds from the state gasoline tax, funding needed to maintain the local road infrastructure. (W)
- Ken Bernard, Mayor, City of Lansing; protect maintenance funds for cities and counties. (OP)
- Fred Backus, County Engineer, Unified Government; programs such as KLINK, economic development, and safety are vital and complement local projects and federal programs such as the Surface Transportation Program (STP) and Congestion Mitigation and Air Quality (CMAQ). (OP)

- Bob Pivonka, Mayor of Larned; Larned greatly appreciates and hopes the Legislature will support continuing KDOT programs including KLINK, the Surface Transportation Program, Highway Safety Audits, Traffic Engineering Assistance Program, the Geometric Improvement Program, and the Economic Development Program. (GC)
- Howard Partington, Great Bend City Administrator; do not let the shared revenue fund be raided for other purposes. (GC)
- Gary Berning, Leoti City Council Member; the district must build a new elementary school at its school campus site, so the town is already financially challenged and a geometric improvement project is needed. (GC)
- Joe Cabrinha, Member, Atwood City Council; an improvement of 1,500 feet of US-36 in Atwood cost \$1.4 million, and the city's entire budget is \$1 million, so the geometric improvement program is essential. (GC)
- Steve Cottrell, City Engineer, Garden City; the amount Garden City receives through the Special City and County Highway Fund is the equivalent of 5.7 mills in Garden City and 3.0 mills to Finney County, which would be a combined 6.6 percent increase to a resident of Garden City. (GC)
- Wiley McFarland, Gray County Commissioner. (GC)
- Jeff Morris, Coffeyville City Administrator; funding for these programs should continue. (P)
- J.D. Cox, Neodesha City Administrator, and Karen Porter, Executive Director, Neodesha Chamber of Commerce; the city is grateful for the Connecting Link, Safe Routes to School, airport, and "Hometown Heritage" signage programs. (P)
- Bill Beasley, Public Works Director, City of Pittsburg; 29 lane miles of approximately 140 miles of Pittsburg streets are covered in a state connecting link agreement, and the funds received are an important part of the street operating budget; as of May 2007, an additional \$2 million or \$500,000 a year is needed to bring city streets to an acceptable level; recently the city combined funds received from a transportation enhancement grant with a KLINK grant to improve six blocks in downtown, which provided a stimulus for private investment; making KLINK funds available allows state and federal highways to be improved with minimal state involvement. (P)
- Fred Gress, Parsons City Manager; a commitment to continued funding of these programs is of utmost importance. (P)
- Tim Schook, Arma City Administrator; the city/county highway fund is vital for communities and needs continued funding; without this, very large property tax increases would be necessary; economic development fund moneys should be made available to communities with populations less than 2,000 so that streets and roads may be developed for expansion purposes. (P)
- Gary Scoby, Nemaha County Commissioner, for the Kansas Association of Counties; Special City and County Highway Fund revenues are absolutely critical to counties and cities for ongoing maintenance of local roads and bridges; without it, there would be increased pressure to raise property taxes. (T)
- Mark Hatesohl, Mayor of Manhattan; protect existing programs including KLINK, economic development, safety, and geometric improvements; the economic development and geometric improvement programs in particular have been important in the local area with the buildup of Fort Riley (expected to reach a peak of 55,600 soldiers by 2012, a population increase of about 30,000 in the area). (T)
- Joe Nold, Dickinson County Commissioner; the bridge cost sharing program uses federal dollars for 80 percent of the cost, which then requires the project meet federal standards; an effort should be made to modify that federal manual of standards for low-volume roads. (T)
- Crosby Gernon, Mayor of Hiawatha; continued funding for the geometric improvement and transportation enhancement grant programs helps communities with projects they otherwise could not complete, such as Americans with Disabilities Act improvements in downtown Hiawatha and projects that enhance economic competitiveness; smaller communities depend on the Special City and County Highway fund to help with annual street repairs and improvements. (T)

- Larry Uri, Concordia City Manager and representing Cloud County and Cloud County Economic Development Council; the city's five-year transportation plan (submitted to KDOT) for street improvements counts on Surface Transportation Program and Bridge Replacement funds. (T)
- Joe Mitchell, Mayor of Seneca; please support the Transportation Enhancement, Economic Development, Geometric Improvements, and KLINK programs. (T)
- Sharon Brown, Mayor of Clay Center. (T)
- Matt Zimmerman, Emporia City Manager, also representing Lyon County; continue T21 funding for transportation enhancements; maintain existing state programs, especially those that assist with economic development. (T)

Make the state/local matching funds program a priority. (2)

- Jill Nichols, Rice County Economic Development Director; the 80/20 match program allows counties to do bridge and overlay projects that otherwise would not be done. (W)
- Russ Tomevi, Winfield Director of Public Works/ Engineering; the state's matching share has not increased with inflation, e.g., asphalt overlay was \$35/ton in 2005, \$72/ton in 2008; such increases mean the city falls behind on its infrastructure maintenance. (W)

Increases are needed in the reimbursement rate for the City Connecting Links program. (6)

- Kathy Sexton, Derby City Manager, on behalf of the Regional Economic Area Partnership (REAP) of South Central Kansas (W)
- John Sweet, Lyons City Administrator; the program itself helps ensure proper maintenance and is needed. (W)
- Russ Tomevi, Winfield Director of Public Works/Engineering. (W)
- Dale Bunn, Director of Economic Development, City of Fort Scott. (P)
- Joe Cabrinha, Member, Atwood City Council; Atwood has not received its payments in at least ten years. (GC)
- Jeff Morris, Coffeyville City Administrator; costs have dramatically increased but the amount has not increased since 2000. (P)

Specialized transit service providers have shared the same dollar amount since 2001, \$6 million. (4)

- Paul Faber, Executive Vice President for Heartspring and Chairman of the Board of the Kansas Public Transit Association; member agencies need at least \$16 million-\$23 million a year, indexed to inflation. (W)
- Alice Amrein, Transportation Director for Johnson County, also representing the Kansas Public Transit Association (OP)
- Marcia Bernard, Transit Manager, Unified Government; the Unified Government has used its share to operate its fixed route; it has identified the need for more funding for additional hours of service, including weekends and evenings; fuel cost increases meant spending the full budgeted amount for the year by May 2008; state transit providers are meeting to come to consensus on a suggestion to allot public transit dollars on some combination of population and ridership (the current allocation is based on population). (OP)
- Dale Bunn, Director of Economic Development, City of Fort Scott; increase funding for transit. (P)

Funding limits for KDOT participation for KLINK resurfacing, geometric improvement, economic development, revolving loan, and system enhancement programs need to be increased. (3)

- John Sweet, Lyons City Administrator. (W)
- Dale Bunn, Director of Economic Development, City of Fort Scott. (P)
- Joe Nold, Dickinson County Commissioner; remove the artificial lid on the amount in the revolving loan program; the enabling statute does not limit the amount of capitalization or sunset the fund; this program allowed the county to do five years worth of asphalt road repair in one year, before the roadway deteriorated beyond what routine maintenance could fix. (T)

Implement a state/locality cost-share program to adequately maintain other streets and roads with rising costs and limited local resources. (4)

- Rod Willis, City Manager, City of Sterling; assistance is needed for residential streets. (W)
- Bryan Dyer, Community Development, City of Merriam; residential streets; the city supports partnering with the state, MARC, KDOT. (OP)
- Kris Marple, Wilson County Coordinator; approximately 40 miles of old state highways transferred to the county; consider increasing the number of miles under state maintenance. (P)
- Shelly Buhler, Shawnee County Commission Chair; increase the share of transportation revenues to city and county governments for use to address local transportation needs. (T)

Continue with the Statewide County Five-Year Construction Program.

- Cheri Rhea, Sharon Springs City Council Member. (GC)

Restore the demand transfer.

- Glen Tyson, for Osage County, Osage City and Osage County Economic Development; this money was withheld in 2002, putting a severe strain on county budgets across the state; of the \$350,000 Osage County would have received, Road and Bridge would have gotten \$235,000. (T)

red numbers in this section indicate
T-LINK report map numbers; those
map numbers do not indicate priority

Specific Improvements Requested

Note: Within this section, no details after the conferee's name and affiliation indicate the conferee said he or she supported general improvements to this road or supported the project.

US Routes

US-24 (3)

- Greater Fort Riley Communities; improvements and upgrades are needed from Wamego through Manhattan; extend the existing four lanes near Tuttle Creek Dam to the intersection of US-77 (4 miles east of Riley). (T)
- Shelly Buhler, Shawnee County Commission Chair; improve the corridor from Manhattan to Lawrence according to recommendations from the two corridor studies; access is being and should be studied, especially for industrial users. (T) **T-LINK 3**
- Sharon Brown, Mayor of Clay Center; a 70-year-old viaduct in Clay Center that carries approximately 6,500 vehicles a day, including many large trucks, has deteriorated and needs to be replaced; the viaduct was over railroad tracks that are no longer used, so a surface road probably could replace it; there is no viable alternative route for the US-24 traffic. (T)

US-36 (4)

- Joe Cabrinha, Member, Atwood City Council; US-36 in and near Atwood includes a hill; an improved line of sight, another 1,000 feet of geometric improvement, would greatly increase safety, particularly as the hospital is in that area. (GC)
- Bob Strevey, Decatur County Economic Development Corp. and member of the US-36 Highway Association Board of Directors; US-36 is vital to economic development in northwest Kansas; it is now I-72 in Indiana and will be four lanes through Missouri in 2010; many use it as an alternative to I-70 and I-80. (GC)
- Crosby Gernon, Mayor of Hiawatha; four lanes are needed from Wathena west to US-75; by the end of 2010, US-36 will be four lanes through Missouri and Illinois; industry site selection teams frequently ask about distance from a four-lane highway. (T)
- Joe Mitchell, Mayor of Seneca; four lanes are needed from Seneca to Hiawatha; US-36 is an economic lifeline with increasing truck traffic and therefore increasing safety concerns; within Seneca, current storm water drainage is insufficient, causing water to pool and decreasing safety; the city has 13 acres along US-36 (the former golf course) that can be developed but only with turn lanes on US-36, an access point, and a frontage street for access to individual lots; an estimated \$4 million is needed for the access road and frontage street. (T)

T-LINK 22 is the intersection of US-36 and US-81

US-40 (3)

- Cheri Rhea, Sharon Springs City Council Member; in Wallace County, this road needs maintenance. (GC)
- City of Russell; improvements needed within the city include replacement of a bridge. (GC)
- Lawrence/Douglas County Resolution; widen the portion between K-10 and Stull Road (Douglas County Route 442) to four lanes. (T)

General

Southern Kansas is underserved by four-lane connections, especially east-west connections.

- Bernie Koch, vice president for government relations, Wichita Metro Chamber of Commerce. (W)

US-50 (8)

- Mickey Dean, Executive Director, Harvey County Economic Development Council; US-50 needs to have four lanes from Walton to Hutchinson; the current route is dangerous, with a high volume of truck traffic and the state's highest rate of head-on collisions among major two-lane highways; a full interchange is needed at US-50 and I-135 – many trucks now use county roads to avoid the current configuration, increasing costs to local taxpayers. (W)

- City of Hutchinson and Reno County Resolutions; improvements from K-61 east to Newton are vital to future economic growth and development. (W)
- T. Kim Goodnight, Chairman, Ford County Commissioners; traffic counts on US-50 are above the thresholds for which four lanes are recommended; locally, the need is for four lanes east to US-283; as an interim solution, construct passing lanes through Ford County. (GC)
- Cliff Mayo, Finney County Commissioner; southwest Kansas is the only part of the state with no four-lane road connected to any other four-lane road; the area's meat packing and ethanol industries bring much truck traffic. (GC)
- Earl Willis; US-50 should be four lanes from Garden City to Dodge City and Hutchinson to Emporia, with the rest to follow later; the U.S. 50 East Project in Colorado is putting significant effort into improving US-50 to four lanes in that state; passing lanes "are not even good Band-Aids" because of the heavy truck traffic, which is a safety issue. (GC)
- Wiley McFarland, Gray County Commissioner; several safety issues need to be addressed, with shoulder and lane improvements, passing lanes between Howell and Garden City, and a reduced speed limit past the fairgrounds west of Cimarron. (GC)
- Randy Dallke, Marion County Commissioner; US-50 is a major truck route to the southwest (trucks can save 100 miles by using US-50 and the US-54 rather than I-35 and I-40); of the 4,000 vehicles per day through Marion County, 1,800 are trucks, a safety issue; the current roadway has many stress cracks; in 1963, local residents were told US-50 would become four-lane. (T)
- Matt Zimmerman, Emporia City Manager, also representing Lyon County; expand US-50 to four lanes between Emporia and Newton and ultimately to Garden City; at a minimum, expand it to four lanes west of Emporia to permit additional economic development. (T)

T-LINK 40 is 4-lane, Emporia to Hutchinson; 51 is US-50 4-lane expressway CO to Hutchinson

US-54 (10)

- Bernie Koch, vice president for government relations, Wichita Metro Chamber of Commerce; Oklahoma, Texas, and New Mexico already have or have plans for a four-lane US-54 in their states. (W)
- David Unruh, Sedgwick County Board of Commissioners. (W)
- Carol Voran, Chairwoman, Kingman County Commissioners; US-54 to Liberal should be improved; its construction stopped in 1968 and its current condition limits economic development. (W)
- Jack Taylor, S.P.I.R.I.T. (Southwest Passage Initiative for Regional and Interstate Transportation, a four-state [Kansas, Oklahoma, Texas, New Mexico] coalition promoting a four-lane US-54 from Wichita to El Paso); southwest Kansans live farther from a four-lane highway than anyone else in the contiguous United States, and cities in southwest Kansas are often dismissed from consideration for business or industry because of the lack of four-lane roads; the military has requested four lanes because of its facilities between Wichita and El Paso; while all of US-54 needs to have four lanes, first priority is passing lanes from the Oklahoma line to Mullinville plus four lanes from Mullinville to Kingman; a cost estimate is \$4 million a mile, but some of those costs (such as purchase of some right of way) were included in the current transportation plan. (GC)
- Jeanette Siemens, Kiowa County Economic Development Director; for economic growth in western and southwestern Kansas, four lanes for 54/400 from Pratt to Mullinville is crucial; in the short term, at least seven more miles of passing lanes are critical to moving the heavy amount of commercial traffic more efficiently; also, the construction of the highway through Greensburg needs to be completed as soon as possible for local economic development to proceed. (GC)
- E. David Howard, Pratt City Manager, for the city and Pratt County; complete US-54. (GC)
- Liberal City Commissioners Larry Koochel and Don Rash; US-54 is a truck route and it is overloaded from Oklahoma to Kingman; using US-54 can save truckers 200 miles; currently many tourists and snowbirds avoid the route because of the trucks. (GC)
- Cliff Mayo, Finney County Commissioner; four lanes are needed east to Kingman. (GC)

- David Crase, Mayor of Garden City; US-54 has more than 5,000 vehicles a day on some portions; passing lanes allow only one car to pass a semi. (GC)
- Shannon Francis, Seward County Commissioner; endorse the concept of US-54 as a four-lane expressway from Kingman to Liberal; fund actual construction for unimproved gaps between Kingman and Mullinville; US-54 formerly was heavily traveled but now traffic and associated dollars are being diverted to Oklahoma and Texas along I-35 and I-40; an interim project should be turning lanes at Southwestern Heights High School, entrances to Kismet, and at the intersection of US-54 and Salley Road. (GC)

T-LINK 52 is US-54 4-lane expressway Liberal to Kingman

US-56 (4)

- John Sweet, Lyons City Administrator; US-56 should have four lanes west of Lyons at least to the airport. (W)
- Don Gaeddert, Larned City Manager; install passing lanes and purchase the right-of-way for a four-lane highway between Larned and Great Bend (these improvements are needed for safety and congestion reasons, per Kurt Demel, Pawnee County Highway Administrator); resurface US-56 through Larned, through the KLINK program; relocate an intersection at US-56 and the K-19 spur, because large trucks have difficulty negotiating the current angled leg and offset intersection, through the Geometric Improvement Program. (GC)
- Howard Partington, Great Bend City Administrator; make this four lanes from Great Bend's east city limits to the K-156 cutoff four miles east of Great Bend; Great Bend also supports Larned's request to upgrade US-56 from Larned to Great Bend with passing lanes. (GC)
- Lawrence/Douglas County Resolution; geometric improvements are needed from the Johnson County line to US-59. (T)

T-LINK 38 is the "Northwest Passage"

US-56/ K-96/ K-14 in and near Lyons

- John Sweet, Lyons City Administrator; geometric, system enhancement, and economic development projects are needed. (W)

US-69 (15)

- Blake Benson, President, Pittsburg Area Chamber of Commerce; US-69 is a Kansas economic engine, but its potential is blocked by "dams" at both ends of its corridor; already there is three times the expected traffic in certain improved areas; a Wichita State University study shows expected increases in population along the corridor. (OP)
- Steve Beykirch, Chairman of the Board, Pittsburg Area Chamber of Commerce; US-69 needs to be four lanes for safety and for Kansas to compete; much traffic along US-71 in Missouri is diverted from Kansas; southeast Kansas competes primarily with Missouri, Arkansas, and Oklahoma, not other parts of Kansas, for business location. (P)
- Dean Mann, Chairman of the Transportation Council, Southeast Kansas, Inc.; complete four lanes for US-69 from Kansas City to I-44. (P)
- Dale Bunn, Director of Economic Development, City of Fort Scott; continuing four lanes to I-44 places Fort Scott and all of southeast Kansas in an advantageous business position as a strategic distribution corridor, competing with Missouri's US-71 corridor; Pittsburg State University is the only state university not served by a four-lane highway; Fort Scott Community College also would grow; within Fort Scott, an overpass from US-69 east across the BNSF tracks is needed for safety and economic development in the eastern part of Fort Scott, especially as the number of trains is expected to grow from 30 a day to more than 50. (P)
- Gary Palmer, Fort Scott Young Professionals League; complete four lanes of US-69; safe, convenient, and efficient transportation is critical to attracting and retaining young professionals and the businesses that hire them. (P)
- Clayton Tatro, President, Fort Scott Community College (FSCC); four lanes for US-69 is important for workforce development (such as that provided for local industries at FSCC),

recruitment, and lessening the economic disparity between southeast Kansas with other parts of the state. (P)

- James AuBuchon, Executive Director, US Sixty-Nine Highway Association of Kansas; keeping the economic engine of Johnson County running is dependent on adequate highways to connect that growth with other corridors, so four lanes for US-69 are essential; the economies of other communities along the corridor also require completion of four lanes to I-44. (P)
- Dr. Howard Smith, Assistant to the President/Legislative Liaison, Pittsburg State University; improvements to US-69 assist with recruiting, and each student represented more than \$9,000 in direct impact to the area in 2002; PSU is the major employer in the area. (P)
- Kris Marple, Wilson County Coordinator; complete US-69. (P)
- Jim Dahmen, Columbus; by completing US-69 from Lowell to Pittsburg, 20+ miles of US-400 also are completed; this portion of US-400 has a higher traffic count than the average for the balance of US-400 and is on target to reach the forecast upper range for vehicle miles per day by 2010; completing this will assist Cherokee County, which has one of the lowest per capita incomes in the state. (P)
- Pam Henderson, Mayor of Pittsburg; Pittsburg and other communities in Crawford, Cherokee, and Bourbon counties are at a disadvantage when competing to bring business to the area without completion of four lanes of US-69 because business requests for proposal require four-lane access. (P)
- Tim Schook, Arma City Administrator; complete the US-69 corridor realignment and expansion to I-44. (P)
- Chris Kelly, Mt. Carmel Regional Medical Center; complete four lanes for US-69; this will aid the hospital, the area's second largest employer, in transporting 16,000 southeast Kansas residents more than 223,000 miles to their medical appointments and in recruiting and retaining needed professionals. (P)
- Geoffrey Hines, Pittsburg Area Young Professionals; the state needs a full comprehensive transportation plan that includes four lanes for US-69; when recruiting and for retaining young professionals, a safe and efficient transportation system is vital. (P)
- Ralph McGeorge, Crawford County Commissioner; complete four lanes in Bourbon, Crawford, and Cherokee Counties. (P)

T-LINK 20 is US-69, 119th St. to 75th St., KC metro; 32 is US-69, OK (I-44) to Ft. Scott

US-75 (10)

- Dean Mann, Chairman of the Transportation Council, Southeast Kansas, Inc.; enhance US-75 in KDOT District 4. (P)
- J.D. Cox, Neodesha City Administrator, and Karen Porter, Executive Director, Neodesha Chamber of Commerce; a grade separation is needed on Neodesha's Main Street because of two rail crossings (Union Pacific and South Kansas Oklahoma [SKO]) in a small area; there are safety concerns for those away from emergency services and transportation delays; also, geometric improvements are needed near the Medical Center, which was sited where it was because contamination makes economic development impossible in other parts of town. [SKO's Pat Cedeno later testified some of the rail traffic could be reduced if the railroad is able to install a switch yard proposed for near Cherryvale.] (P)
- Kris Marple, Wilson County Coordinator; four lanes for US-75 is the county's first priority, followed by four lanes for US-169 and US-69, in that order. (P)
- Paul Sasse, Independence City Manager, and Derrill Unruh, Independence Mayor; reauthorize a study of US-75 (first started in 1999), to assess it and where it could be readily expanded to expressway and freeway conditions; this road is a major corridor from Oklahoma to Nebraska (on its way to Canada); the city likely lost a Wal-Mart distribution center to Oklahoma because the previously authorized study was stopped; within the city, the needs include reconstruction of a portion, completion of the intracity trafficway plan to eliminate stops for southbound vehicles at an intersection of 12,000 vehicles a day, and improvements at an unsafe intersection (with Peter Pan Road); US-75 is used by many of Cessna's 1,300 employees. (P)

- Crosby Gernon, Mayor of Hiawatha; four lanes are needed north of Holton to the Nebraska line; visitors to the casino and wind turbine blades traveling to sites in Oklahoma, Nebraska, and Kansas use the route, which has few passing opportunities. (T)
- Roy Hallauer, Jackson County Commissioner; the first mile north of Holton has many businesses and needs to be four lanes; left turns into those businesses block all traffic; the intersection with K-9 has had several bad accidents, most of them involving vehicles trying to turn. (T)
- Glen Tyson, for Osage County, Osage City, and Osage County Economic Development; the two miles from Lyndon to US-56 should be widened to four lanes; 7,500 vehicles per day use it; a Rails-to-Trails crossing narrows the roadway and restricts load heights. (T) T-LINK 6
- Shelly Buhler, Shawnee County Commission Chair; improvements from Lyndon to Topeka and north of Holton will enhance the highway's worth as a critical transportation corridor; also, need for a second Topeka interchange, at 49th Street, is projected. (T)
- Joe Mitchell, Mayor of Seneca; an upgrade of US-75 to four lanes north of Holton to Nebraska is crucial. (T)
- Rick Koch, Sabetha City Commissioner and President of Sabetha Industrial Development; four lanes from Nebraska to Holton would help divert traffic from I-29 into Kansas from the north; it is already four lanes north of Nebraska City; this also is needed for safety reasons, in part because about half of Sabetha's industrial workers come from other towns. (T)

US-77 Corridor, south central Kansas

- Russ Tomevi, Winfield Director of Public Works/ Engineering; projects should include controlled at-grade intersections between K-360 and a future West Winfield Bypass and the north end of the Arkansas City Bypass to State Line Road; regional planning is essential and needed before urban sprawl from Wichita makes such a route cost prohibitive. (W) T-LINK 41 and 42

US-83 (7)

- Jack Taylor, S.P.I.R.I.T. (Southwest Passage Initiative for Regional and Interstate Transportation, a four-state coalition promoting a four-lane US-54 from Wichita to El Paso); passing lanes and shoulders are needed from the Oklahoma line to I-70. (GC)
- Brandon Buchanan, Oakley City Administrator; four lanes from Oakley to Liberal are important to regional economic development. (GC)
- Junior Strecker, Scott City Mayor, also representing Scott County; US-83 in Scott County carries more than 3,300 vehicles a day, 1,100 of them trucks; passing lanes are badly needed; the surface is very rough north of Scott City. (GC)
- Cliff Mayo, Finney County Commissioner; four lanes or at least a Super-2 is needed from I-70 through Garden City and Liberal. (GC)
- Shannon Francis, Seward County Commissioner; the area needs four lanes from Liberal to I-70 on US-83; interim projects should be passing lanes between Liberal and Sublette and a turning lane at US-83 and Salley Road. (GC)
- Bob Strevey, Decatur County Economic Development Corp.; there are no good links between I-70 and I-80 for 200 miles; Senator Nelson of Nebraska is working to upgrade US-83 in his state; NAFTA has increased its traffic. (GC)
- Larry Hoeme, Scott County Commissioner; the area is expected to become an energy corridor, from I-80 to Amarillo; the road needs to be upgraded in part because wind energy equipment is heavy and therefore hard on roads. (GC) T-LINK 50 is US-83, OK to Scott City

US-169/K-7 in southern Johnson County and in Miami County (2)

- Chris Leaton, Member, Spring Hill City Council; 5.2 miles of this corridor (183rd St. to 223rd St.) is proposed for improvements, with interchanges (199th St., 223rd St.), overpasses (207th and 215th), and two arterial links; KDOT's estimates are \$90 million for the mainline, interchange and overpass improvements, \$55 million for the arterial and collector improvements; each interchange has developable acreage, ready to go when economic conditions improve. (OP)

- Penny Evans, Miami County Engineer; the interchange at 223rd street needs signalization and queuing improvements; also, the shoulders from the Franklin County Line to K-7 need to be widened and improved. (OP and P)

T-LINK 37 is US-169 4-lane expressway, OK to K-7

US-169, other counties (4)

- Jeff Morris, Coffeyville City Administrator; US-169 provides a corridor from Kansas City to the Port of Catoosa near Tulsa; within Coffeyville, four rail crossings segregate the city and increase transit time, and it is congested near the industrial area; a grade separation is needed at South Walnut because the intersection is blocked 20-30 times a day for up to 15 minutes each time. (P)
- Kris Marple, Wilson County Coordinator. (P)
- Dean Mann, Chairman of the Transportation Council, Southeast Kansas, Inc.; this should be a super-2 highway from the Oklahoma line to K-7. (P)
- Dudley Feuerborn, Chairman, Anderson County Commissioners; construct shoulders. (T)

US-183, Pawnee County

- Don Gaeddert, Larned City Manager; a significant number of accidents have made US-183 between K-156 and the Rush County line a priority for shoulder improvements. (GC)

US-281, Russell County (2)

- Russell County; widen the shoulders north from Russell to the Osborne County line; install a turning lane at the intersection of US-281 and Land Road. (GC)
- City of Russell; improve this from Russell to K-18; within Russell, projects should include realignments of an intersection for economic development purposes and a grade realignment. (GC)

T-LINK 27 is US-281, I-70 to NE

US-400 (13)

- Jack Taylor, S.P.I.R.I.T. (Southwest Passage Initiative for Regional and Interstate Transportation, a four-state coalition promoting a four-lane US-54 from Wichita to El Paso); this needs an immediate upgrade to a Super-2 configuration from the Finney/Gray county line to Cimarron, with later upgrade to four lanes from Garden City to Mullinville. (note this shares a route east from the Colorado line to Dodge City with US-50) (GC)
- Dean Mann, Chairman of the Transportation Council, Southeast Kansas, Inc.; US-400 needs to be four lanes from US-69 west to US-77. (P)
- Jim Zaleski, U.S. 400 Corridor Association; the corridor connects with I-44 just outside of Kansas and continues west to Colorado, sharing miles with other routes along some of its length; just in Parsons, the corridor improvements increased traffic, jobs, businesses, and income without cannibalizing from other roadways; the current foundation must be built upon or the state risks losing on its investment. (P)
- Dale Bunn, Director of Economic Development, City of Fort Scott; widen US-400 to four lanes from US-69 to US-77. (P)
- J.D. Cox, Neodesha City Administrator, and Karen Porter, Executive Director, Neodesha Chamber of Commerce; geometric improvements are needed at US-400 and Granby Street, a major local crossing street. (P)
- Kris Marple, Wilson County Coordinator; US-400 should be four lanes from Wichita to I-44. (P)
- Jim Dahmen, Columbus; the US-69/US-400 was chosen as a selected major route from Wichita to Joplin in 1986; see other remarks under US-69. (P)
- Ann Charles, Great Plains Industrial Park; the redevelopment of the Kansas Army Ammunition Plant depends on four lanes for US-400; US-400 is third on a list of Congressional High Priority Corridors. (P)

- Fred Gress, Parsons City Manager; expansion of the 400 Corridor from I-44 west to Wichita and beyond is the most sensitive construction project that can occur in a new comprehensive transportation plan; construction could get under way quickly. (P)
- Tim Schook, Arma City Administrator; upgrade US-400 from I-44 to Wichita to four lanes. (P)
- Mike Hershey, Cessna Aircraft Company; the 400 corridor should be four lanes. (P)
- Paul Sasse, Independence City Manager, and Derrill Unruh, Independence Mayor; improvements to 400 so far have added to economic vitality. (P)
- Ralph McGeorge, Crawford County Commissioner; four lanes from El Dorado to US-69. (P)

T-LINK 34 is US-400 4-lane expressway, US-77 to US-69

Interstate Route

I-70, Topeka

- Shelly Buhler, Shawnee County Commission Chair; the elevated four-lane segment of I-70 through downtown Topeka should be reconstructed; it was constructed in 1963; it has significant deterioration and a sharp, dangerous curve; the area is slated for riverfront development, and I-70's redesign should reflect that. (T)

T-LINK 1

K Routes

K-5, Leavenworth County, connection from K-7 to I-435 via McIntyre Road (2)

- Heather Morgan, Leavenworth County Administrator; realign K-5 to serve as an expressway connection from K-7 at McIntyre Road in Lansing to I-435 at Wolcott and allow geometric and safety upgrades; this would connect the Leavenworth and Lansing communities to Kansas City metro area. (OP)
- Ken Bernard, Mayor, City of Lansing; this connection would ease future traffic congestion on K-7; Lansing would take over maintenance of its part of the existing K-5 once it is off the state system; Lansing is working with Leavenworth County and the Wyandotte County Unified Government. (OP)

K-7 (7)

- Tim McKee, Executive Vice President of Economic Development, Olathe Chamber of Commerce; K-7 should be realigned through Olathe with a new interchange; there are right-of-way issues. (OP)
- Dawn Kuhn, President, Shawnee City Council; now is the time to fund the necessary interchange projects to maintain the capacity of this four-lane highway before its needed expansion to six lanes; the Mid-America Regional Council (MARC) has projected the K-7 corridor to contain the fastest growing Census tracts in the Kansas City metro area through 2030; three intersection projects as identified in the K-7 Corridor Management Plan are the highest priority: at 43rd Street, 47th Street, and 75th Street; reconstructing those as high capacity, grade separated interchanges will improve safety and traffic operations along K-7. (OP)
- Jim Martin, Executive Director, Shawnee Economic Development Council; the K-7 corridor is a critical link from I-70 to I-35; improving the intersections Ms. Kuhn listed will generate approximately \$3 million just in annual state property taxes; economic estimates of benefits from improvements to this corridor are conservative; the K-7 corridor will be a prime location for facilities for the goods movement industry (related to the BNSF intermodal facility in Gardner). (OP) T-LINK 17 is K-7 construct planned corridor; 18 is K-7, 127th to 175th, KC metro
- Fred Backus, County Engineer, Unified Government; the K-7/I-70 interchange in Bonner Springs has long delays and impedes traffic on K-7; traffic projections point to gridlock there during much of the day unless there is substantial reconstruction. (OP) T-LINK 11
- Dave Mahoney, City of Atchison Engineer; Christy Isaacs, Atchison County Community Development Director; and John Bishop, Atchison County Commissioner; the alignment of K-7

within Atchison, from 10th Street to 14th Street, needs to be changed; now trucks must stop for trains, so they are finding ways to avoid that, such as staying on I-29 in Missouri. (OP)

- Rep. Doug Gatewood; consider completion of K-7 from Cherokee to Columbus, between the recently completed K-7 north of Cherokee through Girard to US-69; traffic counts have increased by 10 percent just from 2005 to 2007 to more than 4,000 vehicles a day and that will increase with construction on US-400; K-7 is narrow with no shoulders. (P) T-LINK 36
- Ralph McGeorge, Crawford County Commissioner; this needs a wider driving surface and shoulders from the east Girard city limits to US-69. (P)

K-10, Douglas and Johnson Counties (3)

- Ed Peterson, Johnson County Commissioner; capacity improvements are needed, from Lawrence east to I-435. (OP) T-LINK 9
- Shelly Buhler, Shawnee County Commission Chair; construct a new four-lane K-10 between Lawrence and Topeka; as development continues, additional transportation routes between the communities will be needed. (T)
- Lawrence/Douglas County Resolution; complete the South Lawrence Trafficway from Iowa Street to K-10 as a four-lane freeway; widen the existing trafficway west of Lawrence to four lanes; improve various interchanges in Lawrence and Eudora; replace the bridge at Haskell Avenue on K-10 through Lawrence; make safety improvements on K-10 at the East Hills Business Park. (T) T-LINK 2 is complete the trafficway; 8 is a new Lawrence intersection

K-18, Riley County

- Greater Fort Riley Communities; upgrading K-18 to freeway status is a priority project for the region; it is a major route between Manhattan and Fort Riley; the upgrade is needed for safety reasons; local roads and intersections in the area, Scenic Drive and Scenic Drive intersections with Miller Parkway and Anderson Avenue, need upgrades and connect with major new housing developments. (T) T-LINK 10

K-16, Jackson County

- Roy Hallauer, Jackson County Commissioner; K-16 east and west of Holton is narrow, has no shoulders, and has limited sight distances (due to hills); the town is developing to the west. (T) T-LINK 7

K-23, Gove and Sheridan Counties (2)

- Mark Coberly, Gove County Commissioner; K-23 is no wider than it was in 1950, KDOT permits wide loads on it, and trucks regularly clip mirrors when they meet; shoulders are needed; among the road's regular users are a trailer manufacturer, feed lots, oil industry workers, wind equipment movers, and school buses; the intersection of K-23 and K-23 spur is blocked regularly because of wide loads trying to make the turn. (GC)
- Troy Dewey, incoming Sheridan County Commissioner; the area lost its railroad (tracks have been removed), so all shipments are by truck; several accidents each year likely are due to having no shoulder on K-23. (GC) T-LINK 29

K-25, Rawlins County

- Joe Cabrinha, Member, Atwood City Council; for five miles south of Atwood, K-25 includes curves and elevations with narrow shoulders that are particularly hazardous to the farm and commercial heavy trucks that use it; it also needs improvement north of Atwood. (GC) T-LINK 28

K-27, Wallace County

- Cheri Rhea, Sharon Springs City Council Member; a 30-mile section of K-27 in Wallace County is the last remaining section between Oklahoma and Nebraska without adequate shoulders and sight distance (hills and sharp curves); increasing numbers of cattle and hog trucks use this route. (GC) T-LINK 26

K-31, Anderson and Coffey Counties

- Dudley Feuerborn, Chairman, Anderson County Commissioners; construct shoulders. (T)

K-47, Wilson and Neosho Counties (4)

- Lois Carlson, Erie; K-47 from Altoona to US-59, especially, is very dangerous, with drop-offs of 12 inches to 18 inches at the sides of the narrow roadway; trucks use this route because of the landfill in the area and so as not to go farther south to US-400. (P)
- Kris Marple, Wilson County Coordinator; K-47 needs shoulders from US-75 to US-169; it is the biggest local safety issue. (P)
- Tim Schook, Arma City Administrator; improve the shoulders and vertical grading from Girard to US-69. (P)
- Ralph McGeorge, Crawford County Commissioner; this needs a wider driving surface and shoulders from the east Girard city limits to US-69. (P)

T-LINK 35

K-59, Atchison County

- Dave Mahoney, City of Atchison Engineer; Christy Isaacs, Atchison County Community Development Director; and John Bishop, Atchison County Commissioner; K-59 needs to be four lanes from 14th Street west to the city limits of Atchison (1.35 miles); the state is not accepting proposals for geometric improvements this year, and this project is needed; this would be an extension of the four lanes on the bridge; safety through the city is an issue; the estimated cost is \$2.6 million. (OP)

K-61 (3)

- John Deardoff, Hutchinson City Manager; Hutchinson, McPherson, and Inman have invested many years and financial resources into the K-61 project, and it should be finished. (W)
- Dave Kerr, President, Hutchinson/Reno County Chamber of Commerce; KDOT and local governments have already spent millions for design, right-of-way purchase, and other preparations to make K-61 between Hutchinson and McPherson a four-lane highway; this was the top-ranked project in the System Enhancement Category of the 1999 Comprehensive Transportation Plan. (W)
- E. David Howard, Pratt City Manager, for the city and Pratt County; extensions of Maple Street and Parkview Street are needed to Highway 61. (GC)

K-64, Pratt County

- E. David Howard, Pratt City Manager, for the city and Pratt County; extend this west and north. (GC)

K-68, Miami and Franklin Counties (3)

- Penny Evans, Miami County Engineer; Miami County's priorities are tied to recommendations of the current K-68 corridor study sponsored by KDOT and five local governments; those priorities are four lanes from US 169 to US 69, four-lane right-of-way preservation from Ottawa to the Missouri line, four lanes in Louisburg from Metcalf to Rockville Roads, geometric improvements and lane widening on existing the four-lane road from US-69 to Metcalf, and widened and improved shoulders from East Louisburg to the Missouri line (2.5 miles); many trucks use K-68 to avoid I-35, to get to US-71 in Missouri. (OP and P)
- Dean Mann, Chairman of the Transportation Council, Southeast Kansas, Inc.; four lanes from US 169 to US-69. (P)
- Gene Ramsey, Mayor of Ottawa; Lisa Johnson, Franklin County Administrator; and Tom Weigand, President and CEO, Ottawa Chamber of Commerce; a portion of K-68 in Ottawa needs reconstruction; it had been a Superpave test site and did not receive routine maintenance for many years; a signal at K-68 and Davis Road near Ottawa also is needed for safety and

economic development reasons: the American Eagle distribution center may not consider continued expansion without it. (T)

T-LINK 33 is K-68 4-lane, Ottawa to MO

K-96 (9)

- Jill Nichols, Rice County Economic Development Director; economic development such as expansion of Lyons Salt, Cal-Maine Foods, JACAM Chemicals, and Kansas Ethanol means many additional trucks and decreased safety. (W)
- John Sweet, Lyons City Administrator; the project should be from US-56 through Lyons to Sterling; Lyons streets are too narrow for trucks to turn without turning into an oncoming lane or damaging nearby property. (W)
- Rod Willis, City Manager, City of Sterling; specifically needed is continuation of economic development and system enhancement funding for the "Northwest Passage" Project No. 96-106 of K-96/K-14, because of the high volume of semi-truck traffic through a school zone and downtown business district, because trucks use county roads between Sterling and Hutchinson to avoid unsafe conditions on K-96/K-14, and because further development in Sterling necessarily will be to the north of the town; later, the "Northwest Passage" improvements should extend to Great Bend. (W)
- City of Hutchinson and Reno County Resolutions; improve K-96 from Hutchinson to Lyons. (W)
- Jennifer Schartz, Barton County Commissioner; choose, build, and upgrade any route for a Northwest Passage, Wichita to Hays. (GC) T-LINK 38 is the "Northwest Passage"
- Gary Berning, City Council Member, Leoti; Leoti asks consideration of its new application for a geometric improvement on K-96 at the school campus intersection. (GC)
- Don Gaeddert, Larned City Manager; the upgrade of K-96 from Nickerson and Sterling will benefit all the cities in the area. (GC)
- Howard Partington, Great Bend City Administrator; Great Bend supports the portion of the Northwest Passage, from Yaggy Road (between Hutchinson and Nickerson) to north of Sterling, that KDOT is studying; K-96 does not meet the safety standards travelers expect, so many take alternative routes that place more traffic on county roads; a new alignment with Super 2 shoulders between Sterling and Nickerson could eliminate two river bridges and one railroad crossing. (GC)
- Gary Berning, Leoti City Council Member; add turning lanes at the intersection of K-96 at the school campus, an intersection with 1,640 vehicles a day even before a new elementary school is built; the district's insurance company will provide only limited coverage and will not further insure the current elementary building without a plan to very quickly replace that building; the current intersection has no turning lane. (GC)

K-156, Pawnee and Hodgeman Counties

- Don Gaeddert, Larned City Manager; a number of rollover accidents have made K-156 between Larned and K-283 a priority for shoulder improvements, also, resurfacing of K-156 is needed through Larned through the KLINK program. (GC) T-LINK 53

K-232, Russell County

- Russell County; widen the shoulders from Lincoln County to K-18. (GC)

K-360, Winfield Bypass

- Russ Tomevi, Winfield Director of Public Works/Engineering; complete the southeast K-360 bypass; a northeast K-360 bypass was selected as a project in the 1989 program, but KDOT never allocated funding for completion; the current portion of K-360 has been successful in job creation and enhanced traffic flow. (W)

Other Road Improvements

These are listed in alphabetical order by geographic area.

