

MINUTES OF THE SENATE COMMITTEE ON TRANSPORTATION AND UTILITIES

The meeting was called to order by Chairperson Ben Vidricksen at 9:00 a.m. on January 25, 1994 in Room 254-E of the Capitol.

All members were present except:

Senator Rock - Excused

Committee staff present: Hank Avila, Legislative Research Department
Ben Barrett, Legislative Research Department
Bruce Kinzie, Revisor of Statutes
Martha Ozias, Committee Secretary

Conferees appearing before the committee:

Tim Rogers - Aviation Advisory Committee
Gene Anderson - Director of Aviation, Kansas Department of Transportation
Lt. Sam Grant - Kansas Highway Patrol

Others attending: See attached list

The Chairman asked the Committee to introduce three bills.

A motion was made by Senator Emmert and seconded by Senator Tiahrt to introduce a bill on "Weight Limits". Motion carried.

A motion was made by Senator Harris and seconded by Senator Emmert to introduce a bill on "Age Requirements for Farm Permits" Motion carried.

A motion was made by Senator Tiahrt and seconded by Senator Burke to introduce a bill on "Railroad Crossings Grade". Motion carried.

HB 2614 - Relating to the development of general aviation airports

The Chairman introduced Tim Rogers who asked that the bill be amended to provide for funding of a general aviation airport development program from the State's general fund. It was the consensus of the aviation groups that general fund appropriations are preferred over a dedicated general aviation airport "trust" fund. (Attachment 1)

Gene Anderson presented comparison charts of state aviation programs, along with graphics, maps and charts, and answered questions. (Attachment 2)

A copy of a letter containing information on aviation gasoline and jet fuel was distributed by staff. (Attachment 3)

HB 2445 - permitting a left turn on a red light from a one-way street onto a one-way street, unless a sign is posted prohibiting such a turn.

Lt. Grant appeared in support of this bill with the new language as it would make signing requirements regarding all turns at red traffic signals identical. (Attachment 4)

CONTINUATION SHEET

MINUTES OF THE SENATE COMMITTEE ON TRANSPORTATION AND UTILITIES, Room 254 E.
Statehouse, at 9:00 a.m. on January 25, 1994.

After some discussion, a motion was made by Senator Brady to recommend HB 2445 favorably. A seconded was made by Senator Papay. Motion carried.

A motion to approve the minutes of the January 19th meeting was made by Senator Tiahrt and seconded by Senator Jones. Motion carried.

The meeting was adjourned by the Chairman.

The next meeting is scheduled for January 26, 1994.

GUEST LIST

SENATE TRANSPORTATION COMMITTEE

DATE: JANUARY 25, 1994

[illegible]

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.

ATTACHMENT **A**

SEN. TRANS. 1/25/94

A-1

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

public
use

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

10
11 *Be it enacted by the Legislature of the State of Kansas:*

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

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

20 ~~(c) The general aviation airport development fund is hereby es-~~
21 ~~tablished in the state treasury which shall be for the purpose of~~
22 ~~constructing, reconstructing or rehabilitating the facilities of general~~
23 ~~aviation airports pursuant to subsection (a) of this section. The sec-~~
24 ~~retary of transportation shall administer the general aviation airport~~
25 ~~development fund. All expenditures from the general aviation airport~~
26 ~~development fund shall be made in accordance with appropriation~~
27 ~~acts upon warrants of the director of accounts and reports issued~~
28 ~~pursuant to vouchers approved by the secretary of transportation or~~
29 ~~by a person or persons designated by the secretary.~~

30 (c) (d) The secretary of transportation may adopt rules and regula-
31 tions for the purpose of implementing the provisions of this section.

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

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

1 ~~October 1 thereafter.~~

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

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

Attachment #2
House Committee on Transportation
January 25, 1994

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

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.

