

MINUTES OF THE HOUSE COMMITTEE ON TRANSPORTATION.

The meeting was called to order by Chairman Rex Crowell at 1:30 p.m. on January 25, 1994 in Room 519-S of the Capitol.

All members were present except: Rep. Lloyd, Excused  
Rep. Garner, Excused  
Rep. Smith, Excused  
Rep. Hendrix, 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: Tim Rogers, Salina Airport Authority  
Gene Anderson, KDOT  
Rep. McKinney  
Gerald Primm, Dir. of Finance, USD 394  
Steve Davies, Superintendent, USD 331  
Jacque Oakes, Schools for Quality Education  
John Koepke, Kansas Association of School Boards  
Barbara Pringle, KS State Pupil Transportation Assn.  
Vicky Johnson, KDOT

Others attending: See attached list

Chairman Crowell opened the hearing on HB 2614 relating to the development of general aviation airports; establishing the state airport development fund.

Tim Rogers was recognized by the Chairman as the first conferee of the bill. He testified that after reviewing the bill with several interested groups, they were in agreement that the bill needed to be amended to provide for funding of a general aviation airport development program from the State's general fund. See Attachment 1.

The Chairman recognized Eugene Anderson as a proponent of the bill. He compared the efforts made by Kansas to the efforts made by other states. See Attachment 2.

Chairman Crowell closed the hearing on HB 2614.

The hearing on HB 2615 regarding requirements for school bus safety was opened by the Chairman.

Chairman Crowell recognized Rep. McKinney as a proponent and author of the bill. He testified regarding the need for the bill and the financial hardship failure to pass such legislation will cause for some school districts. See Attachment 3.

Gerald Primm was recognized by Chairman Crowell to testify as proponent of the bill. See Attachment 4.

Steve Davies was called upon by the Chairman to testify as a proponent of the bill. Mr. Davies testified that the mandates are good for our children, however, the cost to his district will be excessive. He thought the one inch drop in the height of the step is likely due to the fact that pre-schoolers are being bused and that the step is too tall for them.

Chairman Crowell recognized Jacque Oakes as the next conferee. She testified that the regulations are intended to take better care of our children, however, she was concerned about the cost for replacing the newer school buses that would not meet the regulations. See Attachment 5.

The Chairman called upon John Koepke as the next conferee of the bill. He testified in opposition to passing the bill. It was suggested that other avenues be investigated before passage of the bill is recommended. See Attachment 6.

## CONTINUATION SHEET

MINUTES OF THE HOUSE COMMITTEE ON TRANSPORTATION, Room 519-S Statehouse, at 1:30 p.m. on January 25, 1994.

Barbara Pringle was recognized by the Chairman to testify. Ms. Pringle addressed concerns regarding the six year compliance window being too restrictive but also felt having it open-ended was faulty. See Attachment 7.

Vicky Johnson was the next conferee recognized by Chairman Crowell. Ms. Johnson testified that the step height on school buses was not a federal mandate. See Attachment 8.

Chairman Crowell closed the hearing on HB 2615.

Written testimony by Roger Cohen of the Air Transport Association in regard to HB 2558 was handed out to committee members. See Attachment 9.

The Chairman adjourned the meeting at 3:05 p.m. with the next meeting scheduled for January 26, 1994, at 1:30 p.m. in Room 519-S of the Capitol.

# GUEST LIST

## HOUSE TRANSPORTATION COMMITTEE

January 25, 1994

Name	Address	Representing
Tim Rogers	Salina Airport Authority Salina, KS	Kansas Association of Airports KDOT Aviation Advisory Committee
Barbara Tringle	Emporia	Ks. Pupil Trans. Assoc.
ROSEMARY BOWDEN	OLATHE	Ks. State Pupil Transportation
LARRY E. BLUTHARDT	P.O. Box 685 Ogden, KS	KDOT
John W. Koeck	Topeka	KASB
JERRY PRIMM	ROSE HILL	USD 394 & USD 402
STEVEN J. DAVIES	Kingman KS	USD #331
GARY L. SECHRIST	KINGMAN, KS	USD #331
HAROLD PITTS	Topeka	AAEP-CATF
J.P. Small	Learyjet	Topeka
Ken Peterson	KS Petroleum Cnd.	"
Pat Hubbell	Ks Railroad Atty.	Topeka
Vicky Johnson	KDOT-Topeka	KDOT
Nancy Boyina	KDOT-Topeka	KDOT
Jim GREGORY	Wichita	Beechcraft
David Dalton	Topeka	Division of Budget
John Peterson	Tyde	Beech Aircraft
Jacques Oakes	Topeka	SCPE
Amy Campbell	Topeka	Rice/Cessna
TOM WHITAKER	TOPEKA	Ks MOTOR CARRIERS ASSN.
George Barbee	Topeka	Ks Consulting Engr.
Brian Tansell	Wichita	BOEING
Douglas Johnston	Wichita	Planned Parenthood

**TESTIMONY CONCERNING HOUSE BILL NO. 2614**

**Prepared for the House Committee on Transportation  
January 25, 1994 - 1:30 P.M.**

**Presented By:**

**Timothy F. Rogers, A.A.E.  
Executive Director, Salina Airport Authority  
President, Kansas Association of Airports  
Chairperson, KDOT Aviation Advisory Committee**

HOUSE TRANSPORTATION  
January 25, 1994  
Attachment 1-1



Mister Chairman and members of the Committee:

Thank you for the opportunity to comment on House Bill No. 2614.

House Bill no. 2614 as introduced by this committee has been reviewed and discussed by representatives of the Kansas Association of Airports, the KDOT Aviation Advisory Committee, the Aircraft Owners and Pilots Association, the 99's, the Kansas Flying Farmers, and the State's aircraft manufacturing industry. These aviation groups are in agreement that the bill should be amended to provide for funding of a general aviation airport development program from the State's general fund. A copy of the proposed amendments to House Bill No. 2614 is attached.

These amendments are intended to enable KDOT to establish a development program for the State's public use general aviation airports. The program would be funded by appropriations from the State general fund. The amount of tax revenues derived from the sale of aviation fuels in the state would still be tracked for informational purposes.

This approach towards establishment of a KDOT general aviation airport development program is more conservative than that originally proposed in House Bill No. 2614. This more conservative approach is supported by a wide variety of aviation interests within the State. It was the consensus of the aviation groups that general fund appropriations are preferred over a dedicated general aviation airport "trust" fund.

The Federal Aviation Administration and the KDOT Division of Aviation have clearly demonstrated the need for a State general aviation airport development program. An amended House Bill No. 2614 will enable KDOT to address the need.

Thank you for your consideration of our proposed amendments to H.B. 2614. I would be glad to answer any questions you may have concerning the proposed amendments.

Attachments:

1. Proposed amendments to House Bill No. 2614.
2. KDOT Aviation Advisory Committee letter to KDOT Secretary Michael L. Johnston.

Session of 1994

## HOUSE BILL No. 2614

By Committee on Transportation

1-13

AN ACT concerning airports; relating to the development of general aviation airports; ~~establishing the state airport development fund.~~

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

Section 1. (a) The secretary of transportation is hereby authorized to make loans or grants to general aviation airports for the purpose of *planning,* ~~constructing, reconstructing or rehabilitating the facilities of such general aviation airports.~~

(b) Such loans or grants shall be made upon such terms and conditions as the secretary of transportation deems appropriate, and such loans or grants shall be made from ~~funds credited to the general aviation airport development fund.~~ *the state*

~~(c) The general aviation airport development fund is hereby established in the state treasury which shall be for the purpose of constructing, reconstructing or rehabilitating the facilities of general aviation airports pursuant to subsection (a) of this section. The secretary of transportation shall administer the general aviation airport development fund. All expenditures from the general aviation airport development fund shall be made in accordance with appropriation acts upon warrants of the director of accounts and reports issued pursuant to vouchers approved by the secretary of transportation or by a person or persons designated by the secretary.~~

(d) The secretary of transportation may adopt rules and regulations for the purpose of implementing the provisions of this section.

Sec. 2. (a) On or before October 1, 1994, and on or before each October 1, thereafter, the secretary of revenue shall certify to the director of accounts and reports the amount of the total revenues received by the secretary from the taxes imposed pursuant to articles 36 and 37 of chapter 79 of the Kansas Statutes Annotated, and amendments thereto and deposited in the state treasury and credited to the state general fund during the preceding fiscal year, which are attributable to the retail sale of aviation fuel.

~~(b) Upon receipt of each certification under subsection (a), the director of accounts and reports shall transfer from the state general fund to the general aviation airport development fund an amount equal to the amount so certified on October 1, 1994, and on each~~

~~October 1 thereafter.~~

(b) All transfers made in accordance with the provisions of this section shall be considered to be demand transfers from the state general fund.

Sec. 3. This act shall take effect and be in force from and after its publication in the statute book.

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Attachment 1-4

Attachment #2  
House Committee on Transportation  
January 25, 1994

STATE OF KANSAS

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KANSAS DEPARTMENT OF TRANSPORTATION

Michael L. Johnston  
Secretary of Transportation

Docking State Office Building  
Topeka 66612-1568  
(913) 296-3566  
FAX - (913) 296-1095

Joan Finney  
Governor of Kansas

January 21, 1994

Michael L. Johnston  
Secretary of Transportation  
Docking State Office Building  
Topeka, KS 66612

Dear Secretary Johnston:

The Aviation Advisory Committee (AAC) met on January 13, 1994 to discuss some ongoing aviation activities and to take a formal position on the establishment of a state program relating to the development of general aviation airports.

As you are probably aware, the Kansas Association of Airports (KAA) was asked to submit recommendations to the Senate Transportation Committee following interim hearing on this matter by both the House and Senate. Subsequently, the House Committee on Transportation introduced H.B. 2614 which enables the Secretary of Transportation to establish a development program for public use general aviation airports.

The KAA had recommended the utilization of the sales tax now paid on general aviation fuel to fund a general aviation airport development program. This tax revenue currently goes to the general fund. It was the Aviation Advisory Committee's opinion that aviation fuel tax funds should be accounted for as provided for by H.B. 2614, but any appropriation for general aviation airports should come from the state's general fund.

The committee also discussed the issue of imposing a registration fee on general aviation aircraft to fund such a program, an idea that has little or no committee support at this time.

The Committee voted unanimously to ask your support in establishing a development program for public use general

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Page 2  
January 21, 1994

It is the committee's position that the provisions of H.B. 2614 as drafted can be amended to enable the program to be established. The bill should be amended to provide for program loans or grants to be made from the state general fund. The bill should also clearly state that the program is intended to benefit public use general aviation airports

As the incoming Chairperson of the Aviation Advisory Committee, I look forward to working with you, the Division of Aviation and the Kansas Legislature to improve the safety of general aviation airports in our state.