Kansas City area interstate highways, streets, and interchanges:

General

- Tom Swenson, American Council of Engineering Companies - Kansas; more than \$2 billion in improvements have been identified in the Kansas City area alone. (OP)

This section lists project first, then conferee(s).

I-435, specifically I-35 west to K-10, US-69 west to Quivira Road, Nall west to US-169; all are reconstruction and capacity improvement projects T-LINK 13 and 14

- Ed Peterson, Johnson County Commissioner. (OP)

I-435, I-70 to Leavenworth Road

- Fred Backus, County Engineer, Unified Government; this area has had and continues to have exceptional growth that generates revenues for the state and local governments, and traffic is increasing. (OP)

Intersection of I-35/I-435/K-10

- Cindy Green, Lenexa City Council President; HNTB is performing a study of this intersection; no budget is yet available. (OP) T-LINK 12
- Tim McKee, Executive Vice President of Economic Development, Olathe Chamber of Commerce; the affected cities are working together on this improvement. (OP)

I-35, specifically south of I-35/I-435/K-10 northeast to 67th; old US-56 north to 119th St.; and 63rd St. north to I-635 US-169; all are reconstruction and capacity improvement projects T-LINK 15

- Ed Peterson, Johnson County Commissioner (OP)

I-35 and 95th Street Interchange

- Cindy Green, Lenexa City Council President; an improved intersection and larger bridge are needed. (OP)

I-35 south of 151st Street to at least the Johnson County Line, three lanes in each direction

- Dave Dillner, Gardner City Administrator
- Carol Lehman, Mayor of Gardner

I-35 and 175th Street (Exit 210); capacity improvements

- Carol Lehman, Mayor of Gardner; business is expanding at New Century Air Center, plus the city has approved retail development on the east side of the interchange. (OP)

I-35, Lamar Avenue Interchange

- Fred Backus, County Engineer, Unified Government; this last original construction interchange is near significant commercial development; the adjacent BNSF railroad mainline's at-grade crossing causes delays and safety hazards. (OP)

I-35 Lamar Bridge

- Martin Rivarola, Community Development Director, City of Mission; this is needed to improve access to north Kansas City. (OP)

I-70, Turner Diagonal Interchange

- Fred Backus, County Engineer, Unified Government; the layout dates back to when KTA toll booths were situated there; more than 200 acres could be opened to development with interchange reconfiguration and some local road improvements. (OP)

K-7, specifically 127th St. south to 175th St., realign with Elm Road/Parker St. and upgrade to four lanes

- Ed Peterson, Johnson County Commissioner. (OP)

K-10 and Lone Elm Interchange

- Cindy Green, Lenexa City Council President; such an interchange would serve the Kansas Bioscience Park / K-State Olathe Innovation Campus (projected 3,000 new jobs), Olathe

Northwest High School, and future residential and business development; costs are projected at \$47.5 million, new area salaries at more than \$1.7 billion. (OP)

- Tim McKee, Executive Vice President of Economic Development, Olathe Chamber of Commerce. (OP)

US-69, 135th St. northbound on-ramp to Blue Valley Parkway off-ramp; construct an auxiliary ramp

- Ed Peterson, Johnson County Commissioner. (OP)

US-69, 75th Street to 119th Street

- Cindy Green, Lenexa City Council President. (OP)
- Tim McKee, Executive Vice President of Economic Development, Olathe Chamber of Commerce; this was selected as a system enhancement project for the 1999 program but has not been completed; US 69 should be widened to six lanes at least as far as 167th St. because it is now an urban bottleneck. (OP)

US-69 bridges over the Missouri River

- Fred Backus, County Engineer, Unified Government; the southbound bridge in particular is "antiquated" and "severely functionally obsolete"; KDOT should work with MoDOT on this; the Fairfax industrial area depends on these bridges to access K-635. (OP)

Metcalf Avenue and Shawnee Mission Parkway

- Martin Rivarola, Community Development Director, City of Mission; these need maintenance and capacity improvement. (OP)

Kansas City area projects related to the Gardner intermodal facility. (4)

I-35 interchange in Johnson County, for the Gardner intermodal project

- Ed Peterson, Johnson County Commissioner; the \$785 million initial private investment in that portion of Johnson County is projected to generate \$330 million in property taxes over 20 years and create 4,600 direct jobs. (OP)

Grade separation at 207th street and Coop Road, approximately 3 miles southwest of the proposed intermodal facility entrance near Gardner

- Dave Dillner, Gardner City Administrator; traffic patterns in the area will be affected by long and slow trains, which will take an estimated 10 minutes to clear each crossing; tracks also divide the built community and the community's growth area; the city is investing \$2.5 million in infrastructure for a 585-home subdivision, and access will improve the chances of a return on the investment; all BNSF trains travel through Edgerton; several other projects in this area also need to be addressed. (OP)

Connection between new interchange to be built on I-35 south of the Gardner Road exit and US-56

- Carol Lehman, Mayor of Gardner; this roadway will require two overpasses on Waverly Road, one over the BNSF mainline and another over the intermodal lead tracks; no funding has been identified to build the road connecting the interchange to the facility; Waverly Road is now gravel. (OP)

Regional highway link (five-county KC Metro Area Study, Project No. KA-1277-01), infrastructure projects related to support of the Gardner Intermodal Facility

- Penny Evans, Miami County Engineer; this study will not be finished before the end of the 2009 Legislative Session. (OP)

Lawrence projects:

- Lawrence/Douglas County Resolution; median and intersection improvements are needed at nine intersections along K-59 within Lawrence; 31st Street east of Haskell Ave. (T)

Leavenworth County, Bypass west of Lansing and Leavenworth, from K-7/McIntyre Road intersection in Lansing to north of Leavenworth at K-7/US-73 (2)

- Heather Morgan, Leavenworth County Administrator; a smaller part of this project is the 30th Street Trafficway west of Leavenworth; both would all traffic flow from northern K-7/US-73 into the KC metro transportation system through I-435 at K-5 and connect to K-92. (OP)
- Ken Bernard, Mayor, City of Lansing. (OP)

Leavenworth County, Centennial Bridge over the Missouri River, K-73/M-92. (3)

- Heather Morgan, Leavenworth County Administrator; this will better connect the Leavenworth and Lansing communities to metro north Kansas City and would connect Fort Leavenworth to Kansas City International Airport. (OP)
- Scott Miller, City Manager, City of Leavenworth; this is needed for economic development, as both the Kansas and Missouri sides are growing; the current bridge, built in 1956, is insufficient. (OP)
- Ken Bernard, Mayor, City of Lansing. (OP)

Manhattan/Junction City area projects:

- Greater Fort Riley Communities; improvements at the junctions of US-77 and various local roads, including Rucker Road (Junction City); K-18 and Spring Valley Road (Junction City); Scenic Drive and new Miller Parkway (Manhattan); McCall Road (Manhattan); Marlatt Road, K-113 to US-24 (Manhattan); Marlatt Road extension across the Blue River to connect with US-24. (T)

T-LINK 24 is new interchange at I-70 and Taylor Road (Junction City)

McPherson County, I-135 and Mohawk Road Interchange

- Brett Reber, President, McPherson Industrial Development Co.; McPherson, on a *per capita* basis, may be the most industrialized community in Kansas; growth is mostly north of the city; the most recent concentration of industry is one mile south of this proposed interchange, and McPherson Industrial Development Co. has purchased land between current development and this proposed site; a 2007 study estimated costs at \$18 million in 2009 dollars. (W)

T-LINK 23

Northwest Passage, Wichita to Hays. (3)

- Jennifer Schartz, Barton County Commissioner; the Northwest Passage has been requested by Barton County for 42 years; the County supports the plan to build a planned portion from Hutchinson to Sterling and will continue to support any plan that will eventually connect new and existing roads from Wichita to Hays. (GC)
- Don Gaeddert, Larned City Manager. (GC)
- Howard Partington, Great Bend City Administrator. (GC)

T-LINK 38 is the "Northwest Passage"

Ottawa local projects:

Davis Road, for access to the Industrial Park; Cedar Street, phase 2; 23rd Street through a commercial and light industrial corridor

- Gene Ramsey, Mayor of Ottawa; Lisa Johnson, Franklin County Administrator; and Tom Weigand, President and CEO, Ottawa Chamber of Commerce. (T)

Salina local projects:

- Salina/Saline County Resolution; an estimated \$180 million over ten years is needed for road-related projects such as right-of-way acquisition, surfacing, bridge improvements. (T)

Topeka area projects:

- Shelly Buhler, Shawnee County Commission Chair; to alleviate congestion on Topeka Boulevard and increase investment in a depressed urban area, connect 77th Street to 15th Street to I-70; complete the Oakland Expressway, add an additional two lanes to the entire

route, and complete the connection from the Oakland Expressway through US-24 to northern K-4, to eliminate two intersections (advantageous for truck traffic) and for economic development purposes; convert Carlson Road to a state highway connecting link, including the replacement of the Willard Bridge (for which weight limits have been reduced). (T)

Wichita area interchanges:

- Jeff Longwell, City of Wichita, Wichita Area Metropolitan Planning Organization; needs include I-235/US-54 and Central Avenue/1-235 interchanges; rail corridor (BNSF and UP crossing at Pawnee); I-135 at 13th Street Interchange (floodway flyover). (W)
- David Unruh, Sedgwick County Board of Commissioners; I-235 and Kellogg; I-235/US 54. (W) T-LINK 44

Turning lanes at major intersections in rural areas:

- Jack Taylor, S.P.I.R.I.T. (Southwest Passage Initiative for Regional and Interstate Transportation, a four-state coalition promoting a four-lane US-54 from Wichita to El Paso) (GC)
- Dale Bunn, Director of Economic Development, City of Fort Scott. (P)
- Glen Tyson, for Osage County, Osage City, and Osage County Economic Development. (T)
- Matt Zimmerman, Emporia City Manager, also representing Lyon County; at least two intersections on K-99 should be removed for safety reasons. (T)

Studies needed:

US-69 EL, 151th St. north to 135th St. and 95th St. north to 87th St., feasibility studies for capacity improvements

US-56, from US-59 east to Gardner; feasibility study for four lanes (with Douglas County)
K-7 corridor plan

I-435 Loop, transit options study

- Ed Peterson, Johnson County Commissioner. (OP)

K-96, study a new alignment for the portion from Sterling to Great Bend.

- Howard Partington, Great Bend City Administrator. (GC)

US-24, corridor study

- Greater Fort Riley Communities. (T)

Non-Road Improvements

Within subsections, these are listed in alphabetical order by geographic area.

Airports

Amelia Earhart Airport (Atchison)

- Dave Mahoney, City of Atchison Engineer, Christy Isaacs, Atchison County Community Development Director, and John Bishop, Atchison County Commissioner; the runway needs to be widened and lengthened to meet current Federal Aviation Administration standards; the airport is very useful for the smaller planes used to get business executives directly into Atchison. (OP)

Hutchinson Airport

- City of Hutchinson Resolution; needed are an airport ramp and an upgrade of navigational aids. (W)

Independence Municipal Airport

- Paul Sasse, Independence City Manager, and Derrill Unruh, Independence Mayor; partner with the Federal Aviation Administration for navigational aids and a second instrument landing system; repair and overlay the south apron area for general aviation; construct a new terminal; in 2006, there were 43,200 "air operations" at that airport, and more than 100,000 may occur in a year by 2016. (P)

Lawrence Municipal Airport

- Lawrence/Douglas County Resolution; safety improvements, security and access control, apron expansion, and runway expansion are needed; estimated costs total \$10 million. (T)

Leavenworth County Regional Airport

- Heather Morgan, Leavenworth County Administrator; this would serve the regional needs of Wyandotte County and KCI general aviation users and would not require access through a controlled-access military installation. (OP)
- Ken Bernard, Mayor, City of Lansing. (OP)

Manhattan Regional Airport

- Greater Fort Riley Communities; continued state support is needed to leverage federal funding for improvements and to expand service in the wake of the decision to build the NBAF in Manhattan and military buildup; daily service to Denver has been added. (T)

Miami County Airport

- Penny Evans, Miami County Engineer; specific projects there are expansion of the runway from B-I to B-II, runway pavement preservation, and hangar development (an economic development issue). (OP and P)

Oberlin Municipal Airport

- Bob Strevey, Decatur County Economic Development Corp.; improvements are needed for industries looking to transport materials and for a potential National Guard First Responder site. (GC)

Osage City Municipal Airport

- Glen Tyson, for Osage County, Osage City, and Osage County Economic Development; the airport needs its runway lengthened and other improvements. (T)

Pratt Industrial Airport

- E. David Howard, Pratt City Manager, for the city and Pratt County; continue the improvements. (GC)

Russell Municipal Airport

- City of Russell; pave and lengthen the existing turf runway. (GC)

Salina Municipal Airport

- Salina/Saline County resolution; the airport has \$10 million in needs, which include runway overlays, taxiway reconstruction, and helipad construction and marking. (T)

Rail

Cimarron Valley Railroad

- T. Kim Goodnight, Chairman, Ford County Commissioners; this needs upgrades to be able to operate at 45 mph. (GC)

Heartland Flyer initiative (4)

- Shelby Smith, Founder, Economic Lifelines; nine communities (Lawrence, Osage City, Emporia, Peabody, Strong City, Sedgwick, Mulvane, Winfield, Arkansas City) have passed resolutions supporting the Heartland Flyer passenger rail initiative; Oklahoma cities along the Heartland Flyer route averaged \$4 million in expanded economic activity in the year after the train's arrival. (W)
- Alfred James III, professional geologist. (W)
- Shelly Buhler, Shawnee County Commission Chair; increase access to passenger rail service to commute to Kansas City and Oklahoma City; also, improve safety by addressing at-grade crossing that are identified as problematic. (T)
- Matt Zimmerman, Emporia City Manager, also representing Lyon County; Emporia area entities support funding for an expansion of the Heartland Flyer service between Kansas City and Fort Worth, through Wichita. (T)

Lawrence-Kansas City

- Lawrence/Douglas County Resolution; increase Amtrak service between Lawrence and Kansas City. (T)

Salina spur

- Salina/Saline County resolution; a new spur along the west and south sides of the airport will improve rail/air connectivity, serve existing industries, and improve economic development opportunities; estimated cost is \$20 million. (T)

Transit

I-435 Loop, transit options study

- Ed Peterson, Johnson County Commissioner (OP)

Kansas City area, Bus rapid transit services, along I-35, Metcalf/Shawnee Mission Parkway, K-10 (3)

- Ed Peterson, Johnson County Commissioner. (OP)
- Alice Amrein, Transportation Director for Johnson County, also representing the Kansas Public Transit Association; the total project is estimated at just under \$50 million, with an annual operating cost of \$6 million in FY07 dollars; total system ridership is estimated at 14,900. (OP)
- Martin Rivarola, Community Development Director, City of Mission. (OP)

Lawrence area

- Lawrence/Douglas County Resolution; the current system needs a vehicle replacement program and a vehicle maintenance facility; bus turn/stop lines are needed around the city; expand service of the K-10 connector to Johnson County; also needed is a regional connection between Topeka and Lawrence. (T)

Manhattan/Fort Riley area (2)

- Greater Fort Riley Communities; currently the region has only "demand response" transit primarily for elderly and disabled residents; funding is needed to plan a fixed-route system for the region (Manhattan, Junction City, Fort Riley, Wamego). (T)
- Joe Nold, Dickinson County Commissioner; transit is needed to and from Fort Riley. (T)

Miami County

- Penny Evans, Miami County Engineer; although 40 percent of the workforce goes from Miami County into Johnson County to work, there is only one bus from Johnson County into Paola in the morning (5:30 a.m.) and one in the afternoon. (OP)

Salina City Bus System

- Salina/Saline County resolution; the need is \$2 million over ten years; a reliable transit system is important to users and to employers in getting employees to work and patrons there to shop. (T)

Topeka area

- Shelly Buhler, Shawnee County Commission Chair; due to a significant increase in ridership, the local service needs to expand its hours, offer Sunday service, and decrease wait times; funds are needed to initiate and support commuter bus service between Topeka and Lawrence, like the connection between Lawrence and Olathe. (T)

Other

Grade separation of the Union Pacific Railroad in Paola

- Penny Evans, Miami County Engineer; 38 trains and thousands of railcars go through the city each day. (P)

Regional multi-modal bike/pedestrian infrastructure (4)

- Martin Rivarola, Community Development Director, City of Mission; this would increase local transportation alternatives (an economic development tool) and improve air quality and resident health. (OP)
- Howard Partington, Great Bend City Administrator; Great Bend finds aviation, public transportation, and "hike and bike" important. (GC)
- Shelly Buhler, Shawnee County Commission Chair; develop a joint venture for a parking area in eastern Topeka for transit commuters traveling to Lawrence, for connecting bike routes and for overnight motor carrier parking; complete pedestrian/bike trails radiating within Topeka/Shawnee County, then connect them with those of surrounding cities and counties and to the public transit system; incorporate bike routes in highway and local street construction and reconstruction. (T)
- Salina/Saline County resolution; continue implementation of bicycle lanes and bicycle/multi-use paths. (T)

Signage (2)

- J.D. Cox, Neodesha City Administrator, and Karen Porter, Executive Director, Neodesha Chamber of Commerce; a policy change is needed to allow cities that are not county seats to be listed on state signs; this is an economic development issue. (P)
- Matt Zimmerman, Emporia City Manager, also representing Lyon County; continue funding for informational and directional signage; expand opportunities for signage. (T)

Overnight truck parking

- Shelly Buhler, Shawnee County Commission Chair; establish statewide policies to address overnight truck parking needs in major corridor projects as they are planned and constructed; the only overnight parking facility for trucks was eliminated in Topeka with new road construction and such parking is illegal on local streets and roads, leaving only the option of inappropriate parking at rest stops and areas not designed for such heavy loads. (T)

Conferees Quoted in the Summary of Conferee Testimony

Wichita, November 24, 2008

Mickey Dean, Executive Director, Harvey County Economic Development Council
John Dearthoff, Hutchinson City Manager
Paul Faber, Executive Vice President for Heartspring and Chairman of the Board of the Kansas Public Transit Association
Pat Hurley, Executive Director, Economic Lifelines
Hutchinson and Reno County Resolutions
Alfred James III, professional geologist
Dave Kerr, President, Hutchinson/Reno County Chamber of Commerce
Jake Klaver, Klaver Construction Company, Inc.
Bernie Koch, vice president for government relations, Wichita Metro Chamber of Commerce
Jeff Longwell, City of Wichita, Wichita Area Metropolitan Planning Organization
Jill Nichols, Rice County Economic Development Director
Karyn Page, President/CEO, Kansas World Trade Center, Inc.
Brett Reber, President, McPherson Industrial Development Co., for the City of McPherson and McPherson County
Mary Lou Reece, Reece Construction Co., Inc.
Kathy Sexton, Derby City Manager, on behalf of the Regional Economic Area Partnership (REAP) of South Central Kansas
Shelby Smith, Founder, Economic Lifelines
John Sweet, Lyons City Administrator
Russ Tomevi, Winfield Director of Public Works/ Engineering
David Unruh, Sedgwick County Board of Commissioners
Mike Vinson, Director of Transit, City of Wichita Transit Services
Carol Voran, Chairwoman, Kingman County Commissioners
Rod Willis, City Manager, City of Sterling
Tim Witsman, President, Wichita Independent Business Association and the Kansas Independent Business Coalition

Overland Park, December 5, 2008

Alice Amrein, Transportation Director for Johnson County, also representing the Kansas Public Transit Association
Fred Backus, County Engineer, Unified Government
Ken Bernard, Mayor, City of Lansing
Marcia Bernard, Transit Manager, Unified Government
John Bishop, Atchison County Commissioner
Troy Carlson, President and Chief Executive Officer, Initiatives, Inc., consultant to Harvey County
Alan Cobb, Americans for Prosperity - Kansas
Dave Dillner, Gardner City Administrator
Bryan Dyer, Community Development, City of Merriam
Penny Evans, Miami County Engineer
Cindy Green, Lenexa City Council President
Mell Henderson, Director of Transportation, Mid-America Regional Council
Jim Hix, Council President, City of Overland Park
Christy Isaacs, Atchison County Community Development Director

Conferees Quoted in the Summary of Conferee Testimony

Dawn Kuhn, President, Shawnee City Council
Chris Leaton, Member, Spring Hill City Council
Carol Lehman, Mayor of Gardner
Dave Mahoney, City of Atchison Engineer
Jim Martin, Executive Director, Shawnee Economic Development Council
Tim McKee, Executive Vice President of Economic Development, Olathe Chamber of Commerce
Scott Miller, City Manager, City of Leavenworth
Heather Morgan, Leavenworth County Administrator
Ed Peterson, Johnson County Commissioner
Tom Riederer, President, Southwest Johnson County Economic Development Corporation
Martin Rivarola, Community Development Director, City of Mission
Peter Solie, President, Gardner Area Chamber of Commerce
Tom Swenson, American Council of Engineering Companies - Kansas
Jim Wise, Chairman, Miami County Board of Commissioners

Garden City, December 15, 2008

Gary Berning, Leoti City Council Member
Brandon Buchanan, Oakley City Administrator
Bonnie Burgardt, Director, Finney County Transit
Joe Cabrinha, Atwood City Council Member
Mark Coberly, Gove County Commissioner
Steve Cottrell, City Engineer, Garden City
David Crase, Mayor of Garden City
Troy Dewey, incoming Sheridan County Commissioner
Bob Dixon, Mayor of Greensburg
Shannon Francis, Seward County Commissioner
Don Gaeddert, Larned City Manager
T. Kim Goodnight, Chairman, Ford County Commissioners
Larry Hoeme, Scott County Commissioner
E. David Howard, Pratt City Manager, for the city and Pratt County
Larry Koochel, Liberal City Commissioner
Cliff Mayo, Finney County Commissioner
Wiley McFarland, Gray County Commissioner
Woody Moses, Kansas Ready Mixed Concrete Association and Kansas Aggregate Producers' Association
Howard Partington, Great Bend City Administrator
Steve Phillips, President, Kansas Association of Airports
Bob Pivonka, Mayor of Larned
Don Rash, Liberal City Commissioner
Cheri Rhea, Sharon Springs City Council Member
Russell, City of
Jennifer Schartz, Barton County Commissioner
Jeanette Siemens, Kiowa County Economic Development Director
Ron Straight, Transportation Manager, Developmental Services of Northwest Kansas
Junior Strecker, Scott City Mayor, also representing Scott County

Conferees Quoted in the Summary of Conferee Testimony

Bob Strevey, Decatur County Economic Development Corp.
Jack Taylor, S.P.I.R.I.T. (Southwest Passage Initiative for Regional and Interstate Transportation)
Earl Willis

Pittsburg, December 18, 2008

James AuBuchon, Executive Director, US Sixty-Nine Highway Association of Kansas
Bill Beasley, Public Works Director, City of Pittsburg
Blake Benson, President, Pittsburg Area Chamber of Commerce
Steve Beykirch, Chairman of the Board, Pittsburg Area Chamber of Commerce
Ken Brock, CEO, Names and Numbers
Dale Bunn, Director of Economic Development, City of Fort Scott
Lois Carlson, Erie
Pat Cedeno, Vice President of Growth Initiatives, Watco Companies
Ann Charles, Great Plains Industrial Park
J.D. Cox, Neodesha City Administrator
Jim Dahmen, Columbus
Rep. Doug Gatewood
Rep. Robert Grant
Fred Gress, Parsons City Manager
Pam Henderson, Mayor of Pittsburg
Mike Hershey, Cessna Aircraft Company
Geoffrey Hines, Pittsburg Area Young Professionals
Chris Kelly, Mt. Carmel Regional Medical Center
Steve Lohr, Executive Director, SEK-CAP
Dean Mann, Chairman of the Transportation Council, Southeast Kansas, Inc.
Kris Marple, Wilson County Coordinator
Ralph McGeorge, Crawford County Commissioner
Jeff Morris, Coffeyville City Administrator
Gary Palmer, Fort Scott Young Professionals League
Karen Porter, Executive Director, Neodesha Chamber of Commerce
Paul Sasse, Independence City Manager
Tim Schook, Arma City Administrator
Dr. Howard Smith, Assistant to the President/Legislative Liaison, Pittsburg State University
Clayton Tatro, President, Fort Scott Community College
Derrill Unruh, Independence Mayor
Jim Zaleski, U.S. 400 Corridor Association

Topeka, January 8, 2009

Sharon Brown, Mayor of Clay Center
Shelly Buhler, Shawnee County Commission Chair
Randy Dallke, Marion County Commissioner
Dudley Feuerborn, Chairman, Anderson County Commissioners
Crosby Gernon, Mayor of Hiawatha
Greater Fort Riley Communities

Conferees Quoted in the Summary of Conferee Testimony

Roy Hallauer, Jackson County Commissioner
Mark Hatesohl, Mayor of Manhattan
Daniel Holub, Marion County Commissioner
Lisa Johnson, Franklin County Administrator
Rick Koch, Sabetha City Commissioner and President of Sabetha Industrial Development
Dennis Lauver, President/CEO, Salina Area Chamber of Commerce
Lawrence/Douglas County Resolution
Joe Mitchell, Mayor of Seneca
Joe Nold, Dickinson County Commissioner
Gene Ramsey, Mayor of Ottawa
Steve Roberts, Brown County Commissioner
Salina/Saline County resolution
Gary Scoby, Nemaha County Commissioner, for the Kansas Association of Counties
Glen Tyson, Kansas County Highway Association
Glen Tyson, for Osage County, Osage City, and Osage County Economic Development
Larry Uri, Concordia City Manager and representing Cloud County and Cloud County Economic Development Council
Tom Weigand, President and CEO, Ottawa Chamber of Commerce
Matt Zimmerman, Emporia City Manager, also representing Lyon County

Projects Identified as Priorities During 2008 T-LINK Local Consultation

check marks indicate the 2008 interim transportation committee received testimony supporting these projects - added by KLRD

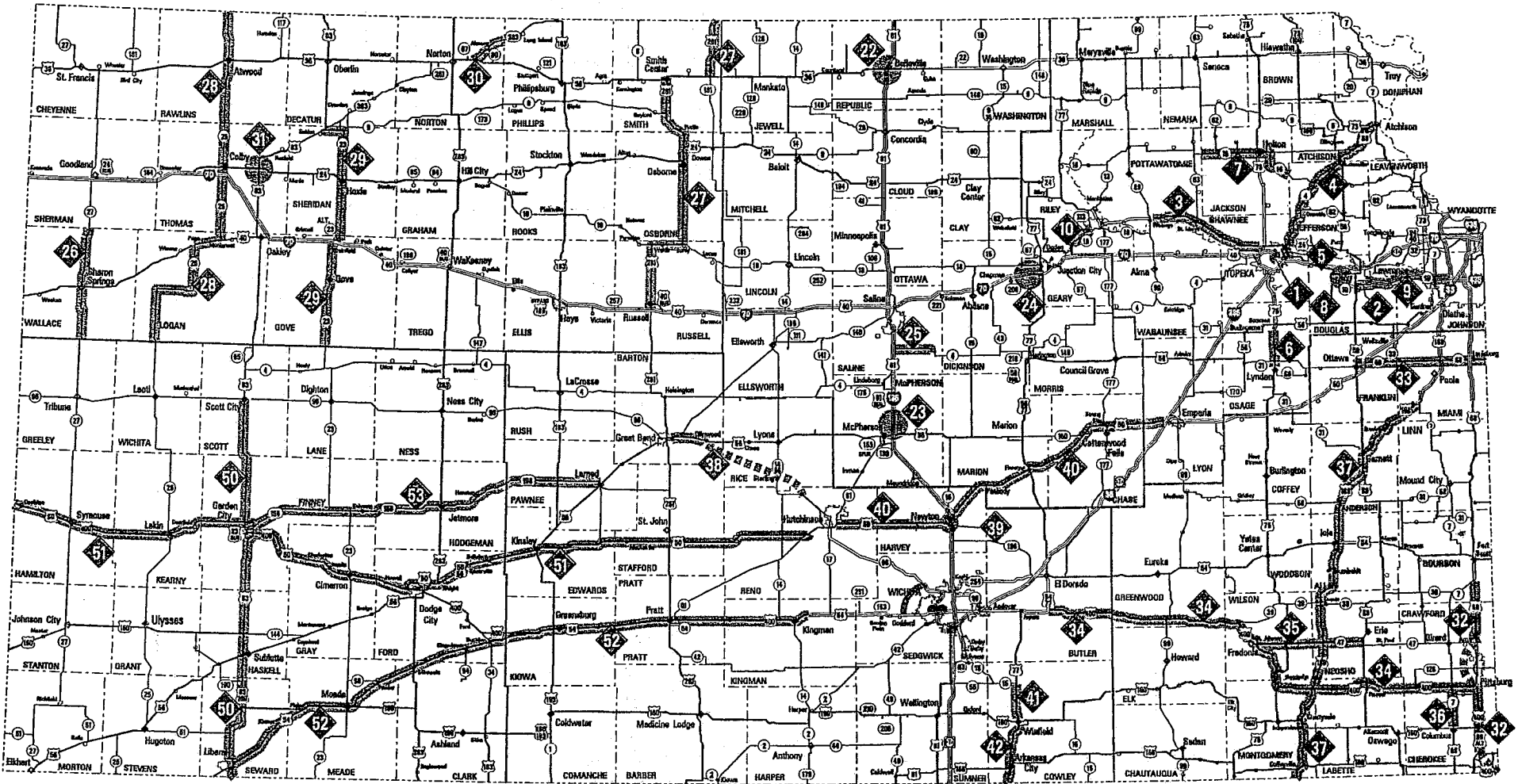
Map ID ¹	Route	County	Project Type	Description	Length (mile)	Const Cost ² (Millions)	Map ID ¹	Route	County	Project Type	Description	Length (mile)	Const Cost ² (Millions)
✓ 1	I-70	SN	Modernization	Topeka Park Quince Viaduct	1.5	50	✓ 35	K-47	NO	Modernization	US-59 to US-400 - improve alignment & shoulders	22	54
✓ 2	K-10	DG	Capacity	Lawrence, complete South Lawrence Trafficway	5.5	150	✓ 36	K-7	CK CR	Modernization	Columbus to Cherokee (US-400) - roadway improvements	12	26
✓ 3	US-24	RT SN SN	Capacity	Wamego East to Topeka - 4-lane expressway	34	170			MG LB NO				
✓ 4	K-4	JF AT	Capacity	K-4; Topeka to US-59; & US-59; K-4 to Atchison - 4-lane expressway	53	265	✓ 37	US-169	AL AN FB MI	Capacity	OK-KS State Line North to K-7 - upgrade to 4-lane expressway	120	460
✓ 5	K-4	SN	Capacity	2nd St to US-24 - complete Oakland Expressway - construct 4-lanes	3	85	✓ 38	K-96 US-56	BT RC RN	Capacity	Great Bend SE to Hutchinson - NW Passage	43	215
✓ 6	U-75	OS	Capacity	1.6 mi N of Lyndon to 2-lane/4-lane-upgrade to 4-lanes, coord for bypass	12	60	✓ 39	US-50	HV	Capacity	Newton to 2-lane/4-lane division - upgrade to 4-lanes Anderson turning	2	28
✓ 7	K-16	JA	Modernization	3 miles E to 3 miles W of Holton - improvement vertical alignment	8	12	✓ 40	US-50	LY CS MN HV RN	Capacity	Emporia to Hutchinson - upgrade to 4-lanes	110	440
✓ 8	K-10	DG	Capacity	Lawrence; Jct K-10 & 15th St - construct new interchange	0	8	✓ 41	US-77	OL	Capacity	Winfield north to US-77/K-15 - upgrade to 4-lanes	10	35
✓ 9	K-10	JO DG	Capacity	Lawrence to KC - upgrade to 6-lanes	23	440	✓ 42	US-77	CL	Capacity	OK/KS State Line to Winfield - implement corridor study recommendations	15	25
✓ 10	K-18	RL	Capacity	Ogden to K-18/K-113 - reconstruct to 4-lanes	6	140	✓ 43	K-254	SG	Capacity	Interchange at Greenwich or Webb	0	12
✓ 11	I-70	WY	Modernization	Bonner Springs; Jct I-70 & K-7 - reconstruct interchange	0	150	✓ 44	I-235	SG	Capacity	Wichita: I-235 & Kellogg/Central	0	150
✓ 12	I-35	JO	Capacity	S of I-35/I-435/K-10 NE to 67th St - reconstruct, capacity improvements	5	140	✓ 45	I-135	SG	Capacity	I-135/K-7/A-70th Street South - reconstruct interchange	0	30
✓ 13	I-435	JO	Capacity	US-59 W to Quivira Road - reconstruct, capacity improvements	1	23	✓ 46	US-54	SG	Capacity	US-54/400, Washington Street - interchange expansion	0	10
✓ 14	I-435	JO	Capacity	I-35/I-435/K-10 W to I-435/K-10 - reconstruct, capacity improvements	1	500	✓ 47	US-54	SG	Capacity	E City Limit Wichita to W City Limit Ardmore - convert to freeway	5	50
✓ 15	I-36	JO	Capacity	Old US-56 N to 115th Street - reconstruct, capacity improvements	3.6	83	✓ 48	K-254	SG	Capacity	Northwest & Goddard Bypass - complete design & ROW acquisition	15	400
✓ 16	I-70	WY	Modernization	InterCity Viaduct - rehabilitate & replace sections	1	100	✓ 49	I-235	SG	Capacity	Wichita: Broadway; E to I-135/K-254 - reconstr w/ capacity improvements	2	100
✓ 17	K-7	JO	Capacity	Construct Remaining K-7 Corridor Plan (excluding #11 & #18)	31	891	✓ 50	US-83	SW HS FI SC	Capacity	Oklahoma North to Scott City - upgrade to 4-lanes (rehab & PL = \$125)	110	330
✓ 18	K-7	JO	Capacity	127th St to 175th St - realign with Elm Rd/Parker St, upgrade to 4-lanes	8	300			HM KE FI OY FO ED SF RN				
✓ 19	U-69	JO	Capacity	187th St N to 119th St - capacity improvements	6	142	✓ 51	US-50	SW ME CA KW PR KM	Capacity	CO/KS State Line, East to Hutchinson - 4-Lane expressway (PL = \$165)	236	700
✓ 20	U-69	JO	Capacity	119th St to 75th St - capacity improvements	6	377	✓ 52	US-54	FO KW PR KM	Capacity	Liberal to existing 4-lanes E of Kingman - 4-Lane expressway (PL = \$126)	200	1000
✓ 21	I-35	JO	Capacity	I-35/Gardner - new interchange	0	20	✓ 53	K-166	HG PN	Capacity	Garden City to Larned - full-width paved shoulders, passing lanes	100	100
✓ 22	US-36	RP	Modernization	Jct US-36 & US-81 - improve interchange, construct rest stop	0	10							
✓ 23	I-135	MP	Capacity	North of McPherson - new interchange	0	10							
✓ 24	I-70	GE	Capacity	Junction City; Jct I-70 & Taylor Road - new interchange	0	8							
✓ 25	K-4	SA	Modernization	Old US-81 to Gypsum - improve alignment & shoulders	10	22							
✓ 26	K-27	WA	Modernization	GL-WA County Line N to WA-SH County Line - reconstruct	30	45							
✓ 27	US-281	OB RS SM	Capacity	I-70 North to Nebraska - Widen Shoulders & Add Passing Lanes	60	135							
✓ 28	K-25	RA LG	Capacity	WH-LG Co Line N to Nebraska - Widen Shoulders & Add Passing Lanes	100	150							
✓ 29	K-23	GO SD	Modernization	Lamp/Gove Co Line N to US-83 - Widen Shoulders	54	66							
30	K-383	NT	Modernization	US-36 NE to NT-PL Co Line - Improve alignment & shoulders	11	16							
✓ 31	US-83	TI BB	Modernization	Jct US-83 & US-24 - realign US-83 & improve intersection	0	3							
✓ 32	US-69	CR CK	Capacity	Oklahoma (I-44) N to Ft Scott - 4-lane freeway (includes Pittsburg Bypass)	67	467							
✓ 33	K-68	FR MI BU CK GW LB SG WL	Capacity	Ottawa East to Missouri - Four-Lane expressway	35	140							
✓ 34	US-400	LB SG WL	Capacity	Jct US-77 E of Augusta, E to Jct US-69 - upgrade to 4-lane expressway	150	525							
											Capacity Total	1607	\$9,335
											Modernization Total	148	\$554
											GRAND TOTAL	1755	\$9,889

¹ Map ID is for map identification only and does not imply any priority order.

² Construction Cost is a preliminary estimate for planning purposes. Actual costs will vary.