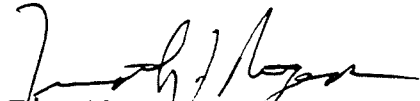
The Committee voted unanimously to ask your support in establishing a development program for public use general

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

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

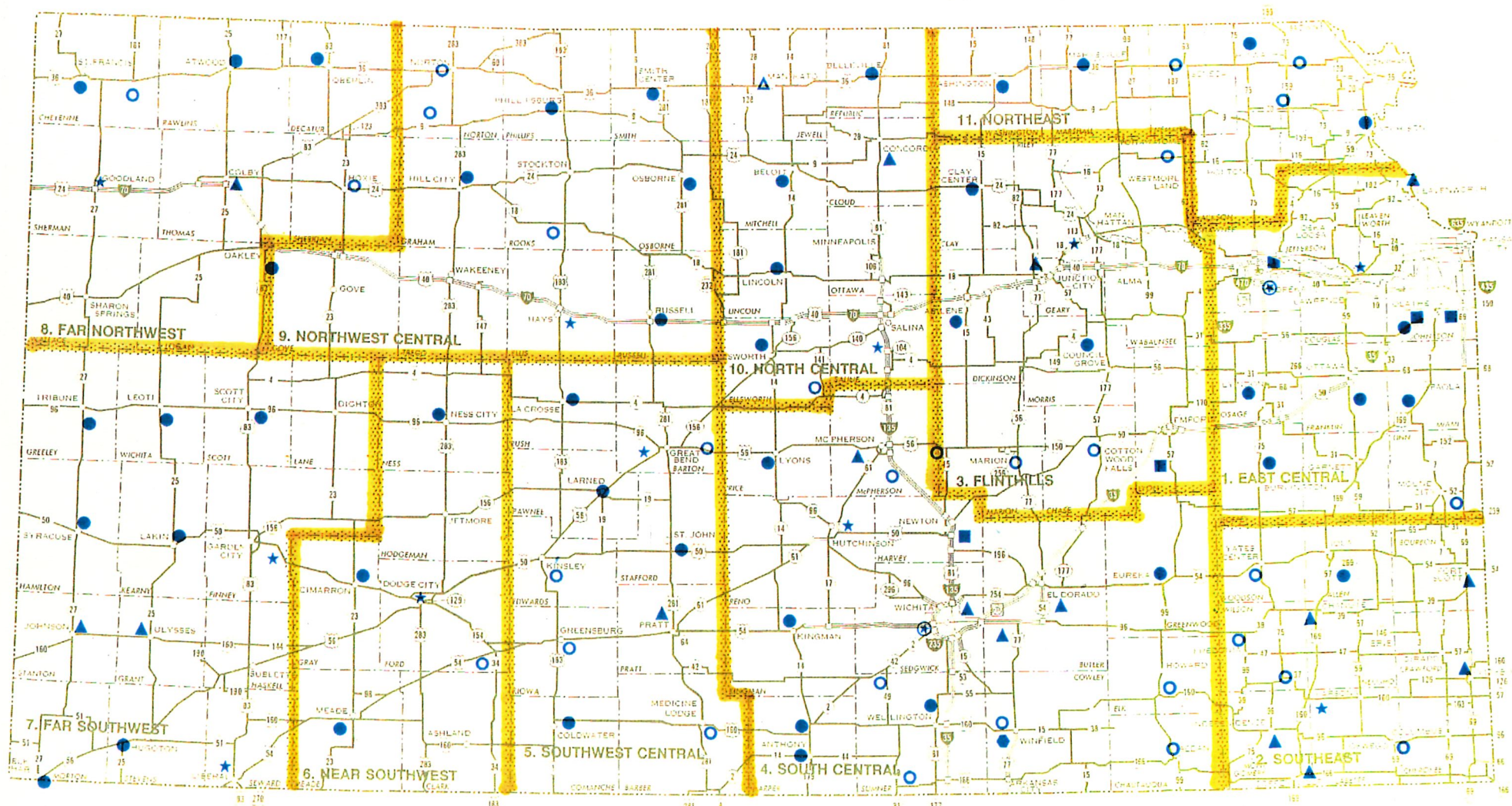
State funding for the planning, development and operation of the many components of the nation's aviation system continues to increase, as it has over the last several years. While the federal emphasis is increasingly focused on airports and facilities that serve high levels of operations and passengers, 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.)