Sincerely,

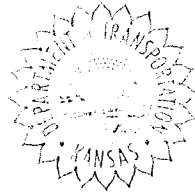


Timothy Rogers, A.A.E.  
Chairperson, Aviation Advisory Committee

pc: Sen. Ben Vidricksen  
Rep. Rex Crowell  
Aviation Advisory Committee

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Attachment 1-6

STATE OF KANSAS



Michael L. Johnston  
*Secretary of Transportation*

KANSAS DEPARTMENT OF TRANSPORTATION

*Docking State Office Building  
Topeka 66612-1568  
(913) 296-3566  
FAX - (913) 296-1095*

Joan Finney  
*Governor of Kansas*

**TESTIMONY OF EUGENE ANDERSON, DIRECTOR**

**DIVISION OF AVIATION**

**KANSAS DEPARTMENT OF TRANSPORTATION**

**PRESENTED TO**

**HOUSE COMMITTEE ON TRANSPORTATION**

**JANUARY 25, 1994**

HOUSE TRANSPORTATION  
January 25, 1994  
Attachment 2-1

**Mr. Chairman, Members of the Committee:**

**The Division of Aviation welcomes the opportunity to share some additional information with you regarding the status of the Kansas Aviation Systems Planning Program (KASPP) and how this program, which dates back to December 1982, has enabled us to collect the data required to identify the needs of public use general aviation airports in our state and to use that data to help the Federal government establish and update the National Plan of Integrated Airport Systems (NPIAS).**

**Since we last appeared before you, we have completed some very important comparison data which shows how our state measures up with other states in the region: information we hope will be helpful to you as you set policy relating to the state's role in developing general aviation public use airports.**

**As we stated during our previous appearance before you, there are 150 public use general aviation airports in our state and 79 of those are eligible to apply for federal funds to help them maintain a standard of safety to ensure the well being of the flying public and to help those communities in which they are located to remain competitive in an international economy.**

**The economic impact of general aviation public use airports in our state has been calculated to be 1.7 billion dollars annually and in addition to the tremendous economic impact to the local community, the airport enables Kansans to access our national Air Transportation System and our airports help to meet the health care needs of communities throughout the state.**

**The Division of Aviation has been working with the Kansas Association of Airports, the Kansas Pilots Association, the Aviation Advisory Committee and the Federal Aviation Administration on some recommendations to the Kansas Legislature for an enhanced state role in supporting general aviation public use airports. As a result of those recommendations, we again have the opportunity to appear before you and provide information we hope will help you as you work through and deliberate the importance and the impact of House Bill 2614.**



# **COMPARISONS OF STATE AVIATION PROGRAMS**

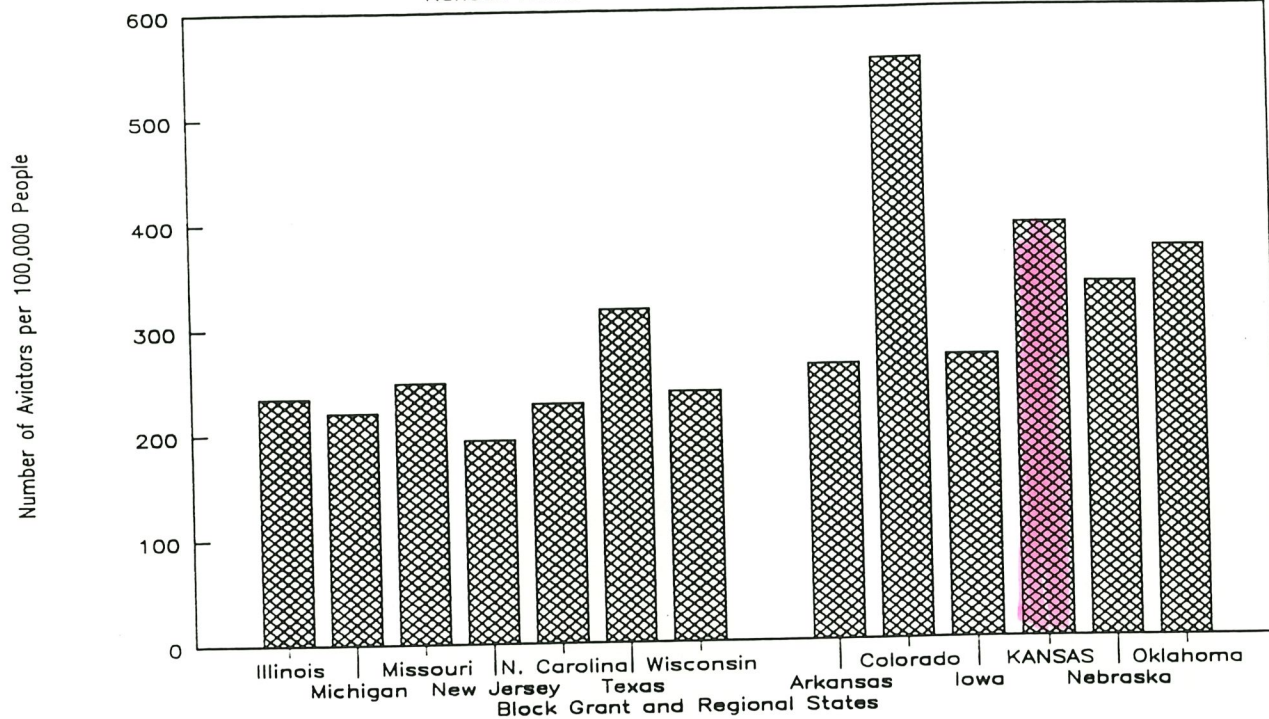
Prepared by the Kansas Division of Aviation  
Fall 1993

Compiled from data provided by the  
National Association of State Aviation Officials  
and the Federal Aviation Administration  
1990 and 1991 data

# Relative Measures of Aviation Demand: Comparisons of Selected States

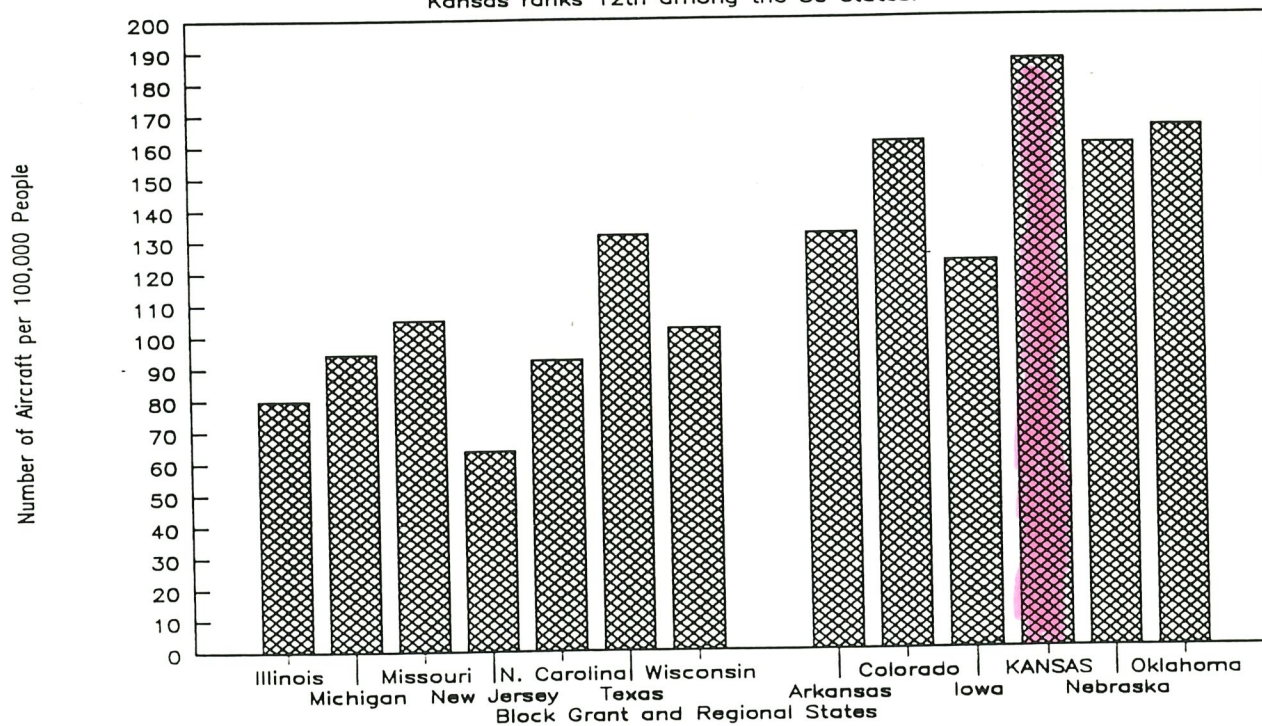
## Aviators per Capita

Kansas ranks 11th among the 50 states.



## G. A. Aircraft per Capita

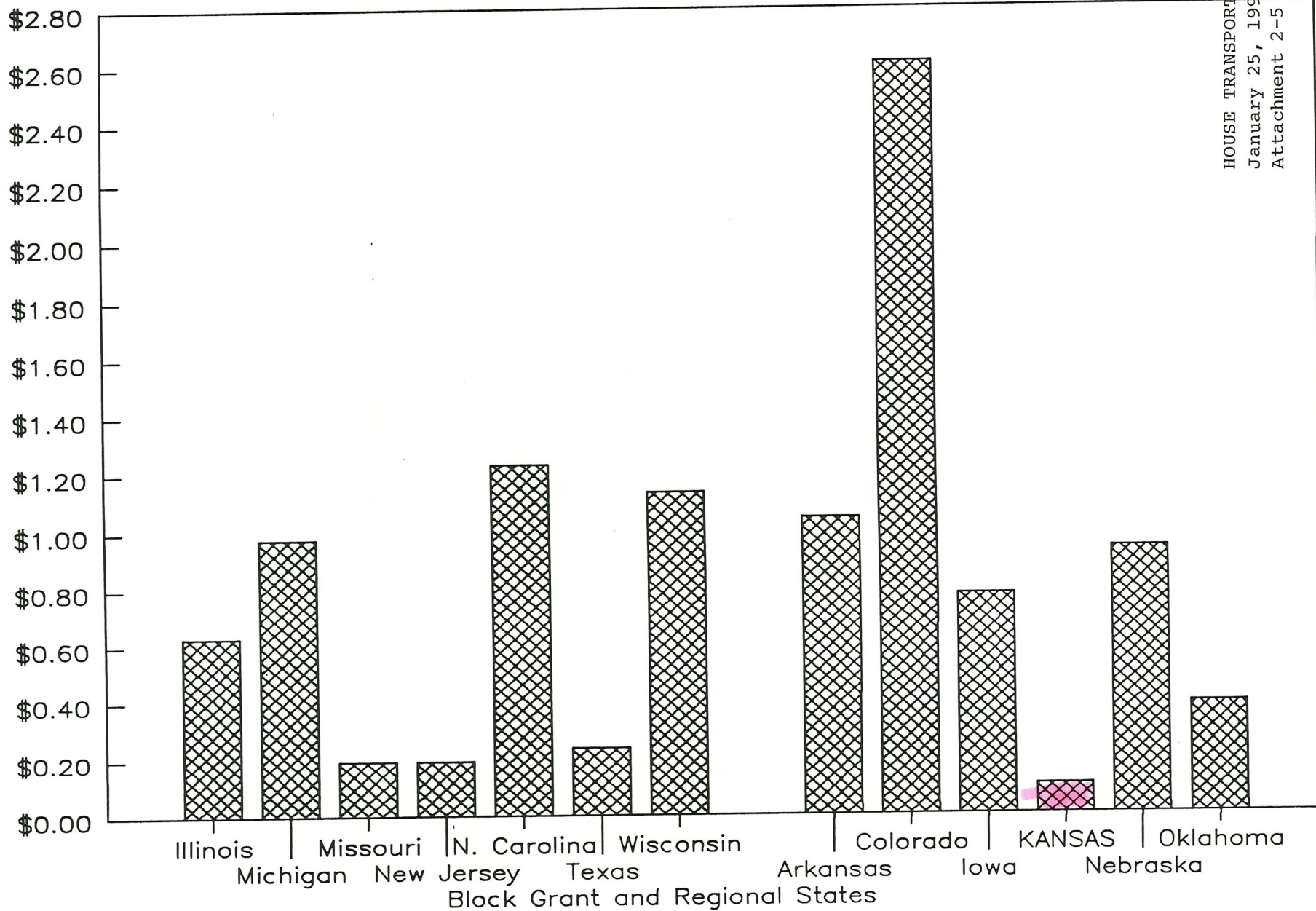
Kansas ranks 12th among the 50 states.