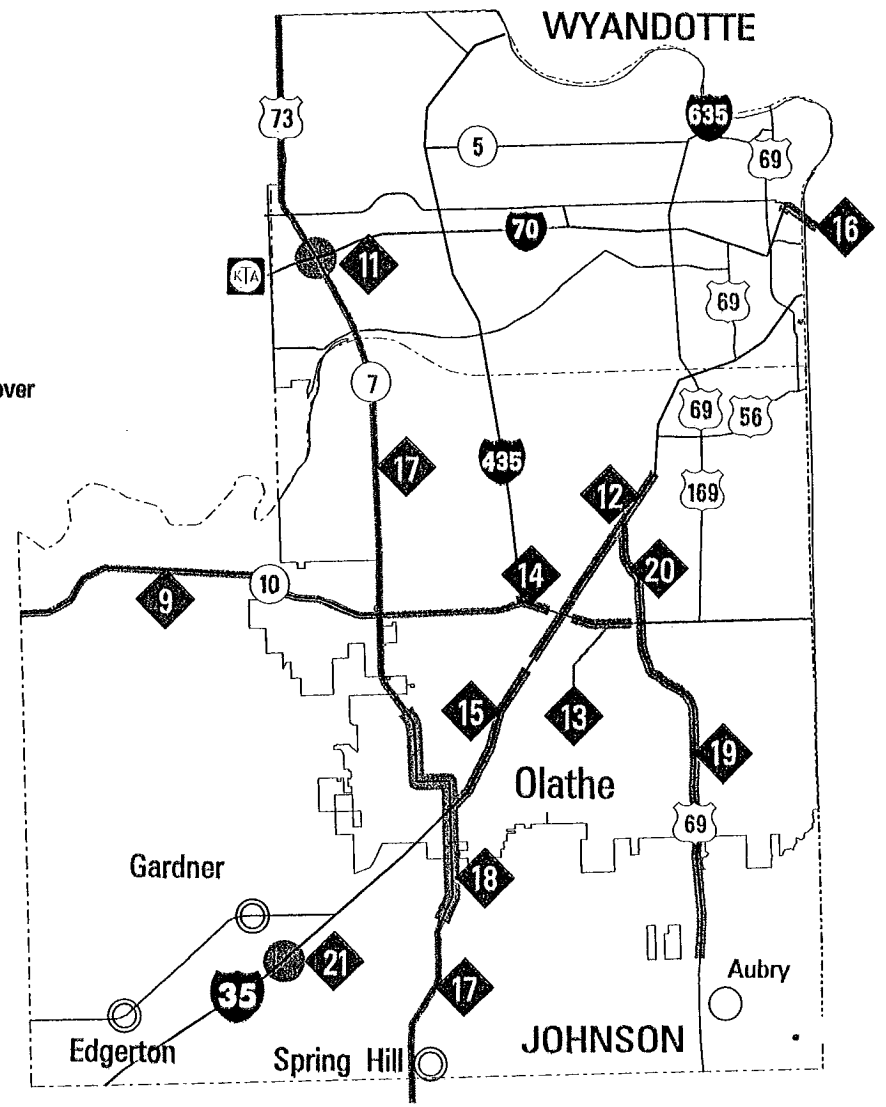
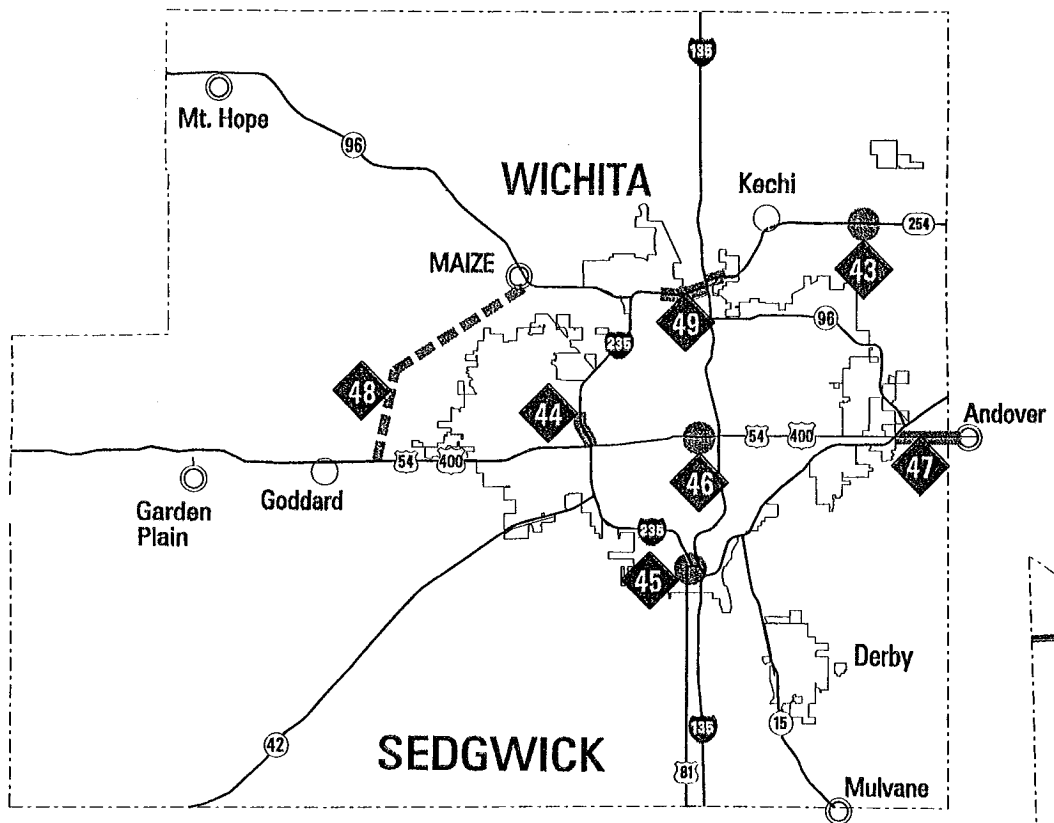
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Projects Identified as Priorities During 2008 T-LINK Local Consultation



*Map ID numbers are for map identification only and do not imply any priority order.

Projects Identified as Priorities During 2008 T-LINK Local Consultation



*Map ID numbers are for map identification only and do not imply any priority order.

**Report of the
Special Committee on a
New Comprehensive Transportation Plan
to the
2009 Kansas Legislature**

CHAIRPERSON: Senator Les Donovan (through December 17, 2008)
Senator Dwayne Umbarger

VICE-CHAIRPERSON: Representative Gary Hayzlett

RANKING MINORITY MEMBER: Representative Margaret Long

OTHER MEMBERS: Senators Karin Brownlee, Laura Kelly, Janis Lee, Derek Schmidt, Ruth Teichman, and John Vratil; and Representatives Elaine Bowers, Mike Burgess, Terrie Huntington, Julie Menghini, Don Myers, Jene Vickrey, and Vince Wetta

STUDY TOPIC

- Study the need for a new comprehensive transportation plan. Review the status of the current transportation system in Kansas. Study possible funding sources for a new transportation plan. Review the potential of federal funding for a new comprehensive transportation plan. Review the status of the current comprehensive transportation plan, including federal funding. Review the use of toll roads.

Special Committee on a New Comprehensive Transportation Plan

REPORT

CONCLUSIONS AND RECOMMENDATIONS

The Committee recommends that the Senate Transportation Committee and the House Transportation Committee develop a new comprehensive transportation plan and present that plan to the Kansas House and Senate. Such a plan should provide for implementation as soon as funds are available.

The Committee further requests that such a plan include these two types of provisions:

- Provisions to ensure equity between rural and urban areas for transportation projects chosen for economic development reasons, and
- A process by which a legislatively appointed body including the Kansas Department of Transportation (KDOT) Secretary could choose additional or special transportation projects when the Legislature is not in session. **SB 323, Sections 39 and 40, includes a Joint Committee on Multimodal Transportation**

The Committee urges both the Governor and the Legislature to review and recommend natural resource development policy designed to streamline access to permitted reserves of rock, sand, and gravel, because of the potential for reducing construction costs.

The Committee endorses KDOT's efforts to identify projects for which improvements that may not meet federal design standards but nonetheless meet the specific needs of the project.

(The full text of the conclusions and recommendations is provided at the end of this report.)

Proposed Legislation: None.

BACKGROUND

The Special Committee on a New Comprehensive Transportation Plan was directed by the Legislative Coordinating Council (LCC) to “[s]tudy the need for a new comprehensive transportation plan. Review the status of the current transportation system in Kansas. Study possible funding sources for a new transportation plan. Review the status of

the current comprehensive transportation plan, including federal funding. Review the use of roads using tolls.”

The LCC also directed the Special Committee to conduct hearings on the topic in the state's four congressional districts. Accordingly, the Committee held hearings in Topeka, Wichita, Johnson County, Garden City, and Pittsburg. The Committee concluded its hearings in Topeka

on January 8, 2009, where it also made its recommendations to the 2009 Legislature.

All but the first meeting were primarily devoted to hearing from stakeholders on the state's transportation policies and needs. The Committee heard from more than 140 stakeholders, only a summary of that testimony is provided in this report.

COMMITTEE ACTIVITIES

Initial Topeka Hearing

The Committee began its deliberations in Topeka on November 12, 2008. This hearing was devoted primarily to hearing testimony from Secretary of Transportation Deb Miller and her staff. Secretary Miller presented testimony that included information on the following topics: a history of the previous comprehensive transportation plans, local consult meeting highlights, a discussion of economic analysis, a highway system update, discussion of new business models, revenue and financing approaches, and an update on the Transportation-Leveraging Investments in Kansas (T-LINK) task force. The Secretary also said that due to the lack of funds, certain projects scheduled to have been let in December 2008 and January 2009 would not be let. The Secretary said that for December 2008, only 27 of 70 projects would be let. She added that for January 2009, only 34 of 86 projects would be let.

In addition to the Secretary, Kansas Department of Transportation (KDOT) staff summarized the T-LINK Financial Overview document. This document contained:

- Information about exempt real property appraised value;
- A listing of potential revenue generated by removal of selected exemptions;

- Using gaming revenues to pay off debt;
- Post Comprehensive Transportation Plan (CTP) payments for CTP projects;
- State Highway Fund service restructure;
- Railroad diesel use in Kansas; and
- Short line railroad rehabilitation project history.

KDOT also provided information on funding options for an additional \$1 billion over ten years plus information about tax increment financing; transportation development districts; and a summary of credit agencies' views of the state debt burden.

Other Hearings

At its remaining meetings, in November 2008, December 2008, and January 2009, the Committee heard testimony from representatives of local governments, economic development agencies, civic organizations, local businesses, and other groups plus several citizens presenting their individual views. More than 140 conferees presented oral or written testimony or both. Those meetings were held November 24, 2008, in Wichita; December 5, 2008, in Overland Park; December 15, 2008, in Garden City; December 18, 2008, in Pittsburg; and January 8, 2009, in Topeka.

The following section summarizes the testimony heard at those hearings. A longer summary that includes specific comments and identifies conferees is available from the Legislative Research Department and will be posted on the website with other Committee documents.

The testimony generally fell into two categories – policy and requested improvements – and comments have been summarized by topic within those categories. Testimony on

policy considerations for a new plan fell into six subcategories:

- Broad Transportation Policy, including comments on the need for a comprehensive plan, regional solutions, and preservation of the current infrastructure.
- Beyond Roads, including comments on intermodal and multimodal planning, transit, aviation, rail, and pedestrian and bike trails.
- Economic Considerations, including comments on whether infrastructure improvements are good for the economy, economic considerations in choosing projects, competitiveness, flexibility, and affordable solutions.
- General Policies on Funding, including comments on current local government spending on transportation and related topics.
- Ways a Program Should Be Funded, including comments on funding transportation infrastructure primarily from taxes and fees on users and comments on specific revenue streams, including fuel taxes, tolls, sales tax, and other suggestions.
- State Funding for Cities, Counties, and Local Transit Providers, including comments urging continuation of programs that send moneys to local governments and increases needed for specific programs.

In the following summary, numbers in parentheses indicate the number of comments.

Broad Transportation Policy. Many conferees offered opinions on policy considerations to be included in a new plan, with these types of comments:

- Some sort of comprehensive transportation plan should be enacted in 2009. (25 + 54

city and county resolutions) Conferees said that having a plan is important for the State's present and future, and several also said that localities need a state plan so that their local planning can proceed. Several said economic development depends on such a plan and urged flexibility in the plan to meet economic development opportunities. One conferee urged a one-year plan and a comprehensive plan next year, because state finances are in disarray and no new federal plan is in place. The Committee received resolutions from 36 cities and 18 counties urging adoption of a comprehensive plan.

- Planning should provide for regional, broad transportation solutions. (18) Conferees pointed out that the cities and counties are economically interconnected – a transportation project in one locality may help the economy of another – and that workers commute within their regions. They also said that transportation modes must work together to maximize efficiency.
- Complete the current plan. (4) Two projects were mentioned specifically: K-61 in the Hutchinson area and US-69 in the Kansas City metro area.
- Preserve and maintain the current infrastructure. (11) Infrastructure such as bridges, city streets used as transportation arteries, and airport pavements is costly and must be maintained.
- Base a new plan on planning that has already been done, such as a Kansas City regional plan and those created by local governments. (3)
- Address congestion and air quality in a new transportation plan. (1)
- Keep all current state roads in the state system. (1)

Beyond Roads. Conferees urged legislators to think “transportation,” not “roads,” in these types of comments:

- Encourage intermodal and multimodal planning in a new comprehensive plan. (11) Conferees urged legislators to help ensure a new plan integrates all modes of transportation, to efficiently move goods, workers, and other people needing transportation from one area to another. Some said the shift is essential for economic development and economic viability of localities.
- Increase the role of transit in the state plan. (11) Conferees said that ridership increased substantially over the past year and did not decline with reductions in fuel prices. They said that many riders, especially those of limited means, have no other way to get to jobs and health care, so transit is important to economic development and quality of life. They also said that many areas of the state are underserved, including that ten percent of the state’s counties are without any form of public transportation.
- Retain and increase aviation transportation funding. (11) Conferees said that continued support for aviation is important to rural areas for growth and sustainability. Several said that current airport infrastructure should be upgraded both because 52 counties have no all-weather access (which limits air ambulance service) and for economic development purposes.
- Support rail. (12) Conferees said that some economic development opportunities hinge on access to railroads, and that some opportunities have been lost due to inadequate rail infrastructure. Some said that railroads are an efficient transportation mode and reduce costs for road maintenance because fewer heavy trucks move on those roads.

- Support transportation systems that include pedestrian and bike alternatives. (5) Conferees from smaller cities urged legislators to include funding for these options, for economic development, quality of life, safety, and environmental reasons.
- Tie transportation investment to local land use and environmental objectives. (1)

Economic Considerations. Conferees generally agreed that spending on infrastructure is good for the state’s economy and that economic considerations should have a bearing on chosen projects. They made the following types of comments:

- Improvements to the state’s transportation infrastructure will be good for the state’s economy. (13) Conferees said that improvements are vital for economic development both locally and for the state as a whole. Several said that near-term investment is important to retaining jobs and employers. One conferee testified that spending on transportation infrastructure does not lead to economic growth within a state.
- Economic opportunities should be considered in choosing state-funded transportation projects. (7) Conferees urged support for a selection of policies, not projects, and placing priority on projects that enable economic expansion as well as maintenance. Several testified that their localities are at a disadvantage when businesses that are considering locating to the area ask about access to a four-lane road, because no four-lane roads are available in their areas.
- Think about national and global competitiveness when determining priorities under a new comprehensive transportation plan. (7) Conferees said that Kansas’ strength is its location and that the state depends on being able to get the goods and services it

produces to other parts of the country and world in a timely manner. Localities need a good transportation system to compete with localities in other states, and employers need to draw good employees.

- Keep flexibility in the plan to allow communities and the State to be in a better position to take advantage of economic development opportunities. (8) This flexibility should include multimodal choices and emergency maintenance, conferees said.
- Seek affordable solutions. (6) Conferees said that modifying or reducing certain standards for low-volume roads and bridges would allow more “good” projects to be built as opposed to a few “perfect” projects. A conferee also requested that assistance not be reduced for counties that reduce their maintenance needs.

General Policies on Funding. In their general statements about funding, conferees asked legislators to remember current local spending on transportation infrastructure. Their comments are summarized below.

- Local governments already spend significant amounts on transportation and cannot handle all of the increasing expenditures for needed projects. (10) Conferees gave examples of amounts localities already pay, such as \$21,000 a year for bridge inspections in Great Bend and \$50 million a year from Johnson County and its cities for infrastructure construction and maintenance. They said localities already have taken many steps to reduce expenditures, such as closing certain bridges, and that decisions made by the state may mean increased traffic on locally maintained infrastructure, which increases costs to the localities.
- Delaying a program could significantly increase costs, for building materials and for

rights of way. (3) One suggested reducing regulation on gravel and sand extraction would decrease construction costs.

- Explore ways to capture the state revenues generated from economic development projects to assist with local transportation needs, in addition to transportation development districts. (2)
- Do not impose a two-mile grid on counties, as has been tried in some areas. (2)
- Consider developing regional funding streams to use for regional projects. (1)

Ways a Program Should Be Funded.

Several conferees said that, in general, the State should continue to fund transportation primarily from taxes and fees on users. (4) Conferees also suggested the following specific funding streams:

- Fuel taxes and other current user fees. (9) Several conferees suggested an increase in fuel taxes, saying that the tax should be updated to reflect current prices. Some included that any increase should be split with the localities. Among the comments was that plans should be made to replace the fuel tax with a system by which motorists pay per mile.
- Tolls. (8) These conferees supported tolls in general, to take advantage of Kansas’ position as a pass-through state, and on certain projects, such as new roads or major bridges and a four-lane route through southwest Kansas. A comment in opposition to tolling said that tolls push traffic onto county roads, thereby adding maintenance costs to the counties.
- Sales tax. (7) Conferees suggested a dedicated sales tax at the local or regional level, the state level, or both. Two specified that a sales tax should be added to fuel.

- Local fuel tax. (2) Conferees suggested making such a tax a local option.
- Tax increment financing (TIF) bonds and transportation development districts (TDDs). (1)
- A dedicated income tax, because of the link between transportation and the economy. (1)
- An aviation fuel tax. (1) Shift the tax on aviation fuel from a sales tax to a per gallon tax, with the moneys directed to transportation.
- Introduce a “severance” tax on wind energy. (1)
- Press Congress to strengthen federal transportation funding and give Kansas its fair share. (1)
- Plan a major state bond issue for road, bridge, and other transportation needs. (1)
- Consider repeal of property tax exemptions for industries that adversely affect roads. (1)

State Funding for Cities, Counties, and Local Transit Providers. Conferees said that state funding for cities, counties, and local transit providers is extremely important. (24) Many testified that localities could not afford infrastructure projects without KDOT’s KLINK, geometric improvement, and other programs that send state-collected dollars to localities. Among the specific points mentioned were that discontinuing these programs would mean significant local property tax increases and that certain needed projects may cost more than a locality’s entire annual budget. Two conferees also asked that the state/local matching funds program be a priority.

Conferees asked for increases in the amounts available for specific programs:

- City Connecting Links. (6) Among the points made was that the amount a locality receives has not increased since 2000, but maintenance costs have risen dramatically.
- Transit. (4) Conferees said that transit providers have shared the same amount, \$6 million, since 2001, but that member agencies of the Kansas Public Transit Association estimate need at \$16 million to \$23 million a year, indexed to inflation.
- KLINK resurfacing, geometric improvement, economic development, revolving loan, and system enhancement programs. (3) The funding limits for these programs should be increased, conferees said.

Conferees also asked the state to implement a state/locality cost-share program to adequately maintain other streets and roads, including former state highways transferred to the localities (4); continue with the statewide county five-year construction program (1); and restore the demand transfer dollars withheld in 2002 (1).

Specific projects. Conferees stressed projects important to their localities or constituencies. The listing below shows only those routes or types of projects brought to Committee attention and the number of conferees testifying on each. (Additional detail is provided in the extended summary.)

US Routes:

- US-24 (3)
- US-36 (4)
- US-40 (3)
- US-50 (8)
- US-54 (10)

- US-56 (4)
- US-56/K-96/K-14 in and near Lyons (1)
- US-69 (15)
- US-75 (10)
- US-77 Corridor, south central Kansas (1)
- US-83 (7)
- US-169/K-7 in southern Johnson County and in Miami County (2)
- US-169, other counties (4)
- US-183, Pawnee County (1)
- US-281, Russell County (2)
- US-400 (13)

Interstate Route:

- I-70, Topeka (1)

K Routes:

- K-5, Leavenworth County, connection from K-7 to I-435 via McIntyre Road (2)
- K-7 (7)
- K-10, Douglas and Johnson counties (3)
- K-18, Riley County (1, a joint request from the Greater Fort Riley Communities)
- K-16, Jackson County (1)
- K-23, Gove and Sheridan counties (2)
- K-25, Rawlins County (1)
- K-27, Wallace County (1)
- K-31, Anderson and Coffey counties (1)

- K-47, Wilson and Neosho counties (4)
- K-59, Atchison County (1)
- K-61 (3)
- K-64, Pratt County (1)
- K-68, Miami and Franklin counties (3)
- K-96 (9)
- K-156, Pawnee and Hodgeman counties (1)
- K-232, Russell County (1)
- K-360, Winfield Bypass (1)

Area Projects:

- Kansas City area projects: 16 requested (21)
- Projects related to the Gardner intermodal facility: 4 requested (4)
- Lawrence projects: 9 intersections (1)
- Leavenworth County bypass (1)
- Centennial Bridge, Leavenworth County (1)
- Manhattan/Junction City area projects: various intersections with US-77 plus 6 additional projects (1, a joint request from the Greater Fort Riley Communities)
- I-135 and Mohawk Road Interchange, McPherson County (1)
- Northwest Passage, Wichita to Hays (3)
- Ottawa local projects: 3 requested (1)
- Salina/Saline County projects: various road-related projects (1)

- Topeka area projects: 6 requested (1)
- Wichita area projects: 5 requested (2)
- Turning lanes at rural intersections (4)
- Studies needed; 5 requested (3)

Non-Road Improvements:

- Airports – projects requested for airports at Atchison, Hutchinson, Independence, Lawrence, Leavenworth County, Manhattan, Miami County, Oberlin, Osage City, Pratt, Russell, and Salina (13)
- Rail – projects requested were for the Cimmaron Valley Railroad, the Heartland Flyer Initiative, a Lawrence-Kansas City route, and a spur in Salina (7)
- Transit – projects requested were in these areas: Kansas City, Lawrence, Manhattan/Fort Riley, Miami County, Salina, and Topeka (10)
- Other improvements requested included a grade separation in Paola (1), regional multi-modal bike/pedestrian infrastructure (4), changes in signage policies (2), and overnight truck parking facilities (1)

CONCLUSIONS AND RECOMMENDATIONS

The Committee recommends that the Senate Transportation Committee and the House Transportation Committee develop a new comprehensive transportation plan and present that plan to the Kansas House and Senate. Such a plan should provide for implementation as soon as funds are available.

While funding a future transportation plan is critical, keeping future costs at a reasonable level is important as well. During the course of its investigations, the Committee was concerned to

learn that the cost of basic construction materials such as rock, sand and gravel has risen by an average of 154.6 percent from 1996 to 2006, while production has risen only 23.7 percent during the same period. More than 90 percent of asphalt and more than 75 percent of concrete produced contain these materials. This appears to be caused by a noticeable decline in the amount of permitted reserves in our state. The Committee urges both the Governor and the Legislature to review and recommend natural resource development policy designed to streamline access to permitted reserves. An updated policy providing for the safe and sustainable extraction of natural resources will save over \$480 million in construction costs over the next ten years.

The Committee endorses the Kansas Department of Transportation's (KDOT's) efforts to identify projects for which improvements that may not meet federal design standards make sense, such as shoulders three feet wide rather than eight or ten feet wide on infrequently traveled roads on which complete redesign would be cost prohibitive. The Committee requests that KDOT consult with the project area's local governments when these "practical improvements" are being considered.

The Committee requests that the standing Transportation Committees include, in any comprehensive transportation plans passed by those Committees, provisions to ensure equity between rural and urban areas for transportation projects chosen for economic development reasons.

The Committee encourages the standing Transportation Committees to include, in any comprehensive transportation plans passed by those Committees, a process by which a legislatively appointed body including the KDOT Secretary could choose additional or special transportation projects when the Legislature is not in session. The Committee suggests the State Finance Council could be used as a model.

COMPARISON OF COMPREHENSIVE TRANSPORTATION PROGRAM WITH 2009 BILLS

CURRENT LAW (1999 CTP) (HB 2071, SL Ch. 137)		HB 2382 as amended		SB 323	
		History: 03/13/2009 H Introduced -HJ 283 03/16/2009 H Referred to Transportation -HJ 298 03/18/2009 H Hearing: Thurs., 3/19/09, 1:30 PM, Rm 783 Docking 03/20/2009 H CR: Be passed as am. by Transportation -HJ 363 (did not get above the line in the 2009 session)		History: 03/17/2009 S Introduced -SJ 337 03/18/2009 S Referred to Transportation -SJ 340; Hearing: 3/18/2009, Wed., 8:30 am, Rm 136-N; Hearing: 3/19/2009, Thur., 8:30 am, Rm 136-N (cont); Hearing: 3/20/2009, Fri., 8:30 am, Rm 136-N (cont)	
68-2314a	(a) authorizes secretary to initiate a comprehensive transportation program	Sec. 1 (a)	no change from current law	Sec. 1 (a)	no change
	(b) program "shall provide for the construction, improvement, reconstruction and maintenance of the state highway system," including	(b)	adds "The program shall provide for the selection of projects which will allow for the flexibility to meet emerging and economic needs."	(b)	same as House version
	(b)(1) a maintenance program so that surfaces of highways and bridges "shall be maintained or improved"	(b)(1)	refers to "preservation projects" rather than to a "maintenance program"	(b)(1)	same as House version
<i>T-LINK Recommendation: "Emphasize preservation of the state's road and bridge infrastructure."</i>					
	(b)(2) construction and reconstruction to "improve service, comfort, capacity, condition, economy or safety" for highways or to "replace or rehabilitate bridges that have a deteriorated condition or that have deficiencies in load carrying capacity, width or traffic service"	(b)(2)	capacity and economic opportunity projects, which include additions to the transportation system or which improve access, relieve congestion and enhance economic development opportunities. [KDOT] shall develop and utilize criteria for the selection of capacity and economic opportunity projects. The selection criteria shall include, but not be limited to, engineering data, local consultation, geographic distribution and an economic impact analysis evaluation	(b)(2)	same as House version
		(b)(3)	modernization projects, which include improvements to the transportation system by widening lanes, making geometric improvements, upgrading interchanges or building rail grade separations to improve the safety, condition or service of the highway system. [KDOT] shall develop and utilize criteria for the selection of modernization projects. The selection criteria shall include, but not be limited to, engineering data, local consultation and geographic distribution. [NOTE: does not mention economic impact analysis, as does (b)(2)]	(b)(3)	same as House version
<i>T-LINK Recommendation: "Simplify transportation project funding categories. KDOT should develop a multimodal transportation program that has a core 'preservation and modernization' element and a 'capacity and economic opportunities' element."</i>					
	(b)(3) \$1.05B to be spent on system enhancements that "substantially improve safety, relieve congestion, improve access or enhance economic development" 7/1/99-6/30/09	(b)(4)	substantially the same, but no dollar amount	(b)(4)	adds that it is the Legislature's intent that, as nearly as possible, \$2.455 billion shall be expended or committed for system enhancements for the period 7/1/2010 - 6/30/2019

CURRENT LAW (1999 CTP) (HB 2071, SL Ch. 137)	HB 2382 as amended	SB 323
(b)(4) demonstration projects to demonstrate "advanced and innovative pavement technologies which may include financing, design, construction and performance guarantee; demonstration projects need one comply with 68-410 (lowest bidder) or 75-430a (publish notice of intent)	(no mention of demonstration projects)	(no mention of demonstration projects)
	KDOT "shall develop criteria for the incorporation of practical improvements into designs of the projects specified in this subsection."	same as House version
	<i>T-LINK Recommendation: "Incorporate 'practical improvements' into project design, as appropriate, to help control project costs."</i>	
(c) the CTP is to assist cities and counties in meeting their road and bridge responsibilities, with expenditures including	(c) no change	(c) same as House version
(c)(1) apportionment of the special city and county highway fund	(c)(1) no change	(c)(1) same as House version
(c)(2) sharing federal aid	(c)(2) no change	(c)(2) same as House version
(c)(3) city connecting links	(c)(3) no change	(c)(3) same as House version
(c)(4) railroad crossings	(c)(4) no change	(c)(4) same as House version
	(c)(5) programs that allow local governments to exchange federal aid funds for state funds	(c)(5) same as House version
(d) the CTP is to provide for preservation and revitalization of rail service in the state	(d) no change	(d) same as House version
(e) the CTP is to provide for an aviation program, to assist general aviation airports	(e) no change	(e) same as House version
(f) the CTP is to provide for public transit	(f) no change	(f) same as House version
	(g) The transportation program shall provide for a multi-modal economic development program to provide assistance for transportation-sensitive economic opportunities on a local or a regional basis.	(g) same as House version
	<i>T-LINK Recommendations: "For all modes, emphasize the 'capacity and economic opportunities' element of the transportation program to address quickly emerging, time-sensitive needs." "Use economic impact analysis as a part of project selection for all modes." "Expand and reform the Economic Development Set-aside program and fund it at \$20 million annually." "Promote multi-modal solutions first."</i>	
	(h) Contingent on the findings of the Amtrak feasibility study, the transportation program may develop a passenger rail program to provide passenger service in the state.	(not included)
	(i) The secretary of transportation shall, using [KDOT] selection methods and criteria, determine the projects to be selected for inclusion under the transportation program.	(h) same as House version

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T-LINK Recommendation: "Use a rolling program for core projects that address preservation, modernization, and some congestion relief needs."

		(j)	The transportation plan authorized by this section shall not be implemented until funding is provided.			(not included)
	Sec. 2	68-416	city connecting links - basic program unchanged would allow the Secretary to spend the remainder of the State Highway Fund for any purpose in Section 1	Sec. 2	68-416	increases amount per lane mile to \$5,000; includes other House version change
			<i>T-LINK Recommendation: "Increase funding for City Connecting Link payments to \$5 million annually."</i>			
	Sec. 3	68-2315	annual report required from the Secretary of Transportation the report had required a detailed explanation of the methods or criteria used to choose projects of "substantial maintenance and construction projects"; the bill would require an explanation of the methods or criteria used for all types of projects [both current law and the bill require explanation of methods and criteria for awarding to cities, counties or other transportation providers]	Sec. 3	68-2315	same as House version
				Sec. 4	68-2316	would raise the minimum amount to be spent in each county during the 10-year program from \$3 million to \$5 million
	Sec. 4	68-2319	adds (d), a definition of "total agency revenues": "all revenues accruing to [KDOT], including federal funds. 'Total agency revenues' shall not include funds of the special city and county highway fund, county equalization and adjustment fund, bond proceeds and extraordinary income."			
	Sec. 5	68-2320	adds a new subsection the subsection would allow the Secretary to issue bonds up to 18% of the annual adjusted total agency revenues and specifies how that is to be calculated (not the amounts listed in (a) and (b)) it further allows the secretary to reserve a portion of the bonding capacity for "emerging projects that may have a significant economic impact based on economic impact analysis"	Sec. 5	68-2320	adds a new subsection: on and after July 1, 2010, the Secretary is authorized to issue up to \$1 billion in bonds
			<i>T-LINK Recommendations: "Give KDOT the flexibility to manage its debt within a statutory parameter that caps the bonded debt service ceiling at 18 percent of Adjusted Total Agency Revenues." "Reserve a portion of the debt ceiling to build fast emerging economic developments whose worth has been demonstrated through an economic impact analysis."</i>			

CURRENT LAW (1999 CTP) (HB 2071, SL Ch. 137)	HB 2382 as amended			SB 323		
	Sec. 6	68-2321	makes a minor change to allow the Secretary to use all of the bonds that could be issued under 68-2320, not just the \$1.272B bonding authority of 68-2320 (a) and (b)	Sec. 6	68-2321	same as House version
	Sec. 7	68-2331	minor change to delete a reference to 68-2314a, which would be replaced by Sec. 1; this statute governs how bonds may be issued, including the role of the Kansas Development Finance Authority	Sec. 7	68-2331	same as House version
				Sec. 11	8-142	technical updates or corrections
				Sec. 24	8-234b	only
				Sec. 29	79-3408c	
				Sec. 30	79-3491a	
				(for other intervening sections, see separate sheets)		
				Sec. 34	79-34,142	no changes in the state/local split for the special city and county highway fund; remains 66.37% to the State Highway Fund and 33.63% to the Special City and County Highway Fund
				Sec. 39	new	creates the Joint Committee on Multimodal Transportation, to be composed of five members of the Senate and five members of the House
				Sec. 40	new	the Joint Committee's duties will include the following: study, monitor and review the 2010 transportation plan; study the progress and results of construction projects under that plan; make recommendations on the plan; and report to the Legislative Coordinating Council
KLRD analysis, 20 March 2009						
<i>T-LINK recommendations added September 2009. Source: "Final Recommendations of the T-LINK Task Force," January 2009, Executive Summary</i>						
<i>Not all of the T-LINK Recommendations are included, as some are on topics not covered in this portion of the bills.</i>						

**FISCAL CHANGES PROPOSED in SB 323 COMPREHENSIVE TRANSPORTATION PLAN
(KLRD analysis)**

with additional information provided by KDOT in the T-LINK Task Force report
and the T-LINK Report Executive Summary

PROGRAM FUNDING	KSA (may be 2008 Supp.)	Bill section	p.	current amount	proposed amount	
					amount	starting date or period in effect
City Connecting Links program	68-416	Sec. 2	3	\$3,000 per year per lane mile	\$5,000 per year per lane mile	July 1, 2010
"If cities incurred annual cost increases similar to the 5.29% [compounded annual cost increase for basic construction materials] experienced by KDOT, then the 2007 distributions per lane mile provide an estimated buying power of only \$2,051 in 2000 dollars." (1)						
Amount to be spent in each county for highway, bridge, and substantial maintenance projects	68-2316	Sec. 4	4	\$3 million per county	\$5 million per county	for the period July 1, 2010, through June 30, 2019
KDOT total bonding authority	68-2320	Sec. 5	5	\$2.162 billion (\$890 million CHP and \$1.272 billion CTP)	additional \$1 billion	July 1, 2010
"The original CTP legislation provided \$995 million in bond sales. That was subsequently increased by \$277 million in FY 2002. The Legislature provided an additional \$210 million in bond proceeds which were to be repaid from the State General Fund. The total of bond proceeds provided for the CTP summarizes as follows: \$1,272 million, repaid from the State Highway Fund \$ 210 million, repaid from the State General Fund." (2)						
T-LINK Recommendation: "Give KDOT the flexibility to manage its debt within a statutory parameter that caps the bonded debt service ceiling at 18 percent of Adjusted Total Agency Revenues." "Reserve a portion of the debt ceiling to build fast emerging economic developments whose worth has been demonstrated through an economic impact analysis."						
Coordinated Public Transportation Assistance Fund - annual transfers to that fund from the State Highway Fund	75-5035	Sec. 8	9	\$6 million per year	\$15 million per year	July 1, 2010
T-LINK Recommendations: "Create a regional transit approach to expand and improve delivery of rural transit service funded at \$2 million annually to support technology and administration." "Fund urban transit at \$8.3 million annually and rural transit at \$4.4 million annually." "Create a special, stand-alone, discretionary 'commuter corridor' transit funding program that is funded at \$1.2 million annually."						
Rail Service Improvement Fund - annual transfer into that fund from the State Highway Fund	75-5048	Sec. 9	9	\$3 million per year	\$7 million per year	July 1, 2010
T-LINK Recommendations: "Amend the statute for short-line railroad program so shippers, local governments and industrial parks would be eligible to apply for the funding if the project meets strict criteria." "Fund short-line loan and grant program at \$7 million annually."						
Public Use General Aviation Airport Development Fund - annual transfer into that fund from the State Highway Fund	75-5061	Sec. 10	10	\$3 million per year	\$8 million per year	July 1, 2010
T-LINK Recommendations: "Increase traditional state revenue sources such as motor fuel taxes, car and truck registration fees. In addition, the state should explore tolling options and should use debt financing to augment revenues as appropriate." "Consider motor fuels sales taxes and consider analyzing the viability of a tax on vehicle-miles traveled as a new revenue source in the long term." "If gaming revenues become available, dedicate a portion of the revenues to the SHF."						