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

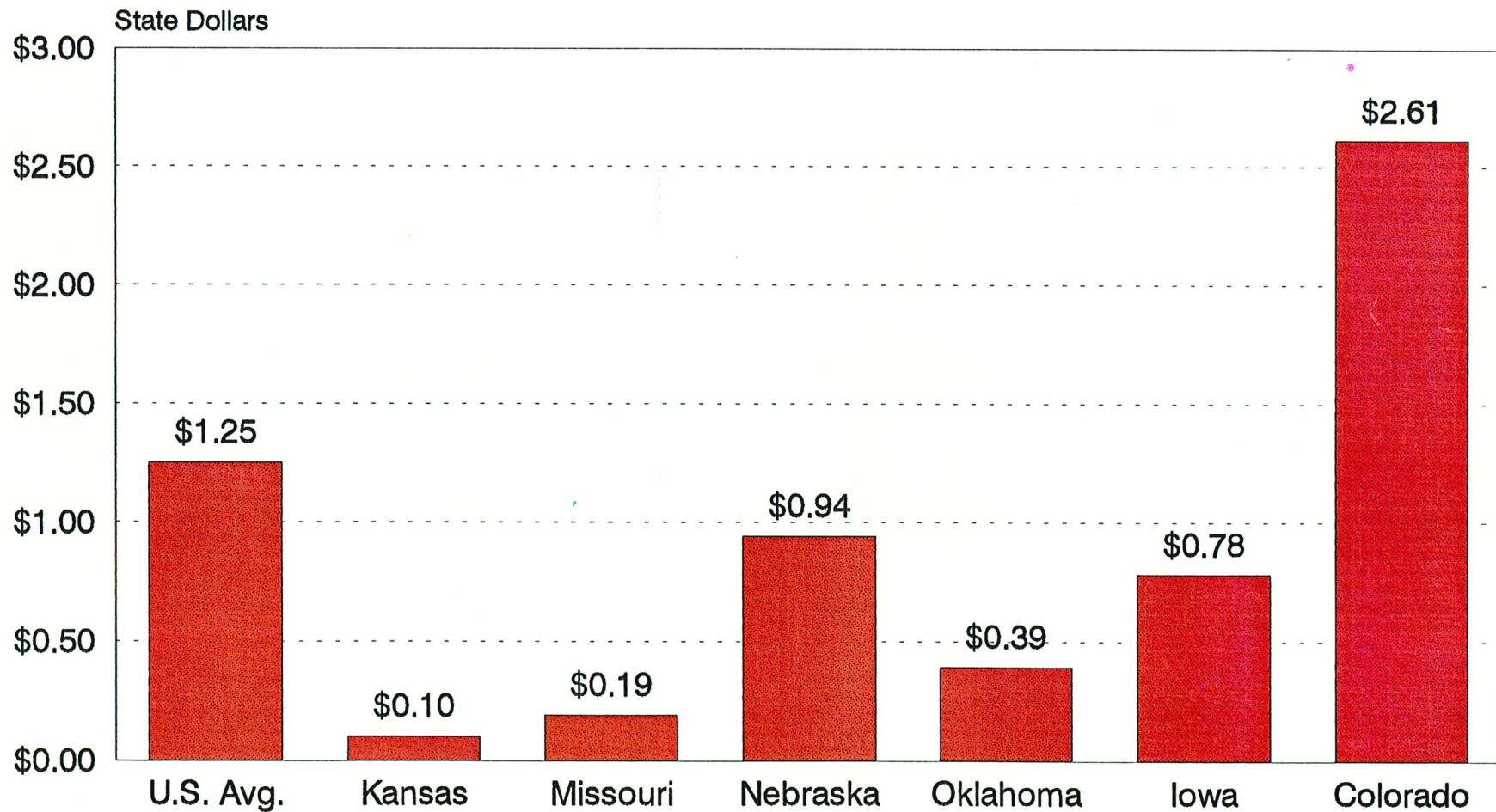
Kansas Aviation Systems Plan

KPMG Peat Marwick

September 1991

SEN TRANS 1/25/94 2-2