# Selected State Comparisons

Expenditures per Capita

State Expenditures per Capita



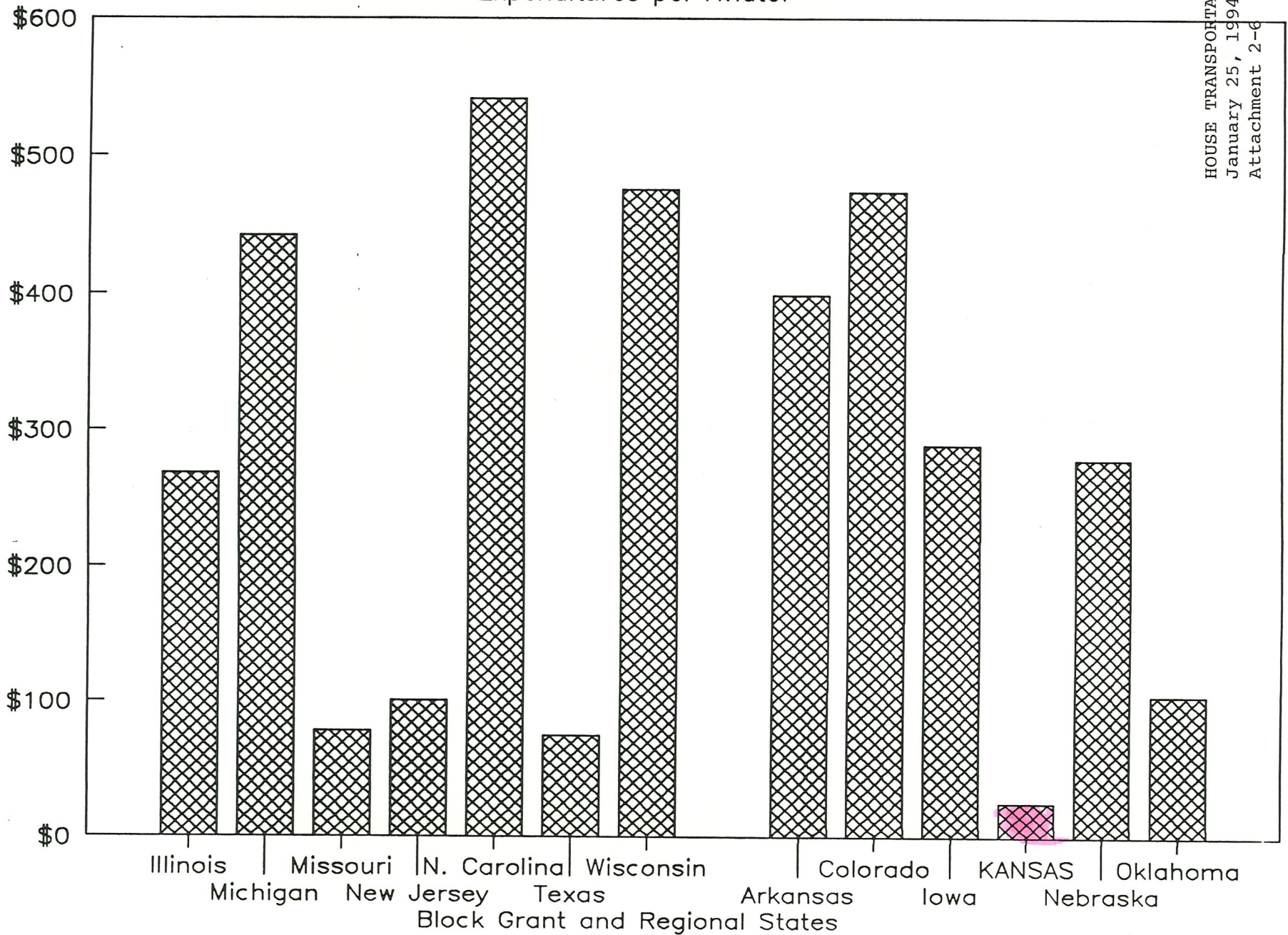
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# Selected State Comparisons

Expenditures per Aviator

State Expenditures per Aviator

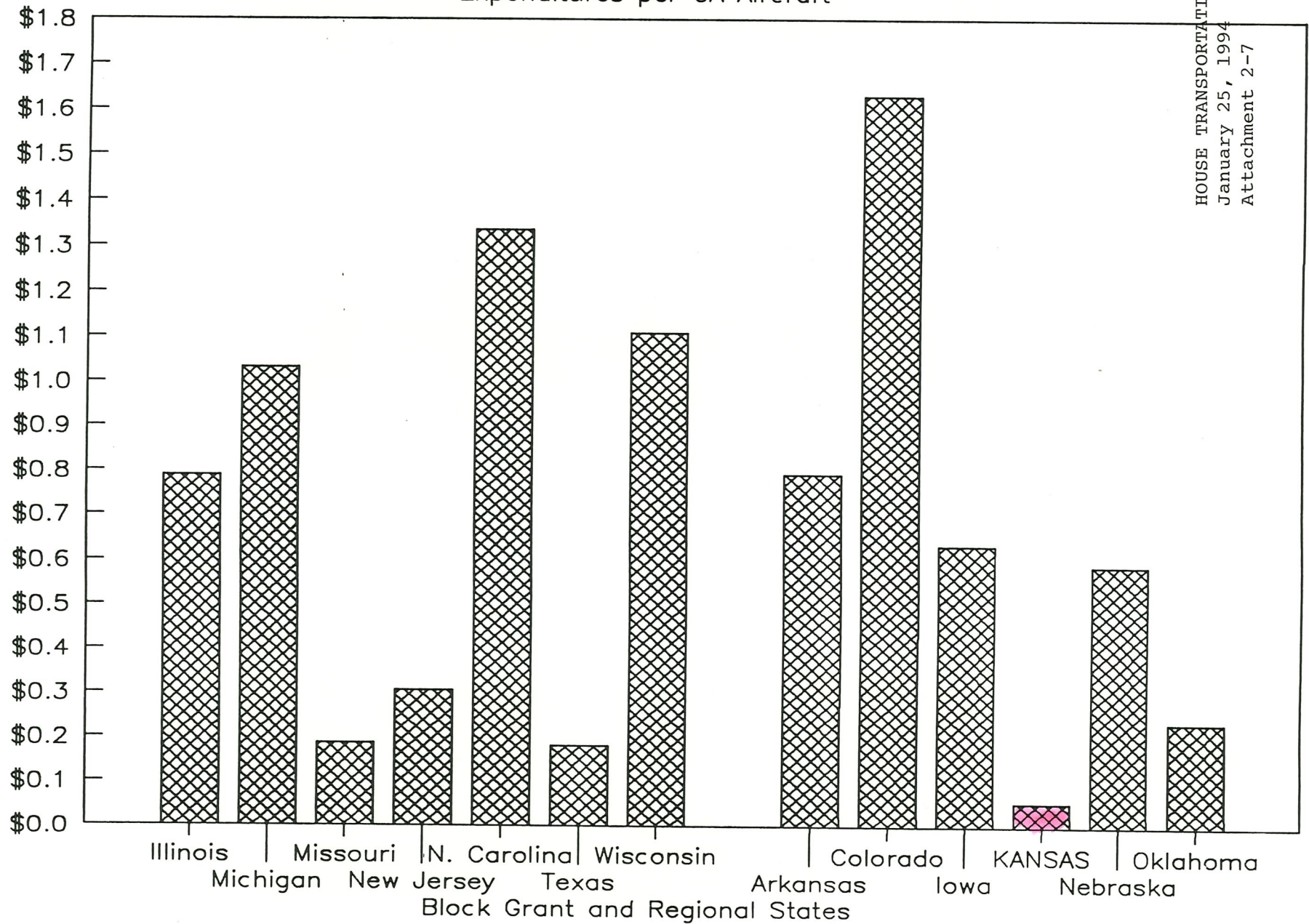


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# Selected State Comparisons

Expenditures per GA Aircraft

State Expenditures per GA Aircraft  
(Thousands)

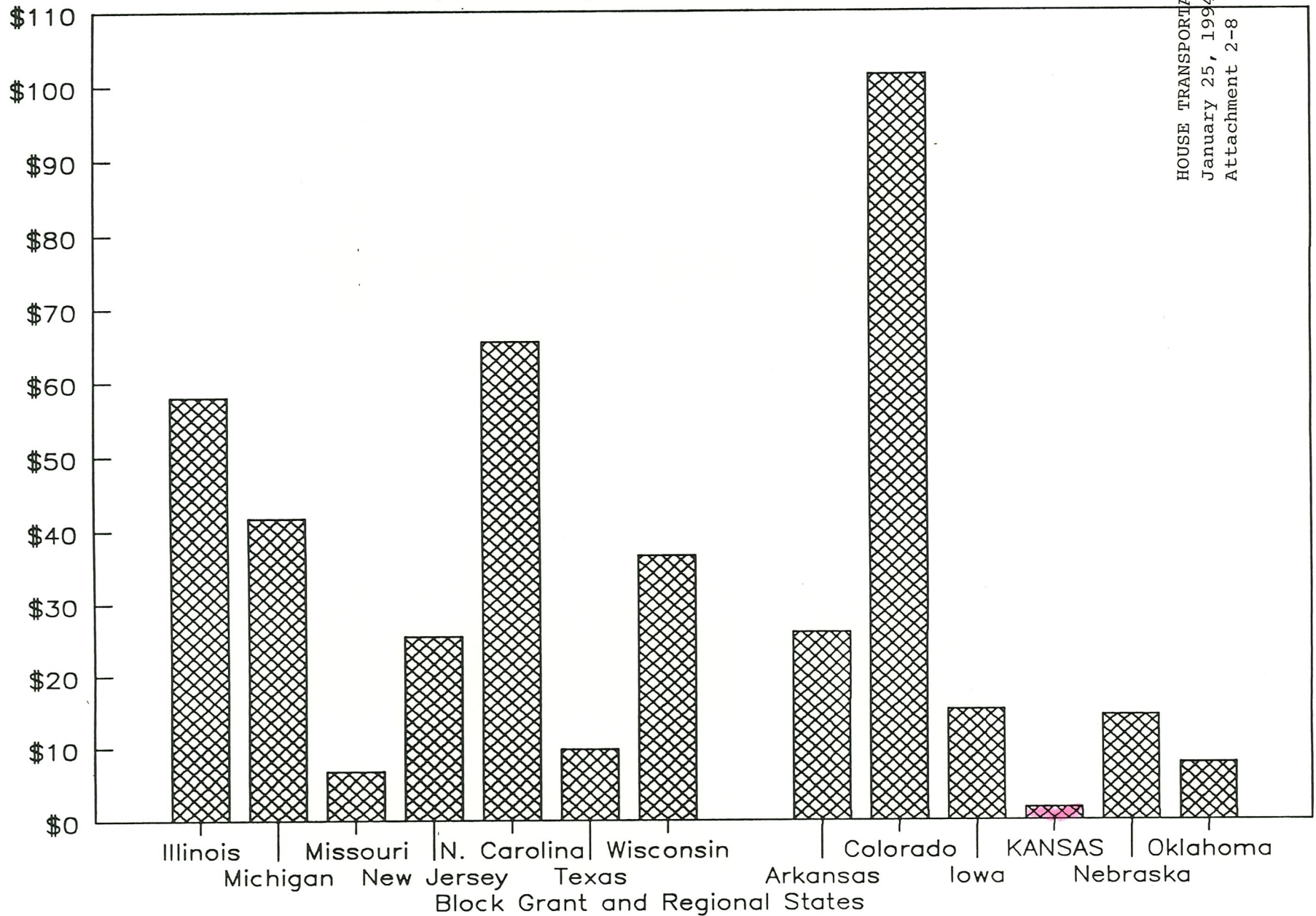




# Selected State Comparisons

Expenditures per Public-Use Airport

State Expenditures per Airport  
(Thousands)