REGISTRATION FEES	KSA (may be 2008 Supp.)	Bill section		current amount	increase	starting date	ending amounts (January 1, 2013 and later)
Annual registration fees for motorized bicycles motorcycles passenger vehicles hearses and ambulances certain electrically propelled motor vehicles	8-143 (1)	Sec. 12(a)	14	motorized bicycles - \$11 motorcycles - \$16 passenger vehicles, hearses and ambulances - \$30 if < or = 4,500 pounds, \$40 if heavier certain electrically propelled motor vehicles - \$14	\$5 per year for four years	January 1, 2010 January 1, 2011 January 1, 2012 January 1, 2013	amounts as of January 1, 2013 and later: motorized bicycles - \$31 motorcycles - \$36 passenger vehicles, hearses and ambulances - \$50 if < or = 4,500 pounds, \$60 if heavier certain electrically propelled motor vehicles - \$34
Annual registration fees for trucks truck tractors trailers, semi-trailers	8-143 (2)	Sec. 12(b)	15	depends on weight; the range is \$102 if a gross weight of more than 12,000 pounds but not more than 16,000 pounds, to \$1,935 if more than 80,000 pounds but not more than 85,500 pounds	\$25 per year for four years	January 1, 2010 January 1, 2011 January 1, 2012 January 1, 2013	as of January 1, 2013, the range would be \$202 if a gross weight of more than 12,000 pounds but not more than 16,000 pounds, to \$2,0935 if more than 80,000 pounds but not more than 85,500 pounds
License plates for vehicles delivered by the driveway method	8-143 (2)	Sec. 12(b)(4)	19	first set of plates: \$44; each additional set: \$18	\$5 per year for four years	January 1, 2010 January 1, 2011 January 1, 2012 January 1, 2013	first set of plates: \$64; each additional set: \$38
Annual license fees for local trucks	8-143 (2)	Sec. 12(b)(5)	19	depends on weight; the range is \$102 if a gross weight of more than 12,000 pounds but not more than 16,000 pounds, to \$1,010 if more than 80,000 pounds but not more than 85,500 pounds	\$25 per year for four years	January 1, 2010 January 1, 2011 January 1, 2012 January 1, 2013	as of January 1, 2013, the range would be \$162 if a gross weight of more than 12,000 pounds but not more than 16,000 pounds, to \$1,110 if more than 80,000 pounds but not more than 85,500 pounds
Annual license fees for farm trucks	8-143 (2)	Sec. 12(b)(6)	22	depends on weight; the range is \$42 if a gross weight of more than 12,000 pounds but not more than 16,000 pounds, to \$610 if more than 66,000 pounds	\$25 per year for four years	January 1, 2010 January 1, 2011 January 1, 2012 January 1, 2013	as of January 1, 2013, the range would be \$142 if a gross weight of more than 12,000 pounds but not more than 16,000 pounds, to \$710 if more than 66,000 pounds
Annual license fee for each local urban transit bus used in local urban transit operations	8-143 (2)	Sec. 12(b)(7)	25	depends on the number of passengers: 8-30, \$15 31-39, \$30 40 or more, \$60	\$5 per year for four years	January 1, 2010 January 1, 2011 January 1, 2012 January 1, 2013	as of January 1, 2013: 8-30 passengers, \$35 31-39, \$50 40 or more, \$80

Annual license fee for any trailer, semitrailer, travel trailer, or pole trailer	8-143 (2)	Sec. 12(b)(9)	25	depends on weight; if 2,000-8,000 pounds, \$15; if 8,001-12,000 pounds, \$25; if > 12,000 pounds, \$35	\$5 per year for four years	January 1, 2010 January 1, 2011 January 1, 2012 January 1, 2013	as of January 1, 2013, if 2,000-8,000 pounds, \$35; if 8,001-12,000 pounds, \$45; if > 12,000 pounds, \$55
Fee for 30-day temporary registration	8-143(3)	Sec. 12(e)	28		\$3 \$7	January 1, 2010	\$10
Fee for 72-hour temporary registration for trucks and truck tractors registered in some other state	8-143b	Sec. 13(a)	30		\$26 \$5 per year for four years	January 1, 2010 January 1, 2011 January 1, 2012 January 1, 2013	\$46
Fee for 30-day license, for trucks and truck tractors registered in some other state	8-143b	Sec. 13(a)	30		\$26 \$5 per year for four years	January 1, 2010 January 1, 2011 January 1, 2012 January 1, 2013	\$46
Temporary registration fee for a truck or truck tractor not entitled to reciprocal privileges while being operated in interstate commerce	8-143c	Sec. 14	31		\$26 \$5 per year for four years	January 1, 2010 January 1, 2011 January 1, 2012 January 1, 2013	\$46
Trip permit authorizing demonstration and operation of a truck or truck tractor -- 72 hours	8-143g	Sec. 15(a)	31		\$26 \$5 per year for four years	January 1, 2010 January 1, 2011 January 1, 2012 January 1, 2013	\$46
Trip permit authorizing demonstration and operation of a truck or truck tractor -- 15 days	8-143g	Sec. 15(b)	31		\$100 \$5 per year for four years	January 1, 2010 January 1, 2011 January 1, 2012 January 1, 2013	\$120
30-day license for a farm truck engaging in intrastate commerce	8-143h	Sec. 16	32		\$26 \$5 per year for four years	January 1, 2010 January 1, 2011 January 1, 2012 January 1, 2013	\$46
Permit authorizing a local truck or truck tractor to operate beyond the local radius for 72 hours	8-143i	Sec. 17	33		\$26 \$5 per year for four years	January 1, 2010 January 1, 2011 January 1, 2012 January 1, 2013	\$46
Annual license fee for farm custom harvesting vehicles	8-143j	Sec. 18	33	depends on weight; the range is \$102 if a gross weight of more than 16,000 pounds but not more than 20,000 pounds, to \$1,010 if more than 80,000 pounds but not more than 85,500 pounds	\$25 per year for four years	January 1, 2010 January 1, 2011 January 1, 2012 January 1, 2013	as of January 1, 2013, the range would be \$202 if a gross weight of more than 16,000 pounds but not more than 20,000 pounds, to \$1,110 if more than 80,000 pounds but not more than 85,500 pounds
Harvest permit (not to exceed 60 days) for a truck or truck tractor registered in another state and engaged in farm custom harvesting operations in Kansas	8-143k	Sec. 19	36		\$26 \$5 per year for four years	January 1, 2010 January 1, 2011 January 1, 2012 January 1, 2013	\$46
Vehicle auction 72-hour transport permit	8-143l	Sec. 20	37		\$3 \$7	January 1, 2010	\$10
\$4 registration surcharge	8-145	Sec. 21(d)		\$4, to the Division of Vehicles Modernization Fund		January 1, 2013	\$4, to the State Highway Fund

Antique vehicle one-time registration fee	8-172	Sec. 22(b)	40	\$40	\$5 per year for four years	January 1, 2010 January 1, 2011 January 1, 2012 January 1, 2013	\$60
Annual registration fee for a special interest vehicle or street rod vehicle	8-195	Sec. 23(a)	41	\$26	\$5 per year for four years	January 1, 2010 January 1, 2011 January 1, 2012 January 1, 2013	\$46
First dealer license plate annual fee (NOTE: a dealer also must purchase additional plates at the amount equal to that for a passenger vehicle)	8-2406	Sec. 25(a)	43	\$275	\$5 per year for four years	January 1, 2010 January 1, 2011 January 1, 2012 January 1, 2013	\$295
Trailer dealer license plate annual fee	8-2406	Sec. 25(a)	43	\$25	\$5 per year for four years	January 1, 2010 January 1, 2011 January 1, 2012 January 1, 2013	\$45
30-day temporary registration permit, for use by dealer	8-2409	Sec. 26	45	\$3	\$7	January 1, 2010	\$10
Annual fee for each full-privilege license plate	8-2425	Sec. 27(b)	46	\$350	\$5 per year for four years	January 1, 2010 January 1, 2011 January 1, 2012 January 1, 2013	\$370
Extending \$4 Division of Vehicles modernization surcharge to fleet and abandoned, towed vehicles	75-5160	Sec. 28	47	0	\$4	January 1, 2013	\$4

"The original CTP legislation did not provide for any increase in the registration fees. Subsequently in FY 2002 an increase in registration fees from \$2 to \$10 was implemented effective July 1, 2002. ... A similar increase would provide the following estimated increase in revenues.
Calendar year effective January 1, 2010: \$137 million
Fiscal Year effective July 1, 2012: \$103 million" (2)

TAXES	KSA (may be 2008 Supp.)	Bill section		current amount	increase	effective dates	proposed amounts
Alternative special LP-gas tax paid in advance (in lieu of filing monthly reports and tax payments)	79-3492b	Sec. 31	50	depends on vehicle gross weight and number of miles operated during the previous year; range is, for a vehicle 3,000 pounds or less, \$46 if < 5,000 miles/year to \$644 if 60,000 miles/year or more; for a vehicle more than 48,000 pounds, \$384 if < 5,000 miles/year to \$5,376 if 60,000 miles/year or more	varies by weight and miles driven	January 1, 2010 January 1, 2012 January 1, 2014	depends on vehicle gross weight and number of miles operated during the previous year; range is, for a vehicle 3,000 pounds or less, \$58 if < 5,000 miles/year to \$812 if 60,000 miles/year or more; for a vehicle more than 48,000 pounds, \$484 if < 5,000 miles/year to \$6,778 if 60,000 miles/year or more
24-hour motor fuel permit (to be used without compliance with other provisions of the interstate motor fuel use tax)	79-34,118	Sec. 32	58	\$13.00	\$1 per increase	January 1, 2010 January 1, 2012 January 1, 2014	\$16.00

72-hour motor fuel permit (to be used without compliance with other provisions of the interstate motor fuel use tax)	79-34,118	Sec. 32	58	\$26.00	\$1 per increase	January 1, 2010 January 1, 2012 January 1, 2014	\$28.00
Fuel taxes	79-34,141	Sec. 33	58				
- motor-vehicle fuels other than E85				\$0.24	\$0.02	January 1, 2010 - January 1, 2012	\$0.26
- special fuels				\$0.26			\$0.28
- LP gas				\$0.23			\$0.25
- E85 fuels				\$0.19			\$0.19
- motor-vehicle fuels other than E85				\$0.26	\$0.02	January 1, 2012 - January 1, 2014	\$0.28
- special fuels				\$0.28			\$0.30
- LP gas				\$0.25			\$0.27
- E85 fuels				\$0.19			\$0.21
- motor-vehicle fuels other than E85				\$0.28	\$0.02	after January 1, 2014	\$0.30
- special fuels				\$0.30			\$0.32
- LP gas				\$0.27			\$0.29
- E85 fuels				\$0.21			\$0.23
				The phased increase in fuel taxes during the CTP raised \$836.6 million. If the same increase were implemented beginning in FY 2010, it would provide, between FY 2010 and FY 2019 (10 years), approximately \$950 million. This amount would be reduced by any allocation to the Special City and County Highway Fund. (2)			
Retailers sales tax	79-3603	Sec. 35	59	5.30%	0.25%	January 1, 2010	5.55%
portion of the sales tax to the State Highway Fund	79-3620	Sec. 36(c)	65	13/106 (fraction)		January 1, 2010	18/111 (fraction)
Compensating use tax	79-3703	Sec. 37	66	5.30%	0.25%	January 1, 2010	5.55%
portion of the compensating use tax to the State Highway Fund	79-3710	Sec. 37	67	13/106 (fraction)		January 1, 2010	18/111 (fraction)
"The original CTP provided an increase in sales tax transfers to the State Highway Fund beginning in FY 2002. The Sales Tax transfers were subsequently modified and then replaced by an increase in the direct sales and compensating tax deposit from an existing 0.25 cent (\$0.0025) to 0.65 cent (\$0.0065). A similar increase of 0.40 cent would provide approximately \$2 billion between FY 2010 to FY 2019." (2)							
(1) T-LINK Financial Overview, Final Report (January 2009), p. 21							
(2) T-LINK Financial Overview, Final Report, pp. 2-3							
T-LINK recommendations added September 2009. Source: "Final Recommendations of the T-LINK Task Force," January 2009, Executive Summary							
Not all of the T-LINK Recommendations are included, as some are on topics not covered in the bill.							

Funding Summary - 2009 Senate Bill 323

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Fiscal Year	<u>2010</u>	<u>2011</u>	<u>2012</u>	<u>2013</u>	<u>2014</u>	<u>2015</u>	<u>2016</u>	<u>2017</u>	<u>2018</u>	<u>2019</u>	<u>Total</u>
<u>Rate Increases, effective January 1</u>											
Motor Fuel Taxes	\$ 0.02		\$ 0.02		\$ 0.02						
Registration Fees											
Cars and pick-up trucks	\$ 5.00	\$ 5.00	\$ 5.00	\$ 5.00							
Heavy trucks	\$ 25.00	\$ 25.00	\$ 25.00	\$ 25.00							
Sales & Compensating Use Tax	\$ 0.0025										
<u>Incremental cash inflows (millions)</u>											
Motor Fuel Taxes *	\$ 15	\$ 37	\$ 53	\$ 75	\$ 92	\$ 115	\$ 117	\$ 118	\$ 120	\$ 121	\$ 863
Registration Fees	9	25	42	60	69	71	72	74	75	76	573
Sales & Compensating Use Tax	49	110	114	118	123	127	132	137	142	148	1,200
Additional revenues	73	172	209	253	284	313	321	329	337	345	2,636
Bond proceeds **	-	200	100	100	100	100	100	100	100	100	1,000
Debt Service		(8)	(20)	(28)	(36)	(44)	(52)	(60)	(68)	(76)	(393)
Net incremental cash inflows to KDOT	73	\$ 364	\$ 289	\$ 325	\$ 348	\$ 369	\$ 369	\$ 369	\$ 369	\$ 369	3,243
Motor Fuel Taxes to SCCHF	(5)	(12)	(18)	(25)	(31)	(39)	(39)	(40)	(40)	(41)	(290)
Net incremental cash inflow to SHF	\$ 68	\$ 352	\$ 271	\$ 300	\$ 317	\$ 330	\$ 329	\$ 329	\$ 328	\$ 328	2,953

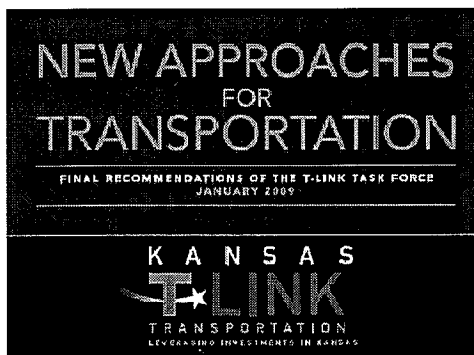
Every \$.01 increase in motor fuel taxes generates \$18 million over a full fiscal year.

Every \$1.00 increase in registration fees generates approximately \$2.6 million over a full fiscal year.

Every \$.01 increase in sales & use tax rates generates approximately \$400 million over a full fiscal year.

* The Special City & County Highway Fund (SCCHF) & State Highway Fund (SHF) receive 33.63% & 66.37% respectively of the incremental inflows.

** Annual debt service is 8% of the cumulative debt. During the period debt service and net bond proceeds would be \$393 and \$607 million respectively.



The Task Force

35 members

- Rural and Urban
- Local and State Governments
- Mode Experts (Transit, Aviation, Rail)
- Finance and Economic Experts
- Private Business

The Charge

Keep roads and bridges safe and in good repair

Be forward thinking without relying on old business models

Develop a new approach for our transportation future that reflects today's fiscal realities

The Process

- Built on ideas of the 2006 Long Range Plan
- Toured the state: 8 cities attended by 850 Kansans
 - Held regional priority discussions
 - Heard testimony from 128 people about specific needs and projects
- Developed recommendations over five day-long meetings
- Had a strong online presence
- Issued report in February 2009

Continuing Work

- Working groups have begun implementation
 - Project Selection Pilot Program
 - Transit Efficiency and Regionalization
- Strong support across the state for the concepts and recommendations

Overarching Themes



Overarching T-LINK Themes

- Use collaborative decision making processes
- Capture economic opportunities through flexibility and responsiveness
- Implement new business models for more strategic investments



Economic Impact
 Every \$1 spent on infrastructure puts **\$3 back into the economy**

Transportation projects have an immediate impact on local economies

US-69 from Louisburg to Fort Scott:

- Employed 1,770 people at an average wage of \$18
- 618 companies provided products and services

5 Case Studies of Past Investments

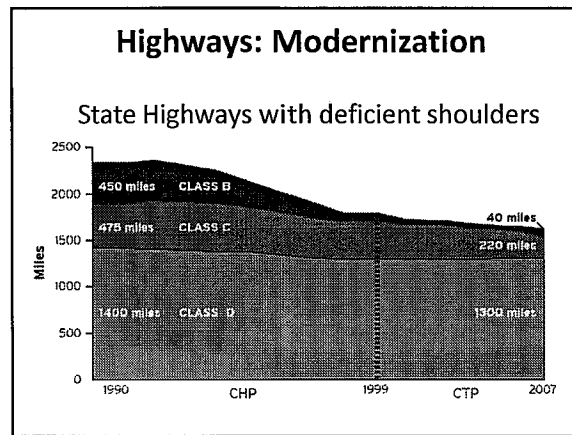
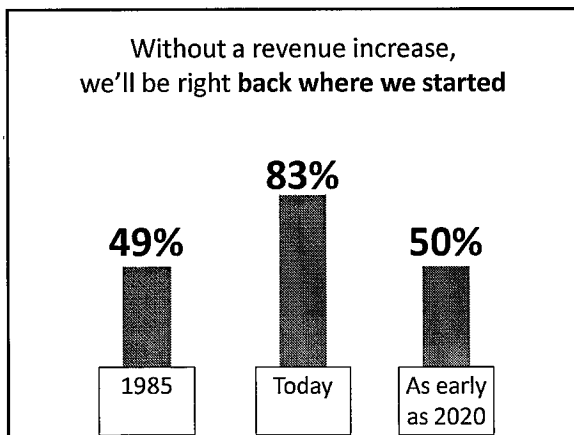
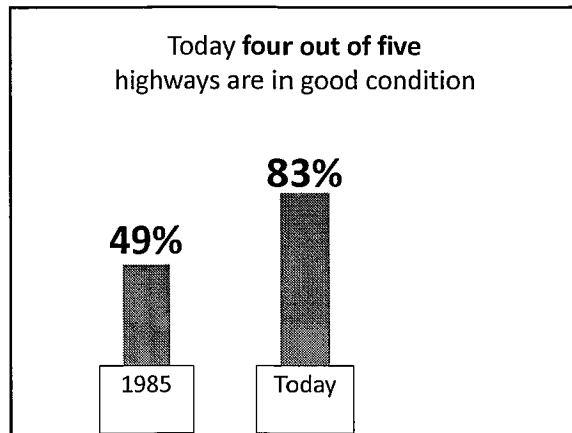
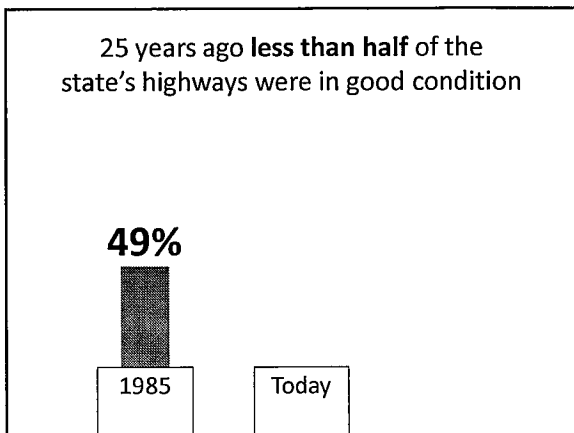
Project	Project Cost	Jobs Added	Economic Value Added
Parsons - US-400 Bypass	\$27 M	1,400	\$56 M
Wichita - K-96 Bypass	\$103 M	24,000	\$1.6 B
WY County - 110 th St Interchange	\$50 M	5,700	\$186 M
Overland Park - Nell Ave Interchange	\$48 M	17,500	\$4.1 B
Hays - Commerce Pkwy Interchange	\$3.5 M	2,200	\$111 M
TOTAL	\$231 M	50,800	\$6.1 B



T-LINK Recommendations Related to Economic Impact

- Select projects more frequently
- Create a new project selection method that incorporates:
 - Economic Impact Analysis
 - Regional and Statewide economic priorities
- Provide ways to meet emerging opportunities
- Increase funding and expand eligibility for Economic Development set-aside program

Highways



Highways: Expansion

- Expansion and Enhancement needs are what we hear the most about
 - Congestion in urban areas
 - Truck traffic in rural areas
- Many of the needs are very expensive

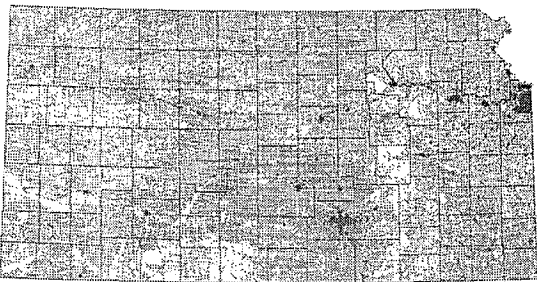
T-LINK Highway Recommendations

(\$ in millions)	Average Annual CTP Spending	CTP Inflated	2010 T-LINK Rec
Preservation	278	374	370
Modernization	84	114	35
Expansion	170	210	290
TOTAL	532	698	695

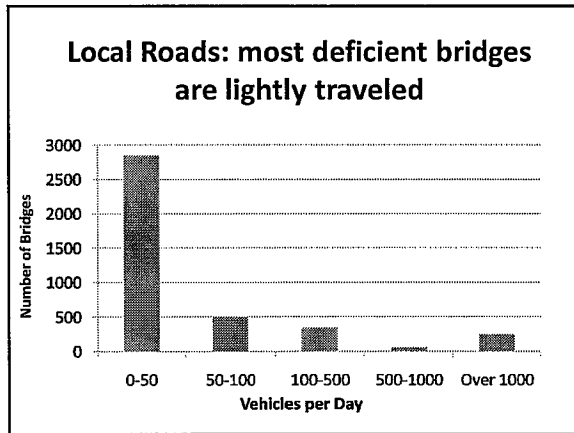
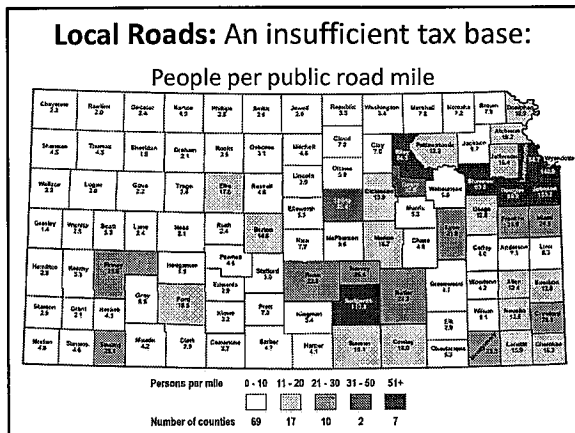
- Fully fund preservation
- Shift from modernization to capacity


Local Roads

The Local Road System: 4th Largest in the country




130,000 miles of local roads & 20,500 bridges





T-LINK Local Road Recommendations

- Work with local officials toward a sustainable road network
- Create a fund exchange program so that local governments could sell or swap federal dollars for state funds— which have fewer requirements

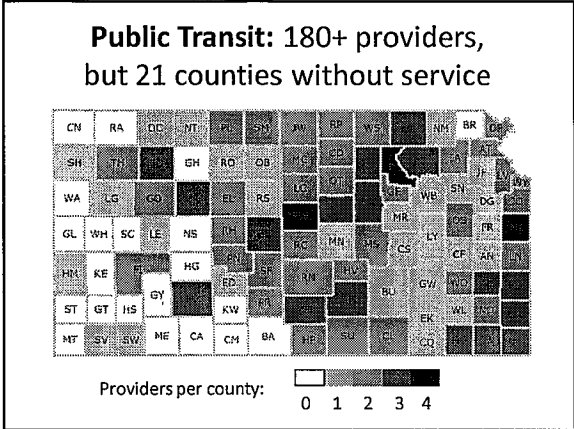



T-LINK Local Road Funding Recommendations

- Continue to share Motor Fuel Tax with local governments - if tax is increased, locals will receive more revenue

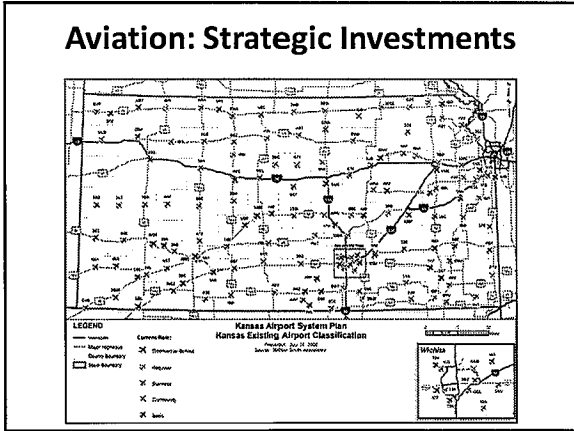

(\$ in millions)	Average Annual CTP Spending	2010 T-LINK Rec
SCCHF	155	180
Priority Network	0	30
Local Partnership	11	17
City Connecting Links	3	5
TOTAL	169	232

Modes

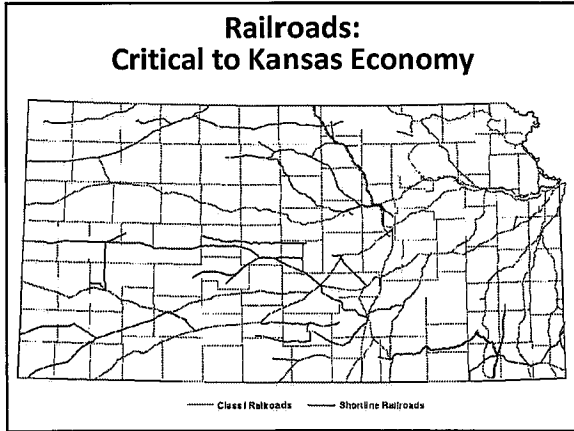
T-LINK Transit Recommendations

- Create a regional approach to transit to improve delivery of rural services
- Create rural & urban funding formulas
- Create a "commuter corridor" transit funding program
- Increase funding from \$6 to \$16 million

T-LINK Aviation Recommendations

- Invest in airports as designated in Strategic Aviation Plan
- Consider reducing or removing the aviation fuel sales tax exemption (would raise \$11 million per year)
- Increase funding from \$3 to \$6 million





T-LINK Rail Recommendations

- Passenger rail – wait for Amtrak study
- Expand Short-line Rail Program to include shippers, local governments and industrial parks
- Increase funding from \$3 to \$7 million

The Gap



What is the Gap?

- Fully fund Highway Preservation needs
- Shift from Modernization to Expansion
- Increase funding for local roads
- Increase funding and grow modal programs with inflation

10-year average annual Gap: \$550 million



T-LINK Revenue Recommendations

Balance new finance tools with traditional sources

- Create bonding cap
- Expand community approaches
- Consider tolls
- Rely on traditional user fees



Project Selection Pilot Program

**Project Selection Pilot:
Improvements on the Past**

CTP Strengths

- Predictable
- Accountable
- Funding is "safe"
- Used Priority Formula
- Politically accepted

CTP Weaknesses

- No flexibility
- No economic criteria for project selection
- Limited stakeholder dialogue
- No link to other priorities

Three Project Categories

Preservation and Repair	Modernization	Expansion and Enhancement
----------------------------	---------------	------------------------------

Three Project Categories

Preservation and Repair	Modernization	Expansion and Enhancement
----------------------------	---------------	------------------------------

- Overlays
- Reconstruction
- Bridge Repair
- Bridge Replacement
- Striping

Three Project Categories

Preservation and Repair	Modernization	Expansion and Enhancement
Add Shoulders Flatten Hills Straighten Curves Improve Intersections		

Three Project Categories

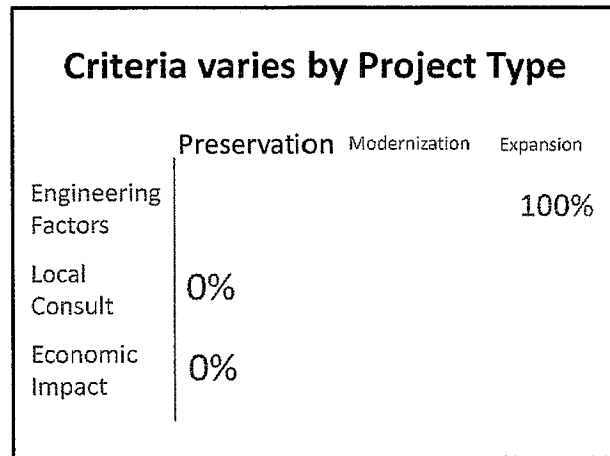
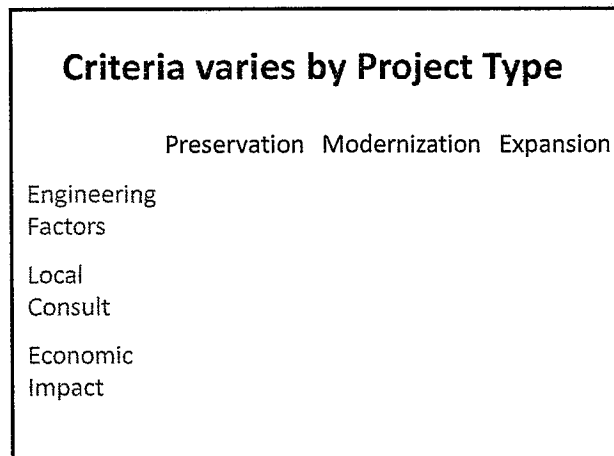
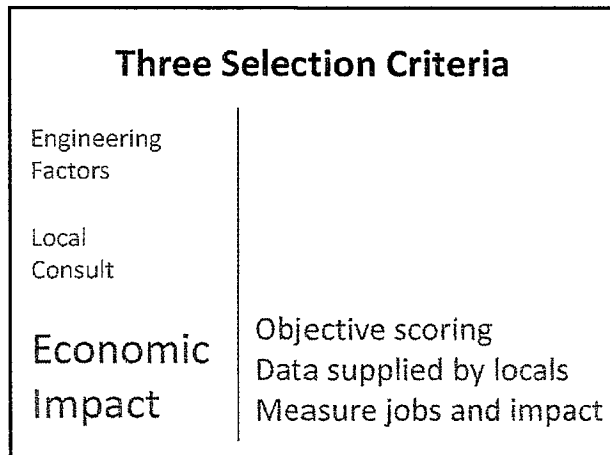
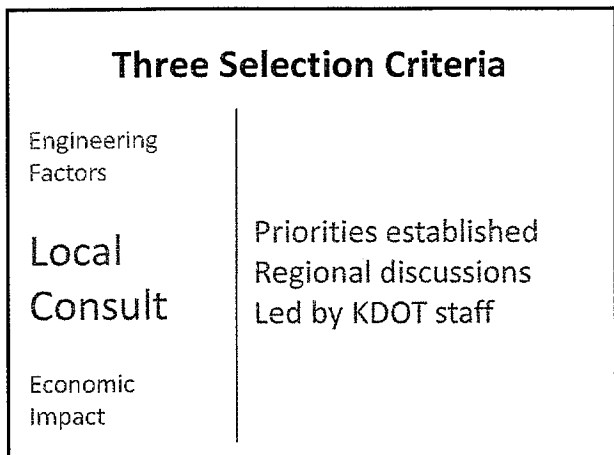
Preservation and Repair	Modernization	Expansion and Enhancement
Add Lanes Add Interchanges Add Passing Lanes Improve Technology		

Three Selection Criteria

Engineering Factors Local Consult Economic Impact	(Empty)
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Three Selection Criteria

Engineering Factors Local Consult Economic Impact	Pavement condition Truck volume Traffic volume Accident data Roadway geometrics <ul style="list-style-type: none"> • hills • curves • sight distances
---	--



Criteria varies by Project Type

	Preservation	Modernization	Expansion
Engineering Factors			80%
Local Consult		20%	
Economic Impact	0%		

Criteria varies by Project Type

	Preservation	Modernization	Expansion
Engineering Factors			50%
Local Consult		25%	
Economic Impact		25%	

■ Preservation

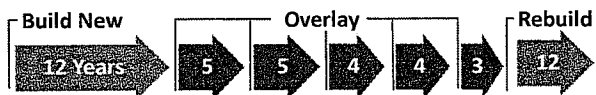
- Overlays
- Reconstruction
- Bridge Repair
- Bridge Replacement
- Striping

Preservation makes up over half of the T-LINK Recs

Preservation	Modernization	Capacity
370		
	35	290

Average Pavement Life: 30-35 years on heavily traveled roads

A typical asphalt road:

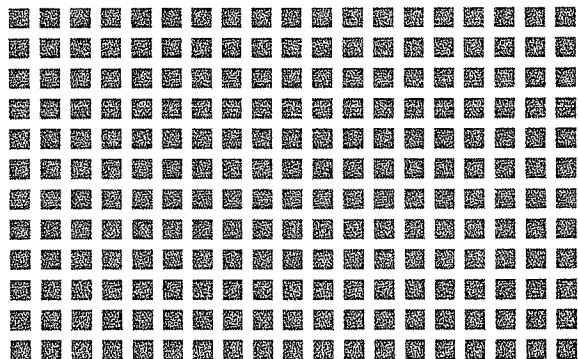


Preservation Selection Criteria

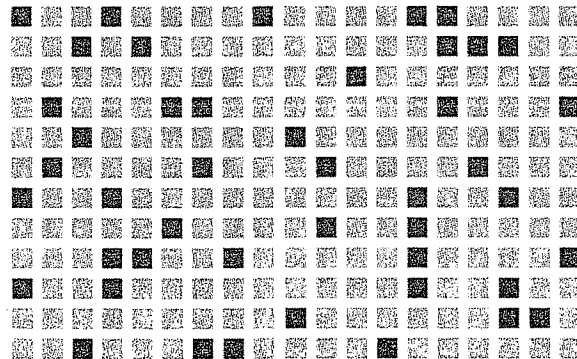
No proposed changes

Engineering Factors	100%
Local Consult	0%
Economic Impact	0%

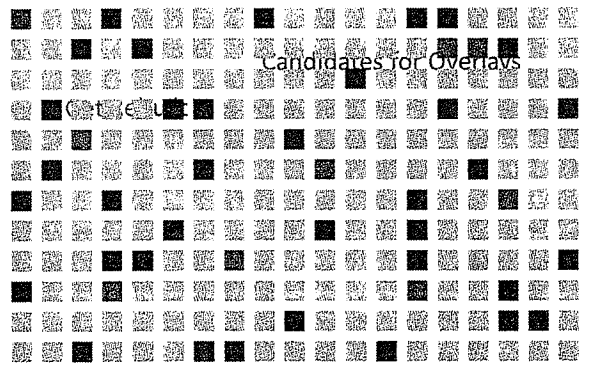
1000s of roadway segments



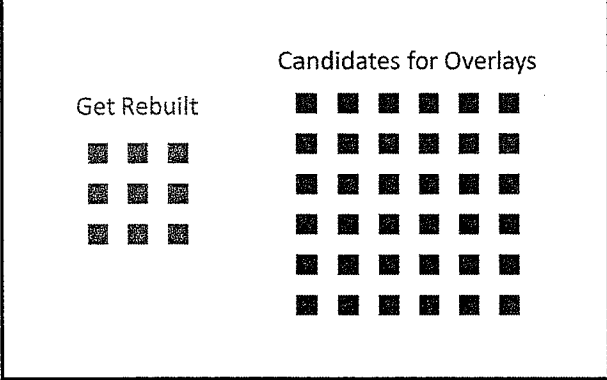
Priority Formula prioritizes preservation needs



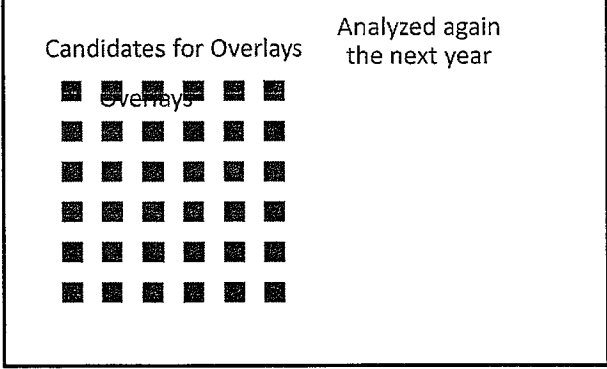
Most needy segments get rebuilt



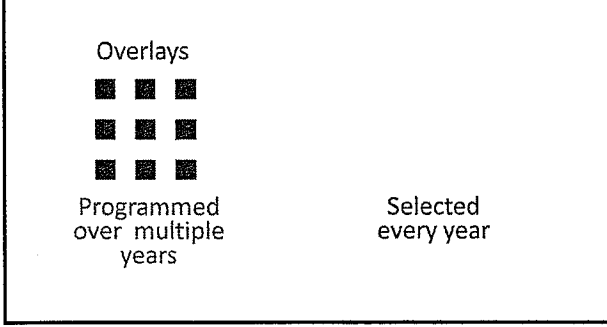
Overlay projects are picked each year



Overlay projects are picked each year



Preservation Program T-LINK: \$375 million per year



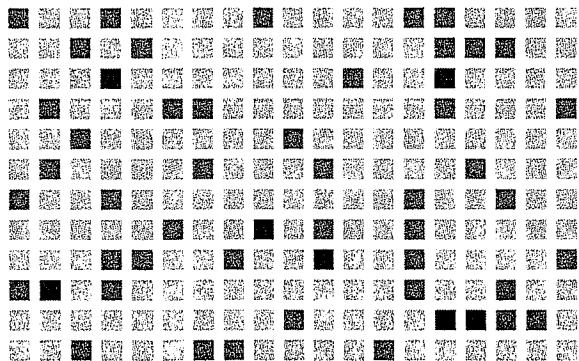
■ Expansion and Enhancement

- Add Lanes
- Add Interchanges
- Add Passing Lanes
- Improve Technology

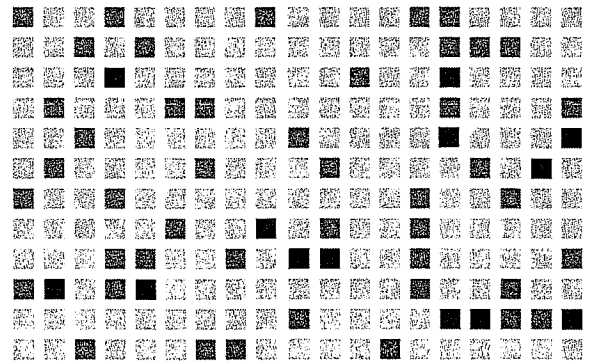
Enhancement: an increased focus

Preservation	Modernization	Enhancement
370		290
	35	

Priority Formula doesn't address expansion well



Other projects identified through public consultation



Scoring Enhancement Candidates

Engineering Factors	50%
Local Consult	25%
Economic Impact	25%

**Engineering Factors:
Splitting into Rural and Urban**

Urban definition:
Projects within a metro area in one of the five urban counties (Johnson, Wyandotte, Sedgwick, Douglas, Shawnee)

All other projects are classified as Rural

Preliminary results have shown good geographic distribution

**Scoring Enhancement Candidates Part 1:
Engineering Factors**

- Current Congestion
- Future Congestion
- Truck Traffic
- Accident Rate
- Fatality Rate
- Route Classification
- Condition of existing

**Scoring Enhancement Candidates Part 2:
Economic Impact**

Objectively estimate change in:

- Long term jobs
- Economic Impact (regional GDP)
- Growth in Income

Economic Impact

KDOT is using an economic model to measure impacts

Model uses combination of:

- Traffic and freight data
- Changes in travel times
- Input from local stakeholders about expected benefits

Scoring Capacity Candidates Part 3: Local Consultation



Local Consultation – the meetings

Goal is to quantify priorities at the regional level

Discussions led by KDOT staff

Past rounds have provided a strong base going forward

October '09 will give chance to vet scores

Local Consultation Scores

KDOT District Staff assigned scores and provided explanations for each project

KC metro and Wichita evaluated separately

Factors considered:

- Safety
- Regional Impact
- System Connectivity
- Extenuating costs or other factors

Scoring Capacity Candidates

	Engineering Factors 0-50	Local Consult 0-25	Economic Impact 0-25	TOTAL
■	42	25	5	72
■	37	10	10	57
■	26	25	15	66
■	24	15	20	59
■	45	25	10	70

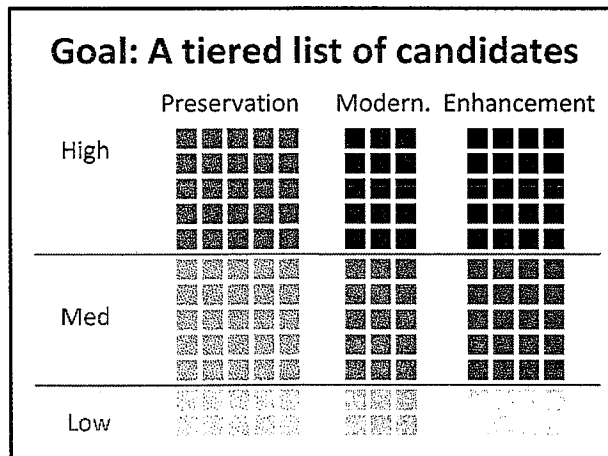
What a program might look like Scoring Capacity Candidates

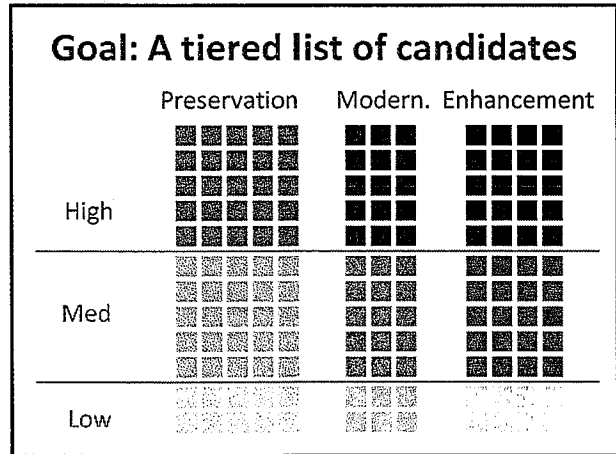
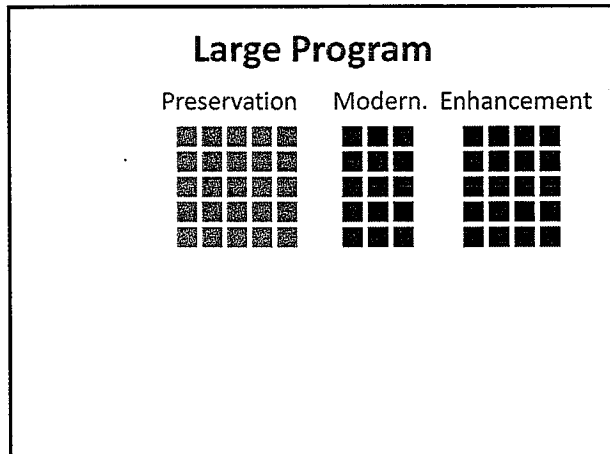
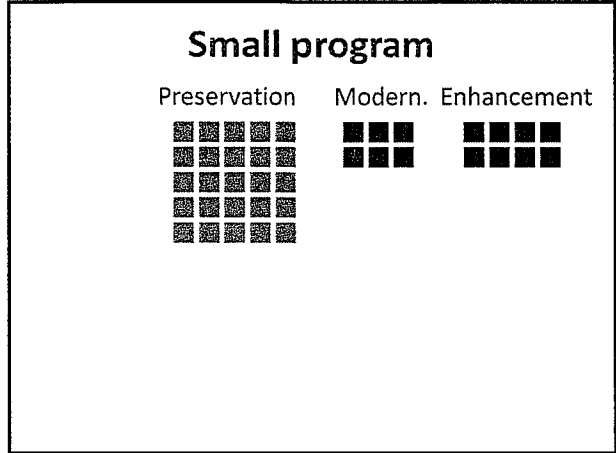
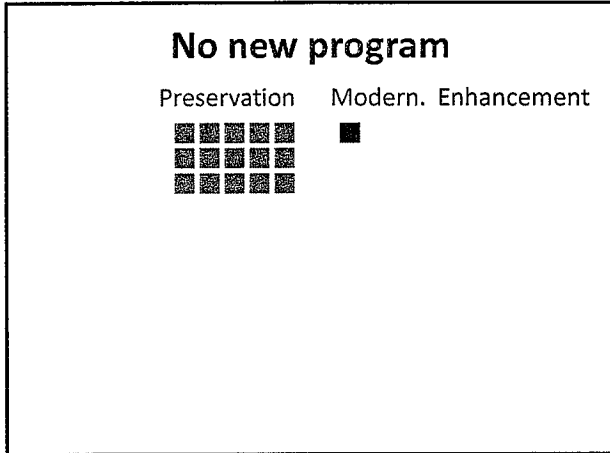
Year 1	Engineering Factors 0-50	Local Consult 0-25	Economic Impact 0-25	TOTAL
■	42	25	5	72
■	37	10	10	57
■	26	25	15	66
■	24	15	20	59
■	45	25	10	70