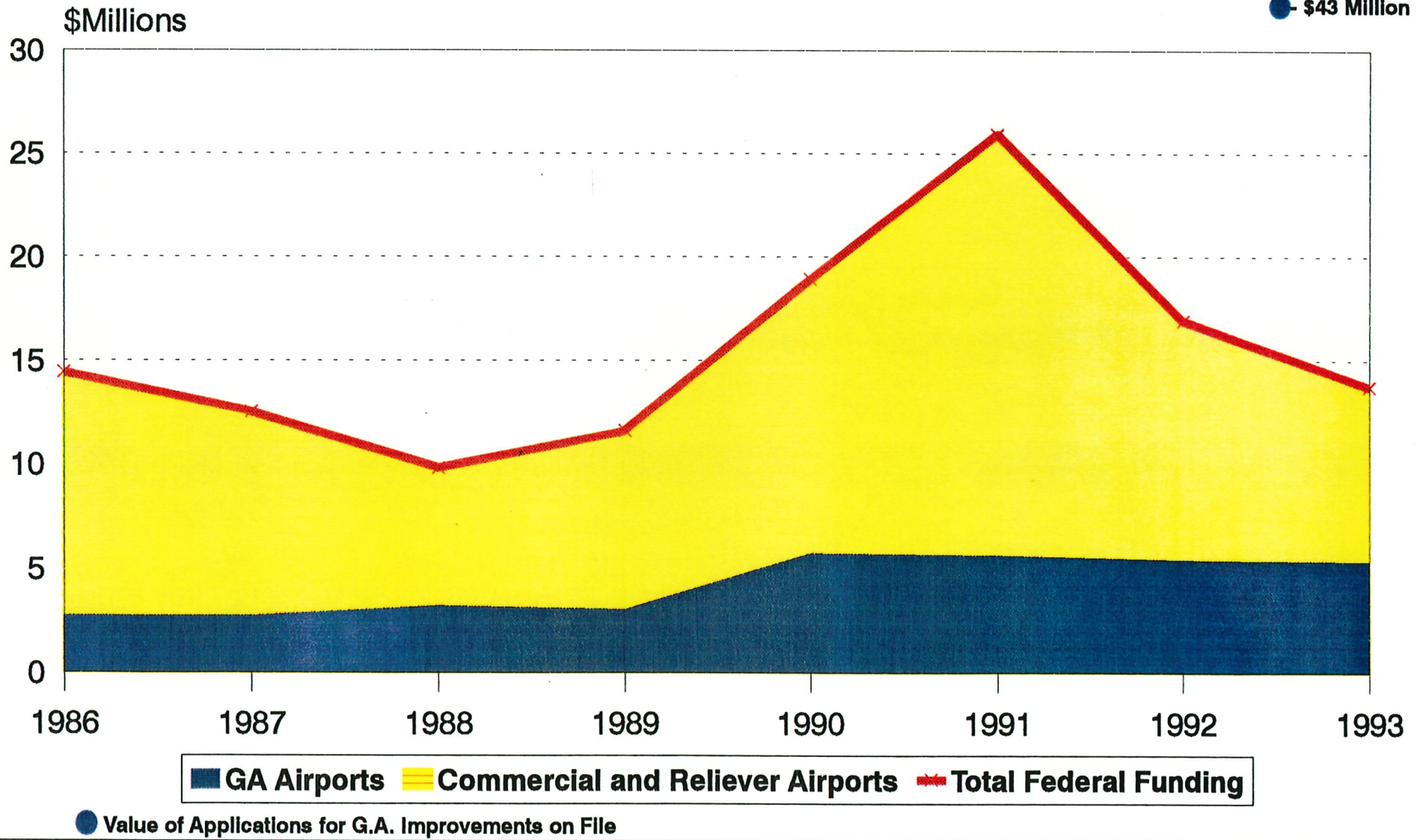
STATE AVIATION SPENDING PER CAPITA*



*Based on 5-year average 1987-91

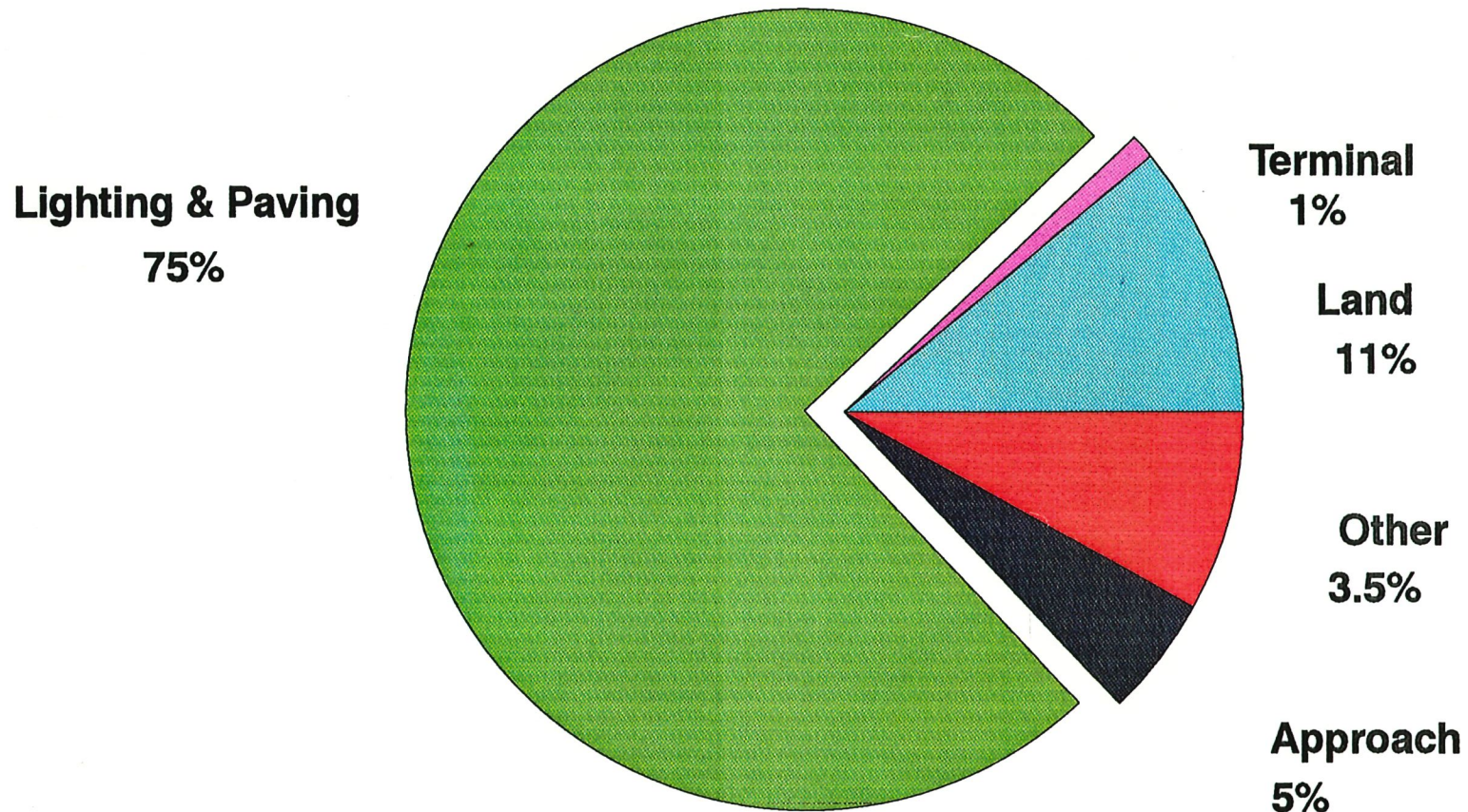
FEDERAL AID TO KANSAS AIRPORTS

● - \$43 Million