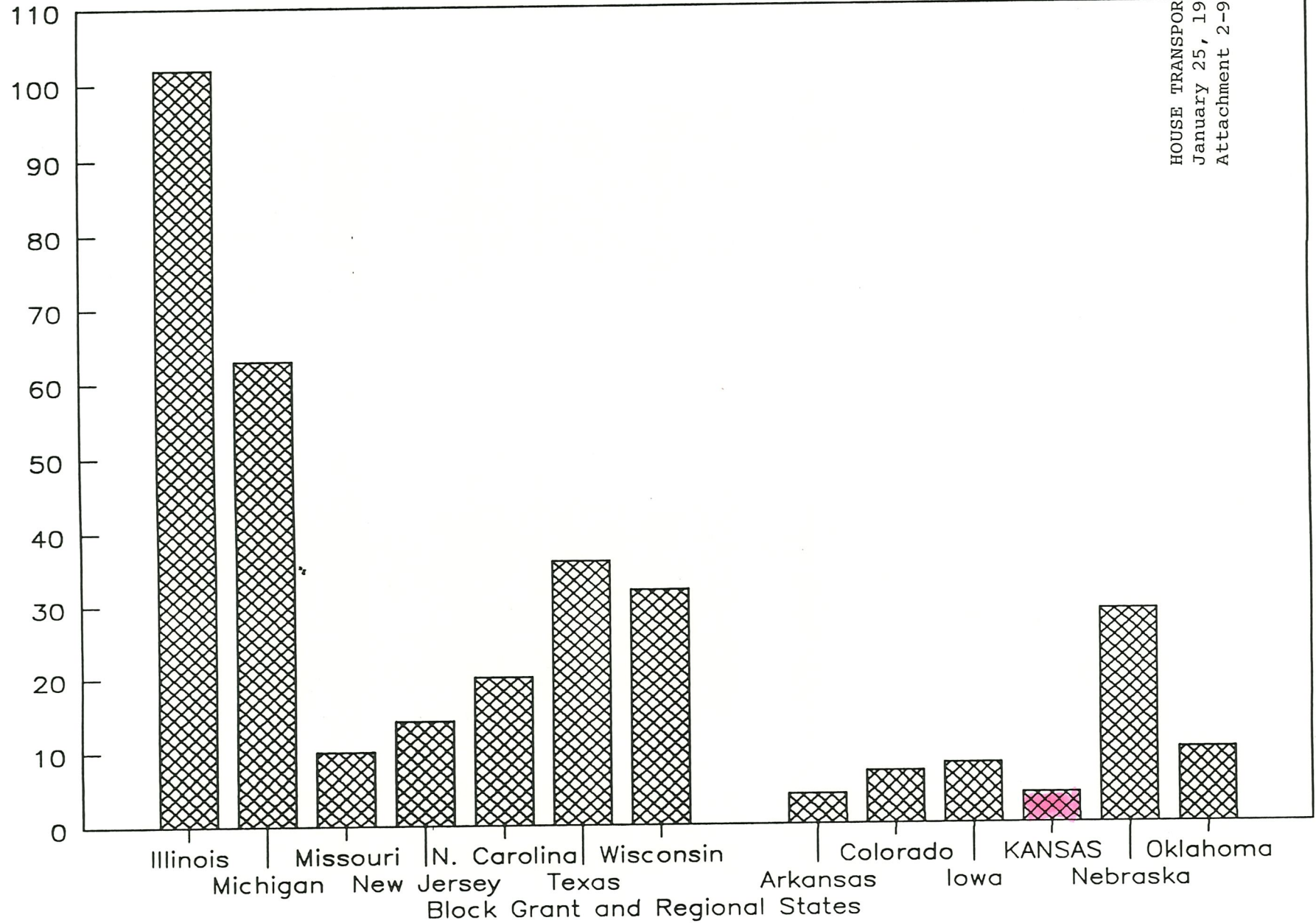
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# Selected State Comparisons

State Aviation Full-Time Employees

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Number of Full-Time Employees





## Relative Demand for Aviation per Capita

## State Spending on Aviation per Capita

airports /million	aircraft /10000	aviators /10000	pub-use airports	GA aircraft	total aviators	pop			spending per airport	spending per aircraft	spending per aviator	spending per capita	total spending
26	16	55	85	5291	18202	3301000	Colorado	Rhode Island	\$779,765	\$12,836	\$3,733	\$6.28	\$6,238,116
92	25	53	44	1210	2533	479000	Wyoming	Wyoming	\$58,432	\$2,125	\$1,015	\$5.37	\$2,571,000
59	27	53	62	2895	5564	1054000	Nevada	Utah	\$130,571	\$3,412	\$1,140	\$3.79	\$6,398,000
154	34	50	124	2710	4063	805000	Montana	Florida	\$348,717	\$2,768	\$1,013	\$3.70	\$45,681,940
153	29	49	102	1963	3293	667000	North Dakota	Minnesota	\$80,099	\$2,193	\$802	\$2.94	\$12,976,000
29	17	47	137	7909	21686	4648000	Washington	Colorado	\$101,447	\$1,630	\$474	\$2.61	\$8,623,000
22	18	44	76	6272	15445	3489000	Arizona	Arizona	\$118,421	\$1,435	\$583	\$2.58	\$9,000,000
25	19	44	27	2060	4729	1085000	New Hampshire	Vermont	\$79,400	\$1,950	\$776	\$2.57	\$1,429,200
118	26	41	118	2605	4150	1003000	Idaho	Virginia	\$186,613	\$3,543	\$910	\$2.33	\$13,995,977
59	19	39	148	4642	9799	2495000	KANSAS	Louisiana	\$93,478	\$2,086	\$989	\$1.95	\$8,600,000
50	16	37	161	5338	12004	3242000	Oklahoma	Tennessee	\$96,564	\$2,203	\$738	\$1.80	\$8,787,360
37	13	37	162	5917	16188	4408000	Minnesota	North Dakota	\$9,665	\$502	\$299	\$1.48	\$985,858
11	13	37	131	16506	45095	12335000	Florida	North Carolina	\$65,574	\$1,335	\$541	\$1.23	\$8,000,000
107	23	36	76	1637	2582	713000	South Dakota	Pennsylvania	\$91,712	\$1,917	\$699	\$1.22	\$14,582,258
38	23	35	105	6459	9801	2767000	Oregon	Maine	\$18,026	\$905	\$359	\$1.17	\$1,405,997
10	12	35	275	35194	100102	28314000	California	Wisconsin	\$36,667	\$1,110	\$475	\$1.13	\$5,500,000
48	19	35	72	2836	5233	1507000	New Mexico	South Carolina	\$53,109	\$1,643	\$553	\$1.10	\$3,823,815
65	16	34	104	2549	5385	1602000	Nebraska	Arkansas	\$26,042	\$793	\$399	\$1.04	\$2,500,000
29	11	33	49	1875	5610	1690000	Utah	South Dakota	\$9,372	\$435	\$276	\$1.00	\$712,238
32	13	33	18	733	1841	557000	Vermont	Michigan	\$41,667	\$1,031	\$442	\$0.97	\$9,000,000
65	13	33	78	1553	3917	1205000	Maine	Nebraska	\$14,423	\$588	\$279	\$0.94	\$1,500,000
24	13	32	409	22158	53340	16841000	Texas	Idaho	\$7,478	\$339	\$213	\$0.88	\$882,421
8	8	28	26	2635	9204	3233000	Connecticut	New Hampshire	\$32,313	\$424	\$184	\$0.80	\$872,455
18	9	28	117	5937	18047	6342000	Georgia	Iowa	\$15,278	\$634	\$289	\$0.78	\$2,200,000
51	12	27	144	3472	7619	2834000	Iowa	Nevada	\$12,903	\$276	\$144	\$0.76	\$800,000
40	13	26	96	3154	6266	2395000	Arkansas	Delaware	\$45,455	\$241	\$304	\$0.76	\$500,000
12	7	26	75	3950	15374	6015000	Virginia	New Mexico	\$15,000	\$381	\$206	\$0.72	\$1,080,000
17	31	25	11	2071	1643	660000	Delaware	Connecticut	\$85,938	\$848	\$243	\$0.69	\$2,234,378
29	11	25	149	5408	12781	5141000	Missouri	Illinois	\$57,937	\$788	\$268	\$0.63	\$7,300,000
19	8	24	91	3989	11911	4895000	Tennessee	Montana	\$3,731	\$171	\$114	\$0.57	\$462,628
31	10	24	150	4954	11570	4855000	Wisconsin	New York	\$49,105	\$1,034	\$338	\$0.49	\$8,691,600
11	8	23	126	9263	27229	11614000	Illinois	Kentucky	\$22,701	\$803	\$287	\$0.45	\$1,679,900
19	9	23	122	5991	14784	6489800	North Carolina	Georgia	\$24,080	\$475	\$156	\$0.44	\$2,817,396
25	10	23	104	3954	9271	4102000	Alabama	Oregon	\$10,905	\$177	\$117	\$0.41	\$1,145,000
21	9	22	119	4860	12479	5556000	Indiana	Oklahoma	\$7,764	\$234	\$104	\$0.39	\$1,250,000
23	9	22	216	8729	20348	9240000	Michigan	Mississippi	\$11,111	\$410	\$209	\$0.38	\$1,000,000
9	7	22	52	4055	12813	5889000	Massachusetts	Indiana	\$16,846	\$412	\$161	\$0.36	\$2,004,720
19	9	21	203	9272	22565	10855000	Ohio	Washington	\$10,636	\$184	\$67	\$0.31	\$1,457,087
21	7	20	72	2327	6916	3470000	South Carolina	Ohio	\$14,534	\$318	\$131	\$0.27	\$2,950,460
21	9	20	92	4122	8694	4408000	Louisiana	California	\$25,455	\$199	\$70	\$0.25	\$7,000,000
8	6	19	59	4908	14921	7721000	New Jersey	Alabama	\$9,615	\$253	\$108	\$0.24	\$1,000,000
34	9	18	90	2438	4789	2620000	Mississippi	Texas	\$9,780	\$181	\$75	\$0.24	\$4,000,000
13	6	17	159	7605	20861	12001000	Pennsylvania	Massachusetts	\$23,950	\$307	\$97	\$0.21	\$1,245,419
8	5	17	8	486	1671	993000	Rhode Island	Missouri	\$6,711	\$185	\$78	\$0.19	\$1,000,000
20	6	16	74	2093	5848	3727000	Kentucky	New Jersey	\$25,424	\$306	\$101	\$0.19	\$1,500,000
10	5	14	177	8404	25688	17909000	New York	West Virginia	\$8,116	\$262	\$128	\$0.17	\$324,624
21	7	14	40	1237	2533	1876000	West Virginia	KANSAS	\$1,689	\$54	\$26	\$0.10	\$250,000
			5135	255626	656387	239047800	TOTAL	TOTAL					\$227,958,847
							AVERAGE	AVERAGE	\$63,707	\$1,199	\$441	\$1.25	\$4,850,188
								FACTOR	37.71	22.26	17.27	12.50	19.40

HOUSE TRANSPORTATION  
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Attachment 2-10

## STATE AVIATION PROGRAM FUNDING OPTIONS

excerpted from the "1992 State Aviation Tax Revenue Report,"  
prepared by the National Association of State Airport Officials  
and the National Business Aircraft Association

State funding for the planning, development and operation of the many components of the nation's aviation system continues to increase, as it has over the last several years. While the federal emphasis is increasingly focused on airports and facilities that serve high levels of operations and passengers, the states act to ensure that the needs of the other airports and segments of aviation are served. Increasingly, states assume the responsibility of assuring access to the national air transportation system by all citizens, regardless of community size or location.