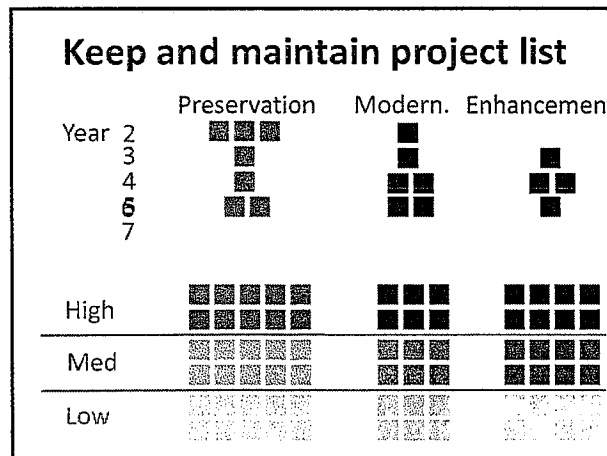
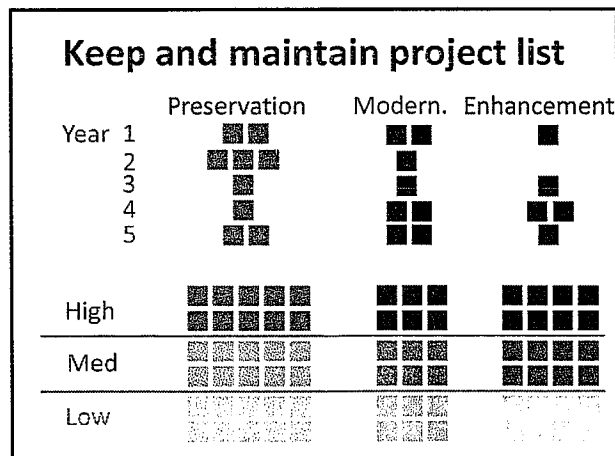
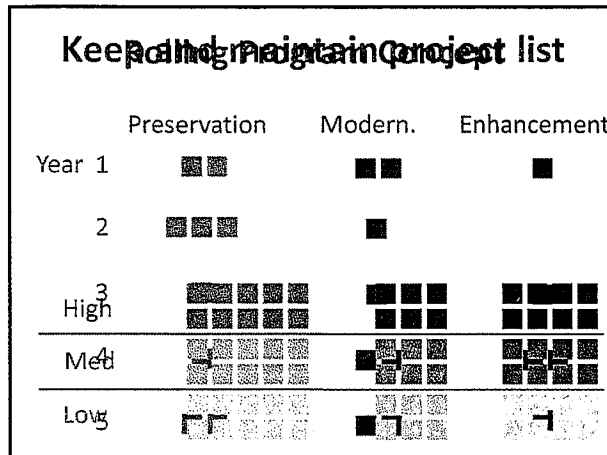
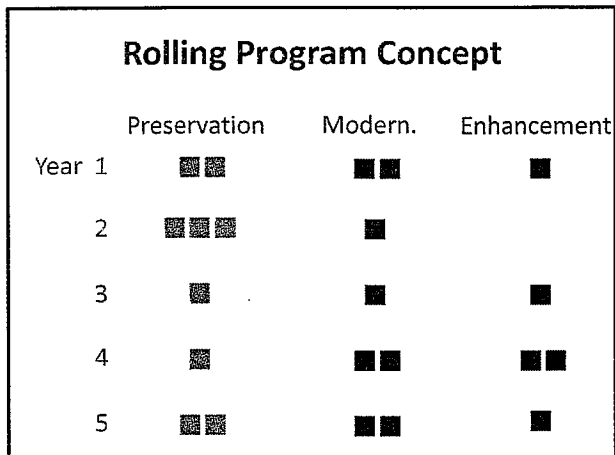
Next Steps

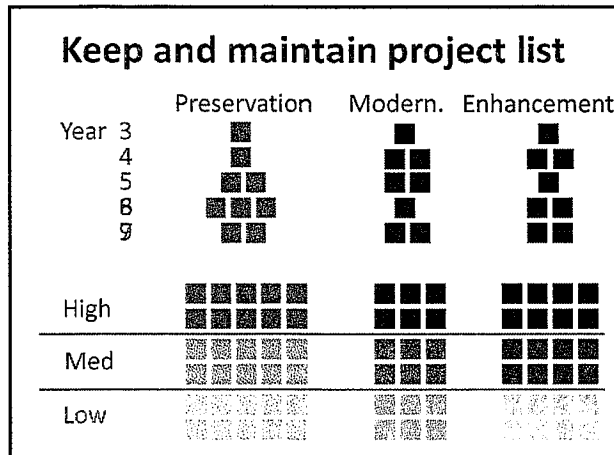
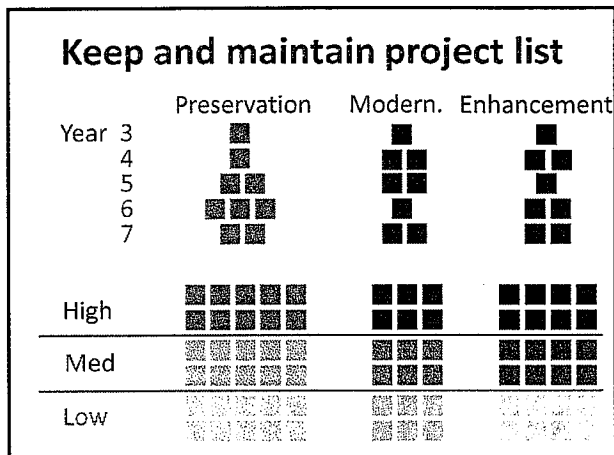
October: Take drafts to Local Consultation

November: Refine results and vet with T-LINK and Special Committee









Local Consultation Dates

- October 7 – Abilene
- October 8 – Topeka
- October 13 – Hutchinson
- October 14 – Chanute
- October 19 – Mission
- October 22 – Dodge City
- October 23 – Wichita
- October 26 – Hays

REGIONAL TRANSIT APPROACH PROGRESS REPORT

REGIONAL TRANSIT APPROACH

T-LINK Recommendation (January 09): Create a regional transit approach to expand and improve delivery of rural transit service.

- Start with one or more pilot projects in rural areas.
- Eventually, the development of transit jurisdictions that would cover the entire state.
- Jurisdictions would be defined by travel patterns.
- One-call dispatching would be required and would assist with scheduling efficiencies.
- Each jurisdiction would have a lead agency that would serve as the dispatcher for the region.

PROCESS: REGIONAL TRANSIT APPROACH

1. Proven Breakthrough Team facilitated process

- Broad participation: transit providers, employers, city/county leadership, medical providers, aging and disability advocates
- The Kansas Collaborative is a proven vehicle for collaboration

2. Tasks/Goals of the Breakthrough Teams

- Determine the market-based region
- Create a coordination model for the group's region-specific transit approach and strategies for meeting customer needs throughout their region
- Determine logistics of governance, local funding, staffing, vehicle maintenance and policies for riders

3. Driven off data

- Travel logs for current transit providers
- Work travel data: journey to work 2000 census, employee location for major employers
- Data on current services including: vehicle inventory, staffing (paid vs. volunteers), service schedule and location parameters.
- Case studies from peer states



Kansastlink.com

What People Are Saying...

"Several counties in Kansas do not have general public transportation. We, along with another adjoining county, provide very limited service to residents of one of those counties. Funding a regionalized transportation program will expand the opportunity for surrounding areas to serve those underserved counties and provide a much needed service that has been, until now, underfunded and largely ignored."

— Fern Odum, Nemaha County Transit Director

"With the regional dispatch capabilities in TLINK, when a provider is making a trip from the far reaches of southwest Kansas to one of the regional hubs or to tie into the intercity bus, we will have the ability to "piggyback" potential customers in those unserved counties thereby saving the tax payers from creating yet another transit provider, while still meeting the needs of the transit dependant in our state. This directly ties into the recommendations of the LRTP committees and TLINK to provide efficient, affordable and responsive mobility for all Kansans. The increased funding proposed through this process is imperative to implementation and success of this plan."

—Bonnie Burgardt, Finney County Transit Director

TRANSIT BREAKTHROUGH TEAM UPDATE:

We have three pilot teams up and running with positive interest from providers that see the benefits.

North Central Breakthrough Team:

Launched: May 2009

Counties Represented: Jewell, Republic, Mitchell, Cloud, Lincoln, Ottawa, Ellsworth, Saline, Dickinson and McPherson.

Flint Hills Breakthrough Team:

Launched: August 2009

Counties Represented: Dickinson, Clay, Riley, Geary, Morris, Wabaunsee and Pottawatomie

SouthWest Breakthrough Team:

Launch: September 2009

Participants: General public transportation providers from CTD 15 (19 county-area in southwest Kansas)

Special Committee on
Transportation 2009

9-29-09

Attachment 8

TRANSIT COMMUNITY UPDATE:

KDOT staff has kept the entire transit community updated throughout the process. We have seen many regions/providers that see the benefits of a regional transit approach and are ready to start work on a Breakthrough Team. Specifically, we have seen interested from Lyon County (potentially serving the adjacent counties), Reno County (potentially serving McPherson, Harvey, Rice and other adjacent counties) and DSNWK – Hays (serving Northwest Kansas).

Most of the general public transportation providers in Kansas see the benefit to a regional transit approach. As with any new change, there are providers that are struggling to see the value of this change. In the past, KDOT has allowed transit providers to have a larger amount of local control compared with peer states (Iowa, Missouri and Illinois for example). It is our hope that the improvement in service and enhancement of travel options for clients will help those transit providers with concerns to buy-in to this change.



"For the people, by the people, and of the people that is what "Transit" is. Transit is for all people to get to and from in the busy world. It doesn't matter whose transit vehicle you rode, just as long as you got there. Regional transit is a collaboration of everyone working together for the better good of all mankind. Our regional transit system is for the people that we serve, and people we are about to serve. Climb on board our regional transit system and watch it grow."

— Sandra Neilson, Senior Services of Southeast Kansas Director

"Regional Transit strategies are the future of Efficient, Affordable and Responsive Mobility for Kansas citizens. In the Riley, Pottawatomie and Geary County region we are experiencing unprecedented growth. We are also experiencing unprecedented demand for public transit throughout the tri-county region. Eliminating those barriers that impede access to transit will promote a stronger more diverse regional economy and an improved quality of life for the citizens of the Flint Hills region. One of the barriers to improved access to transit service is funding; the proposal of the T-LINK Taskforce to recommend a substantial increase in funding for transit is coming at a vital time for our region."

— Anne Smith, Riley County Area Transportation Agency Director

"I personally have served as President of NKAT since its inception in 1993. At the start of NKAT, it was presumed there would be "turf issues!" From the start we talked about those possibilities. Within three months the group was asking to "move on!" I mention this because of changes that are being proposed will be a change and those changes will be questioned.

Of the 18 counties in the NKAT area, currently there is no public service provided in five counties. There could be funding from a variety of sources such as those overseen by KDOT involving those living in the area to be served!

Having utilized a dispatching program, I can tell you even though we have had problems, the record keeping is great. We can produce a variety of data. Since my employees have been very efficient for many years, there has not been a drastic increase in ridership via the use of the computer aided dispatching program.

I commend KDOT and the T-LINK Committee for looking ahead and attempting to meet the growing demand for transportation."

— Ron Straight, Transportation Manager DSNWK in Hays



Transit Working Group Progress on Funding Policies

T-LINK Funding Recommendations

Rural	\$4.4 million
Urban	\$8.3 million
Regional Transit Approach	\$2 million
Commuter Services	\$1.2 million

TOTAL \$15.9 million

URBAN FUNDING DISTRIBUTION:

The T-LINK Transit working group supports a formula for urban transit that includes the following variables (with the weighting per variable): Population (40%), Ridership (40%) and Mileage (20%). The chart on the right depicts what the estimated proportions would be for each provider using current data.

RURAL FUNDING DISTRIBUTION:

The T-LINK Transit working group supports both formula and discretionary funding for rural transit. The group supports disseminating 90% of the funding through a formula. The formula for rural transit that includes the following variables: Population, Ridership and Mileage. The group is still discussing the weighting of the variables. This funding would be based on regional areas (currently the Coordinated Transit Districts).

- For the rural providers, funding formulas would be recalculated annually.

COMMUTER FUNDING:

The T-LINK Transit Working Group supports the use of a stand-alone commuter funding program that should be discretionary for the establishment or enhancement of innovative and sustainable commuter services. The group is still trying to determine whether projects should be able to be funding for multiple years.

WORKING GROUP RESPONSE:

The T-LINK Transit working group agrees with the T-LINK recommendation for funding distribution, but adds that any changes in funding would maintain the relative proportions between formula and discretionary and between rural and urban.

Est. Urban Funding Proportions

Johnson County Transit	22.21%
City of Lawrence	7.28%
Topeka Metropolitan Transit Authority	18.09%
Unified Government Transit	15.34%
City of Wichita	37.07%

PROVIDERS THAT MOVE FROM URBAN-RURAL, or RURAL-URBAN:

The T-LINK Transit Working group recommends that KDOT adopt a policy of utilizing the Federal Transit Administration definition of "urban". They also recommend that if transitions occur, the percentage share of the state portion of the funding moves permanently with the provider. The transitioned provider will maintain their previous funding level until the next formula calculation becomes effective.

SPECIALIZED FUNDING DISTRIBUTION:

Currently, specialized transit providers (those that serve the elderly and disabled) receive 4% of the current \$6 million in state funds. The T-LINK Transit Working Group would like to have a separate fund for specialized transit, using 4% of the formula funding for rural and urban transit. The T-LINK Transit Working Group is still working to determine how this funding would be disseminated.

Status of Federal Legislation

as of September 28, 2009

Quick Summary

- **The current federal program expires September 30, 2009.** The Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) was enacted August 10, 2005, as Public Law 109-59. The Transportation Equity Act for the 21st Century (TEA-21) authorizes the Federal surface transportation programs for highways, highway safety, and transit for the 5-year period 2005-2009. SAFETEA-LU was an extension of TEA-21, which expired on September 30, 2003. TEA-21 was enacted on June 9, 1998, P.L. 105-178, and authorized the Federal surface transportation programs for highways, highway safety, and transit for the 6-year period 1998-2003.
- The House Transportation and Infrastructure Committee has proposed the six-year, Surface Transportation Authorization Act of 2009, which has an estimated cost of \$450 billion. The bill would make significant changes in current programs, which Committee leaders said would "implement the reforms that will set the nation on the path to building a surface transportation network that meets the needs of the 21st Century." (The bill incorporates ideas put forward by national commissions, noted below.) No funding measure has yet been finalized.
- The Senate proposes an 18-month extension of the current program but has not yet voted on the measure. The House has approved a three-month extension, and its bill has gone to the Senate.
- Without a separate extension bill, the FY 2010 federal-aid highway, highway safety, motor carrier, and transit programs could be cut by \$12.1 billion, \$11.9 billion of which will come from the highway program

Timeline and Additional Information on Major Actions

(from NCSL unless otherwise noted; website references added)

- January 5, 2008 - National Surface Transportation Policy and Revenue Study Commission (created in Section 11142(a) of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users), which was charged with analyzing future highway and transit needs and the finances of the Highway Trust Fund, released its "Transportation for Tomorrow: Final Report." This report said that at least \$225 billion annually from all sources is needed for the next 50 years to upgrade the existing system to a state of good repair and create a more advanced surface transportation system to keep the country competitive in world markets; current spending is less than 40 percent of this. It proposed consolidating the numerous investment categories of current federal law into a more focused, performance-based set of ten new programs. <http://transportationfortomorrow.org/>
- February 26, 2009 - National Surface Transportation Infrastructure Financing Commission (created by Congress) released "Paying Our Way: A New Framework for Transportation Finance." "[T]he Commission respectfully and unanimously offers its report as a road map for the transition to a new funding and finance framework." "[T]he Commission agreed on broad goals for the surface transportation system: it must be safe, effective, efficient, fair, and sustainable." The report analyzes various types of potential funding for a new transportation program. <http://financecommission.dot.gov/>
- May 14, 2009 - Senators Jay Rockefeller (D-W.V.) and Frank Lautenberg (D-N.J.) introduced S 1036, The Federal Surface Transportation Policy and Planning Act of 2009, proposing a plan and mission statement for the Authorization (see Senate Commerce, Science

and Transportation Committee summary, <http://commerce.senate.gov>).

- June 2, 2009 – Future Federal Highway Administration Administrator Victor M. Mendez announced in his nomination hearing that the Department of Transportation foresees a \$5-\$7 billion shortfall in the Highway Trust Fund over FY 2009 and \$8-\$10 billion more over FY 2010. (His statement plus archived video of the hearing is available on the Senate Environment & Public Works Committee website.)

- June 17, 2009 – Transportation Secretary Ray LaHood released a statement proposing an immediate 18-month highway reauthorization that will replenish the Highway Trust Fund.

- June 18, 2009 – The House Transportation & Infrastructure (T&I) Committee released a white paper outlining a "Blueprint for Investment and Reform" of the Surface Transportation program. Their website (<http://transportation.house.gov>) contains the 775-page Blueprint (1.3 MB), an executive summary, and a "framework" document outlining program consolidation plans, among other documents. Estimated bill cost is \$450 billion over 6 years, plus \$50 billion for high-speed rail, and it consolidates or terminates 75 programs. The Blueprint leaves finance questions to House Ways & Means Committee.

(Rep. Jerry Moran serves on this committee and its Subcommittee on Aviation and the Subcommittee on Railroads, Pipelines and Hazardous Materials.)

- June 24, 2009 – T&I Democratic committee members wrote a letter to the Obama administration opposing its 18-month extension proposal.

- July 1, 2009 – White House wrote a memorandum to the Hill detailing its proposal to provide \$20 billion to shore up the Highway Trust Fund and make some reforms.

- July 15, 2009 – Senate Environment & Public Works (EPW) Committee passed S.G.W. 117 (text not made available to the public), a "clean" 18-month extension of SAFETEA-LU programs. A bill, S.1498, to extend SAFETEA-LU programs until March 31, 2011, sponsored by Sen. Barbara Boxer (D-Calif.), was placed on Senate General Orders on July 22. (NCSL and Library of Congress)

- July 23, 2009 – House Ways & Means Committee held a hearing to examine finances of the Highway Trust Fund. T&I Highways Subcommittee Chair Peter DeFazio (D-Ore.), one among several panelists, proposed three means of long-term financing. <http://waysandmeans.house.gov>

- July 29, 2009 – House of Representatives voted 363-68 to pass HR 3357, a bill that deposits \$7 billion into the Highway Trust Fund from the federal government's General Fund and ensure states will continue receiving full reimbursements for federal-aid highway projects through the end of the fiscal year, September 30, 2009.

- July 30, 2009 – Pressed by the impending Trust Fund shortfall and the House August recess date, the Senate voted 79-17 for passage of HR 3357, providing a short term fix with no reauthorizing language.

- August 7, 2009 – President Obama signed legislation (H.R. 3357) that gives an additional \$7 billion to the Highway Trust Fund. The measure transferred \$7 billion from the general treasury fund to the Highway Trust Fund, which uses federal motor fuel, tire, and heavy truck taxes to repay states for transportation projects under way or completed. The highway money was part of a larger package that addressed other time-sensitive issues such as Federal Housing Administration loan guarantee authority and unemployment insurance. (BNA)

• September 22, 2009. H.R.3617, sponsored by Rep. James Oberstar (D-Minn.), chairman of the Committee on Transportation and Infrastructure, was passed/agreed to in House on, 335 - 85. From the bill information: "To provide an extension of Federal-aid highway, highway safety, motor carrier safety, transit, and other programs funded out of the Highway Trust Fund pending enactment of a multiyear law reauthorizing such programs. This Act extends funding for programs funded out of the Highway Trust Fund for the period beginning on October 1, 2009, until no later than December 31, 2009." It was received in the Senate on September 24. In his statement on HR 3617, Chairman Oberstar called the 18-month delay proposal "unacceptable" because "failure to pass a long-term surface transportation authorization quickly would force significant uncertainty on States and MPOs [Metropolitan Planning Organizations] that must plan critical projects years in advance and that require the long-term funding assurances and stability from their Federal partners to proceed."

• September 25, 2009 (AASHTO press release)

Inaction by Congress Likely to Cost Billions: Lack of Highway, Transit Extension Bill Will Cut Program by 30 Percent

"As states push to create jobs and improve highways through the economic stimulus program, inaction on an extension of the highway and transit authorization is likely to reduce federal funding by \$12 billion in FY 2010. That would reduce the program by almost 30 percent.

"Only two legislative days remain before the current program expires on September 30. A one-month stop-gap continuation has been included in the pending continuing resolution. However, without a separate extension bill, budget rules will require that the FY 2010 federal-aid highway, highway safety, motor carrier, and transit programs be cut by \$12.1 billion, \$11.9 billion of which will come from the highway program.

"While the House passed a three-month extension on Wednesday, the Senate has yet to schedule the bill for the floor. Senate transportation leaders are focusing efforts on an 18-month extension favored by the Administration. With no hint of a compromise, and the threat of a possible filibuster, action in the Senate is at a standstill."

• September 28, 2009. As the fiscal year nears its end on Sept. 30, the Senate is expected to take up a House-passed CR to keep the federal government funded for another month. With the Senate being out on Sept. 28 due to Yom Kippur, Majority Leader Harry Reid (D-Nev.) said lawmakers will not vote on the stop-gap funding bill any earlier than the evening of Sept. 29. Pressure will be on Republicans to quickly pass the CR, which has been attached to the noncontroversial Legislative Branch appropriations bill (H.R. 2918). Democrats are arguing that failure to pass the stop-gap bill would jeopardize federal government funding and could result in a "shutdown." (BNA)

Sources: U.S. Department of Transportation, Federal Highway Administration,

<http://www.fhwa.dot.gov/reauthorization/>

National Conference of State Legislatures, <http://www.ncsl.org>, for the timeline through July 30.

American Association of State Highway and Transportation Officials (AASHTO),

BNA Transportation Watch, a subscription news service

The Library of Congress (bill information), <http://thomas.loc.gov>

Transportation and Infrastructure Committee, <http://transportation.house.gov>

Prepared by KLRD staff for the September 29, 2009, meeting of the Special Committee on Transportation

NCSL Policy - "Surface Transportation Federalism"

Excerpts:

"The National Conference of State Legislatures (NCSL) calls on Congress to work closely with states to develop a shared, long-term vision for financing and funding surface transportation systems that will enhance the nation's prosperity and the quality of life of all Americans. . . .

"The Surface Transportation Program as embodied and enacted in Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users of 2004 (SAFETEA-LU) has lost its way. The program, and the surface transportation system in the United States, needs a new vision to guide it beyond the Interstate Highway era into the 21st century and the needs and challenges that lie ahead. . . .

"Congress must clearly articulate this new national vision for surface transportation. In doing so, Congress should consider the following legitimate federal objectives:

- * Interstate commerce and freight mobility;
- * Interstate movement of people;
- * National defense and homeland security;
- * Safety;
- * Environmental and air quality preservation and improvements; and
- * Research and innovation."

National Conference of State Legislatures, Issues & Research » Transportation » Surface Transportation Authorization and the State; <http://www.ncsl.org/default.aspx?tabid=17889>

1) Who we are – what we're about

This is our second presentation on passenger rail to a transportation committee and we want to express our appreciation for the forward movement generated by the legislature to reestablish intercity passenger rail service.

- Kansas DOT developed and submitted a pre-application request for ARRA funding in July, which will help the state prepare for a second round application next summer.

- Kansas is poised for next steps that include the following:

- 1. Acceptance of the Amtrak Feasibility Study due at year end.**
- 2. Acceptance of a University of Kansas return on investment study due at year end**
- 3. Preparation of group of states application for ARRA "Round 2" funding that requires collaboration on the part of transportation committees in Oklahoma, Kansas and Texas. Texas appointed 2 DOT officials to serve in this capacity.**
- 4. Kansas application as a High Speed Rail corridor to connect with the existing network that surrounds our state to better position ourselves to receive federal funding.**
- 5. Placing development of intercity passenger rail service in the Comprehensive Transportation Plan. (CTP).**
- 6. Aligning a Service Development Plan for intercity passenger rail with the CTP.**
- 7. Operational funding guarantee this year – not to be used until train is on the tracks sometime around 2012.**
- 8. The draft of SB693 is in your packet today, please use the language in this draft bill as guidance for inclusion of passenger rail in the CTP.**

2) The case for passenger rail

- a. Need for rail transportation
 - i. How this will help economic development
 - ii. Business
 - iii. Agri business
 - iv. tourism
 - v. save significant highway maintenance dollars – 52 to 1 ratio
- b. Wichita's resolution – Wichita knows the benefit of investing in transportation, and lowering the cost of travel to citizens and businesses

This passed a City of Wichita workshop September 22 without objection. It is expected to be formally passed by the City Council on October 13. Further, passenger rail and enabling legislation to support operational funding of passenger rail will be voted on October 13th as part of the City's Legislative Agenda for 2010.

- c. Amtrak feasibility study – cost analysis only
- d. KU Benefit study

- i. Required operational funding would be paid for with taxes from economic development, improved business productivity and highway maintenance savings.
- ii. Study the benefits of passenger rail and produce a real and measurable Return on Investment ratio – A ratio will be produced that will show for every tax dollar spent on operating this route, how many tax dollars would be returned to the state? This study will be complete Mid-December and presented to the legislature early in January.

3) Legislative status

- a. Last year's efforts **(produced a bill which passed in the Senate 36-3)**
 - b. ARRA funding – 100% federal funds for all required capital upgrades
 - i. Status of funding
 - 1. Most applicant states will not qualify for Track 2 funding; therefore most of the money will be available for Round 2 next year.
 - 2. Kansas applied for two other grant Tracks, and may very well receive the Track 1 “shovel ready” grant for track upgrades north of Emporia .
 - 3. The third grant application is for matching funds for a Service Development Plan which will be split 50% Federal and 25% each for Oklahoma and Kansas (approximately \$125,000 for the State)
 - ii. **Stiff competition for this funding– why we need a strong application**
 - iii. **What does a strong application look like? Learn from Chicago Hub Network**
 - 1. **Group of States application**
 - 2. **HSR status**
 - 3. **Legislative guarantee for operational funding during 2010 session for Fall of 2010 application date**
 - iv. **Tri-state effort will be required**
 - 1. **Tri-State dovetail legislation will be required**
 - 2. **Presentation to Texas Senate Transportation Committee – outcome – Chair directed TxDot to appoint a staff member to spearhead this initiative from Texas**
 - 3. Plan to present to Texas House Transportation Committee in October
 - 4. Presentations in OK are producing results
 - 5. **Coalitions are forming among City Managers, Chambers, ED's to lobby KS and OK legislatures to work together.**
 - 6. **1st Tri-State conference call in September**
 - 7. **2nd October 23rd, everyone on this committee is invited**
- 1) Three Legged Stool - Everything is converging for a Perfect Storm, if you will – KDOT is looking into HSR status, ARRA required studies will be complete next year, most of the funding will be available next year, a Tri-state effort is quickly developing
- ### 2) What we need from the Special Legislative Committee:
- a. **Inclusion in the Comprehensive Transportation Plan**
 - b. **Ask KDOT to apply as a Group of States and HSR status**
 - c. **Operational funding guarantee this year – not to be used until train is on the tracks sometime around 2012**

Whereas the City of Wichita's top transportation priorities remain what they have been for the past several years; and

Whereas intercity rail service would be a complimentary transportation option to what our community currently offers citizens of our region; and

Whereas national high-speed passenger rail funding programs are emerging; and

Whereas there is general recognition that high-speed passenger rail service would be a benefit to our region; and

Whereas high-speed passenger rail service would be of particular value to the economic development of downtown Wichita; and

Whereas there is general acknowledgement by state legislative and transportation leaders that high speed passenger rail service is a distinct possibility; and

Whereas the city of Wichita and the surrounding region would be best served by daytime north and south bound train service on a direct route between Fort Worth, Oklahoma City and Kansas City; and

Whereas it is fully recognized that no final decisions and recommendations can be made until completion of the forthcoming feasibility study and service delivery plans authorized by the KDOT;

Now, therefore, be it resolved that the Wichita City Council is on record in support of the best possible scheduling and route location for the economic growth of our community.

Senate Bill NO. 693

By Transportation Committee
Kansas State Legislature

THE INTERCITY PASSENGER RAIL DEVELOPMENT ACT

AN ACT relating to passenger railroad service, concerning authorization for certain contractual services for railroad financial assistance, establishing the railroad revolving loan and grant fund.

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

Section 1. Sections 1 through 6, and acts amendatory of the provisions thereof or supplemental thereto, shall be known and may be cited as the passenger rail service assistance act.

Sec. 2. As used in this act unless the context clearly requires otherwise:

- (a) "Act" means passenger rail service assistance act
- (b) "Department" means the Kansas department of transportation
- (c) "Passenger rail service" means long distance, intercity and commuter passenger transportation, including the Midwest regional rail system development which is provided on railroad tracks.
- (d) "Secretary" means secretary of transportation.

Sec.3. It is the intent of the state legislature that the enactment of this act shall not affect the terms or duration of railroad assistance agreements entered into under legislation enacted before the effective date of this act.

Sec.4. (a) There is hereby established in the state treasury the railroad revolving loan and grant fund, which shall be administered by the secretary and shall consist of the following:

- (1) amounts appropriated or otherwise made available by the legislature for the purposes of the fund;
 - (2) amounts of repayments made by qualified borrowers of loans received under this act and acts amendatory of the provisions thereof or acts supplemental thereto, together with payments of interest thereon, in accordance with agreements entered into between such qualified borrowers and the secretary;
 - (3) amounts earned on moneys in the fund;
 - (4) amounts contributed or otherwise made available by any public or private entity for use in effectuating the purposes of the fund; and
 - (5) any other amounts as may be made available for the purposes of the fund
- (b) subject to the provisions of this act and acts amendatory of the provisions thereof or acts supplemental thereto, expenditures from the fund shall be made for the following purposes;
- (1) Grants or loans to provide assistance for the restoration, conservation, improvement, and construction of railroad main lines, branch lines, switching yards, sidings, rail connections, intermodal yards, highway grade separations and other railroad related improvements.
 - (2) Grants or loans for rail economic development projects that improve rail facilities, including construction of railroad branch lines sidings, rail connections, intermodal yards, stations. Equipment defined as locomotives, and rolling stock including passenger coaches and other rail related improvements that spur economic development and job growth.

(3) Costs associated with the initiation, operation and maintenance of passenger rail service

(c) The secretary shall remit all money received for the purpose of the act to the state treasurer in accordance with the provisions of K.S.A. 75-4215, and amendments thereto. Upon receipt of each such remittance, the state treasurer shall deposit the entire amount in the treasury to the credit of the revolving loan and grant fund.

(d) The department is hereby authorized and directed to establish and administer a program for granting and administration of loans and grants under this act. The department may establish a limit on the amount that may be awarded as a grant for any eligible project to maximize the use of the moneys in the fund. The department may enter into agreements with railroad corporations, the United States government, cities, counties and other entities for carrying out the purposes of this act.

(e) The secretary may enter into agreements with Amtrak, other rail operators, local jurisdictions and other states for the purposes of developing passenger rail service, serving Kansas and other states interconnected and positioned on the current or proposed route. The agreements may include any of the following provisions;

(1) Cost-sharing agreements associated with initiating service, capital costs, operating costs, operating subsidies and other costs necessary to develop and maintain service.

(2) Joint powers agreements and other institutional arrangements associated with the administration, management and operation of passenger rail service.

(3) The secretary shall enter into discussions with members of the Kansas state legislature to foster passenger rail service in this state and the Midwest and to maximize the level of federal funding for such service.

(f) The secretary may provide assistance and enter into agreements with local jurisdictions along the proposed route of a Midwest regional rail system development or other passenger rail operations serving Kansas to ensure that rail stations are designed and developed in accordance with the following objectives:

(1) To meet safety and efficiency requirements outlined by Amtrak and the federal railroad administration;

(2) To aid intermodal transportation; and

(3) To encourage economic development.

Sec.5. (a) Qualified borrowers who desire assistance in the form of a loan or grant under this act, or acts amendatory of the provisions thereof or acts supplemental there, shall submit an application therefore to the secretary. Applications shall be in such form and shall include such information as the secretary shall require and shall be submitted in a manner and at a time to be determined by the secretary.

(b) The secretary may enter into agreements with any qualified borrower for payment of all or part of the project costs. All moneys received by the secretary pursuant to such agreements shall be deposited to the credit to the credit of the railroad revolving loan and grant fund.

(c) The secretary shall provide any governmental unit, upon its request, with technical advice and assistance regarding a project or an application for assistance. The secretary may assess reasonable fees for providing such assistance.

Sec.6. (a) Upon the failure of a governmental unit to meet repayment terms and conditions of an agreement, the secretary may order the state treasurer to pay to fund such a portion of the governmental unit's share of the special city and county highway funds as may be necessary to meet the terms of the agreement. This subsection shall apply if the source of the repayment of a loan with a governmental unit, as identified in the agreement, is not received by such governmental unit prior to the loan repayment date.

(b) The secretary shall submit a written report to the state legislature on or before January 1, 2011, and on or before January 1 of each ensuing year concerning the development and operation of the Midwest regional rail system and the state's passenger rail service.

Sec.7. This act shall take effect and be in force from and after its publication in the Kansas register.

TESTIMONY

Shelby Smith

Special Committee on Transportation

September 29th, 2009

Since forming Economic Lifelines, a grassroots organization supporting Governor Hayden's highway initiative in 1987, I have followed with interest the 1989 Comprehensive Highway Plan and the 1999 Comprehensive Transportation Plan.

Any new legislation should focus on our state's economic growth, to which a functional, efficient, economical and accessible system of transportation is absolutely critical. However, it would be ignoring reality to not recognize that more money for roads has not attracted private capital to the Kansas economy.

As you may recall, I addressed your meetings of November 24th, 2008 and January 8th, 2009, advocating a return of passenger rail service in Kansas. Then, as now, the landscape for bringing the trains back to our state could not be more favorable. Let me offer the reasons why.

- On April 14th, 2009, President Obama emphasized strongly the need for high-speed railroads in America. It could be an Obama legacy.
- A Congressional Resolution states that "long-distance passenger rail is a vital and necessary part of our national transportation system and economy."
- With the arrival of Amtrak passenger service now running between Fort Worth and Oklahoma City, the Oklahoma communities along its route, reported an average of four million dollars in expanded economic activity in the first year after the train's arrival.
- Do we need to be reminded of the energy efficiencies of rail travel? A single gallon of diesel fuel, as used in a locomotive, can move a ton of weight 436 miles. Amazing.
- And maintenance of steel rails versus concrete pavement is a no-brainer. Rail is more durable, far less expensive to maintain.
- The useful lifespan of a diesel electric locomotive routinely extends to 35 years and more. Compare that long-term utility to the useful lives of cars and trucks.
- Remember too that increased rail travel will help to reduce noxious emissions to the atmosphere, an unmistakable advantage in this time of ever more stringent federal environmental standards.

Special Committee on
Transportation 2009

9-29-09

Attachment 11

- Policy makers need to be cognizant of the fact that KDOT's actual expenditures for the last year of the 1999 plan, fiscal year 2008, were \$720 million for roads, \$3 million for air service, and zero – nothing, zip, nada - for railroads.

The lynchpin holding this collaborative effort together is the Northern Flyer Alliance, that grassroots ad-hoc group of railroad enthusiasts in Oklahoma and Kansas seeking to extend Amtrak from Oklahoma City through Wichita, to Kansas City. We need to act to preserve the momentum of this all-important work. Failure to act I believe, could jeopardize federal funds.

So.

We must ensure that passenger rail service is an integral part of a new ten year Comprehensive Transportation Plan for our beloved Kansas.

Thank you.

Kansas Passenger Rail Update

Special Committee on Transportation

September 29, 2009

Amtrak Expansion Feasibility Study

- Amtrak officials recently assured KDOT that the study will be ready by the end of the year
- Forecasts of
 - a. Ridership
 - b. Revenues
 - c. Operating Costs
 - d. Annual State Support Required
 - e. Infrastructure Improvement Costs (tracks and sidings)
 - f. Start up costs
 - i. Equipment
 - ii. Training

Federal Funding Opportunities

AMOUNT	SOURCE	DESCRIPTION	STATUS
\$10 million	Earmark in new federal transportation bill	Crossing signal improvements from Newton to KS/OK state line	Submitted in May 2009, announcement date unknown
\$10 million	Stimulus funding (ARRA) grant through Federal Railroad Administration	Crossing signal improvements from Newton to KS/OK state line	Request due Oct. 2, 2009 (This application will not qualify for funding)
\$7.6 million	Stimulus funding (ARRA) grant through Federal Railroad Administration	Improve tracks and a siding between Emporia and Barclay; benefits the Southwest Chief and potential expanded service	Submitted Aug. 23, announcement expected in October
\$250,000	Non-ARRA grant through Federal Railroad Administration	\$500,000 project to create a Service Development Plan (Requires a \$250,000 state match, of which Oklahoma will commit up to \$125,000)	Submitted Aug. 23, announcement expected in October
Future Opportunities	Federal Railroad Administration	Service implementation and/or infrastructure improvements	Second round of funding expected in late 2010

Kansas State Rail Plan Update is Underway

The Plan will include passenger rail and a base methodology for cost/benefit analysis of potential rail improvements and more detailed methodology in each of five categories: passenger rail, commuter rail, shortline rail, major freight rail and facilities. The cost/benefit methodology will be delivered to KDOT in November.

