

MINUTES OF THE HOUSE COMMITTEE ON TRANSPORTATION.

The meeting was called to order by Chairman Rex Crowell at 1:30 p.m. on February 18, 1993 in Room 519-S of the Capitol.

All members were present except: Rep. Lloyd, Excused
Rep. Jim Long, Excused
Rep. Tim Shallenburger, Excused

Committee staff present: Tom Severn, Legislative Research Department
Hank Avila, Legislative Research Department
Bruce Kinzie, Revisor of Statutes
Donna Luttjohann, Committee Secretary

Conferees appearing before the committee: Rod Fogo, Chief Engineer and General Manager, Kansas Turnpike Authority

Others attending: See attached list

Chairman Crowell recognized Rod Fogo from the Kansas Turnpike Authority. Mr. Fogo explained to the committee the history of the turnpike and the revenue flow from its inception to the present and to what he hoped, the future may bring. He discussed the Turnpike Authority's plans to eventually install an Electronic Toll Collection (ETC) system. Mr. Fogo responded to questions from committee members. The report and discussion of the Kansas Turnpike Authority ended. See Attachment 1.

The Chairman called the committee's attention to HB 2176 regarding the temporary closing of highways. Rep. Smith made a motion to take it off the table. It was seconded by Rep. Rezac. The motion carried.

Rep. Rezac withdrew his motion to amend the bill with the consent of his second. On the original motion to pass the bill favorably out of committee by Rep. Haulmark and seconded by Rep. Shore, the motion carried.

Chairman Crowell brought the committee's attention to HB 2416 regarding the use of a single tire when a dual tire was intended to be used. Rep. Dillon made the motion to pass the bill out favorably. It was seconded by Rep. Correll. A substitute motion to amend the bill to exempt trucks registered for 20,000 lbs. and under was made by Rep. King and seconded by Rep. Smith. On a division, the motion carried by 10 for and 6 against.

Rep. Shore made the motion to pass the bill out favorably as amended. It was seconded by Rep. Smith. The motion carried.

Chairman Crowell adjourned the meeting at 2:52 p.m. with the next meeting scheduled for February 22, 1993, at 1:30 p.m. in Room 519-S of the Capitol.

GUEST LIST

HOUSE TRANSPORTATION COMMITTEE

FEBRUARY 18, 1993

Name	Address	Representing
R.D. Fogo	Wichita	KTA
Joe Callahan	Wichita	KTA
Tom Wurdeman	Topeka	KTA
John E. Cillessen	Wichita	KTA
J. Hoggard	K.C.	JERF
N. Boggs	Topeka	KDOT
Lon Ingram	Topeka	KDOT
Tom Bruvo	Topeka	Battenberger Assoc
Greg Mosher	Lawrence	Pat Hubbell & Assoc
Pat Hubbell	Topeka	KJ RAILROADS
Bob + Lea Minchew	Mullinville	USD 424
PAUL + LINDA KENDALL	MULLINVILLE	USD 424
Mary E. Turkington	Topeka	K-Mob. Carriers Assoc.
Tom Whitaker	Topeka	K-Mob. Carriers Assoc.
Rick Schreibe	Topeka	KDOR
Betty McBride	Topeka	KDOR
Open Call	Topeka	X-5. 2001 Road