The vast majority of the states' aviation program revenues are derived from state taxes on aviation fuels. Twenty-nine states place all or a portion of those fuel tax revenues into a dedicated aviation fund for aviation use. They include:

Alabama	Massachusetts	North Carolina
Arizona	Michigan	North Dakota
Arkansas	Minnesota	Oregon
California	Mississippi	Pennsylvania
Colorado	Missouri	South Dakota
Florida	Montana	Tennessee
Hawaii	Nebraska	Utah
Idaho	Nevada	Washington
Louisiana	New Jersey	West Virginia
	New Mexico	Wyoming

The 19 states that do not dedicate those fuel tax revenues, place them into the general fund, a highway fund, or a consolidated transportation fund. Eighteen state aviation programs are funded from the state general fund; seven programs from state transportation fund; six programs from a highway fund and nine from state bonds. Eighteen states use a combination of these funding mechanisms. (Kansas places its revenue from aviation fuel taxes, the 4.9% sales tax, into the General Fund, but funds the aviation program out of the State Highway Fund.)

As of 1991, among the 40 states that have an avgas excise tax, and the 32 that impose a jet fuel excise tax, the average is 7.9 cents per gallon for avgas, and 4.2 cents per gallon for jet fuel. (Kansas has no excise tax on either aviation fuels types.) Seventeen states impose a sales tax on avgas, with 4.6% the average rate. Twenty-two states collect a sales tax on jet fuel, with average being 4.7%. (Kansas has a current rate of 4.9%, but it was at 4.25% at the time of this survey.)

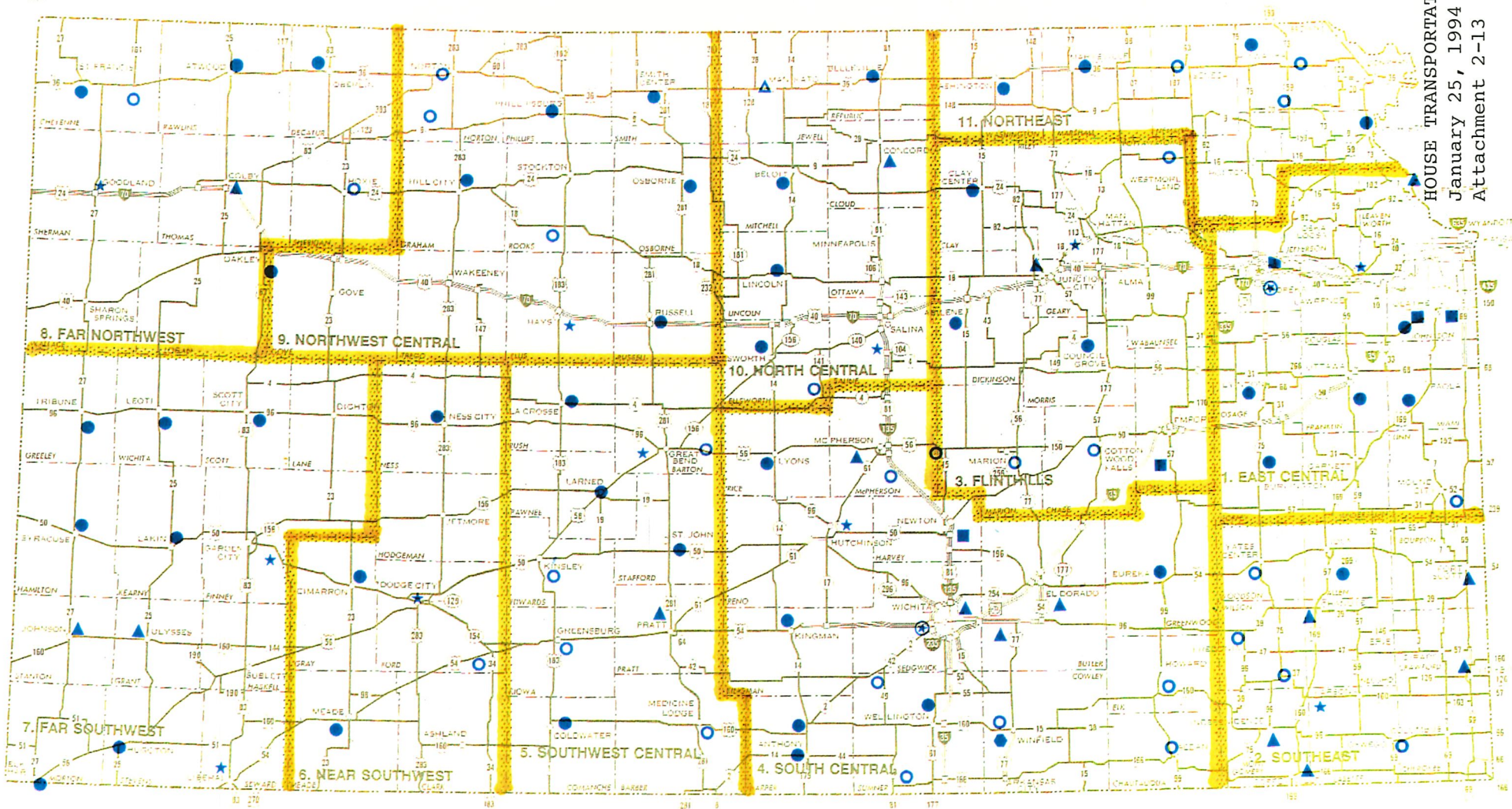
FEDERAL GRANTS AND PROGRAM SPENDING  
BEFORE AND AFTER BLOCK GRANT STATUS

Dollars spent on general aviation airports

Block Grant States (7)	State Funds for General Aviation Airports prior to Block Grant	State Funds for General Aviation Airports after Block Grant	Airport Improvement Funds for General Aviation prior to Block Grant status	Airport Improvement Funds for General Aviation after Block Grant status
Missouri	\$ 610,000	\$ 1,200,000	\$ 6,000,000	\$13,000,000
North Carolina	\$2-3,000,000	\$ 2,500,000	\$ 4,000,000	\$ 6,000,000
Illinois	\$ 1,500,000	\$ 1,300,000	\$ 6,800,000	\$11,000,000
Michigan	\$ 730,000	\$ 430,000*	\$ 6,500,000	\$ 6,500,000
New Jersey	\$ 1,000,000	\$ 1,000,000	\$ 3,000,000	\$ 3,000,000
Texas	\$ 3,300,000	\$ 6,250,000	\$15,000,000	\$16,000,000
Wisconsin	\$ 3,100,000	\$ 2,700,000*	\$ 4,000,000	\$ 4,500,000

\* state spending decreased due to decreased state revenues





**LEGEND**

**Airports recommended for National Plan:**

- Basic Utility
- ▲ General Utility
- Basic Transport
- General Transport
- ★ Commercial Service - Short haul
- ⊙ Commercial Service - Medium haul