For more information, contact Ron Kaufman, 785-296-3769, rkaufman@ksdot.org

Kansas Department of Transportation, Eisenhower State Office Building, 700 SW Harrison, Topeka, KS 66603

Special Committee on
Transportation 2009

9-29-09
Attachment 12

Table 1. Service, Finance and Operating Characteristics of State-Supported Amtrak Trains

STATE	NUMBER OF DAILY TRAINS	TRAIN ROUTE(S)	FY08 OPERATING SUPPORT/ CONTRACT AMOUNT	REVENUE SOURCE(S)	RIDERSHIP FY07	TICKET REVENUE FY07
California	68	1)Oakland-Fresno-Bakersfield 2)Sacramento-Oakland-San Jose 3)Santa Barbara-LA-San Diego	\$76,600,000	Portion of gasoline tax	4,962,042	\$89,391,956
Illinois	28*	1)Chicago-Carbondale 2)Chicago-St. Louis, MO 3)Chicago-Milwaukee* 4)Chicago-Quincy	27,999,978	General revenue	1,402,096*	*27,770,668
Maine	10	Portland-Boston, MA	**7,209,623	1)CMAQ 2) General revenue	361,634	4,800,036
Michigan	4	1)Grand Rapids-Chicago, IL 2)Port Huron-Chicago, IL	6,124,306	General revenue	232,461	6,223,632
Missouri	4	Kansas City-St. Louis	7,400,000	General revenue	116,517	2,508,912
New York	2	New York City-Montreal	4,260,562	General revenue	101,097	5,065,860
North Carolina	4	1)Charlotte-New York City 2)Charlotte-Raleigh	***4,938,736	Lease fees derived from freight railroad operating on state-owned track	306,763	14,343,745
Oklahoma	2*	Oklahoma City-Fort Worth TX*	2,298,500	General revenue	*68,246	*1,260,579
Oregon	4	Portland-Eugene	4,200,000	1)Portion of fee charged for customized license plates 2)General revenue	*674,153	*18,165,351
Pennsylvania	26	Philadelphia-Harrisburg	7,240,917	General revenue	988,454	20,582,838
Texas	2*	Fort Worth-Oklahoma City, OK*	1,998,500	General revenue	*68,246	*1,260,579
Vermont	4	1)St. Albans-Burlington-NYC 2)Rutland-NYC	3,940,033	General revenue	107,241	5,548,083
Washington	10	Vancouver, BC-Seattle-Portland, OR	11,200,000	Vehicle registration fees	*674,153	*18,165,351
Wisconsin	14*	Milwaukee-Chicago*	7,094,214	General revenue	*595,336	*10,230,272

* Route cost shared with adjacent state. Revenues reflect total derived from ticket sales on route(s); ridership represents total for route; figures duplicated in shared state's row.

** Base cost not including fuel, less ticket revenue

*** Estimate that may vary based upon factors that may include fuel costs

Source: Amtrak Government Affairs
September 2008

NOTE: Each state is unique. The payments of other states cannot be used to reliably estimate what Kansas would pay for its operating support.

2009 Transportation Bonding Overview

As prepared for the 2009 Special
Committee on Transportation

September 29, 2009

Bonding: State Highway Fund over the last 20 years



CURRENT		<ul style="list-style-type: none"> • Largest amount of authorized debt plus outstanding debt – \$1.97 Billion in March 02 • Current average interest rate - 4.1% • Current Debt allocation \$201M variable, \$685M synthetic fixed, and \$722M fixed • Estimated \$178 Million in 2011 Debt Service (including \$105M in principal) • Estimated 2011 Debt Service is 12.4% of ATAR (Adjusted Total Agency Revenues)
State Highway Fund		
Outstanding Debt		
\$ 31M	CHP (repaid in FY 2014)	
\$ 276M	CHP Refunding* (repaid in FY 2014)	
\$ 1,300M	CTP (repaid in FY 2025)	
\$ 1,608M	Total Debt	

Comprehensive Highway Program (CHP) \$890 M of new money bonds issued:

- \$250 M in March, 1992
- \$125 M in September, 1992
- \$250 M in May, 1993
- \$125 M in January, 1994
- \$50 M in September, 1994
- \$90 M of unhedged Variable Rate Demand Obligations (VRDOs) in October, 1994.



Comprehensive Transportation Program (CTP) \$1,272 M new money bonds issued:

- \$325 M in September, 1999
- \$150 M in November, 2000
- \$200 M of VRDOs in Dec., 2000
- \$250 M in June, 2004
- \$200 M in November, 2004
- \$147 M in November, 2004

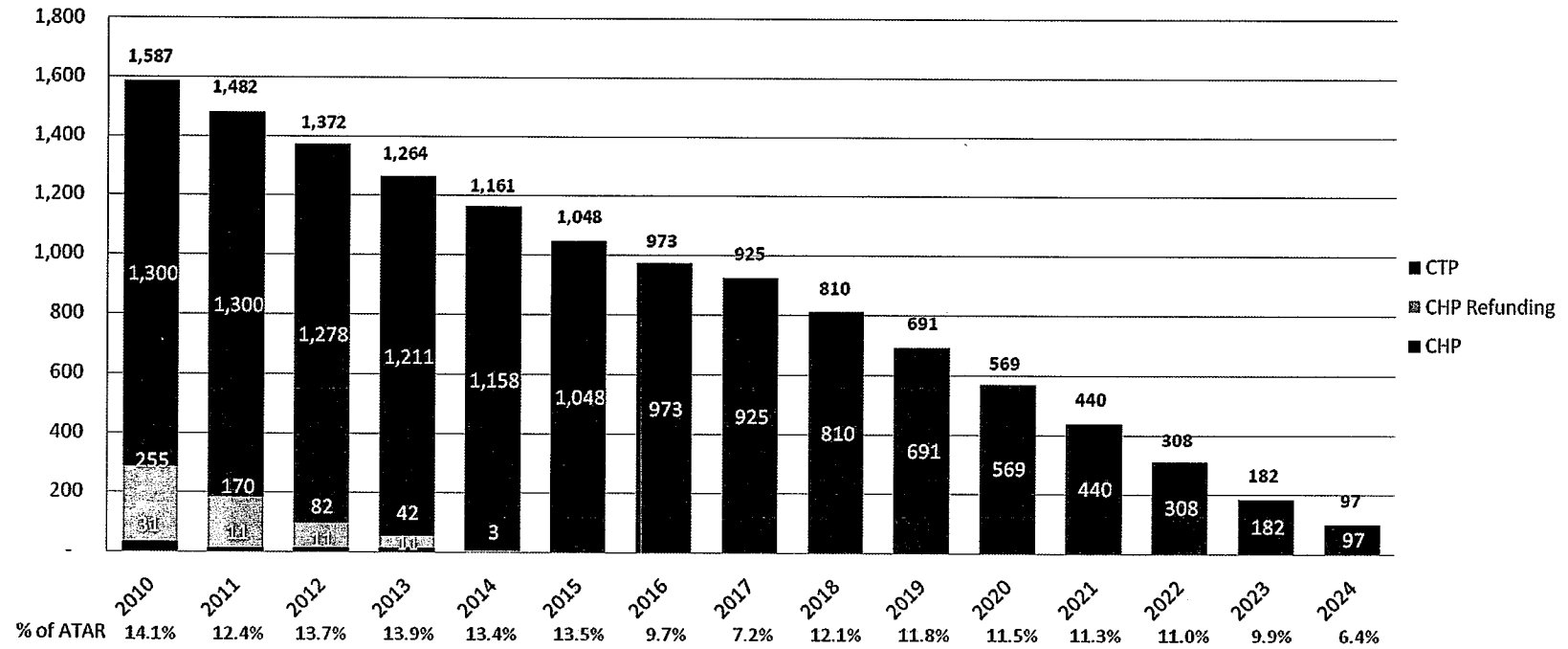


Refunding issues during the CHP and CTP are as follows:

- \$147 M in May, 1993 - NPV savings of \$4 M
- \$189 M in March, 1998 - NPV savings of \$4 M
- \$520 M in October, 2002 - NPV savings of \$21 M
- \$398 M in Nov., 03 - NPV saving \$3 M; \$170 M of debt service deferred beyond FY 09

Total SHF Debt Outstanding

(all amounts in millions at FY End)



*\$21.4 Million in debt principal will be repaid in FY 2010.

DEBT SERVICE TO REVENUE CAP

CREDIT RATINGS PRESERVED

The proposed debt service to revenue cap will allow the Agency to retain its high credit ratings.

ADDED FLEXIBILITY

The policy would provide the Agency additional flexibility in the timing of debt issuance and the Agency's planning process.

ACTIVE DEBT MANAGEMENT

The policy would offer market participants with further assurance that the Agency is operating off of a long-term plan and is actively managing its degree of leverage.

The Traditional Approach:

Historically, the Kansas Legislature has authorized a specific amount of State Highway Fund (SHF) debt that may be issued over a designated time horizon in order to fund the construction of transportation infrastructure.

Proposed Policy:

Rather than authorize a specific amount of debt, an alternative is that the legislature impose a debt service to revenue restriction. This restriction would allow the Agency to issue debt so long as the SHF's total annual debt service expense does not exceed 18% of Adjusted Total Agency Revenues (ATAR). ATAR includes all annual agency revenues less extraordinary cash inflows and Special City and County Highway Funds. It is the intent of KDOT and TLINK that debt issued under this approach be used for expansion/enhancement type projects and not for preservation/maintenance.

Benefits of the Approach:

- **Flexibility:** The policy would offer the Agency flexibility in the timing of debt issuance allowing for unanticipated economic development projects to be undertaken that may not otherwise receive funding due to the absence of issuance authority.
- **Planning:** Relating future debt service to revenues will require the Agency to follow a long-term planning horizon. Though the Agency currently plans on

this horizon, the legislatively imposed requirement to do so will provide investors with further assurance and positively influence the Agency's cost of borrowing.

- **Active Management:** The policy would enable the Agency to more efficiently manage its debt portfolio by timing debt issuances when market conditions are most desirable or when unforeseen emerging needs occur.

Why is 18% a Suitable Measure?

- The 18% debt service to revenue test is considered by industry analysts to be a fiscally responsible ceiling in the management of debt and provides stronger coverage than is required by KDOT's bond covenants.
- Following a cap of 18% with prudent management of other leverage measures will allow the Agency to retain its current high credit ratings of Aa2, AAA, and AA on long term debt by Moody's, S&P, and Fitch respectively.
- The relatively low annual debt service obligation afforded by the 18% cap would again offer the Agency a degree of flexibility in year-to-year construction spending.

*1.5% of ATAR will be set aside for economic development opportunities.

Amount raised (in millions):									
FY09	\$421.272								
FY08	\$431.307								
FY07	\$434.047								
FY06	\$428.166								
FY05	\$425.556								

Source: Department of Administration, Division of Accounts and Reports

History:

Dates		Type of tax or fee							
		[motor fuels tax is per gallon; trip permis are each; oil inspection fee is per barrel (50 gallons)]							
Legislative Session Year	Effective Date	Chapter, section	Gasoline	Gasohol	E-85 Gasohol	Diesel	LP-Gas*	Oil Inspection Fee (bbl)	
			KSA 79-3408, 79-34,141				79-3492	55-426	
1925	5/1/1925	274, 2	\$0.02						
1929	4/29/1929	287, 2	\$0.03						
1941	7/1/1941	379, 2				\$0.03	\$0.03	\$0.03	
1945	3/1/1946	271, 14	\$0.04			\$0.04	\$0.04		
1949	7/1/1949	484, 1	\$0.05			\$0.05	\$0.05	\$0.005	
1949	7/1/1951	484, 1	\$0.04						
1955	7/1/1956	419, 1	\$0.05			\$0.07	\$0.07		
1956	7/1/1956						\$0.05		
1957	7/1/1957						\$0.07		
1959	7/1/1959	405, 3					\$0.05		
1969	7/1/1969	462, 1, 2, 5,	\$0.07			\$0.08			
1976	7/1/1976	426, 1, 4, 7	\$0.08			\$0.10	\$0.07		
1983	7/1/1983		\$0.10			\$0.12	\$0.09		
	1/1/1984	320, 11	\$0.11			\$0.13	\$0.10		
1989 CHP	7/1/1989	209, 49	\$0.15			\$0.17	\$0.14		
	7/1/1990	209, 50	\$0.16			\$0.18	\$0.15		
	7/1/1991	209, 51	\$0.17			\$0.19	\$0.16		
	7/1/1992	209, 52	\$0.18			\$0.20	\$0.17		
1990	7/1/1990	195, 1						\$0.01	
1996	7/1/1996	105, 5						\$0.015	
1999 CTP	7/1/1999	137, 36	\$0.20			\$0.22	\$0.19		
	7/1/2001		\$0.21			\$0.23	\$0.20		
2002	7/1/2002	201, 5	\$0.23			\$0.25	\$0.22		
	7/1/2003		\$0.24			\$0.26	\$0.23		
2006	1/1/2007	81, 2			\$0.17				separated E85 fuels from other motor fuels; added fuel importers to those taxed
2007	7/1/2007	180, 2							Secretary of Revenue may change the inspection fee rate, up to \$0.015 limit

Sources: Memorandum produced by Kansas Department of Revenue, last updated 3/29/07; session laws; Kansas Administrative Regulations
 * KAR 92-14-9, converting the amount of compressed natural gas measured in cubic feet to the gallon basis used to tax LP-gas motor fuel tax, became effective May 1, 1982.

An inventory tax was added in 1969 (KSA 79-3408c), so that an amount equal to the tax increase is paid at the time of the tax increase, e.g., when the gasoline tax was raised from \$0.05 to \$0.07 per gallon in 1969, the inventory tax would have been \$0.02.

- (1) T-LINK Financial Overview, Final Report (January 2009), p. 20; this assumes a 1.5% growth in consumption
- (2) Alaska 2008 Enrolled SB 4002
- (3) "How States and Territories Fund Transportation: An Overview of Traditional and Nontraditional Strategies," National Governors Association Center for Best Practices, 2009.

(4) "Alternative State Transportation Funding and Financing: Policy Options for States," National Governors Association Center for Best Practices, 2009.

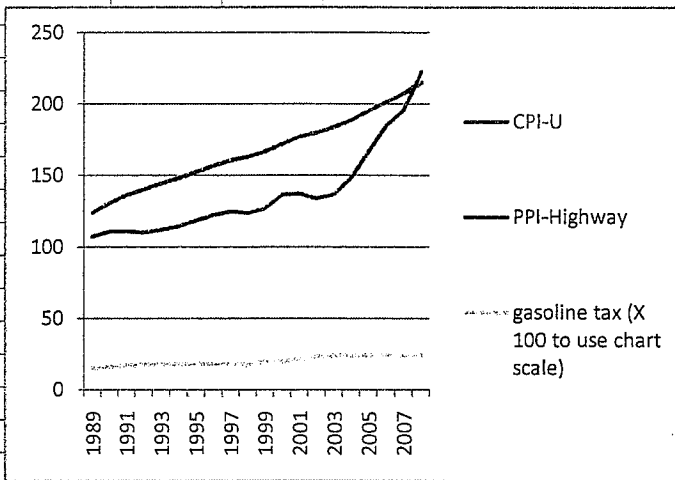
(5) "Transportation for Tomorrow," Report of the National Surface Transportation Policy and Revenue Study Commission, December 2007, Exhibit 5-21

(6) T-LINK Financial Overview, Final Report (January 2009), p. 21

(7) "Paying Our Way: A New Framework for Transportation Finance," National Surface Transportation Infrastructure Financing Commission, February 2009

Comparison of Gasoline Tax with Inflation Indices

	CPI-U	PPI-Highway	gasoline tax (X 100 to use chart scale)
1989	124	107	15
1990	130.7	110.7	16
1991	136.2	110.6	17
1992	140.3	110	18
1993	144.5	111.7	18
1994	148.2	114.3	18
1995	152.4	118.4	18
1996	156.9	122.1	18
1997	160.5	124.6	18
1998	163	123.5	18
1999	166.6	126.6	20
2000	172.2	136.5	20
2001	177.1	137	21
2002	179.9	133.7	23
2003	184	136.6	24
2004	188.9	148.2	24
2005	195.3	166.8	24
2006	201.6	184.8	24
2007	207.3	195.5	24
2008	215.3	222.4	24



Consumer Price Index, Urban, from <ftp://ftp.bls.gov/pub/special.requests/cpi/cpiui.txt> (no rural index is given)

Producer Price Index for Highway and street construction, from <http://data.bls.gov/PDQ/servlet/SurveyOutputServlet>

Both are U.S. Department of Labor, Bureau of Labor Statistics.

Approximate effect of fuel tax increases on individual taxpayers

		tax current	tax 26¢	tax 28¢	tax 30¢	fuel at \$2.50/gal	fuel at \$3/gal	fuel at \$3.50/gal	fuel at \$4/gal
miles per year	miles per gallon	approximate amount paid in fuel taxes at current 24¢	amount to be paid if the tax increases 2¢	amount to be paid if the tax increases 4¢	amount to be paid if the tax increases 6¢	overall fuel bill if total price is \$2.50/ gallon	overall fuel bill if total price is \$3/ gallon	overall fuel bill if total price is \$3.50/ gallon	overall fuel bill if total price is \$4/ gallon
12,000	15	\$192	\$208	\$224	\$240	\$2,000	\$2,400	\$2,800	\$3,200
12,000	20	\$144	\$156	\$168	\$180	\$1,500	\$1,800	\$2,100	\$2,400
12,000	25	\$115	\$125	\$134	\$144	\$1,200	\$1,440	\$1,680	\$1,920
12,000	30	\$96	\$104	\$112	\$120	\$1,000	\$1,200	\$1,400	\$1,600
20,000	15	\$320	\$347	\$373	\$400	\$3,333	\$4,000	\$4,667	\$5,333
20,000	20	\$240	\$260	\$280	\$300	\$2,500	\$3,000	\$3,500	\$4,000
20,000	25	\$192	\$208	\$224	\$240	\$2,000	\$2,400	\$2,800	\$3,200
20,000	30	\$160	\$173	\$187	\$200	\$1,667	\$2,000	\$2,333	\$2,667
30,000	15	\$480	\$520	\$560	\$600	\$5,000	\$6,000	\$7,000	\$8,000
30,000	20	\$360	\$390	\$420	\$450	\$3,750	\$4,500	\$5,250	\$6,000
30,000	25	\$288	\$312	\$336	\$360	\$3,000	\$3,600	\$4,200	\$4,800
30,000	30	\$240	\$260	\$280	\$300	\$2,500	\$3,000	\$3,500	\$4,000
state tax % of price if gas is \$2.50		9.6%	10.4%	11.2%	12.0%				
state tax % of price if gas is \$3		8.0%	8.7%	9.3%	10.0%				
state tax % of price if gas is \$3.50		6.9%	7.4%	8.0%	8.6%				
state tax % of price if gas is \$4		6.0%	6.5%	7.0%	7.5%				

table above produced by KLRD, September 2009

The new fuel economy standards for cars and light trucks for the 2011 model year announced March 27, 2009, will raise the industry-wide combined average to 27.3 miles per gallon (a 2.0 mpg increase over the 2010 model year average), as estimated by the National Highway Traffic Safety Administration (NHTSA). (source: NHTSA press release)

First enacted by Congress in 1975 in the "Energy Policy Conservation Act," the purpose of CAFE (Corporate Average Fuel Economy) is to reduce energy consumption by increasing the fuel economy of cars and light trucks. Regulating CAFE is the responsibility of NHTSA and the Environmental Protection Agency (EPA). NHTSA sets fuel economy standards for cars and light trucks sold in the U.S.; EPA calculates the average fuel economy for each manufacturer. (source: NHTSA)

To meet the goal of doubling the 1974 passenger car fuel economy average by 1985 (to 27.5 mpg), Congress set fuel economy standards for some of the intervening years. Passenger car standards were established for MY 1978 (18 mpg); MY 1979 (19 mpg); MY 1980 (20 mpg); and for MY 1985 and thereafter (27.5 mpg). Congress left the level of 1981-84 standards to the Department to establish administratively. Subsequently, standards of 22, 24, 26, and 27 mpg were established. For the post-1985 period, Congress provided for the continued application of the 27.5 mpg standard for passenger cars, but gave the Department the authority to set higher or lower standards. From MY 1986 through 1989, the passenger car standards were lowered. Thereafter, in MY 1990, the passenger car standard was amended to 27.5 mpg, where it had remained. (source: NHTSA)
<http://www.nhtsa.dot.gov/CARS/rules/CAFE/overview.htm>

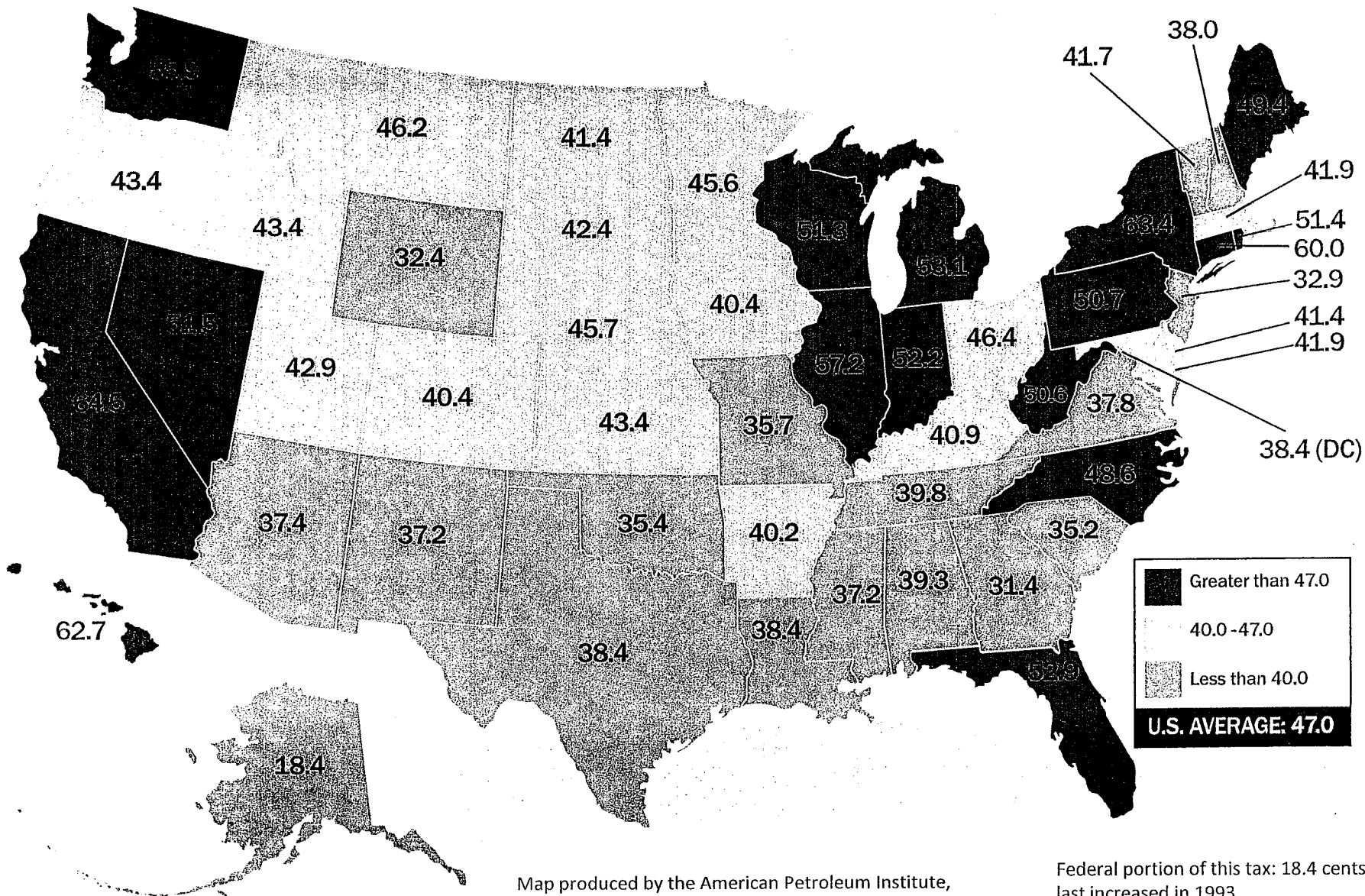
9/15/2009. WASHINGTON – U.S. Department of Transportation (DOT) Secretary Ray LaHood and U.S. Environmental Protection Agency (EPA) Administrator Lisa P. Jackson today jointly proposed a rule establishing an historic national program that would improve vehicle fuel economy and reduce greenhouse gases. . . . Under the proposed program, which covers model years 2012 through 2016, automobile manufacturers would be able to build a single, light-duty national fleet that satisfies all federal requirements as well as the standards of California and other states. The proposed program includes miles per gallon requirements under NHTSA's Corporate Average Fuel Economy Standards (CAFE) program and the first-ever national emissions standards under EPA's greenhouse gas program. The collaboration of federal agencies for this proposal also allows for clearer rules for all automakers, instead of three standards (DOT, EPA, and a state standard). Specifically, the program would: Increase fuel economy by approximately five percent every year; Reduce greenhouse gas emissions by nearly 950 million metric tons. . . . (source: EPA press release; emphasis added)

energy

Gasoline Taxes

COMBINED LOCAL, STATE AND FEDERAL (CENTS PER GALLON)

JULY 2009



Map produced by the American Petroleum Institute, <http://www.api.org/statistics/fueltaxes/>

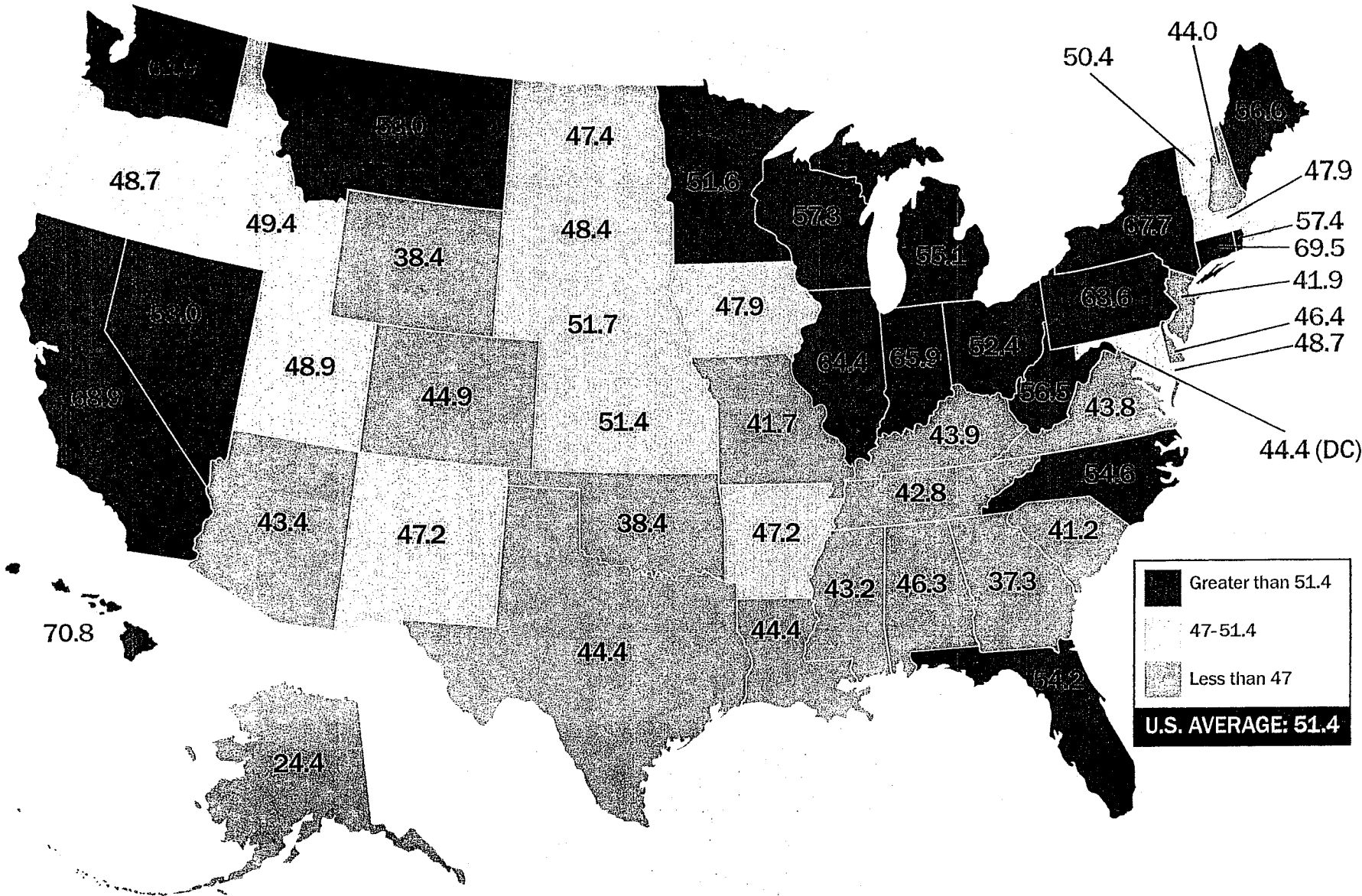
Federal portion of this tax: 18.4 cents per gallon; last increased in 1993

States that index their gasoline taxes: Florida, Kentucky, Maine, Nebraska, North Carolina, and West Virginia.

Diesel Taxes

COMBINED LOCAL, STATE AND FEDERAL (CENTS PER GALLON)

JULY 2009

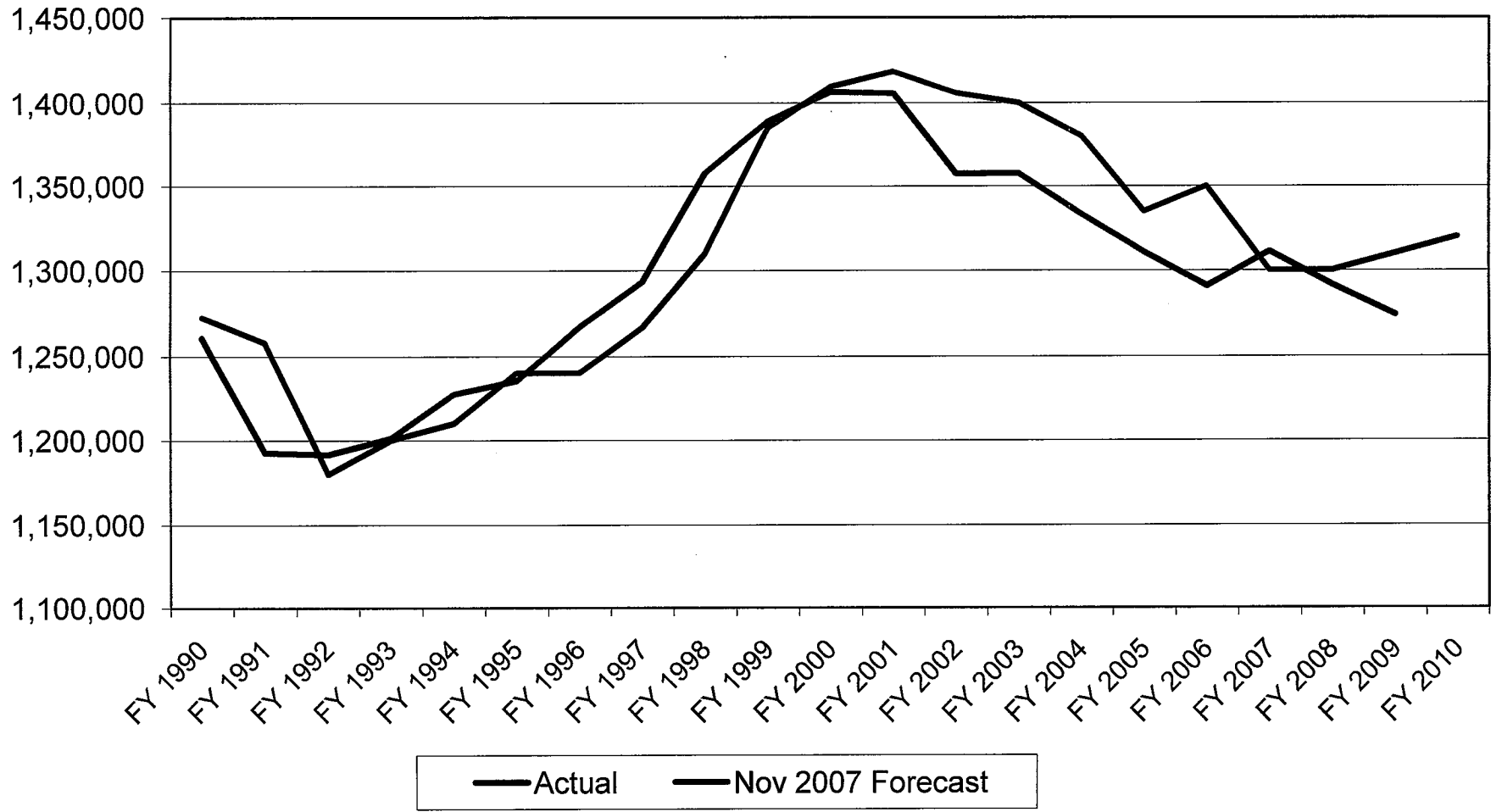


Map produced by the American Petroleum Institute, <http://www.api.org/statistics/fueltaxes/>

Federal portion of this tax: 24.4 cents per gallon

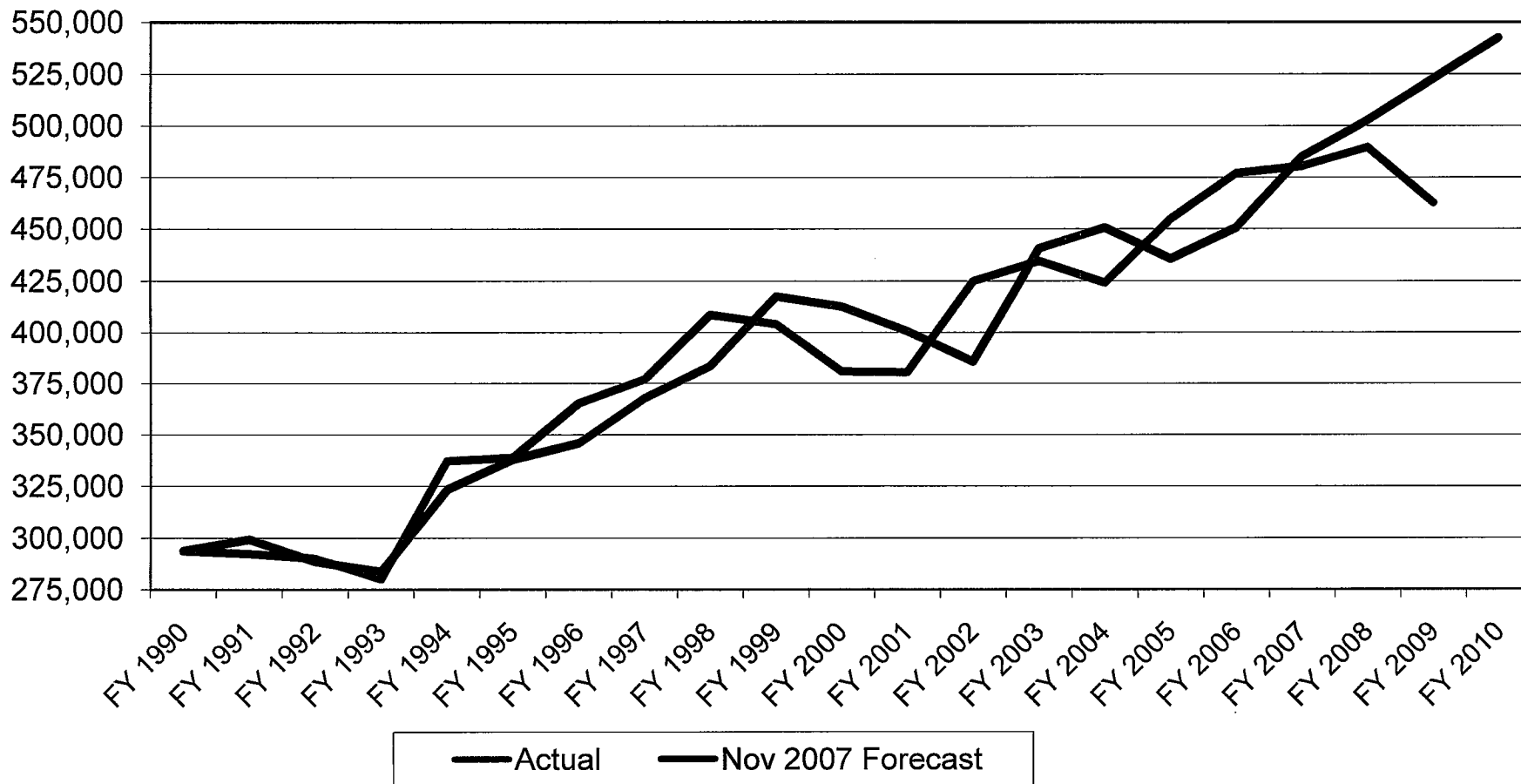
Gasoline - Gross Gallons

2009 Actual



Total Special Fuels - Gross Gallons

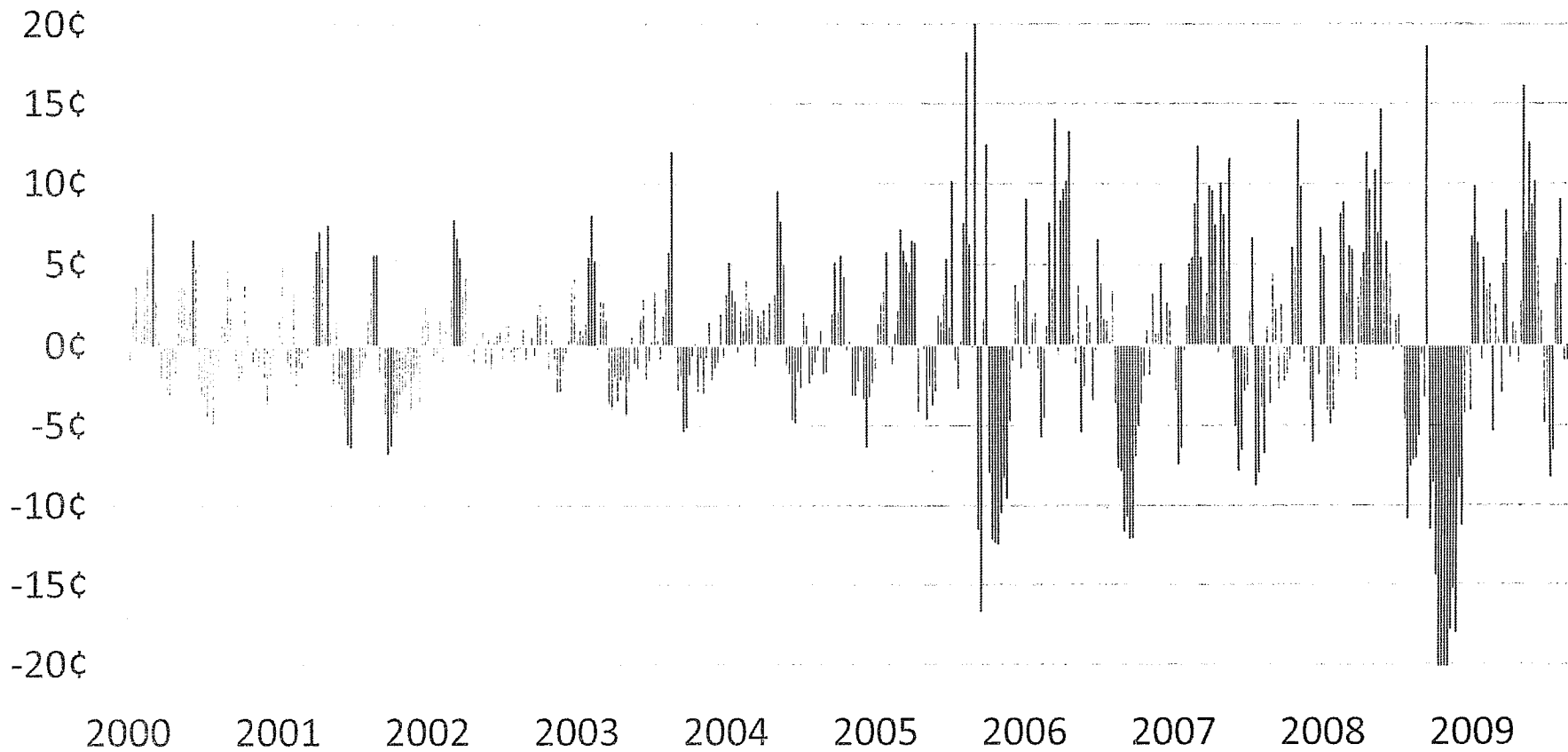
2009 Actual



Average Fluctuation in Retail Gas Price

Since 2000, the average weekly fluctuation up or down in the retail price of gas is 4 cents per week.