KANSAS TURNPIKE AUTHORITY

TRAFFIC & REVENUE REPORT

YEAR	TRAFFIC			TOLL REVENUE		
	PREDICTED	ACTUAL	ACCUMULATED DIFFERENCE	PREDICTED	ACTUAL	ACCUMULATED DIFFERENCE
1956	936,000	608,177	(327,823)	\$1,522,000	\$631,748	(\$890,252)
1957	7,193,000	3,612,857	(3,907,966)	\$8,415,000	\$3,876,612	(\$5,428,640)
1958	8,200,000	4,141,263	(7,966,703)	\$9,594,000	\$4,505,145	(\$10,517,495)
1959	8,938,000	4,712,471	(12,192,232)	\$10,457,000	\$5,108,065	(\$15,866,430)
1960	9,251,000	4,978,311	(16,464,921)	\$10,824,000	\$5,268,503	(\$21,421,927)
1961	9,575,000	5,155,208	(20,884,713)	\$11,203,000	\$5,763,849	(\$26,861,078)
1962	9,910,000	5,331,064	(25,463,649)	\$11,595,000	\$6,237,931	(\$32,218,147)
1963	10,257,000	5,718,822	(30,001,827)	\$12,001,000	\$6,879,048	(\$37,340,099)
1964	10,616,000	6,175,952	(34,441,875)	\$12,421,000	\$7,591,167	(\$42,169,932)
1965	10,988,000	6,685,116	(38,744,759)	\$12,856,000	\$8,453,727	(\$46,572,205)
1966	11,360,000	7,484,181	(42,620,578)	\$13,291,000	\$9,458,267	(\$50,404,938)
* 1967	11,732,000	7,848,963	(46,503,615)	\$13,726,000	\$9,950,918	(\$54,180,020)
1968	12,104,000	8,453,978	(50,153,637)	\$14,162,000	\$10,839,583	(\$57,502,437)
1969	12,476,000	8,890,287	(53,739,350)	\$14,596,000	\$12,046,335	(\$60,052,102)
1970	12,848,000	9,145,649	(57,441,701)	\$15,032,000	\$12,567,742	(\$62,516,360)
1971	13,220,000	9,417,163	(61,244,538)	\$15,467,000	\$13,572,671	(\$64,410,689)
1972	13,592,000	9,980,752	(64,855,786)	\$15,903,000	\$14,259,564	(\$66,054,125)
1973	13,964,000	10,405,133	(68,414,653)	\$16,338,000	\$14,946,742	(\$67,445,383)
1974	14,336,000	9,396,052	(73,354,601)	\$16,773,000	\$13,138,890	(\$71,079,493)
1975	14,708,000	10,219,884	(77,842,717)	\$17,208,000	\$13,883,688	(\$74,403,805)
1976	15,080,000	10,865,122	(82,057,595)	\$17,644,000	\$16,136,169	(\$75,911,636)
1977	15,452,000	11,703,794	(85,805,801)	\$18,079,000	\$17,622,443	(\$76,368,193)
** 1978	15,824,000	12,510,793	(89,119,008)	\$18,514,000	\$18,540,846	(\$76,341,347)
1979	16,196,000	12,346,346	(92,968,662)	\$18,949,000	\$18,834,846	(\$76,455,501)
1980	16,568,000	12,096,337	(97,440,325)	\$19,385,000	\$20,759,518	(\$75,080,983)
1981	16,940,000	12,210,980	(102,169,345)	\$19,820,000	\$23,325,070	(\$71,575,913)
1982	17,312,000	12,577,847	(106,903,498)	\$20,255,000	\$24,117,610	(\$67,713,303)
1983	17,684,000	13,055,228	(111,532,270)	\$20,690,000	\$24,938,729	(\$63,464,574)
1984	18,056,000	13,802,769	(115,785,501)	\$21,126,000	\$26,445,909	(\$58,144,665)
1985	18,428,000	14,580,849	(119,632,652)	\$21,561,000	\$26,710,402	(\$52,995,263)
1986	18,800,000	15,254,193	(123,178,459)	\$21,996,000	\$29,947,857	(\$45,043,406)
1987	19,172,000	16,319,724	(126,030,735)	\$22,431,000	\$32,096,753	(\$35,377,653)
1988	19,544,000	17,569,053	(128,005,682)	\$22,866,000	\$34,663,558	(\$23,580,095)
1989	19,916,000	18,638,572	(129,283,110)	\$23,302,000	\$36,569,464	(\$10,312,631)
1990	20,288,000	19,825,348	(129,745,762)	\$23,737,000	\$38,282,710	\$4,233,079
1991	20,660,000	20,543,038	(129,862,724)	\$24,172,000	\$39,879,283	\$19,940,362
*** 1992	21,032,000	22,195,081	(128,699,643)	\$24,607,000	\$43,058,606	\$38,391,968
1993	21,404,000			\$25,043,000		
1994	21,776,000			\$25,479,000		