**Additional airports included in State Plan:**

- Basic Utility
- △ General Utility

Exhibit **A**

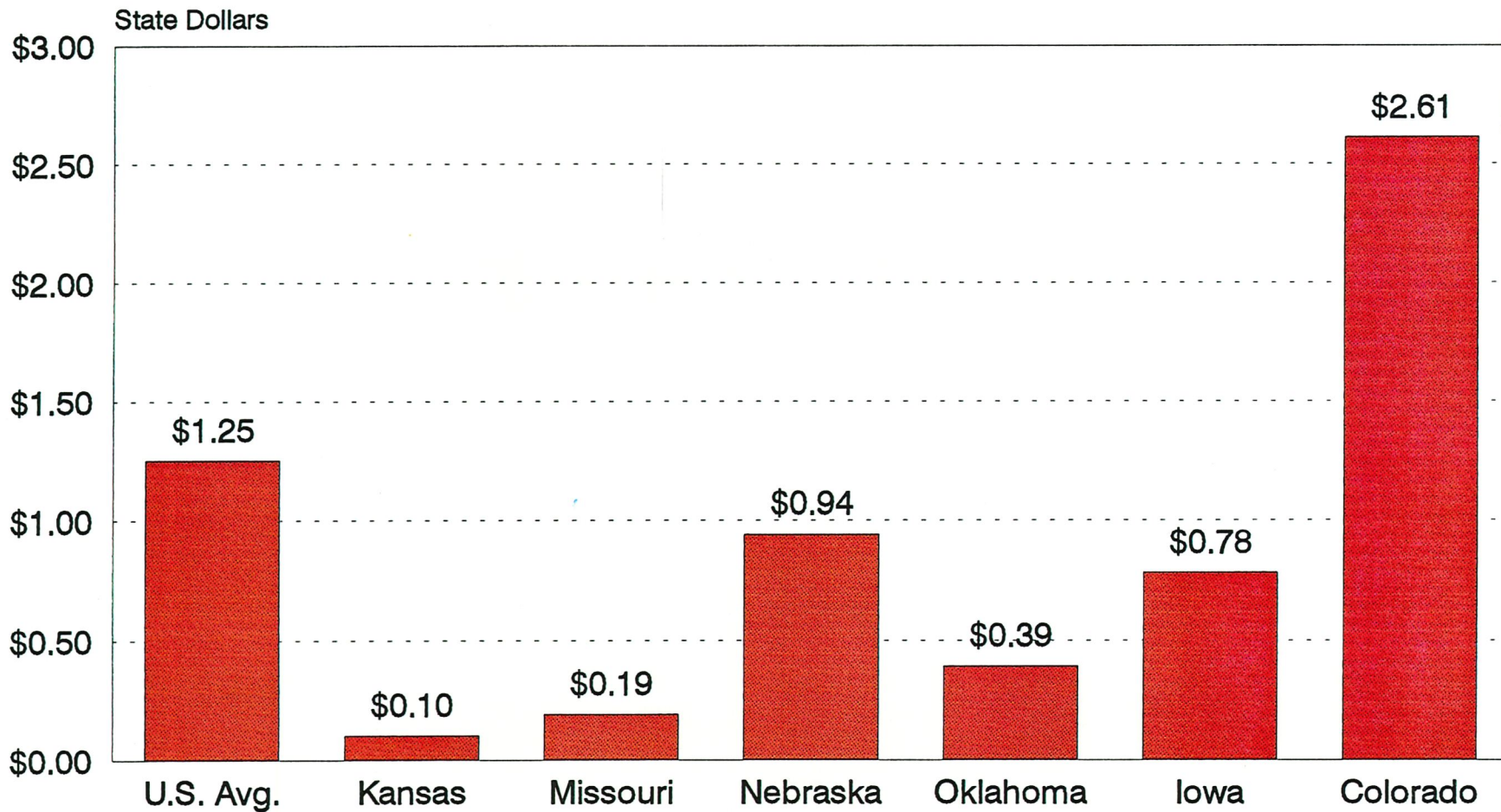
**RECOMMENDED AIRPORT SYSTEM-1992**

Kansas Aviation Systems Plan

KPMG Peat Marwick

September 1991

# STATE AVIATION SPENDING PER CAPITA\*

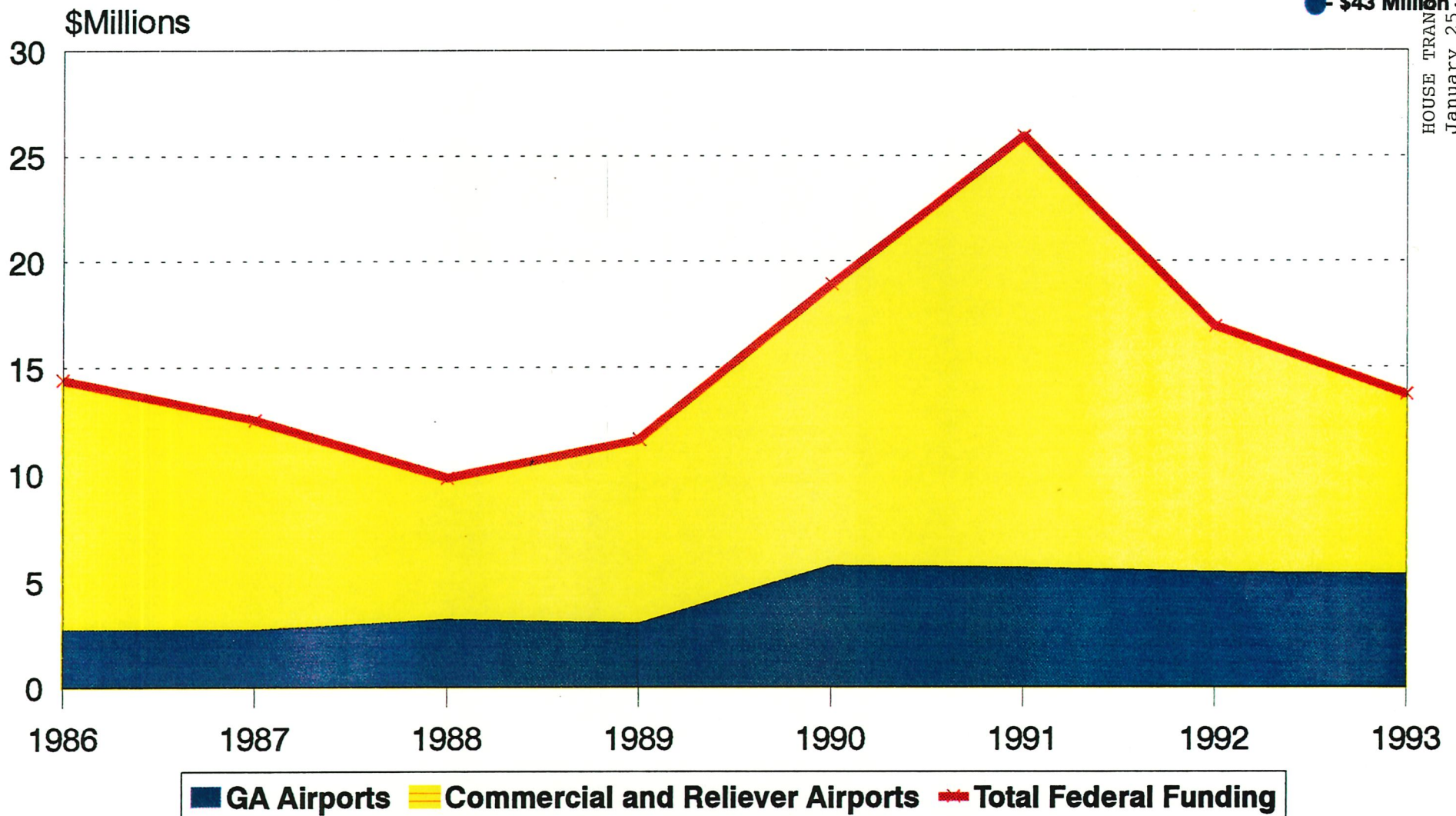


HOUSE TRANSPORTATION  
January 25, 1994  
Attachment 2-14

\*Based on 5-year average 1987-91



# FEDERAL AID TO KANSAS AIRPORTS



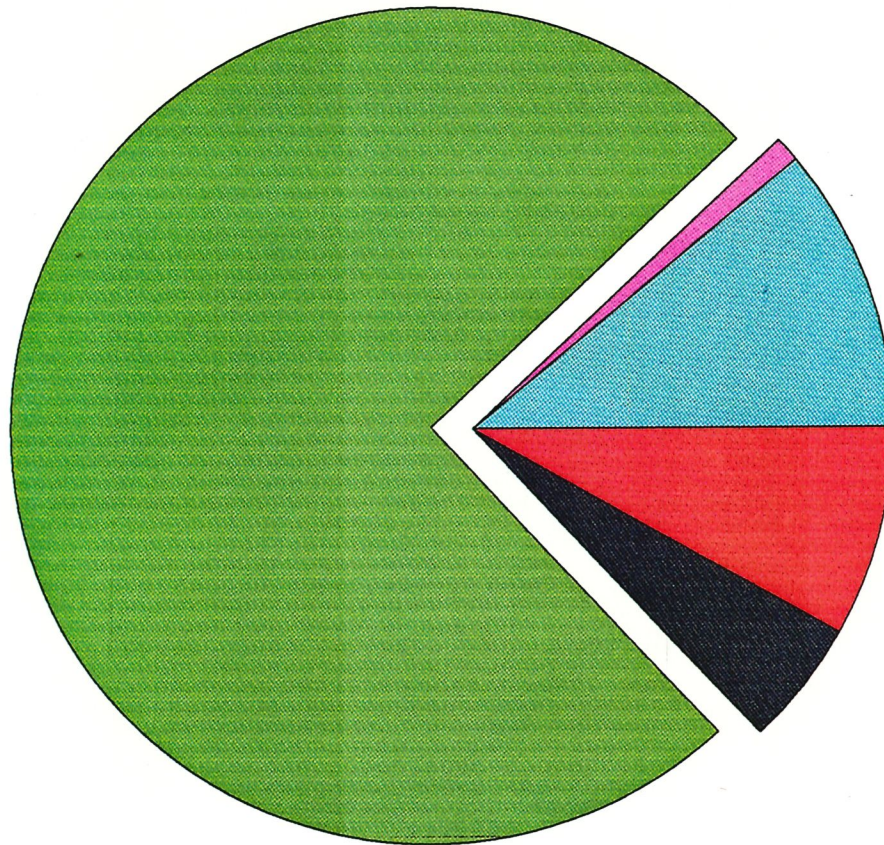
● Value of Applications for G.A. Improvements on File

● \$43 Million

# KANSAS AIRPORT IMPROVEMENT NEEDS\*

By Type

**Lighting & Paving**  
**75%**



**Terminal**  
**1%**

**Land**  
**11%**

**Other**  
**3.5%**

**Approach**  
**5%**

**Total \$185 Million**

**\*Estimate of Existing or Proposed Airports**



DENNIS MCKINNEY  
REPRESENTATIVE, 108TH DISTRICT  
612 S. SPRUCE  
GREENSBURG, KS 67054  
(316) 723-2129  
  
STATE CAPITOL—278-W  
TOPEKA, KS 66612-1504  
(913) 296-7658



TOPEKA

HOUSE OF  
REPRESENTATIVES

COMMITTEE ASSIGNMENTS  
MEMBER: ENERGY & NATURAL RESOURCES  
TAXATION  
TRANSPORTATION

## HOUSE TRANSPORTATION COMMITTEE

## TESTIMONY ON HB2615

Thank you for the opportunity to present information regarding HB2615.

HB2615 seeks to relieve school districts of some of the regulatory burden regarding school bus safety. Currently KSA 2009a allows school buses a six year exemption period after the KDOT issues new safety or design requirements. I was told by KDOT officials that six years was adopted during the late 1970's because that was then considered the normal life of a school bus.

Now school buses, especially those with diesel engines, are expected to last much longer. Therefore the six year exemption period has become obsolete. HB2615 addresses this problem.

It must be pointed out that school buses will remain safe. Schools will still have the responsibility to maintain safe and sound buses. The threat of liability sees to that. The question is, will sound and safe buses have to be retired, or undergo expensive modifications because of relatively minor design changes?

The problem is much like the dilemma posed to the Committee by KDOT Chief Engineer Lackey on the guard rail issue. He said that safer guard rails do exist, but given limited resources they must be weighed against other safety problems. In the same way school

districts may have major needs, such as school security, which are more important than making minor but expensive modifications to a fleet of school buses.

If major safety technology becomes available and sweeping changes are needed they can be accomplished by statute. A change of such magnitude and statewide expense is worthy of the legislative process, not the rules and regulation process.

**ROSE HILL PUBLIC SCHOOLS**  
*UNIFIED SCHOOL DISTRICT No. 394*

January 25, 1994

Chairman Dennis McKinney  
Members of the House Transportation Committee  
State Capitol  
Topeka, KS 66612-1591

Re: House Bill No. 2615

Thank you for the opportunity to testify before the Transportation Committee. The changes as proposed in HB 2615 not only address the current mandate which school districts are faced with, but has the foresight to address any future changes which may be enacted by the Secretary of Transportation.

K.A.R. 36-1330 contains specific requirements for modifying bus stepwells and adding emergency exits. Page 54 of the July 1992 Kansas School Transportation Regulations and Standards and Statutes manual contains the Steps section which all school districts must comply with by July 1, 1998. The section specifies that the "first step at service door shall not be less than 10 inches and not more than 14 inches from the ground, based on standard chassis specification". In addition, emergency hatches in the roof, and pop-out emergency escape windows on each side of the bus, are being required. These changes pose several problems for school districts:

- Providers are not willing to make changes to the stepwells of buses as the structural integrity of the bus would be sacrificed, and liability would be transferred from the manufacturer to the company making the changes.
- Currently, actual costs to make such changes are not known, however one company estimated the cost to be approximately \$1,500 per vehicle. Rose Hill USD 394 would expend approximately \$45,000 for these changes, and Augusta USD 402 would expend approximately \$16,500.
- Adding emergency hatches to the roof and side windows of the bus costs \$1,328 per vehicle for materials only. As with the stepwell modifications, these costs must be absorbed by the school district while receiving no additional funding to make the required changes.

The 1992 mandate places a burden upon school districts which they will be unable to resolve. Only by changing the current requirements will school districts be able to comply with regulations before the 1998 deadline. House Bill 2615 makes

HOUSE TRANSPORTATION  
January 25, 1994  
Attachment 4-1

the necessary changes, as well as addressing any future changes in school bus regulations which may become effective. I believe it is a change that school districts can comply with while also maintaining safe transportation options for those students being transported. I trust the Committee will wholeheartedly endorse House Bill 2615, and recommend passage to the legislative body.

Again, I thank the Committee for allowing me the opportunity to testify. The timely response to school districts' request for assistance is greatly appreciated. I commend the Committee for the foresight which has been exhibited in preventing this situation from presenting itself at any point in the future.

Please do not hesitate to contact me should there be further information needed regarding HB 2615 and its impact on school districts, or if other situations become apparent for which information is needed.

Sincerely,



Gerald Primm  
Director of Finance & Operations  
Rose Hill USD 394

Vice-president  
Board of Education  
Augusta USD 402

## STATE OF KANSAS



Michael L. Johnston  
Secretary of Transportation

## KANSAS DEPARTMENT OF TRANSPORTATION

Docking State Office Building  
Topeka 66612-1568  
(913) 296-3566  
FAX - (913) 296-1095

Joan Finney  
Governor of Kansas

November 24, 1993

Mr. James C. Christman, Chairman  
Council of Superintendents  
U.S.D. No. 499  
702 East Seventh Street  
Galena, KS 66739

Dear Mr. Christman:

This is in response to your request regarding the "grandfathering" of school buses currently in service which do not meet the School Bus Body Standard as applied to steps on school buses. This standard is part of the National Standards for School Buses and Operations that were adopted as regulations for Kansas school transportation on July 1, 1992.

The requirement for a 10-12 inch first step on school buses and 10-inch risers on all steps was adopted to accommodate smaller passengers and those who may have a temporary or permanent physical condition that would prevent them from easily and safely boarding buses with the higher steps. KSA 8-2009(a) indicates that any time a new requirement, rule, or regulation becomes effective, the Secretary of Transportation is required to approve buses currently in service for a period of six years following adoption of the new requirement, rule, or regulation. There is no provision in this statute allowing the Secretary of Transportation to grant any waiver beyond the six-year time period.

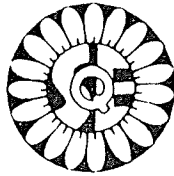
Persons or organizations who feel the six-year time allowance is inadequate certainly have the right to contact their state legislators relative to amending the statute. If you have further questions on this matter, please contact Larry Bluthardt, Director of Pupil Transportation from this Department.