These average fluctuations are shown graphically below. The orange lines represent times the price changed by more than five cents from the previous week. This has happened 139 times since 2000.



Recent Enacted Bills and Related Information

Abbreviations: DOT = department of transportation; GARVEE = Grant Anticipation Revenue Vehicles; SHF = state highway fund

	Fuel Tax	Sales Tax	Other Tax	Fee	Bonds	Tolls	Public-Private Partnership (PPP)	Other	Additional Notes
Alabama						2009 - allows the Toll Road, Bridge, and Tunnel Authority to issue bonds to build toll roads			
Alaska	2008 - enacted a suspension of the motor fuel tax effective 9/1/08 - 8/31/09								
Arizona				2009 - new fee for dishonored payment (e.g., returned for insufficient funds) directed into SHF		2009 - enacted bill bars tolling existing roads	2009 - PPP law revised to allow more types of PPP projects		2008 - enacted bill allows DOT to privatize rest areas 2006 - voters OK'd a constitutional amendment that allows greater municipal debt for transportation projects
Arkansas					2007 - enacted DOT authority to issue GARVEE bonds 2004 - ballot initiative allowed \$500 million for economic development projects, including transportation			2008 - enacted an increase in severance tax on natural gas, with new revenue allocated to highways	2009 - Blue Ribbon Committee to study the best ways to support the state highway system
California		2008 - LA County voters approved half-cent sales tax for transportation		2009 - enacted an annual vehicle license fee to replace property tax on vehicles; fee = 0.65% or 1% of market value, depending on the vehicle; revenues go into the general fund	2008 - voters approved bonds for high-speed rail, LA to San Francisco; 2006 - voters approved \$19.9 billion in bonds for transportation infrastructure	2007 - bill enacted to allow indefinite operation of high-occupancy toll lanes in San Diego and in Alameda and Santa Clara counties, allow bonds based on those tolls	2009 - enacted a bill that deleted the limit on the number of PPPs allowed		2006 - voters approved a proposition to ensure most motor fuels tax goes to transportation
Colorado				2009 - in FASTER Act, new "bridge safety fee" and "road safety fee" with registration (average \$41/vehicle) and a \$2 daily car rental fee		2009 - under the FASTER bill, all impacted local governments must approve a highway user fee or congestion-based tolling	2009 - FASTER provisions encourage this		2009 bill is the Funding Advancement for Surface Transportation and Economic Recovery (FASTER) bill, for bridge improvements
Connecticut			2008 - bill enacted to eliminate an increase in the petroleum products gross earnings tax		2009 - bill enacted to allow \$64.1 million in bonding for transportation projects				
Delaware				2007 - fees increased for vehicle registrations, titles, driver's licenses, identification cards	2009 - enacted bill authorizes nearly \$118 million in bonding for transportation projects				

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Abbreviations: DOT = department of transportation; GARVEE = Grant Anticipation Revenue Vehicles; SHF = state highway fund

	Fuel Tax	Sales Tax	Other Tax	Fee	Bonds	Tolls	Public-Private Partnership (PPP)	Other	Additional Notes
Florida				2009 - fees increased for license plate replacements and stickers, driver histories, driver's licenses, identification cards; also increased license taxes and a surcharge on a vehicle license tax	2009 - authorized a request for bonds secured by toll revenues for high-occupancy or express lanes	2009 - authorized use of excess toll revenues for state highway improvements, authorized variable tolls, authorized tolls after discharge of indebtedness for a specific project	2009 - contract signed for \$1.8 billion I-595 project		
Georgia				2009 - increased driver's license reinstatement fees; adds a fee to the fine for "super speeders"				2008 - created the Georgia Transportation Infrastructure Bank	2009 - bill enacted that allows lawmakers and governor-appointedees to take more direct control of how infrastructure moneys are spent
Hawaii	2009 - a moratorium on taxing ethanol-blended motor fuels expired (had been a 2006 law)								2009 - several bills to overhaul transportation finance carry over to the 2010 session; proposals would raise fuel taxes, registration fees, and weight fees, and would authorize a pilot vehicle miles traveled program
Idaho	2009 - bill enacted to eliminate the fuel tax exemption for biodiesel and gasohol			2009 - bill enacted to raise fees; those raised include those for driver's licenses, title transfers, copies	2009 - bill enacted to authorize \$82 million of GARVEE bonds			2009 - enacted bill removed provisions that sent highway account funds to the state police and department of parks and recreation	2009 - a task force on highway funding is meeting; the state is working on a highway cost-allocation study 2007 - signed fuel tax pacts with tribes, so tax collected on the reservation is the same as elsewhere in the state
Illinois		2008 - legislature enacted a 0.25 percent sales tax in six northeastern counties for transit			2009 - bill enacted increases bonding authority by \$3 billion			2008 - Chicago increased its real estate transfer tax, to be used for transit (legislature had approved)	
Indiana		2008 - increased the sales tax 6% to 7%, which applies to motor fuels					2006 - Indiana Toll Road transferred to private company, proceeds to be used for "Major Moves" transportation projects		2006 - "Major Moves" transportation plan enacted
Iowa			2008 - removed a use tax on vehicles subject to registration	2008 - increased motor vehicle and trailer registration fees and title fees, established a fee for new registration of vehicles	2009 - bill enacted authorizes \$650 million in bonds for infrastructure				

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Abbreviations: DOT = department of transportation; GARVEE = Grant Anticipation Revenue Vehicles; SHF = state highway fund								
Fuel Tax	Sales Tax	Other Tax	Fee	Bonds	Tolls	Public-Private Partnership (PPP)	Other	Additional Notes
Kansas		2009 - transportation development districts allowed to pay for projects using a development district sales tax (SB 78)		2009 - fees increased for certain permits for oversized and overweight vehicles (SB 145)				2009 - intermodal transportation revolving fund enacted (HB 2131)
Kentucky	2009 - bill enacted that froze the fuel tax to avert a 4-cent rollback in the variable gas tax			2009 - enacted bill authorizes \$400 million in road bonds				
Louisiana		2008 - enacted bill directed sales taxes on motor vehicle leases and rentals to the transportation trust fund						
Maine	2009 - extended fuel taxes to blended fuels containing a certain amount of biodiesel 2003 - indexed fuel tax rate using the Consumer Price Index		2009 - extended inventory tax to importers and wholesalers (had been only distributors and retail dealers) 2008 - assigned half the tax revenue from rental of a vehicle for less than a year to the transit, aviation, and rail fund	2005 - voters approved \$33.1 million in bonds for transportation including ferries, transit, and trails				
Maryland		2007 - increased the sales tax on vehicles and portion of that tax to transportation (effective rate of 0.39%)			2009 - the self-supported agency that operates toll facilities raised rates for trucks			
Massachusetts	2009 - bill enacted to exempt non-food-crop biofuels from fuel tax	2009 - sales tax increase from 5% to 6.25%, with about 30% dedicated to transportation			2006 - enacted an income tax deduction for tolls collected electronically and commuter passes	2009 - bill enacted that establishes a PPP infrastructure oversight commission		
Michigan			2006 - bill enacted to allow transportation authorities to ask local voters to approve a 25-year property tax levy for public transit (up from a 5-year levy)					2009 - the MI House is discussing a series of bills to fund transportation infrastructure (as of 9/22/09, last action was on 5/20/09)

4-51

Abbreviations: DOT = department of transportation; GARVEE = Grant Anticipation Revenue Vehicles; SHF = state highway fund									
	Fuel Tax	Sales Tax	Other Tax	Fee	Bonds	Tolls	Public-Private Partnership (PPP)	Other	Additional Notes
Minnesota	2008 - bill enacted to increase fuel tax by a total of 5 cents, and a surtax of up to 3.5 cents added; the bill included a motor fuels tax credit for poorer Minnesotans	2008 - bill enacted to allow sales tax to be used for transportation (but only for transit in the metro); metro counties may levy a \$20 motor vehicle excise tax on new vehicle sales	2008 - enacted bill increased the motor vehicle registration tax (based on value) and the short-term car rental tax		2008 - bill enacted to authorize \$1.8 billion in trunk highway bonding over the subsequent 10 years, with \$1 billion of that to be issued within the first two years				2008 saw a major transportation funding bill put into law 2006 - voters approved a constitutional amendment to require dedication of motor vehicle sales tax to transportation, with 40% to transit
Mississippi					2009 - enacted bill approved authority for up to \$16 million in bonds for rail				
Missouri							2009 - a limit on the types of projects that may use PPPs was removed in an enacted bill 2007 - enacted bill lowered bonding requirements for PPP contractors		2004 - voters approved a constitutional amendment to use fuel and vehicle taxes exclusively for road and bridge projects (not the general fund)
Montana					2009 - bill enacted that adds public transit systems to projects allowed to be financed using municipal bonds				
Nebraska	2008 - raised the excise tax on motor fuels by 0.8 cents per gallon (a non-variable portion of the fuel tax) and decreased another fixed portion of the fuel tax (expected to be revenue neutral); variable portion depends on funding needed for highway projects		2008 - enacted a bill that imposes a 5% excise tax on motor fuels based on the average wholesale price of gasoline it to be paid on the number of gallons sold	2009 - enacted a fee increase for specialty (\$70) and personalized (\$30 to \$40) license plates, part is to go to the highway trust fund					

Abbreviations: DOT = department of transportation; GARVEE = Grant Anticipation Revenue Vehicles; SHF = state highway fund

	Fuel Tax	Sales Tax	Other Tax	Fee	Bonds	Tolls	Public-Private Partnership (PPP)	Other	Additional Notes
Nevada	2009 - bill enacted to allow Washoe County (Reno) to add a local fuel tax (already approved by county voters); tax to be indexed; revenues will pay on bonds 2009 - enacted bill added ethanol and methanol to "motor vehicle fuel" to be taxed			2009 - enacted increases in the percentage of fees on rental cars going to the state (most to the general fund)	2007 - bill enacted to allow \$1 billion in bonds to be used for six projects (5 in or near Las Vegas, 1 near Reno); a portion of property taxes in the affected areas was in the financing package				2009 - a measure to allow private toll roads failed; existing law had allowed other counties to vary motor fuel taxes based on the Consumer Price Index
New Hampshire				2009 - enacted fee increases for motor vehicle records, inspection stickers, vanity plate services; added a vanity plate renewal fee					
New Jersey						2008 - the turnpike authority voted to more than double tolls by 2012		2009 - final rules went into effect for the urban transit hub tax credit, for jobs located near commuter train stations in certain cities 2006 - voters approved a constitutional amendment dedicating a larger share of state motor fuels tax revenues to transportation projects	
New Mexico	2004 - enacted a diesel fuel tax increase of 3 cents a gallon		2003 - enacted an increase in weight-distance tax paid by large commercial trucks	2003 - enacted an increase of motor vehicle registration fees (by about a third) and an increase in permit fees for overweight and oversize vehicles	2008 - \$150 million in severance tax bonds included in an enacted \$200 million package for 13 highway projects			2009 - bill enacted to allow infrastructure development zones; the zones are authorized to issue bonds and levy property taxes and assessments, fees, tolls, and other charges	2003 - the measures noted were part of a \$1.6 billion transportation and road improvement program; funds raised by the tax increase were to be used to back bonds; the tax and fee increases were expected to raise \$60 million
New York		2009 - enacted an increase of the sales tax (6% to 11%) on car rentals in the NYC area	2009 - enacted a 0.34% additional payroll mobility tax in the NYC region	2009 - enacted an increase in license fees by \$1/six months	2005 - voters approved \$2.9 billion in bonds, with half to state DOT programs and half to NYC-area transit			2009 - enacted a 50-cent surcharge on taxi trips in the NYC area	

5-51

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Abbreviations: DOT = department of transportation; GARVEE = Grant Anticipation Revenue Vehicles; SHF = state highway fund									
	Fuel Tax	Sales Tax	Other Tax	Fee	Bonds	Tolls	Public-Private Partnership (PPP)	Other	Additional Notes
North Carolina	2009 - enacted a 2-year floor on the variable portion of the motor fuel tax	2009 - enacted authorization of additional local sales tax to fund multimodal transportation; local voter approval required; sales tax was increased 1% earlier in 2009 and other local sales tax is available	2009 - bill enacted to allow a property tax increase with the Research Triangle Park special tax district	2009 - bill enacted to allow counties with public transit systems to raise vehicle registration fees by up to \$3/year			2009 - enacted bill to allow the DOT to enter into contracts with private developers (DOT participation capped at \$250,000); turnpike authority signed an agreement for study of a PPP toll bridge		
North Dakota	2005 - raised the fuel tax by 2 cents a gallon	2005 - bill enacted to allow cities to levy sales taxes of up to 1% on rental cars; revenues to be used to promote tourism	2009 - enacted a bill that provides that 25% of motor vehicle excise taxes, after an allocation to the state aid distribution fund, go to the highway fund rather than the general fund	2009 - increased registration fees by \$3 2005 - increased registration fees by \$10					
Ohio	2003 - enacted an increase in the fuel tax by 6 cents—2 cents a year for three years; school districts were exempted			2009 - enacted increases in fees for driver, motor vehicle and certificate of title abstract by \$3, raises other registration and license fees \$1.75 - \$15, increases the 3-year off-road vehicle registration fee from \$5 to \$31.25 2003 - enacted an increase in vehicle registration, driver's license and title fees		2009 - enacted procedures for the DOT to follow to construct and operate toll projects; no tolls to be imposed on current nontoll highways; revenues may be used only for the toll project	2009 - enacted a provision that limits the total value of DOT design-build contracts to \$1 billion for 2 years (then back to \$250 million)		
Oklahoma									2005 - voters rejected a constitutional amendment that would have raised gasoline taxes by 5 cents a gallon and diesel fuel taxes by 8 cents a gallon, to 22 cents a gallon for both, to pay for road maintenance

15-7

Abbreviations: DOT = department of transportation; GARVEE = Grant Anticipation Revenue Vehicles; SHF = state highway fund									
	Fuel Tax	Sales Tax	Other Tax	Fee	Bonds	Tolls	Public-Private Partnership (PPP)	Other	Additional Notes
Oregon	2009 - enacted an increase in the gasoline tax from 24 to 30 cents a gallon; effective date is 2011 or earlier under certain economic conditions; increases in local gasoline tax (now 1-5 cents a gallon) prohibited until 2014 unless voters specifically approve			2009 - registration, title, and license fees increased; congestion pricing allowed in certain areas 2003 - increased vehicle registration, title, and other motor-vehicle-related fees	2009 - enacted bill allocates \$800 million in lottery bonds to transportation 2003 - enacted bill called for \$2.5 billion in bridge and highway construction and maintenance, funded by revenue bonds		2009 - enacted bill requires a pilot project to contract all maintenance on a 10-30 mile segment of state highway		
Pennsylvania						2009 - the FHWA rejected an application from the DOT to lease I-80 and institute tolls because the uses of the tolls did not meet federal requirements	2009 - the legislature is considering a bill to authorize state and local transportation authorities to enter into PPPs		2006 - a bipartisan commission recommended increases in fuel taxes, vehicle-related fees, and realty transfer tax plus local option taxes
Rhode Island	2009 - enacted an increase in the fuel tax of 2 cents a gallon (from 30 to 32 cents a gallon)			2009 - raised various title fees from \$25 to \$50, registration reinstatement fee from \$50 to \$250, license reinstatement fee from \$75 to \$150	2008 - voters approved an \$87.2 million bond measure for transportation 2006 - voters approved \$88.5 million in bonds for transportation 2004 - voters approved \$66.5 million in bonds for transportation, most to be used as match for federal dollars				
South Carolina				2009 - bill enacted to direct motor vehicle fees and penalties to the state highway account					
South Dakota				2009 - enacted a bill that increased fees by \$12 for driver's license, \$10 for commercial driver's license, \$100 for license reinstatement; portion of license fee to be directed to highway patrol; added a mailing fee for registration materials, to go to counties					2008 - an interim committee recommended the state increase its excise tax on vehicle registrations 2003 - signed fuel tax pact with Oglala Sioux Tribe; fuel tax to be uniform, but tribe keeps 96% of reservation-generated tax

8-51

Abbreviations: DOT = department of transportation; GARVEE = Grant Anticipation Revenue Vehicles; SHF = state highway fund									
	Fuel Tax	Sales Tax	Other Tax	Fee	Bonds	Tolls	Public-Private Partnership (PPP)	Other	Additional Notes
Tennessee					2009 - enacted a bill to authorize \$701.1 million in bonds for road projects and other infrastructure improvements			2009 - an enacted bill established a state infrastructure bank	
Texas					2009 - enacted bill authorizes \$2 billion in voter-approved bonds for transportation to be paid with general revenue rather than gas tax	2007 - enacted a 2-year moratorium on toll projects using private equity	2009 - DOT signed an agreement with private developers for the \$2 billion North Tarrant Express highway near Fort Worth; state to fund 20%; will add toll lanes to existing roads; has a 52-year lease		2005 - voters approved creation of a Rail Relocation and Improvement Fund in the state treasury; the measure authorized grants of state funds and issuance of public debt
Utah				2009 - increased certain vehicle registration fees by \$20		2009 - enacted bill to authorize nearly \$40 million in general obligation bonds for certain highways; changed the projects for which bonds previously approved can be used			
Vermont	2009 - established motor fuel transportation infrastructure assessments of 3 cents a gallon on diesel and 2% of retail gasoline price excluding taxes			2009 - raised registration and license fees 10%-50%	2009 - authorized \$100 million in tax-exempt transportation infrastructure bonds				
Virginia	2007 - increased the excise tax on diesel to the 17-cents that is on gasoline	2009 - enacted bill increases the tax on fuel sales in northern Virginia from 2% to 2.1% and changed how it would be collected	2009 - extended the sunset to 2014 for the coal and gas road improvement tax, a 1% local option severance tax that can be used to finance local transportation projects	2007 - enacted increased state vehicle registration fees; enacted bill gave authority to two area transportation authorities to impose regional fees and taxes in their respective areas (this provision was struck down by the state supreme court in 2008 because those authorities are not elected)	2007 - an enacted bill authorized bonds up to \$3 billion for transportation with the debt service on such bonds to be paid from one-third of the annual revenues from the state tax on insurance businesses		2009 - the state signed an MOU with the Norfolk Southern Railway for a PPP to construct rail infrastructure improvements	2007 - increased fines to in-state drivers for dangerous driving offenses to raise funds for transportation (but repealed this in 2008); increased general fund spending on transportation	

15-9

Abbreviations: DOT = department of transportation; GARVEE = Grant Anticipation Revenue Vehicles; SHF = state highway fund									
	Fuel Tax	Sales Tax	Other Tax	Fee	Bonds	Tolls	Public-Private Partnership (PPP)	Other	Additional Notes
Washington	2005 - enacted an increase of 9.5 cents a gallon over three years; voters rejected repeal of the increase 2003 - enacted an increase of 5 cents a gallon	2003 - imposed a 3% sales and use tax on sales of new and used motor vehicles	2009 - an enacted bill authorizes King County (Seattle) to impose an additional property tax for transit and reduces the county's ferry district property tax rate	2005 - enacted a weight fee on additional types of vehicles		2009 - an enacted bill authorizes early tolling on the state route 520 corridor to secure federal funds for its replacement; imposes tolls on a bridge to help finance its replacement; requires a variable schedule of toll rates to maintain travel time (reduce congestion) and ensure necessary revenue			2003 - the state supreme court upheld a voter-approved initiative that limits vehicle license fees to \$30 and revokes the authority of local governments and transit agencies to impose additional fees and vehicle excise taxes
West Virginia	2008 - enacted a freeze on the variable portion of the fuel excise tax (otherwise would have increased by 6 cents) 2007 - renewed the gas tax, including a 5-cent-a-gallon portion that had been set to expire					2009 - turnpike tolls increased for the first time in 28 years, \$1.25 to \$2 for passenger cars	2008 - enacted the Public-Private Transportation Facilities Act; the act sets out requirements for any PPP proposal		
Wisconsin	2005 - an enacted bill eliminated the automatic annual adjustment in the fuel tax (it had been indexed based on inflation and changes in consumption)				2009 - enacted a bill authorizing \$100 million in bonds for rail and additional bonds for other transportation				
Wyoming						2009 - bill enacted to require a study of possible tolling of I-80 in the state			
number of states with entries in this column	20	13	12	25	24	14	14	11	17
	note: the National Conference of State Legislatures approved a policy resolution in 2008 urging Congress to increase the federal gas tax to fund transportation								
NOTE: Information from years earlier than 2009 is incomplete, because fewer source lists were available. Compiled by KLRD staff, 9/09.									
Sources: on-line versions of enacted bills, NCSL summary of enacted bills, news stories									
National Conference of State Legislatures Policy - "Surface Transportation Federalism", 2008; http://www.ncsl.org/default.aspx?tabid=17889									
Please bring errors to KLRD attention for correction.									

from Sourcebook.Governing.com

State (vs. Local) Share of
Highway Spending, 2006

State & Local Highway
Spending Per Capita, 2006

Spending as % of Personal
Income, 2006

Highway Spending
(in millions), 2006

Region	State (vs. Local) Share	Region	Per Capita	Region	% of Personal Income	Region	Total (in millions)
United States smallest to largest	62.20%	United States smallest to largest	\$453	United States	1.20%	United States	\$135,412
1 Minnesota	39.60%	1 Columbia	\$113	District of Columbia	0.30%	1 Columbia	\$96
2 Wisconsin	40.10%	2 Georgia	\$291	2 Connecticut	0.70%	2 Vermont	\$380
3 Michigan	41.90%	3 Hawaii	\$348	3 Massachusetts	0.70%	3 Rhode Island	\$395
4 New York	44.20%	4 Massachusetts	\$350	4 New Jersey	0.80%	4 Hawaii	\$445
5 Nevada	44.80%	5 Michigan	\$358	5 Georgia	0.90%	5 North Dakota	\$573
6 Colorado	46.40%	6 Tennessee	\$360	6 Hawaii	0.90%	6 Wyoming	\$578
7 Georgia	52.30%	7 Connecticut	\$365	7 Maryland	0.90%	7 Delaware	\$620
8 Ohio	52.30%	8 Rhode Island	\$372	8 Rhode Island	0.90%	8 New Hampshire	\$620
9 Iowa	54.80%	9 North Carolina	\$377	9 Virginia	0.90%	9 South Dakota	\$668
10 Illinois	54.90%	10 Indiana	\$380	10 California	1.00%	10 Montana	\$697
11 Arizona	55.10%	11 Virginia	\$385	11 Colorado	1.00%	11 Idaho	\$740
12 Oregon	55.60%	12 South Carolina	\$392	12 Illinois	1.00%	12 Maine	\$798
13 Alabama	58.50%	13 Arizona	\$400	13 Michigan	1.00%	13 Nebraska	\$1,098
14 Nebraska	58.70%	14 Arkansas	\$403	14 New York	1.00%	14 Utah	\$1,098
15 Washington	58.70%	15 Ohio	\$405	15 Indiana	1.10%	15 West Virginia	\$1,102
16 Vermont	59.50%	16 New Jersey	\$411	16 New Hampshire	1.10%	16 Arkansas	\$1,132
17 California	59.70%	17 Alabama	\$420	17 North Carolina	1.10%	17 New Mexico	\$1,194
18 Hawaii	60.20%	18 Illinois	\$420	18 Tennessee	1.10%	18 Connecticut	\$1,277
19 Oklahoma	60.50%	19 Oklahoma	\$422	19 Washington	1.10%	19 Alaska	\$1,304
20 Kansas	60.70%	20 California	\$426	20 Arizona	1.20%	20 Nevada	\$1,465
21 Missouri	62.00%	21 Utah	\$426	21 Ohio	1.20%	21 Oklahoma	\$1,508
22 Connecticut	62.70%	22 Colorado	\$434	22 Oklahoma	1.20%	22 South Carolina	\$1,697
23 Idaho	64.90%	23 Maryland	\$434	23 South Carolina	1.20%	23 Mississippi	\$1,723
24 Florida	65.50%	24 Kentucky	\$446	24 Texas	1.20%	24 Kansas	\$1,788
25 Indiana	66.30%	25 New York	\$452	25 Alabama	1.30%	25 Oregon	\$1,798
26 Maryland	66.30%	26 Washington	\$462	26 Arkansas	1.30%	26 Iowa	\$1,862
27 New Jersey	66.40%	27 Texas	\$471	27 Florida	1.30%	27 Kentucky	\$1,876
28 Mississippi	67.00%	28 Missouri	\$472	28 Utah	1.30%	28 Alabama	\$1,929
29 New Hampshire	67.40%	29 New Hampshire	\$473	29 Kentucky	1.40%	29 Colorado	\$2,069
30 Maine	67.50%	30 Oregon	\$487	30 Louisiana	1.40%	30 Louisiana	\$2,107
31 Massachusetts	68.10%	31 Florida	\$493	31 Minnesota	1.40%	31 Tennessee	\$2,186
32 Tennessee	68.70%	32 Louisiana	\$497	32 Missouri	1.40%	32 Massachusetts	\$2,252
33 Utah	68.90%	33 Idaho	\$506	33 Nevada	1.40%	33 Indiana	\$2,394
34 North Dakota	69.10%	34 Pennsylvania	\$544	34 Oregon	1.40%	34 Maryland	\$2,431
35 Arkansas	70.00%	35 Wisconsin	\$586	35 Pennsylvania	1.40%	35 Arizona	\$2,466
36 South Dakota	70.20%	36 Nevada	\$588	36 Idaho	1.60%	36 Georgia	\$2,719
37 Texas	71.20%	37 Minnesota	\$593	37 Wisconsin	1.60%	37 Missouri	\$2,757
38 Louisiana	71.60%	38 Mississippi	\$594	38 Delaware	1.70%	38 Virginia	\$2,943
39 Wyoming	73.40%	39 Maine	\$607	39 Nebraska	1.70%	39 Washington	\$2,945
40 New Mexico	74.40%	40 West Virginia	\$609	40 Vermont	1.70%	40 Minnesota	\$3,055
41 Virginia	76.40%	41 Vermont	\$612	41 Iowa	1.80%	41 Wisconsin	\$3,264
42 Rhode Island	76.50%	42 New Mexico	\$615	42 Kansas	1.80%	42 North Carolina	\$3,343
43 Pennsylvania	78.50%	43 Nebraska	\$623	43 Maine	1.80%	43 New Jersey	\$3,566
44 Delaware	79.20%	44 Iowa	\$626	44 New Mexico	1.90%	44 Michigan	\$3,621
45 Kentucky	79.90%	45 Kansas	\$649	45 Mississippi	2.00%	45 Ohio	\$4,639
46 Montana	80.50%	46 Montana	\$736	46 West Virginia	2.10%	46 Illinois	\$5,370
47 South Carolina	82.50%	47 South Dakota	\$847	47 Montana	2.20%	47 Pennsylvania	\$6,742
48 North Carolina	84.80%	48 North Dakota	\$899	48 South Dakota	2.50%	48 New York	\$8,707
49 Alaska	86.70%	49 Delaware	\$1,059	49 North Dakota	2.60%	49 Florida	\$8,911
50 West Virginia	92.60%	50 Wyoming	\$1,127	50 Wyoming	2.60%	50 Texas	\$11,021
		51 Alaska	\$1,925	51 Alaska	4.70%	51 California	\$15,446

Definition of projects included with highway spending: Construction, maintenance and operation of highways, streets and related structures, including toll highways, bridges, tunnels, ferries, street lighting and snow and ice removal.

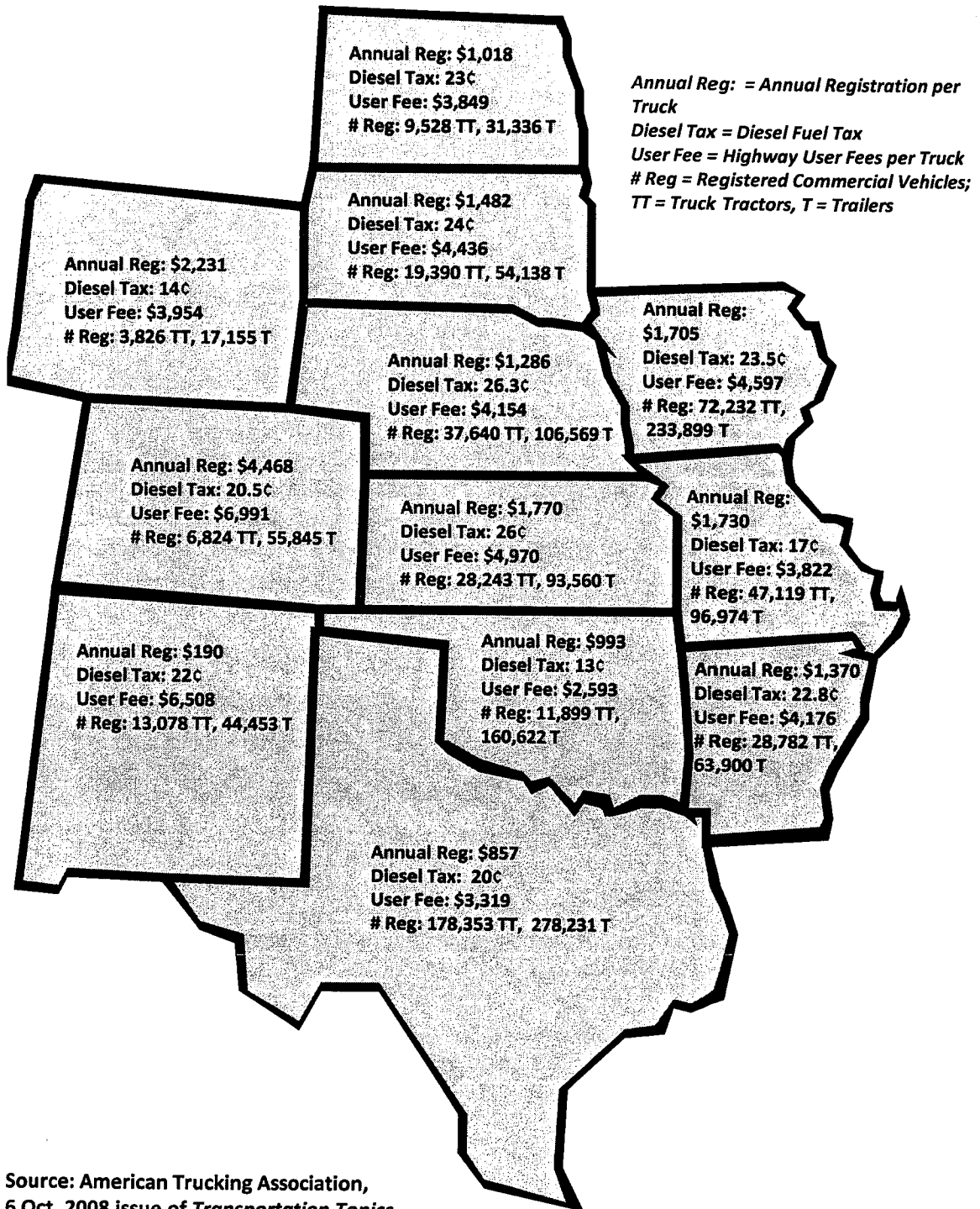
Footnote: Fiscal year data

Data Source: U.S. Census Bureau

2006 was latest available as of September 2009

15-10

Trucking Fees for Kansas and Nearby States



Source: American Trucking Association,
 6 Oct. 2008 issue of *Transportation Topics*

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September 22, 2009

To: Special Committee on Transportation
From: Chris W. Courtwright, Principal Economist
Re: Kansas History of Sales Tax as Transportation Funding Source

The 1983 Highway Bill, HB 2566, enacted a transfer from the State General Fund (SGF) to the State Highway Fund (SHF) in increasing amounts over a period of years based roughly on the percentage of sales tax receipts attributable to new and used motor vehicles, believed at the time to represent 9.19 percent of the sales tax base. (See KSA 79-34,147, repealed in 2004).

The 1983 legislation also enacted a requirement that the Department of Revenue annually determine the percentage of retail sales attributable to vehicle sales. (See KSA 79-34,148, repealed in 2004).

The 1989 Highway Bill, HB 2014, increased the transfer percentage to 10 percent.

The 1989 legislation also increased the sales and compensating use tax rate from 4 to 4.25 percent, effective July 1, 1989, with the additional 0.25 percent deposited directly into the SHF.

Legislation enacted in 1992 that raised the sales and use tax rate from 4.25 to 4.90 percent also reduced the 10 percent transfer to 7.628 percent, an amendment designed to produce an equivalent amount of revenue for the SHF transfer under both different sales tax rates.

The 1999 Comprehensive Transportation Program Bill, HB 2071, initially increased the transfer to 9.5 percent and sought to phase in additional increases to 12 percent by July 1, 2004.

Legislation enacted in 2004 to help shore up the CTP, SB 384, abolished the transfer, which at that time was not being funded, altogether and also repealed the annual motor vehicle determination percentage in KSA 79-34,148. The same bill also increased the amount of the daily sales and use tax receipts deposited in the SHF from 0.25 percent to 0.38 percent; and then to 0.65 percent. Under current law, the state levies a sales and use tax rate of 5.30 percent (last increased in 2002). Of every \$530 in collections, \$465 is deposited in the SGF; and \$65 in the SHF.

Special Committee on
Transportation 2009

9-29-09

Attachment 17

Q. How much would a 10 percent transfer be worth under current conditions?

A. While the Consensus Group will not make the first official FY 2011 forecast until November, the latest revised FY 2010 estimates (also subject to revision in November) suggest that 10 percent of all sales and use taxes would be \$193.063 million.

Q. How much could be raised by additional increases/earmarks in the overall tax rate?

A. Subject to further revisions in November, the following table provides the current estimates for sales and use tax increases of 0.1 percent (to 5.4 percent) and 1.0 percent (to ~~6.4~~ percent), assuming the new law were to be effective on July 1, 2010. le 3

(\$ in millions)

	0.10% sales/use tax incr on <u>7/1/2010</u>	1.00% sales/use tax incr on <u>7/1/2010</u>
FY 2011	\$40.573	\$368.843
FY 2012	\$45.811	\$416.457
FY 2013	\$47.414	\$431.033
FY 2014	\$49.073	\$446.119
FY 2015	\$50.791	\$461.734
5 yr total	\$233.662	\$2,124.187

Fiscal Implications. The total change in revenues relative to prior law based on the tax rate extension and the additional diversion of receipts to the State Highway Fund will be as follows, based on the November, 2003 consensus estimate:

(\$ in millions)

	Total New Revenue	SGF	SHF
FY 2007	\$111.419	\$58.748	\$52.671
FY 2008	\$125.802	(\$41.934)	\$167.735
FY 2009	\$130.204	(\$43.401)	\$173.605
FY 2010	\$134.762	(\$44.920)	\$179.682
FY 2011	\$139.479	(\$46.492)	\$185.971
5-Year Total	\$641.666	(\$117.999)	\$759.664

Based on the November, 2003 consensus estimate, the repeal of the transfer is expected to have the following impact:

(\$ in millions)

	SGF	SHF
FY 2005	\$200.179	(\$200.179)
FY 2006	\$207.508	(\$207.508)
FY 2007	\$206.192	(\$206.192)
FY 2008	\$209.082	(\$209.082)
FY 2009	\$216.400	(\$216.400)
FY 2010	\$223.974	(\$223.974)
FY 2011	\$231.813	(\$231.813)
Thru FY 2011	\$1,495.149	(\$1,495.149)

2004 Summary of Legislation

ANNUAL REGISTRATION FEES

Amount estimated to be raised by an increase:

\$10 increase in car registration fees produces \$27 million in average annual new revenues. The base average contemplates that the surcharge [of 75-5160] continues past the current sunset date [of 1/1/2013] (1)

\$10 increase in truck registration fees produces \$2 million in average annual new revenues (1)

Assuming the Division of Vehicles modernization surcharge was continued past the current sunset [of 1/1/2013] and the total amount deposited to the State Highway Fund, the surcharge would provide approximately \$88.8 million between January 1, 2013, and June 30, 2020, or approximately \$11.8 per fiscal year. (1)

\$41 increase in automobile registration fees produces \$1.009 billion (2)

Usage in other states:

All states collect some form of vehicle registration fee. State registration fees vary from a flat fee to ones based on vehicle value, weight, age, horsepower, and number of cylinders. Twenty-seven states impose a general fee for registering any vehicle; eight others levy a variable, weight-based fees; and the remaining 15 states use a combination of these factors. (3)

Registration fees recently have been raised in states including Delaware (2007), Iowa (2008), New Mexico (2003), North Dakota (2009, 2005), Ohio (2009, 2003), Oregon (2009, 2003), Utah (2009), Vermont (2009), and Virginia (2007). North Carolina (2009) authorized counties with public transit systems to raise vehicle registration fees by up to \$3/year.