* First bonds redeemed from revenues

** Revenues matched prediction

*** Traffic matched prediction

KANSAS TURNPIKE AUTHORITY

KTA USERS FUEL TAX REPORT

YEAR	KTA MILES DRIVEN	ESTIMATED AVERAGE MILES PER GALLON*	COMBINED CAR & TRUCK ESTIMATED GALLONS USED	MINIMUM FEDERAL & STATE FUEL TAX PER GALLON	ESTIMATED ACCUMULATED FUEL TAX REVENUE FROM KTA USERS**
1956	36,129,232	7.00	5,161,319	\$0.080	\$412,905.51
1957	215,477,449	7.28	29,608,088	0.080	\$2,368,647.03
1958	244,725,985	7.56	32,391,257	0.080	4,959,947.56
1959	273,880,543	7.83	34,965,118	0.090	8,106,808.15
1960	282,384,439	8.11	34,816,628	0.090	11,240,304.67
1961	292,145,281	8.39	34,827,814	0.090	14,374,807.92
1962	295,468,538	8.67	34,095,422	0.090	17,443,395.88
1963	317,173,332	8.94	35,463,780	0.090	20,635,136.09
1964	341,403,587	9.22	37,023,609	0.090	23,967,260.93
1965	363,295,104	9.50	38,246,039	0.090	27,409,404.39
1966	390,169,048	9.78	39,908,664	0.090	31,001,184.14
1967	405,650,753	10.05	40,346,378	0.090	34,632,358.14
1968	438,479,304	10.33	42,439,532	0.090	38,451,916.03
1969	465,632,737	10.61	43,888,221	0.090	42,401,855.90
1970	482,780,523	10.89	44,343,987	0.110	47,279,694.45
1971	506,909,663	11.16	45,402,383	0.110	52,273,956.60
1972	537,832,415	11.44	47,003,133	0.110	57,444,301.29
1973	553,836,514	11.72	47,255,131	0.110	62,642,365.69
1974	475,730,276	12.00	39,651,492	0.110	67,004,029.83
1975	503,445,251	12.28	41,012,383	0.110	71,515,391.95
1976	512,298,127	12.55	40,810,487	0.110	76,004,545.54
1977	533,428,541	12.83	41,574,213	0.120	80,993,451.10
1978	555,916,639	13.11	42,409,159	0.120	86,082,550.14
1979	537,728,127	13.39	40,170,739	0.120	90,903,038.85
1980	532,439,970	13.66	38,967,424	0.120	95,579,129.72
1981	551,100,009	13.94	39,529,817	0.120	100,322,707.82
1982	572,079,490	14.22	40,233,370	0.120	105,150,712.18
1983	591,028,268	14.50	40,769,891	0.170	112,081,593.66
1984	622,665,713	14.77	42,145,078	0.190	120,089,158.49
1985	635,323,035	15.05	42,208,560	0.200	128,530,870.50
1986	670,016,052	15.33	43,707,198	0.200	137,272,310.16
1987	721,592,130	15.61	46,234,256	0.201	146,565,395.55
1988	784,370,639	15.88	49,378,194	0.201	156,490,412.58
1989	831,683,051	16.16	51,457,209	0.201	166,833,311.50
1990	864,334,455	16.44	52,574,225	0.240	179,451,125.51
1991	892,153,552	16.72	53,365,089	0.301	195,514,017.24
1992	949,034,729	17.00	55,840,091	0.311	212,880,285.45
1993				0.321	

* Estimated combined average of car and truck miles per gallon of fuel consumption

** Estimated accumulated amount KTA travellers subsidize non-turnpike highways, city streets and county roads

HOUSE TRANSPORTATION
Attachment 1-2
2/18/93

KANSAS TURNPIKE AUTHORITY

FATALITY STATISTICS

YEAR	KTA MILES DRIVEN	FATALITIES	FATALITY RATE	SPEED LIMIT AND/OR REMARKS
1956	36,129,232	1	2.77	Reasonable and Prudent
1957	215,477,449	13	6.03	Feb 1957 Speed limit reduced to 80 mph
1958	244,725,985	20	8.17	
1959	273,880,543	15	5.48	
1960	282,384,439	12	4.25	
1961	292,145,281	14	4.79	
1962	295,468,538	17	5.75	
1963	317,173,332	21	6.62	
1964	341,403,587	22	6.44	
1965	363,295,104	26	7.16	
1966	390,169,048	38	9.74	
1967	405,650,753	24	5.92	
1968	438,479,304	27	6.16	
1969	465,632,737	26	5.58	
1970	482,780,523	31	6.42	Jun 1970 Speed limit reduced to 75 day, 70 night
1971	506,909,663	31	6.12	
1972	537,832,415	43	8.00	Fall 1972 Pier protection added
1973	553,836,514	21	3.79	Radar speed enforcement
1974	475,730,276	22	4.62	Mar 1974 Speed limit reduced to 55 mph
1975	503,445,251	10	1.99	
1976	512,298,127	12	2.34	
1977	533,428,541	13	2.44	
1978	555,916,639	14	2.52	
1979	537,728,127	12	2.23	
1980	532,439,970	10	1.88	
1981	551,100,009	17	3.08	
1982	572,079,490	12	2.10	
1983	591,028,268	9	1.52	
1984	622,665,713	18	2.89	
1985	635,323,035	9	1.42	
1986	670,016,052	20	2.99	Jul 1986 Seat belt law enacted
1987	721,592,130	6	0.83	Mar 1987 Speed limit raised to 65 mph w/exceptions
1988	784,370,639	19	2.42	Dec 1988 40 miles of median barrier installed
1989	831,683,051	16	1.92	Dec 1989 60 miles of median barrier installed
1990	864,334,455	12	1.39	Dec 1990 80 miles of median barrier installed
1991	892,153,552	9	1.01	Dec 1991 160 miles of median barrier installed
1992	949,034,729	5	0.53	Dec 1992 236.5 miles of median barrier installed
1993				
1994				
TOTALS	18,779,742,501	647	3.45	

HOUSE TRANSPORTATION
Attachment 1-3
2/18/93