Sincerely,

Michael L. Johnston  
Secretary of Transportation

HOUSE TRANSPORTATION  
January 25, 1994  
Attachment 4-3





## Schools for Quality Education

Bluemont Hall    Manhattan, KS 66506    (913) 532-5886

January 25, 1994

TO: HOUSE TRANSPORTATION COMMITTEE

SUBJECT: HB 2615--CONCERNING EXEMPTIONS OF SCHOOL BUSES  
FROM CERTAIN REQUIREMENTS.

FROM: SCHOOLS FOR QUALITY EDUCATION

Mr. Chairman and Members of the Committee:

I am Jacque Oakes representing Schools For Quality Education, an organization of 100 small school districts.

School districts are concerned with a regulation effective July 1, 1998 that may financially hinder some districts. All buses will comply with a "steps" section which reads "first step at service door shall no be less than 10 inches and not more than 14 inches from the ground based on standard chassis specifications" and "step risers shall not exceed a height of 10 inches." This would be to accomodate special needs children and the head start/pre-school age children.

We certainly want to take care of kids, but some of the buses will have low mileage, be in sound condition and able to continue servicing their districts.

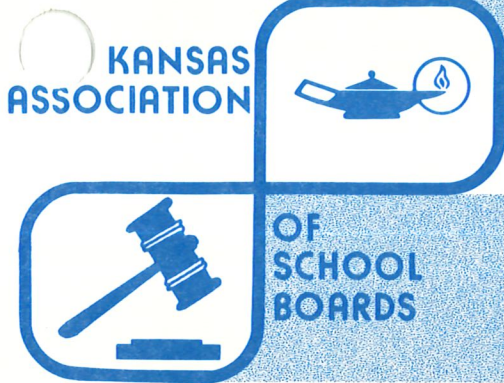
This bill would be of great assistance in grandfathering all school buses which the districts currently own so that these buses would not be required to be replaced. This regulation would require some districts to experience a substantial cost to replace under the current six year sunset.

We do understand that there is some concern that this bill might go too far in that some safety regulations that are needed might be eliminated by this grandfathering. We would not want to compromise the safety of kids, but we do need some relief from the "steps" provision.

Thank you for your time and attention to HB 2615.

HOUSE TRANSPORTATION  
January 25, 1994  
Attachment 5

**"Rural is Quality"**



1420 S.W. Arrowhead Rd, Topeka, Kansas 66604  
913-273-3600

**Testimony on H.B. 2615  
before the  
House Committee on Transportation**

**by  
John W. Koepke, Executive Director  
Kansas Association of School Boards**

**January 25, 1994**

Mr. Chairman and members of the Committee, we appreciate the opportunity to appear before you on behalf of the member boards of education of the Kansas Association of School Boards with regard to the provisions of H.B. 2615.

We are concerned that the enactment of this measure may have unintended consequences for local school districts and the children they serve. We certainly understand the frustration that is caused when regulations bring unforeseen costs on school districts, but we are also uncertain whether it is in the best interest of all concerned to give blanket exemption from future regulations to all school buses without regard to children's potential safety.

We believe that there may be other avenues to address whatever current concerns exist, such as asking the Rules and Regulations Committee to reject any offending proposed regulations. The sweeping approach to the problem represented by H.B. 2615 should be considered more carefully before it is recommended for passage.

We thank you again for listening to our concerns and I would be happy to answer any questions.

HOUSE TRANSPORTATION  
January 25, 1994  
Attachment G

**Presented  
to  
Kansas House of Representatives  
Transportation Committee**

**January 25, 1994**

**Presented  
By  
Barbara Pringle  
Past President  
Kansas State Pupil Transportation Association**

On behalf of the Kansas State Pupil Transportation Association, I would like to voice our thoughts and concerns relating to House Bill 2615 and the exemption of existing school buses from certain School Transportation Regulations.

It is our understanding that the intent of the law is to delete the six year compliance window and to approve all vehicles owned or operated on July 1, 1992, when the new regulations went into effect. Section C is unclear to me and I hope you will be able to clarify that today.

While we believe the six year compliance regulation is too restrictive for the new school bus standards we believe having it open-ended is also faulty.

Statistics in Kansas do not reflect the urgency of a six year compliance regulation; however, past history indicates that without a deadline some districts will not make a reasonable and good faith effort to replace their buses. We recently saw this happen with the deadline for compliance of the 1977 standards. The standards were repeatedly relaxed and in 1992 many school districts across the state were forced to put pre-77 buses out of service. These buses were 15 years old by that time and many would still be in service if the deadline had not been enforced. We are very proud of the fact that Kansas is among the growing number of states that do not transport students in the pre-77 buses.

We are however, very concerned about the safety of the children if there is not a mandatory date for compliance of the current regulations.

School districts need to identify age and obsolescence in order to plan for the replacement of the bus. Without a replacement plan for vehicles then there is a tendency to wait another year and end up with a lot of old buses before you realize what is happening.

Too often transportation personnel hear, "It sure would be nice to get another year out of that bus."

Yes, finances have been tight and continue to be tight. School districts are keeping school buses that they had planned to dispose of because of enrollment growth or budget limitations.

Our goal is to transport students efficiently and safely in buses which are



both mechanically and structurally sound.

We believe the logical life span of a school bus to be 10 or 12 years and propose the 6 year clause be replaced to read,

**shall be exempt from the requirements of laws, rules and regulations which become effective during a period of twelve (12) years from the date the regulations become effective.**

I have included in my handout material a portion of the most current School Transportation Report by KDOT. The most recent information available concerning the age of school buses in Kansas is for the 90/91 school year. As you can see, the statistics show the number of buses decline dramatically at 10 years of age. The total number of buses listed on the report is 5409; currently there are approximately 6000 school buses in Kansas.

On the financial side of this issue, mandatory compliance in 6 years (2 years short of the depreciation life) would be extremely expensive and unaffordable for most school districts. However, maintenance expenses on an older vehicle will also be high. Very little maintenance is required for the first five years of vehicle life. You see an increase in expenses from years 5 thru 10. From 10 years on, the expenses continue to climb at a much higher rate. Cost per mile comparison with newer vehicles show the required maintenance to keep the vehicle on the road continue to rise with the age of the vehicle.

The older vehicle will also put more burden and liability on the Highway Patrol Troopers that inspect and certify the school buses annually. It is easier to inspect a newer bus and feel comfortable with its road worthiness. However, inspecting a bus that may be 15 to 20 years old and certifying it as safe may be another story.

If we are going to allow the use of older and older school buses, then we need to have a more stringent inspection program. The Highway Patrol is already heavily burdened with the summer inspections of almost 6000 buses. The average inspection takes only about 10 minutes for 2 troopers to complete. The hood is not opened and no one crawls under the bus to inspect the undercarriage or suspension system. Did you know the school bus body is held to the chassis by only a few attachments? A vital link if there is an accident.

The conditions of travel also affect the life span of a bus. The miles of gravel and dirt roads a bus travels will reduce the life span and increase deterioration compared to traveling only on paved roads.

We understand the financial concerns but believe safety is also a vital issue to be considered. There are numerous safety related components in the current regulations, as well as several new federal mandates for new school buses. These new safety features shouldn't wait 20 years to be implemented in our school buses. Considerable time and research went into these regulations and we need to assure our children are riding the safest possible bus.

As a member of the task force that worked on the Kansas School Transportation Regulations that became effective on July 1, 1992, I recall we discussed having the 6 year provision changed to possibly 10 years, but never did we discuss eliminating the mandatory compliance date.

I have talked to several supervisors and some of them are planning on retrofitting their buses to meet the current regulations. Some of them already have the 3 step stepwell, so this is not a problem. I would like to suggest that vehicles could be retrofitted for approximately \$6000 to \$7000 dollars. If a bus met all the requirements, except the problem of the step well, a waiver could be issued under the existing provisions by the Secretary of Transportation. The noncompliance of the step well should not be the reason for a bus to be disqualified from use. It is not a vital safety item; however, if you have ever watched a young child trying to lift their feet high enough to climb into a bus, you'll understand the need for it.

Without a reasonable mandatory compliance requirement, past history indicates some districts will "run the wheels off a bus" and see no value in making an attempt to meet new standards of safety.

I urge you to change the 6 year clause to a 12 year mandatory compliance date. The current regulations became effective on July 1, 1992, this would mean twelve (12) years from that date, or July 1, 2004 all buses would need to be in compliance with the current regulations.

EA - 10-16  
EB - 17-24  
EC - 25-66  
TYPE D - 67&OVER  
TYPE E - SCHOOL VEHICLE  
TYPE F - ACTIVITY BUS

# KANSAS DEPARTMENT OF TRANSPORTATION SCHOOL VEHICLE INSPECTION RECORD

VEH. NO. \_\_\_\_\_  
ROUTE BUS \_\_\_\_\_  
SPARE BUS \_\_\_\_\_  
ACT. BUS \_\_\_\_\_  
SCH. VEH. \_\_\_\_\_

U.S.D. NO. \_\_\_\_\_ OWNER'S NAME \_\_\_\_\_  
CHASSIS MAKE \_\_\_\_\_ BODY MAKE/STYLE \_\_\_\_\_ VIN \_\_\_\_\_  
YEAR OF MANUFACTURE \_\_\_\_\_ RATED CAPACITY \_\_\_\_\_ PASS. \_\_\_\_\_ GVWR (BUSES) \_\_\_\_\_  
INSURANCE? YES \_\_\_\_\_ NO \_\_\_\_\_ COMPANY \_\_\_\_\_  
SCHOOL OFFICIAL/CONTRACTOR SIGNATURE \_\_\_\_\_

1	2	3	4	5	6	7	8	9	10	11	12	13	

ITEM	DESCRIPTION	1/2	ITEM	DESCRIPTION	1/2
14	Headlights - High/Low Beam Function		30	Stepwell Area (Buses) ___ Light Activated by Door ___ Non-Skid Material in Area	
15	Turn Signals ___ Left Turn (F&R) ___ Right Turn (F&R)		31	Steering: ___ 2" Minimum Clearance Around Steering Wheel ___ No Excessive Play	
16	Alternately Flashing 8-way Signal Lamps (Buses) (F&R)		32	Service Brake System	
17	Stop Arm (Buses) ___ Stop Arm Mechanism ___ Flashing Lamps		33	Parking Brake System	
18	Mirrors ___ Interior Mirror ___ Exterior Rear Vision (L&R) ___ Crossover Mirrors (L&R)		34	Windshield Wiper/Washer	
19	Clearance Lamps (Buses over 80" in width)		35	Sun Shield Visor	
20	Identification Lights (Buses over 80" in width)		36	Horn	
21	Tail/Stop Lamps		37	Heaters and Defrosters	
22	Back-up lights		38	First Aid Kit ___ Removable ___ Accessible ___ Contents	
23	Fuel System		39	Body Fluid Clean-up Kit*	
24	Exhaust System		40	Disabled Vehicle Warning Devices	
25	Tires & Wheels ___ Tire Tread Depth ___ Bad Condition/Broken Lugs		41	Fire Extinguisher	
26	Lettering ___ "School Bus" or Owner Identification ___ "Emergency Door" (Buses)		42	Driver's Seat Belt ___ Lap Belt Only ___ 3-point Lap/Shoulder Belt*	
27	Reflectors (Buses)		43	Interior Lights ___ Aisle ___ Emergency Exits	
28	Vehicle Exterior		44	Ceiling Free From Projections (i.e., no luggage- racks, etc.)* (Buses)	
29	Service Door (Buses) ___ Driver Activated ___ Properly Opens & Closes ___ Minimum 10" First Step		45	Emergency Door (Buses) ___ Opens from inside or outside ___ Safety Signal Operational	
			46	Other Emergency Exits*(Buses) ___ Roof Hatches ___ Pop-Out Windows ___ Clearly Marked ___ Open from inside or outside ___ Safety Signal Operational	

ACCEPTED: \_\_\_\_\_ REJECTED: \_\_\_\_\_ OK STICKER APPLIED: \_\_\_\_\_

47	48	49

REMARKS: \_\_\_\_\_

DATE: \_\_\_\_\_ TROOPER'S SIGNATURE: \_\_\_\_\_ BADGE NO: \_\_\_\_\_

If the vehicle is rejected upon first inspection, the transportation supervisor has ten days to complete necessary repairs. Once these repairs are completed, contact the Kansas Highway Patrol for reinspection of the vehicle.