KANSAS AIRPORT IMPROVEMENT NEEDS*

By Type



Total \$185 Million

***Estimate of Existing or Proposed Airports**

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

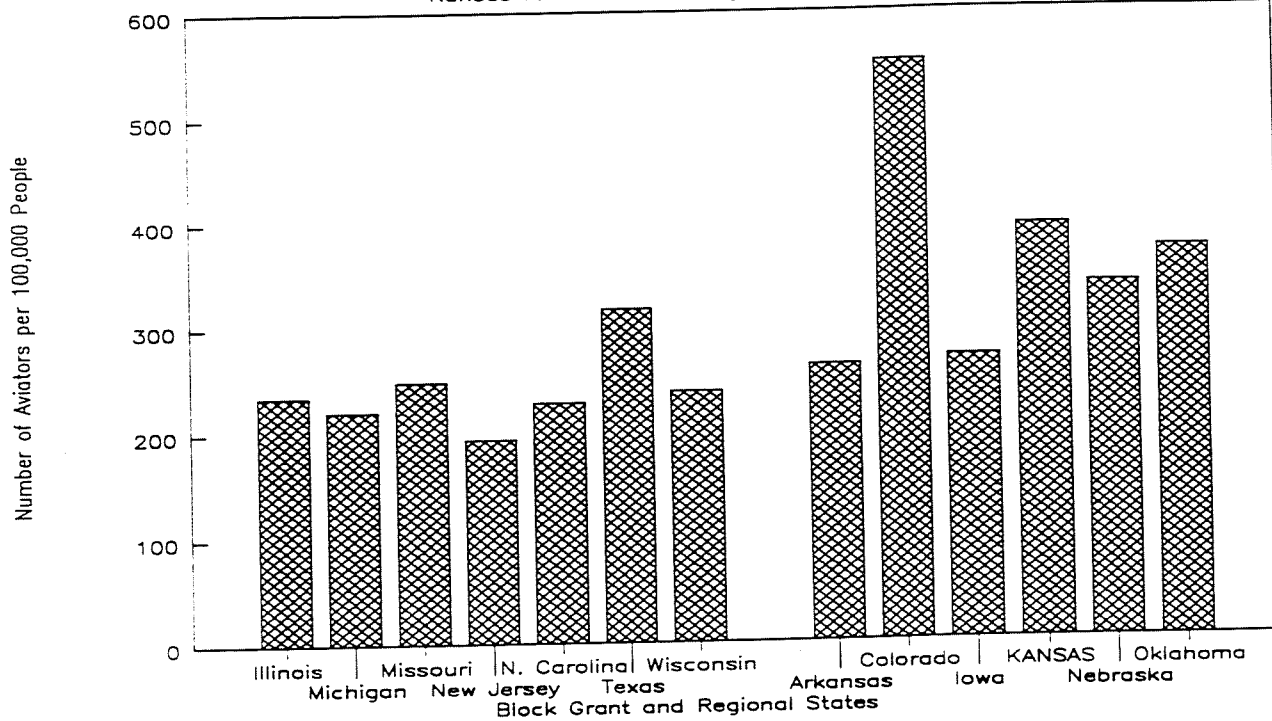