"While comparing state fees is difficult, a recent study estimated that the national average for total registration and related fees paid for a mid-size car (in 2008) was \$185.38 per year." (5)

Strengths and weaknesses: (3) and (4)

- relatively inexpensive to administer
- inequitable in that it does not vary by miles traveled
- allows for collection of revenues from vehicles using alternative fuels without establishing new mechanisms for collection
- fees for light vehicles on the basis of value are progressive

How the amount raised is to be used:

KSA 8-145(c): except for relatively small fees (e.g., \$4 modernization surcharge), all registration amounts are to go to the State Highway Fund

Amounts raised (in millions):

FY09	\$174.952
FY08	\$168.822
FY07	\$169.867
FY06	\$162.714
FY05	\$161.394

Source: Department of Administration, Division of Accounts and Reports

History of certain fees in SB 323

		Previous	1989	1990	1991	2002	2008	2009	CURRENT
Annual registration fees for motorized bicycles	8-143 (1)	\$5	\$10			\$11			\$11
motorcycles		\$10	\$15			\$16			\$16
passenger vehicles, hearses and ambulances < 4,500 lbs		\$13	\$25			\$30			\$30
passenger vehicles, hearses and ambulances > 4,500 lbs		\$26	\$35			\$40			\$40
certain electrically propelled motor vehicles		\$6.50	\$13			\$14			\$14
Annual registration fees for trucks, truck tractors, trailers, semi-trailers	8-143 (2)	see breakout							
License plates for vehicles delivered by the driveaway method, first set	8-143 (2)	\$39 in 1983	\$44						\$44
driveaway method, each add'l		\$13 in 1983	\$18						\$18
Annual license fees for local trucks	8-143 (2)	see breakout							
Annual license fees for farm trucks	8-143 (2)	see breakout							
Annual license fee for each local urban transit bus used in local urban transit operations	8-143 (2)	see breakout							
Annual license fee for any trailer, semitrailer, travel trailer, or pole trailer	8-143 (2)	see breakout							
Fee for 30-day temporary registration	8-143(3)	\$2	\$3						\$3

		Previous	1989	1990	1991	2002	2008	2009	CURRENT
Fee for 72-hour temporary registration for trucks and truck tractors registered in some other state	8-143b	\$20	\$26						\$26
Fee for 30-day license, for trucks and truck tractors registered in some other state	8-143b	\$10 to \$20 or 1/8 of the annual license fee, whichever is larger in 1976	\$26 or 1/8 of the annual license fee, whichever is larger						\$26 or 1/8 of the annual license fee, whichever is larger
Temporary registration fee for a truck or truck tractor not entitled to reciprocal privileges while being operated in interstate commerce	8-143c	\$10 to \$20 in 1976	\$26						\$26
Trip permit authorizing demonstration and operation of a truck or truck tractor -- 72 hours	8-143g	\$10 to \$20 in 1976	\$26						\$26
Trip permit authorizing demonstration and operation of a truck or truck tractor -- 15 days	8-143g		\$100 - new in 1990						\$100
30-day license for a farm truck engaging in intrastate commerce	8-143h	\$10 to \$20 in 1976	\$26						\$26
Permit authorizing a local truck or truck tractor to operate beyond the local radius for 72 hours	8-143i	new 1969 & \$10; to \$20 in 1976			\$26				\$26
Annual license fee for farm custom harvesting vehicles	8-143j	see breakout		new in 1990					
Harvest permit (not to exceed 60 days) for a truck or truck tractor registered in another state and engaged in farm custom harvesting operations in Kansas	8-143k			\$26 or 1/6 of the annual license fee, whichever is larger - new in 1990					\$26 or 1/6 of the annual license fee, whichever is larger - new in 1990
Vehicle auction 72-hour transport permit	8-143l					\$3 - new in 2002			\$3
\$4 registration surcharge	8-145 - see 75-5160						\$4		\$4
Antique vehicle one-time registration fee	8-172	\$15	\$40						\$40
Annual registration fee for a special interest vehicle or street rod vehicle	8-195	1981 - \$20	\$26						\$26
First dealer license plate annual fee (NOTE: a dealer also must purchase additional plates at the amount equal to that for a passenger vehicle)	8-2406	\$250	\$275						\$275
Trailer dealer license plate annual fee	8-2406	\$25							\$25
30-day temporary registration permit, for use by dealer	8-2409	\$2	\$3						\$3
Annual fee for each full-privilege license plate	8-2425	\$350 - new in 1985						\$350.50	\$350.50
Extending \$4 Division of Vehicles modernization surcharge to fleet and abandoned, towed vehicles	75-5160						\$4 - new in 2008		\$4
(1) T-LINK Financial Overview, from the Final Report, p. 17									
(2) <i>ibid</i> , p. 20									
(3) "How States and Territories Fund Transportation: An Overview of Traditional and Nontraditional Strategies," National Governors Association Center for Best Practices, 2009.									
(4) "Transportation for Tomorrow," Report of the National Surface Transportation Policy and Revenue Study Commission, December 2007, Exhibit 5-21									
(5) "Paying Our Way: A New Framework for Transportation Finance," National Surface Transportation Infrastructure Financing Commission, February 2009									
prepared by KLRD, September 2009									

Breakout of historical registration fees for specified vehicles

Annual registration fees for trucks

truck tractors

trailers, semi-trailers *

KSA 8-143(2)

	Previous	1989, Ch. 209	2002 Ch. 201 (HB 3011)	CURRENT
< 12,000 lbs	\$25	\$35	\$40	\$40
12,000 - 16,000 lbs	\$75	\$100	\$102	\$102
16,000 - 20,000 lbs	\$100	\$130	\$132	\$132
20,000 - 24,000 lbs	\$150	\$195	\$197	\$197
24,000 - 26,000 lbs	\$235	\$310	\$312	\$312
26,000 - 30,000 lbs	\$285	\$370	\$375	\$375
30,000 - 36,000 lbs	\$360	\$470	\$475	\$475
36,000 - 42,000 lbs	\$460	\$600	\$605	\$605
42,000 - 48,000 lbs	\$615	\$800	\$805	\$805
48,000 - 54,000 lbs	\$765	\$1,000	\$1,010	\$1,010
54,000 - 60,000 lbs	\$915	\$1,200	\$1,210	\$1,210
60,000 - 66,000 lbs	\$1,175	\$1,525	\$1,535	\$1,535
66,000 - 74,000 lbs	\$1,325	\$1,725	\$1,735	\$1,735
74,000 - 80,000 lbs	\$1,475	\$1,925	\$1,935	\$1,935
80,000 - 85,500 lbs				

LOCAL Trucks

KSA 8-143 (2)

	in 1983	1989, Ch. 209	2002 Ch. 201 (HB 3011)	CURRENT
12,000 - 16,000 lbs	\$47	\$60	\$62	\$62
16,000 - 20,000 lbs	\$75	\$100	\$102	\$102
20,000 - 24,000 lbs	\$100	\$130	\$132	\$132
24,000 - 26,000 lbs	\$135	\$175	\$177	\$177
26,000 - 30,000 lbs	\$160	\$210	\$215	\$215
30,000 - 36,000 lbs	\$185	\$240	\$245	\$245
36,000 - 42,000 lbs	\$235	\$310	\$315	\$315
42,000 - 48,000 lbs	\$315	\$410	\$415	\$415
48,000 - 54,000 lbs	\$360	\$470	\$480	\$480
54,000 - 60,000 lbs	\$440	\$570	\$580	\$580
60,000 - 66,000 lbs	\$575	\$750	\$760	\$760
66,000 - 74,000 lbs	\$675	\$880	\$890	\$890
74,000 - 80,000 lbs	\$775	\$1,000	\$1,010	\$1,010
80,000 - 85,500 lbs				

FARM Trucks

KSA 8-143 (2)

	in 1983	1989, Ch. 209	2002 Ch. 201 (HB 3011)	CURRENT
12,000 - 16,000 lbs	\$25	\$35	\$37	\$37
16,000 - 20,000 lbs	\$30	\$40	\$42	\$42
20,000 - 24,000 lbs	\$42	\$50	\$52	\$52
24,000 - 26,000 lbs	\$62	\$70	\$72	\$72
26,000 - 36,000 lbs	\$62	\$70	\$72	\$72
36,000 - 54,000 lbs	\$150	\$180	\$190	\$190
54,000 - 60,000 lbs	\$300	\$360	\$370	\$370
60,000 - 66,000 lbs	\$500	\$600	\$610	\$610
> 66,000 lbs				

BUS				
KSA 8-143 (2)	since 1973			CURRENT
8 or more, < 31 passengers	\$15			\$15
31 or more, < 40	\$30			\$30
> 39 passengers	\$60			\$60
TRAILERs (trailer, semitrailer, travel trailer, pole trailer)				
KSA 8-143 (2)	in 1984	1989, Ch. 209		CURRENT
2,000 lbs or less (1)	\$10	\$15		\$15
2,000 - 8,000 lbs	\$10	\$15		\$15
8,000 - 12,000 lbs	\$15	\$25		\$25
> 12,000 lbs	\$25	\$35		\$35
(1) registration is optional				
License plates for vehicles delivered by the driveway method				
		1989, Ch. 209		CURRENT
first set	\$39	\$44		\$44
each add'l set	\$13	\$18		\$18
CUSTOM HARVESTER Trucks				
KSA 8-143j	new in 1990		2002 Ch. 201 (HB 3011)	CURRENT
12,000 - 16,000 lbs	\$60		\$62	\$62
16,000 - 20,000 lbs	\$100		\$102	\$102
20,000 - 24,000 lbs	\$130		\$132	\$132
24,000 - 26,000 lbs	\$175		\$177	\$177
26,000 - 30,000 lbs	\$175		\$177	\$177
30,000 - 36,000 lbs	\$210		\$215	\$215
36,000 - 42,000 lbs	\$240		\$245	\$245
42,000 - 48,000 lbs	\$310		\$315	\$315
48,000 - 54,000 lbs	\$410		\$415	\$415
54,000 - 60,000 lbs	\$470		\$480	\$480
60,000 - 66,000 lbs	\$570		\$580	\$580
66,000 - 74,000 lbs	\$750		\$760	\$760
74,000 - 80,000 lbs	\$880		\$890	\$890
80,000 - 85,500 lbs	\$1,000		\$1,010	\$1,010
* the first weight listed is preceded by "more than," the second by "not more than" in the statute				
prepared by KLRD				

T-LINK Recommended Program Funding Gap vs. SB 323 Funding Proposal

As prepared for the 2009 Special
Committee on Transportation

September 29, 2009



T-LINK Recommended Lettings - Funding Gap

19-2

Prepared for the Interim Special Committee on Transportation September 29, 2009

All amounts in millions, unless otherwise noted

Letting Amounts (by State Fiscal Year)	2011	2012	2013	2014	2015	6 yr	8 yr	10 yr	Total		
						Program	Program	Program			
Under Current Revenues											
CTP Lettings*	-	-	-	-	-	-	-	-	-		
Modernization**	112	70	-	-	-	-	-	-	182		
Preservation	200	300	380	390	365	430	445	430	3,790		
Total	312	370	380	390	365	430	445	430	3,972		
T-LINK Recommendations											
Preservation	388	402	416	430	445	465	486	508	531	555	4,626
Preservation Gap	(76)	(32)	(36)	(40)	(80)	(35)	(41)	(78)	(111)	(125)	(654)
Modernization	36	37	39	40	41	43	45	47	49	51	429
GAP - In Aggregate	(112)	(69)	(74)	(80)	(122)	(78)	(86)	(125)	(160)	(176)	(1,083)
Expansion	300	311	321	333	344	360	376	393	411	429	3,577
GAP - In Aggregate	(412)	(379)	(396)	(413)	(466)	(438)	(462)	(518)	(571)	(605)	(4,660)
Modes	20	20	20	20	20	20	20	20	20	20	200
GAP - In Aggregate	(432)	(399)	(416)	(433)	(486)	(458)	(482)	(538)	(591)	(625)	(4,860)
Local***	54	56	58	60	62	65	68	71	74	77	644
GAP - Annual Cumulative	(486)	(455)	(473)	(493)	(548)	(523)	(550)	(609)	(665)	(703)	(5,504)
Running Total Aggregate Gap	(486)	(941)	(1,415)	(1,907)	(2,455)	(2,978)	(3,528)	(4,136)	(4,801)	(5,504)	
Program Average Annual Gap						496		517		550	

Cumulative Gap

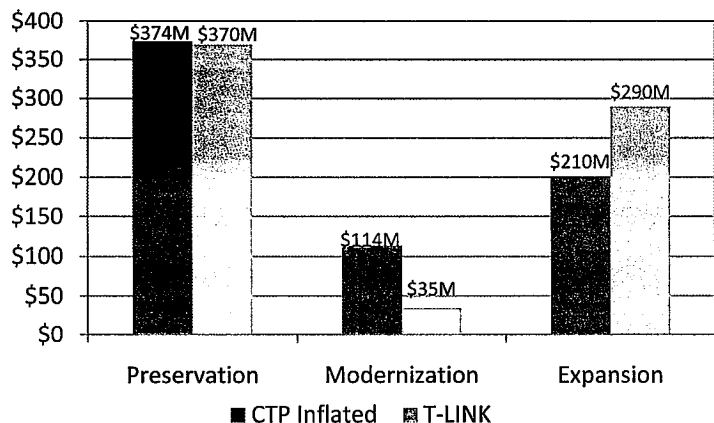
<p>Preservation: Taking Care of What We Have</p> <p>Preservation includes Interstate and Non-interstate pavement rehab/replacement. It also includes pavement resurfacing with modest improvements, bridge and culvert repair, bridge painting, signing and pavement marking. It does not include wider shoulders, added passing lanes, added through lanes or intersection improvements.</p>	<p>Modernization: Safety and Shoulder Improvements</p> <p>Modernization includes Interstate and Non-Interstate wider shoulders or intersection improvements. It also includes projects such as bridge replacement and rehabilitation, bridge redecking, and railroad crossings. It does not include added passing lanes, added through lanes or interchanges.</p>	<p>Expansion: Adding Something New</p> <p>Expansion includes Interstate and Non-interstate pavement rehab/replacement with major improvements that include added passing lanes, added through lanes and interchanges.</p>
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* \$50 million in CTP projects remain to be let in FY 2011

*** Includes Local Economic Development Program, Local Road Priority Network, City Connecting Links and excludes additional Special City/County Highway Fund expenditures. T-LINK recommended an additional \$45M per year to SCCHF.

**July 2009 Announcement

CTP Spending vs. T-Link Recommendations



	Average Annual CTP Spending	Average Annual CTP Spending Inflated to 2010 Dollars	2010 T-Link Recommendation
Preservation	278	374	370
Modernization	84	114	35
Expansion	170	210	290
Total	532	698	695



SB 323 Proposed Funding

19-3

Amounts in millions, unless otherwise noted
Federal aid held constant at Fiscal Year 2009 SAFETEA-LU level.

SB 323 REVENUE SCENARIO:
6¢ MFT Increase, \$20 Car Reg. Increase,
\$100 Truck Reg. Increase, Sales and Use
Tax Dedication of \$0.0025, Bond \$1 Billion

Annual Incremental Revenue					
Funding Source	Unit Increment	Agency	Current Kansas Rate	National Average	Regional Average
Motor Fuel Tax*	\$0.01	\$17 million	\$0.25	\$0.28	\$0.27
Car Registration	\$1	\$2.48 million	\$35	\$50	\$55
Truck Registration	\$1	\$0.16 million	\$1,770	\$1,675	\$2,072
Sales & Use Tax	\$0.001	\$41 million	5.30%**	5.09%	5.55%

*All MFT rates are average gas & diesel **State Highway Fund currently receives 13/106ths of the 5.30%, the equivalent of a 0.65% tax rate

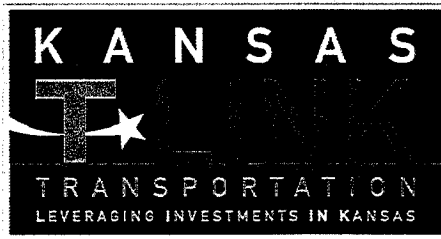
Fiscal Year	Rate Increase	Annual						6 Year Total	Annual		8 Year Total	Annual		10 Year Total
		2011	2012	2013	2014	2015	2016		2017	2018		2019	2020	
MFT per gal. (cents)	6	2	-	2	-	2	-	-	-	-	-	-	-	-
New MFT		\$ 15	\$ 37	\$ 53	\$ 76	\$ 93	\$ 117	\$ 391	\$ 118	\$ 120	\$ 629	\$ 121	\$ 123	\$ 873
Less: MFT to SCCHF		(5)	(12)	(18)	(26)	(31)	(39)	(131)	(40)	(40)	(212)	(41)	(41)	(294)
Net MFT to SHF		10	25	35	50	62	78	259	79	80	418	81	82	580
Car Reg. fee (dollars)	20	5	5	5	5	-	-	-	-	-	-	-	-	-
Truck Reg. fee (dollars)	100	25	25	25	25	-	-	-	-	-	-	-	-	-
New Revenue		9	26	44	62	71	78	284	74	75	434	77	78	589
Sales & Use Tax (cents)	\$ 0.0025	\$ -	0	0	0	0	0	0	0	0	0	0	0	0
Sales & Use Tax Rev.		49	141	115	119	123	128	645	133	138	915	143	148	1,207
Net New Revenue		68	161	194	231	256	278	1,189	285	293	1,767	300	308	2,375
Bonds	Issue	0	200	100	100	100	100	600	100	100	800	100	100	1,000
Less: Debt Service	\$1,000	(0)	(8)	(20)	(28)	(36)	(44)	(136)	(52)	(60)	(249)	(68)	(76)	(393)
Net Bond Proceeds	Bonds	0	192	80	72	64	56	464	48	40	551	32	24	607
Net new cash inflows to SHF		\$ 68	\$ 353	\$ 273	\$ 303	\$ 320	\$ 334	\$ 1,652	\$ 333	\$ 333	\$ 2,318	\$ 332	\$ 332	\$ 2,982
Aggregate Debt Service		\$ 172	\$ 180	\$ 184	\$ 183	\$ 197	\$ 163		\$ 142	\$ 214		\$ 221	\$ 228	
Debt Service to ATAR	C	11.8%	12.7%	13.3%	13.0%	13.4%	10.6%		9.0%	13.2%		13.3%	13.4%	
Total Debt Outstanding	D	\$ 1,482	\$ 1,569	\$ 1,553	\$ 1,539	\$ 1,511	\$ 1,517		\$ 1,546	\$ 1,504		\$ 1,453	\$ 1,395	
Percentage of T-LINK Gap Met								55.48%			56.04%			54.19%
Preservation Gap Met								100.00%			100.00%			100.00%
Modernization, Expansion, Modes & Local Gap Met								50.51%			51.11%			48.00%

A Special City and County Highway Fund (SCCHF) and State Highway Fund (SHF) currently receive 33.63% & 66.37% respectively of MFT
 B Annual debt service is 8% of additional debt. Bonds are assumed to be issued at mid-year.
 C ATAR is Adjusted Total Agency Revenues which excludes bond proceeds, SCCHF revenues, and extraordinary cash receipts.
 D The highest debt issuance authority was granted to the SHF during the 2002 legislative session at a level of \$1,975. The maximum amount of SHF debt outstanding was \$1,890 at December 31, 2004.
 E As an internal policy matter, 1.5% of ATAR will be used toward debt issuance for emerging economic opportunities

Transportation Funding Options

As prepared for the 2009 Special
Committee on Transportation

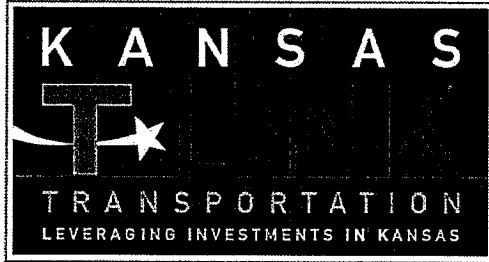
September 29, 2009



TRANSPORTATION FUNDING OPTIONS

<u>Description:</u>	<u>Variable Unit:</u>	<u>Resulting Net Annual Incremental Revenue:</u>
T-Link Recommendations:		
1. Motor Fuel Gallon Tax*	\$0.01	\$17MM
2. Car & Light Duty Vehicle Registration Fees*	\$10	\$25MM
3. Truck Registration Fees*	\$100	\$16MM
4. Increase Level of Sales Tax Deposit to SHF*	0.10	\$41MM
5. Bond Capacity Under Current Revenues	Debt Service at 18% of ATAR	\$100MM (Per year at 10 years)
Other Options:		
6. Sales Tax on Motor Fuels (\$3/gallon)	5.3%	\$318MM
7. Vehicle Miles Traveled	1¢ per mile	\$295MM
8. Per Ton Tax for Highway	\$0.01	\$5.3MM
9. Per Ton Tax for Rail	\$0.01	\$2.7MM
10. Kansas Highway Patrol Speeding Tickets	\$20 per ticket	\$1.6MM
11. Adding a Surcharge on New Car Sales	\$10	\$1.15MM
12. Adding a Surcharge on Rental Cars	0.10%	\$100K
13. Jet Fuel Tax - Remove Exemption from Interstate Commerce (Potential T-Link Rec. for Aviation)	5.30%	\$11MM
14. Aviation Fuel Tax	5.30%	\$2MM
15. Sales Tax Generated on Bicycle Sales dedicated to SHF	5.30%	\$3MM
16. Adding a Surcharge on Real Estate transactions	0.01%	\$2MM
17. Jet Fuel Excise per gallon	\$0.01	\$410K
18. Aircraft Registration	\$60	\$240K
19. Local Motor Fuel Tax Option	\$0.01	\$17MM
20. Reallocation of Motor-Carrier Corporate Tax	10% of Corp. Income Tax	\$750K
21. Reallocation of Railroad Corporate Tax	10% of Corp. Income Tax	\$550K
22. Adding a Surcharge to KTA Tolls	10%	\$8MM
23. Aviation Gas Excise Per Gallon	\$0.01	\$90K
24. Broadening of the States Tax Base	1% Reduction in Exemptions	\$41MM
25. Dedicate a Portion of Gaming Revenues	10%—25%	TBD
26. Partial Removal of Tax Exemption on Exempt Real Estate	0.10%	\$686K
27. Tolling of Additional Roads	To be discussed at a later date	

* Updated from prior distribution to T-LINK members.



T-LINK Funding Options Background Information

1. Motor Fuel Gallon Tax: FY 2011 Estimate

2. Car and Light Duty Vehicles Registration Fees: FY 2011 Estimate

3. Truck Registration Fees: FY 2011 Estimate

4. Increase Level of Sales Tax Deposit to SHF: FY 2011 Estimate

5. Bond Capacity under Current Revenues: FY 2011-2020 Estimates

Assumes \$0 in FY 2011 MM, \$200 MM in FY 2012 and \$100 MM per year FY 2013- FY 2020

6. Sales Tax on Motor Fuels at \$3/gallon: Total FY 2010-2019 Estimate

Total Expected SHF MFT Revenue FY 2010-2019 is \$6,071 million; .1% is \$6 million

7. Vehicles Miles Traveled: 2008 Estimates

29.5 Billion miles driven annually times \$.01 = \$295 Million

8. Per Ton Tax for Highway: 2006 Estimates

Truck Total is approx. 530 million tons; \$.01 is \$5.3 million

9. Per Ton Tax for Rail: 2006 Estimates

Rail Total is approx. 270 million tons; \$.01 is \$2.7 million

10. Kansas Highway Patrol Speeding Tickets: 2007 Estimates

KHP issued 80,906 speeding tickets during calendar year 2007; \$20 per ticket is approx. \$1.6 million

11. Adding a Surcharge on New Car Sales: 2009 Estimates

Dept of Revenue annual total car sales in KS is 115,000; \$10 per car is \$1.15 million

12. Adding a Surcharge on Rental Cars: FY 2008 Estimates

\$100 million in total vehicle rental charges; .1% is approx. \$100K

13. Jet Fuel Tax- Remove Exemption from Interstate Commerce: 2007 Estimates

41 Million Gallons at \$5.25 per gallon taxed at 5.3% = \$11 Million

14. Aviation Fuel Tax: 2007 Estimates

9 million Gallons at \$4.50 per gallon taxed at 5.3% = \$2 Million

15. Sales Tax Generated on Bicycle Sales: 2007 Estimates

National Estimate of bike, related parts and accessories sales is \$6 billion. Kansas sales are estimated to be at 1% or \$60 million; 5.3% times \$60 million is approx. \$3 million.

16. Adding a Surcharge on Real Estate Transactions: 2005 Estimates

Estimated 2005 Mortgage Registration Value: \$21,845,444,445; .01% is approx. \$2 million

17. Jet Fuel Excise per Gallon: 2007 Estimates

41 million gallons sold times \$.01 = 410K

18. Aircraft Registration: 2007 Estimates

4,000 aircrafts registered; \$60 per aircraft is \$240K

19. Local Motor Fuel Tax Option: 2007 Estimates

Same as if State were to collect MFT. \$.01 = \$17 million. Locals can determine their share by taking \$280 per 1,000 daily vehicle miles traveled

20. Reallocation of Motor Carrier Tax: 2005 Estimates

Total corporate income taxes collected in the State of KS for Motor-Carriers is \$7.5 million; 10% is \$750K

21. Reallocation of Railroad Corporate Tax: 2005 Estimates

Total corporate income taxes collected in the State of KS for Motor-Carriers is \$5.5 million; 10% is \$550K

22. Adding a Surcharge on KTA Tolls: 2007 Estimates

Tolls collected in 2007 total \$78 million; 10% is approx. \$8 million

23. Aviation Gas Excise per Gallon: 2007 Estimates

9 million gallons sold times \$.01 = 90K

24. Broadening of the State's Tax Base: FY 2008 Estimates

Dept of Revenue sales tax exemptions for FY 2008 estimate is \$4,072 million; 1% = \$41 million.

The two largest categories:

- A. Property which becomes an ingredient or component part of property or services produced or manufactured for ultimate sale at retail
- B. Property or services purchased by the State of Kansas, political subdivisions, nonprofit hospitals or blood/donor banks

25. Dedicate a Portion of Gaming: TBD

26. Partial Removal of Tax Exemption on Exempt Real Estate: FY 2007 Estimates

Total Exemption: \$27 billion

Exempt Real Property 2007
(Appraised Value in dollars)

Appraised Value of Exempt Real Property	\$ 27,449,953,391
Reduction in Exemption by 10%	<u>10%</u>
Increase in Taxable Appraised Property Value	\$ 2,744,995,339
Business Assessment Rate of 25%	<u>25%</u>
New Assessed Value	\$ 686,248,835.00
Mill Rate	<u>0.001</u>
New Revenue per Mill	\$ 686,249.00

27. Tolling of Additional Roads: To be discussed at a later date

Additional Transportation Funding and Financing ideas*

Aircraft registration

Included in T-LINK report

Estimate: if \$60, \$240,000

Aviation fuel tax

Included in T-LINK report

Estimate: if a sales tax of 5.3%, \$2 million annually
if an excise tax of \$0.01 per gallon, \$90,000 annually
if a jet fuel excise tax of \$0.01 per gallon, \$410,000 annually
removing the exemption for interstate jet fuel sales tax: \$11 million

Congestion pricing

examples include discounted tolls during off-peak hours and adding higher-speed lanes to be used only by buses or vehicles paying tolls

Strengths / Weaknesses: primary goal is demand management rather than revenue; can be varied with the level of congestion; more expensive to administer than fuel tax; limited by federal law on the interstate system (4)

Other states: In the U.S. so far, this has generally been used on high-occupancy lanes and bridges. A 2009 Oregon bill requires one or more pilot programs and implementation of congestion pricing in the Portland metropolitan area.

Driver's license reinstatement fee

Other states: raised in 2009 in Georgia, Rhode Island, and South Dakota

Emissions taxes and fees

adding or adjusting vehicle taxes and fees so that they are calculated according to amount of carbon dioxide emissions per mile driven (4)

Other states: not yet used in any U.S. states but used by a number of countries, mostly in Western Europe (4)

Freight container fee

Strengths / Weaknesses: can be seen as a more equitable method to raise revenue for projects dedicated to freight system improvements (e.g., regional intermodal projects); developing consensus around competing jurisdictions may be difficult (2)

Other states: Bonds back by container fees are being used for a \$2.4 billion expressway connecting the ports of Los Angeles and Long Beach. This is also a PPP project. (4)

Freight ton tax

Included in T-LINK report

Estimate: if 1 cent/ton, \$8 million/year -- \$2.7 million from rail, and \$5.3 million from trucking
NCSL's 2008 policy statement requests Congress look at freight surcharges and container taxes as part of new funding streams for transportation. (6)

Fuel sales tax

Included in T-LINK report

Strengths and Weaknesses: see the T-LINK financial report, pp. 65-73 for a full discussion. Also, sales taxes are regressive and the revenues could be volatile (2).

Estimate: if fuel is \$3/gallon and tax is 0.10%, \$6 million

Other states: see the T-LINK financial report, pp. 65-73; also, in 2008, Indiana increased its sales tax (which applies to motor fuels) from 6% to 7%; Massachusetts in 2009 increased its sales tax from 5% to 6.25%, with about 30% dedicated to transportation.

Kansas: would require amendment of K.S.A. 79-3606. Exempt sales

Fuel tax, local option

Included in T-LINK report

Strengths / Weaknesses: collection mechanisms are in place; may not reflect costs associated with highway use; must be authorized at the state level and often require voter approval

Estimate: \$280 per 1,000 daily vehicle miles for each 1-cent tax (T-LINK, p. 82); KDOT has estimates for each county based on CY 2007 daily vehicle miles

Other states: Fuel taxes are among the most widely used local option taxes, with others being vehicle, property, sales, and income taxes (2). Illinois' 2008 legislature enacted a 0.25 percent sales tax in six northeastern counties for transit; in 2008, Minnesota enacted a bill to allow counties outside the metro to levy a 0.25 percent sales tax for transportation, subject to voter approval, and for metro counties to levy a sales tax up to 0.5 percent, to be used only for transit; and North Carolina in 2009 enacted authorization of additional local sales tax to fund multimodal transportation.

Gaming revenues, dedicating a portion

Included in T-LINK report

Estimate: if 10%, \$11 million

Other states: used in Arizona, Colorado, New Jersey, Oregon (4)

Kansas: from SB 66, Sec. 37. There is hereby created the expanded lottery act revenues fund in the state treasury. . . . All moneys credited to such fund shall be expended or transferred only for the purposes of reduction of state debt, state infrastructure improvements and reduction of local ad valorem tax

Impact fees

within transportation, these generally are fees based on the impact of development on transit

Strengths /
Weaknesses:

The reasons most often cited for the lack of the use of impact fees for transit are that 1) impact fee authorization is typically limited to capital expenditures and capital investment in transit is relatively well subsidized by the federal government; and 2) the municipal entity responsible for land-use regulation and the imposition of impact fees is often different from the entity responsible for the provision of transit services. (5)

Other states:

Impact fees for transit, while enacted in California and Florida, where authorizing legislation does not limit the use of impact fees to capital purposes only, are rarely used in the rest of the country. (5)

Innovative finance

bonds repaid from various sources of funds

Strengths /
Weaknesses:
Other states:

allows projects that would otherwise be delayed for years; spreads costs to those who will benefit in the future

Many states use Grant Anticipation Revenue Vehicles (GARVEE) bonds that leverage future federal aid. (Discussion of these is available at <http://www.fhwa.dot.gov/innovativeFinance/garguid1.htm>.)

In 2009, Florida authorized bonds based on tolls from high-occupancy or express lanes. In 2007, Nevada authorized bonds based in part on property taxes. In 2009, Oregon authorized lottery bonds to finance transportation projects. In 2007, Virginia authorized bonds to be paid from one-third of the annual revenues from the state tax on insurance businesses.

Kansas:

Street improvements are among the eligible uses for STAR bonds within eligible project areas.

Motor fuel transportation infrastructure assessments

Other states: Vermont

Permits for oversize/overweight vehicles

Kansas
information:

2009 SB 145 raised these: single permit from \$5 (since 1970) to \$25;

annual permit: \$125 (since 1992) to \$150;

single-trip permit for a large structure: \$30 (new)

single-trip permit for a superload: \$50 (new)

KSA 2009 Supp. 8-1911

The fiscal note anticipated \$1,495,615 in additional revenues, which KDOT said would be used to cover costs to automate and otherwise improve the permit system. Not changed was the fee for special vehicle combination annual permits, which has been unchanged since 1990: \$2,000 plus \$50 for each power unit.

Petroleum taxes, other

Strengths / likely to be passed along to drivers as are other types of fuel taxes (2)

Weaknesses:

Other states: New York has petroleum business taxes (4). Pennsylvania has an oil company franchise tax to collect fees on petroleum fuels (2). Connecticut has a petroleum products gross earnings tax.

Public-private partnerships (PPPs)

PPPs are primarily financing and project delivery mechanisms. They establish a contractual arrangement between a public agency and a private-sector entity to collaborate on a transportation project. (4) States and other public sponsors increasingly consider private-sector involvement as a way to spur implementation of large projects. Since these projects typically are supported by tolls, the yield, adequacy, and stability will depend on characteristics of the specific project. (2)

Strengths / can be used to limit public input on projects and cut short consideration of
Weaknesses: alternatives (3); can facilitate access to capital (2); if leases are excessively long, costs and benefits may not be fully known

Other states: 26 states have some sort of PPP enabling legislation, and 24 states have used it in some form for projects. It is more commonly used outside of the U.S. (3) Chicago and the state of Indiana finalized such arrangements in 2005 for the Chicago Skyway Toll Bridge and the Indiana Toll Road. (4)

Railroad corporate tax reallocation

Included in T-LINK report

Estimate: if 10%, \$550,000

Real estate tax, partial removal of exemptions

Included in T-LINK report

Estimate: if 0.10%, \$686,000

Real estate, mortgage registration surcharge

Included in T-LINK report

Estimate: The register of deeds receives a registration fee of .26% of the principal debt or obligation being secured. A 1 basis point surcharge would raise \$2 million.

Other states: in 2008, Chicago (with legislative approval) increased its real estate transfer tax, to be used for transit; in 2006, a bipartisan Pennsylvania commission recommended increases in its realty transfer tax.

Sales tax generated on bicycle sales

Included in T-LINK report

Strengths / directly related to transportation

Weaknesses:

Estimate: \$3 million annually

Severance tax on minerals

Other states: In 2008, Arkansas increased its severance tax, with the increase to be used for transportation. In 2008, New Mexico authorized \$150 million in severance tax bonds for transportation. In 2009, Virginia extended its 1 percent local option coal and gas severance tax. A conferee before the 2008 Kansas special committee suggested severance taxes could be extended to wind energy.

Speeding ticket added fee

Included in T-LINK report

Estimate: if \$20/ticket, \$1.6 million annually

Other states: Georgia, in 2009, added a \$200 fee to any driver convicted of driving 85 mph or more on a multi-lane highway or 75 mph or more on a two-lane highway.

Surcharge on new car sales

Included in T-LINK report

Estimate: if \$10/car, \$1.4 million annually

Surcharge on rental cars

Included in T-LINK report

Estimate: if 0.10%, \$100,000 annually

Other states: North Dakota allows a city option sales tax on rental cars. Colorado added a \$2 daily car rental fee in 2009. Louisiana in 2008 directed sales taxes on motor vehicle leases and rentals to transportation. Maine in 2008 assigned half the tax revenue from rental of a vehicle for less than a year to the transit, aviation, and rail fund. Minnesota in 2008 increased its tax on short-term (30 or fewer days) vehicle rentals. Nevada in 2009 increased the amount of rental car fees going to the state. New York in 2009 increased the sales tax (6% to 11%) on car rentals in the NYC area.

Kansas: 79-5117. Excise tax upon rental or lease of certain motor vehicles; administration, enforcement and collection; apportionment and distribution of revenues. (a) In addition to the tax imposed pursuant to the Kansas retailers' sales tax act, there is hereby imposed an excise tax at the rate of 3 1/2% upon the gross receipts received from the rental or lease for a period of time not exceeding 28 days. . . .

Surcharges, other

Other states: Florida added a surcharge to its vehicle license tax in 2009; New York in 2009 enacted a 50-cent surcharge on taxi trips in the NYC area.

Tax exemptions, reducing

Included in T-LINK report

Estimate: 1 percent reduction in exemptions could raise \$41 million

Tolls (generally)

Strengths / Weaknesses: reliable and stable generators of revenues; bonds based on tolls are marketable; best applicable to new capacity; a few toll facilities have been leased, meaning short-term revenue gains for public agencies and lesser long-term revenues (2); The Public Interest Research Group found that privatization deals shortchange the public because the full value of the toll revenues is lost for decades into the future. Also, the study says, privatization takes control over transportation away from the public and undermines sound policymaking. (from Transport Topics, 4/20/09)

Other states: Florida, in 2009, authorized use of excess toll revenues for state highway improvements, authorized variable tolls, and authorized tolls after discharge of indebtedness for a specific project.

Tolls, adding a surcharge

Included in T-LINK report

Estimate: if 10 percent, \$8 million
Currently there is no Kansas statutory provision which would allow the State to use KTA as an asset that would generate revenue for any activities other than those of the KTA.

Tolls on existing lanes

Strengths / Weaknesses: regulated at the federal level for interstate highways; often perceived as "paying twice" even though maintenance costs are new (2)

Other states: Washington, in 2009, authorized early tolling on the state route 520 corridor to secure federal funds for its replacement and imposed tolls on a bridge to help finance its replacement. Tolls were to vary to maintain travel time (reduce congestion) and generate sufficient revenue. In 2009, Ohio passed a law to prevent tolls on existing lanes.

Tolls on new lanes

Other states: In the past 10 years, 30%-40% of new limited access highway mileage has been financed at least in part through tolls. (2) Texas' \$2 billion North Tarrant Express highway near Fort Worth will add toll lanes to existing roads. The agreement for this public-private partnership was signed in 2009.

Traffic camera fees

sensors programmed to be able to detect vehicles speeding or driving through red lights (4)

Other states: Used in Arizona, California, Colorado, Delaware, Florida, Georgia, Illinois, Iowa, Louisiana, Maryland, Massachusetts, Missouri, New Mexico, New York, North Carolina, Ohio, Oregon, Pennsylvania, Rhode Island, Texas, Virginia, and Washington. States including Arkansas, Nebraska, Nevada, New Jersey, West Virginia, and Wisconsin have severely restricted or banned the use of these cameras because of legal uncertainties, including privacy concerns. (4)

Estimate: The Federal Highway Administration reported economic benefits and cited average yields of \$39,000 to \$50,000 annually at each intersection where they were used. Earlier statewide estimates in Illinois cited a potential \$50 million annually in profit for the state from speed cameras. (4)

Vehicle miles traveled (VMT) fees

Strengths / Weaknesses could be weighted by fuel economy, weight, emissions, or other factors to support policy goals; long-term costs to administer are uncertain; some have privacy concerns (2)

Other states: from Transport Topics, 20 July 2009: Researchers are looking for 1,500 drivers in six cities to test an onboard computer system that taxes motorists based on miles driven rather than fuel taxes paid at the pump. That mileage-based tax is being considered by the U. of Iowa Public Policy Center in a \$16.5 million study for the USDOT to determine whether it's a viable option for paying for surface transportation, including roads and railroads, in the future. The cities are Albuquerque, NM; Billings, MT; Chicago; Miami; Portland, Maine; and Wichita, KS. Last year motorists in San Diego; Austin, TX; Raleigh, Durham and Chapel Hill, NC; Boise, ID; and eastern Iowa gave their opinions on the system.

Oregon piloted a VMT fee in Portland in 2006-2007. Colorado, Idaho, and Minnesota are considering the VMT fee. (4)

VMT-based fees are in place for trucks in Germany, Switzerland, and Austria. VMT-based fees are due to be utilized in the Netherlands by 2014 and in Denmark by 2016. (4)

Value-added tax

A value-added tax is added at each stage in the production process, not just on final consumption (like a sales tax). The U.S. is one of few countries not to use it. (4)

Strengths / Weaknesses adding taxpayers would add administrative costs

Vehicle registration fees

Strengths / Weaknesses can be varied to reflect highway cost responsibility (e.g., damage caused by weight), but they do not reflect miles traveled (2)

Other states: All states have registration fees (2). Colorado's 2009 Funding Advancement for Surface Transportation and Economic Recovery (FASTER) Act includes a new "bridge safety fee" and a "road safety fee" with registration, based on vehicle weight (average \$41/vehicle). FASTER moneys are to be used primarily for bridges. There is a federal Heavy Vehicle Use Tax on the heaviest trucks.

Weight-distance tax

Other states: in Oregon, truck operators pay a weight-mile tax instead of fuels taxes (4); used in New Mexico (rate change in 2003)

"weight fees" are listed for Hawaii, Illinois, Kentucky, Oregon, Tennessee, Washington (4)

Sources:

- (1) T-LINK Financial Overview, Final Report (January 2009), <http://www.kansastlink.com/report>
- (2) "Transportation for Tomorrow," Report of the National Surface Transportation Policy and Revenue Study Commission, December 2007, Exhibit 5-21; http://transportationfortomorrow.org/final_report/
- (3) Southern Environmental Law Center
- (4) "How States and Territories Fund Transportation: An Overview of Traditional and Nontraditional Strategies," National Governors Association Center for Best Practices, 2009.
- (5) "Uses of Fees or Alternatives To Fund Transit," Transit Cooperative Research Program, Sponsored by the Federal Transit Administration, December 2008;
http://www.trb.org/Policy/Public/Blurbs/Uses_of_Fees_or_Alternatives_to_Fund_Transit_160510.aspx
- (6) National Conference of State Legislatures Policy - "Surface Transportation Federalism", 2008;
<http://www.ncsl.org/default.aspx?tabid=17889>
information gathered by KLRD on recent legislation in other states

** This list is based upon ideas of the T-LINK task force, other ideas listed in publications noted in the footnotes, and approaches noted in information from other states. It should not be regarded as comprehensive.*

compiled by KLRD staff, September 2009; please bring any errors to KLRD attention