REINSPECTION DATE: \_\_\_\_\_ Repairs Completed? Yes \_\_\_\_\_ No \_\_\_\_\_

50	51	52

TROOPER'S SIGNATURE: \_\_\_\_\_ BADGE NO: \_\_\_\_\_



# SCHOOL TRANSPORTATION REPORT

KANSAS  
DEPARTMENT  
OF  
TRANSPORTATION

Bureau of Personnel Services

## E. VEHICLE AGE:

NEW	569	622	453	625	641
1 YEAR	780	587	622	545	544
2 YEARS	543	643	535	659	527
3 YEARS	483	505	569	566	658
4 YEARS	374	401	499	538	592
5 YEARS	435	369	346	473	578
6 YEARS	428	391	378	339	406
7 YEARS	388	368	353	297	303
8 YEARS	265	309	344	335	222
9 YEARS	279	218	254	269	284
10 OR MORE	666	743	769	676	661
NOT STATED	9	1	12	8	13
TOTAL	5193	5157	5134	5330	5409



Ft. Larned

SCHOOL DISTRICT OFFICE

PAWNEE COUNTY

120 East Sixth Street

OFFICE OF SUPERINTENDENT

Number 495

LARNED, KANSAS 67550

September 30, 1993

As a result of the Federal Standards adopted by the State of Kansas that require all of the School Districts in the State to upgrade their school buses to meet the 1992 requirements the Ft. Larned School District will need to invest in excess of one million dollars of public funds.

This School District operates approximately 30 buses daily, traveling 1500 miles and transporting 300 students. This equates to 250,000 miles annually and 50,000 annual students.

It is our opinion and request for consideration that communities like ours in rural America faced with diminishing populations be granted a rule exemption from these State adopted Federal Mandates. There are many mandates that we face (most of them unfunded) that place financial strains on rural communities in our country. For instance, we have new facility needs as well as the expense of the requirements placed on us as a result of ADA Legislation. In addition, we have continuing commitments to new technology. Our Capital Outlay levy generates only about \$200,000 annually. As you can see if faced with the Bus Mandate it would require the total use of these funds.

These standards would require us to replace 25 buses, 5 of which are 1990 or 1991 models.

We appreciate your time and consideration of our opinion.

Sincerely,

Fort Larned School District #495

HOUSE TRANSPORTATION  
January 25, 1994  
Attachment 7-7

# Atwood Unified School District

No. 318

410 Main

Atwood, Kansas 67730-1898

FAX # 913-626-3083

## ADMINISTRATION

01/25/94

James E. Finn  
Superintendent  
913-626-3236

Janice M. Knapp  
Clerk

William D. Hall, Jr.  
Principal  
Atwood High School  
100 N. 8th  
913-626-3289

James R. Begley  
Principal  
Atwood Grade School  
205 N. 4th  
913-626-3217

A. Kay Clark  
Director  
Beamgard Learning Center  
of Northwest Kansas  
101 Logan  
913-626-3281

## BOARD OF EDUCATION

Scott Beims  
President

Kent Morgan  
Vice-President

Connie Adams

John Mickey

Dave Phelps

Chris Schmidt

Pattie Wolters

Representative Dennis McKinney  
278-W State Capitol Building  
FAX No. 913-296-0251  
Topeka, KS 66612

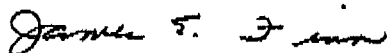
Dear Representative McKinney:

I am sending this fax to indicate our support for passage of HB 2615 concerning bus compliance. In visiting with my fellow superintendent, Steve Davies, we both agree that this bill would be of benefit to school districts of Kansas.

We do support the concept of safe school busses for all Kansas students, but are also concerned with this additional cost at a time of financial strain on schools in this state. Even with the passage of this bill, our district will continue to upgrade our bus fleet on a regular basis as in the past, but we believe this bill would assist districts not able to meet the new standards in the immediate future.

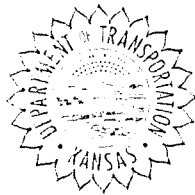
Thank you for your consideration in this matter.

Sincerely,



James E. Finn  
Superintendent

HOUSE TRANSPORTATION  
January 25, 1994  
Attachment 7-8



Michael L. Johnston  
Secretary of Transportation

KANSAS DEPARTMENT OF TRANSPORTATION

Docking State Office Building  
Topeka 66612-1568  
(913) 296-3566  
FAX - (913) 296-1095

Joan Finney  
Governor of Kansas

TESTIMONY BEFORE  
HOUSE TRANSPORTATION COMMITTEE  
ON  
HOUSE BILL NO. 2615  
SCHOOL BUSES, EXEMPTION FROM CERTAIN REQUIREMENTS

January 25, 1994

Mr. Chairman and Committee Members:

Mr. Chairman and members of the Committee, I am Vicky Johnson, a staff attorney for the Department of Transportation. On behalf of the Department of Transportation, I am here today to provide testimony on House Bill No. 2615 relating to the exemption of certain school buses from regulations setting design criteria after their purchase date.

The proposed legislation amends the statute that currently allows a school bus to be used for a period of six years from its purchase without regard to any new regulations that may become effective during that period. This legislation would extend that six- year period indefinitely.

The Department does not oppose a change from the six- year grandfather period. The question of an open- ended grandfather provision versus a set number of years really comes down to two policy questions. First, how much safety can we afford? Second, who should decide? This bill really addresses the second question

by proposing that there be no state- imposed deadline for compliance with new requirements. There is seldom much question that the revised standards represent improvements in bus design and safety. In many cases, however, there is question whether the incremental safety justifies the cost of replacement. An open-ended grandfather provision would put the answer to that question in the hands of the local districts.

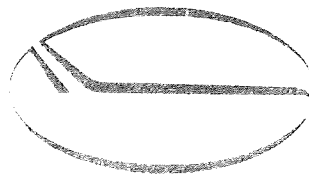
We would ask the committee to give some consideration to the middle ground. There are many small and seemingly insignificant changes made to the standards for school buses by both the federal government, through Federal Motor Vehicle Safety Standards, and by the state through administrative regulations. However, historically there have been changes that all would agree are quite significant. The most noteworthy example would be the new Federal Motor Vehicle Safety Standards adopted in 1977. These changed the interior design of buses to provide for greater occupant crash protection through enhanced rollover protection, compartmentalization and gas tank protection. In the absence of some end point to the grandfather period, districts would have been free to use buses that did not conform to these new standards indefinitely. A set period of years encourages compliance within a reasonable period of time.

In the absence of a set grandfather period, if there are new major federal or state requirements it will be up to the discretion of the local districts to decide if and when to replace nonconforming vehicles which may result in considerable disparity among districts in the quality of transportation provided. In



order for the state to take any action to hasten those replacement decisions there will have to be legislation on a case- by- case basis to require it. If the grandfather period were extended to eight or ten years (current depreciation period on buses is eight years), it would allow school districts to utilize buses for a period which, in most cases, will approximate their useful life while still providing some encouragement to meet new standards in a reasonable time frame.

Thank you for your consideration. I would be happy to address any questions you might have.



Air Transport Association

January 21, 1994

Honorable Rex Crowell  
Chmn., House Transportation Committee  
Kansas State Legislature  
182 W. State Street  
Topeka, Kansas 66612

**RE: HB 2558**

Dear Mr. Chairman:

Our legislative monitor in Kansas, John Bottenberg, reported on your recent committee hearing on HB 2558, and he suggested we communicate our views to you on behalf of the ATA member airlines (list attached).

If enacted, HB 2558 would give municipalities and other local government entities the authority to impose excise taxes on aviation fuel used at airports under their jurisdiction. While we support improvements to airports and the aviation system, the new tax burden of HB 2258 would be redundant and counter-productive to the Kansas economy and the state's aviation services.

**AIRLINES ALREADY PAY FOR AIRPORTS** -- Airlines and other airport users pay for building and operating the airports they serve in Kansas, as well as at virtually every airport in the nation. The new fuel tax authorized under HB 2558 would be redundant, since the current fees and taxes on commercial aviation pay for funding airport improvements.

**AIRLINES WOULD PURCHASE FUEL OUT OF STATE** -- Since jet fuel is the airline industry's second largest expense, the airlines utilize sophisticated computerized systems to purchase fuel in the most economic locations. Since Kansas is located virtually midway between a number of large airline "hubs" (Denver, Chicago, Dallas-Ft. Worth, St. Louis, etc.), carriers could easily shift their fuel purchases elsewhere -- thus hurting Kansas-based fuel suppliers and their workers.

Aviation has always been a cornerstone of the Kansas economy, and the state has retained this stature, in part, because of a relatively low tax burden on commercial aviation fuel. If enacted, HB 2558 would jeopardize the Kansas aviation landscape, and we urge your committee's rejection of this legislation as currently drafted.

Thank you for your consideration and we would be please to provide any additional information.

Respectfully,

Roger Cohen  
Managing Director  
State Government Affairs

## ATA MEMBER AIRLINES

ALASKA AIRLINES  
P.O. Box 68900  
Seattle-Tacoma Int'l. Airport  
Seattle, WA 98168

ALOHA AIRLINES  
P.O. Box 30028  
Honolulu, HI 96820-0028

AMERICAN AIRLINES  
P.O. Box 619616  
Dallas-Ft. Worth Airport  
Dallas, TX 75261-9616

AMERICAN TRANS AIR  
Box 51609  
Indianapolis Int'l. Airport  
Indianapolis, IN 46251-0609

CONTINENTAL AIRLINES  
P.O. Box 4607  
Houston, TX 77210-4607

DELTA AIR LINES  
Hartsfield-Atlanta Int'l. Airport  
Atlanta, GA 30320-9998

DHL AIRWAYS  
333 Twin Dolphin Drive  
Redwood City, CA 94065-1515

EVERGREEN INTERNATIONAL AIRLINES  
3850 Three Mile Lane  
McMinnville, OR 97128

FEDERAL EXPRESS  
2005 Corporate Avenue  
Memphis, TN 38132-1796

HAWAIIAN AIRLINES  
P.O. Box 30008  
Honolulu, HI 96820-0008

NORTHWEST AIRLINES  
Minneapolis/St. Paul Int'l. Airport  
St. Paul, MN 55121

REEVE ALEUTIAN AIRWAYS, INC.  
4700 W. International Airport Rd.  
Anchorage, AK 99502-1091

SOUTHWEST AIRLINES  
P.O. Box 36611, Love Field  
Dallas, TX 75235-1611

TRANS WORLD AIRLINES  
100 S. Bedford Rd.  
Mt. Kisco, NY 10549-0001

UNITED AIRLINES  
P.O. Box 66100  
Chicago, IL 60666-0100

UNITED PARCEL SERVICE  
400 Perimeter Center  
Terraces North  
Atlanta, GA 30346

USAir  
2345 Crystal Drive  
Crystal Park #4  
Arlington, VA 22227

### Associate Members

AIR CANADA  
Place Air Canada  
Montreal, Quebec  
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CANADIAN AIRLINES INTERNATIONAL  
#2800, 700 2nd Street, S.W.  
Calgary, Alberta  
Canada T2P 2W2



Air Transport Association

HOUSE TRANSPORTATION  
January 25, 1994  
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