SEN TRANS 1/25/94

26

Relative Measures of Aviation Demand: Comparisons of Selected States

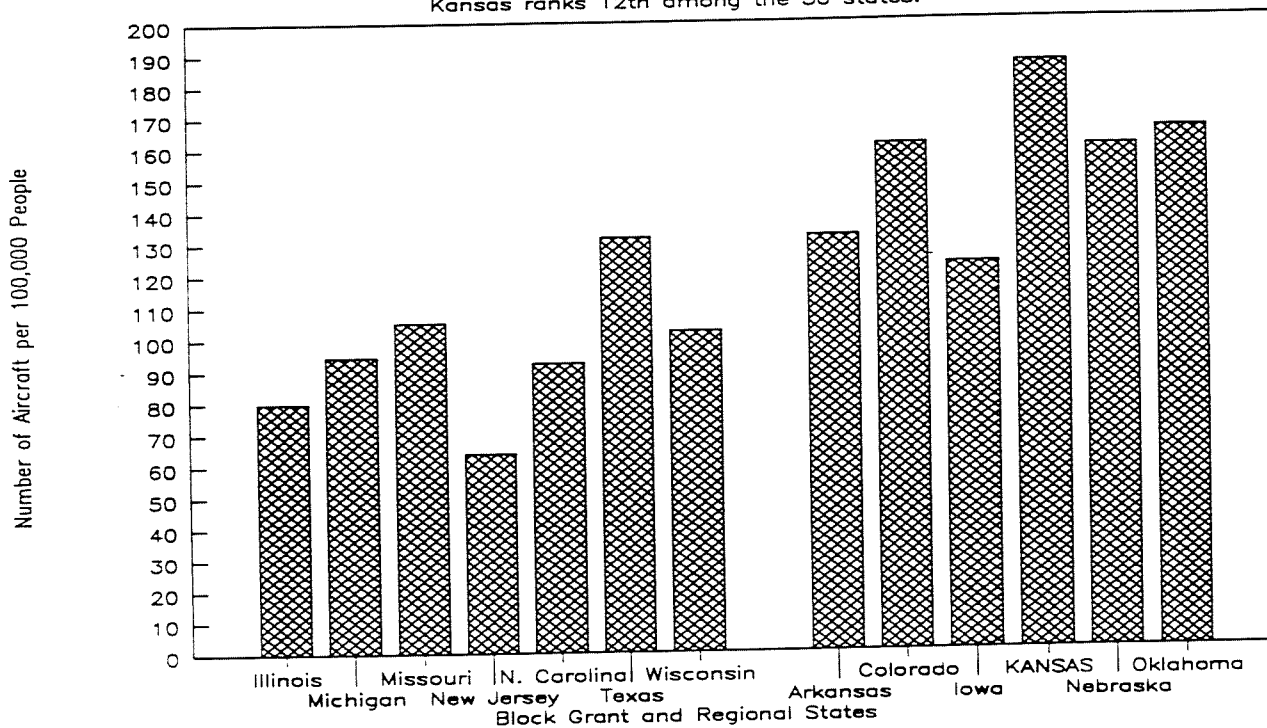
Aviators per Capita

Kansas ranks 11th among the 50 states.



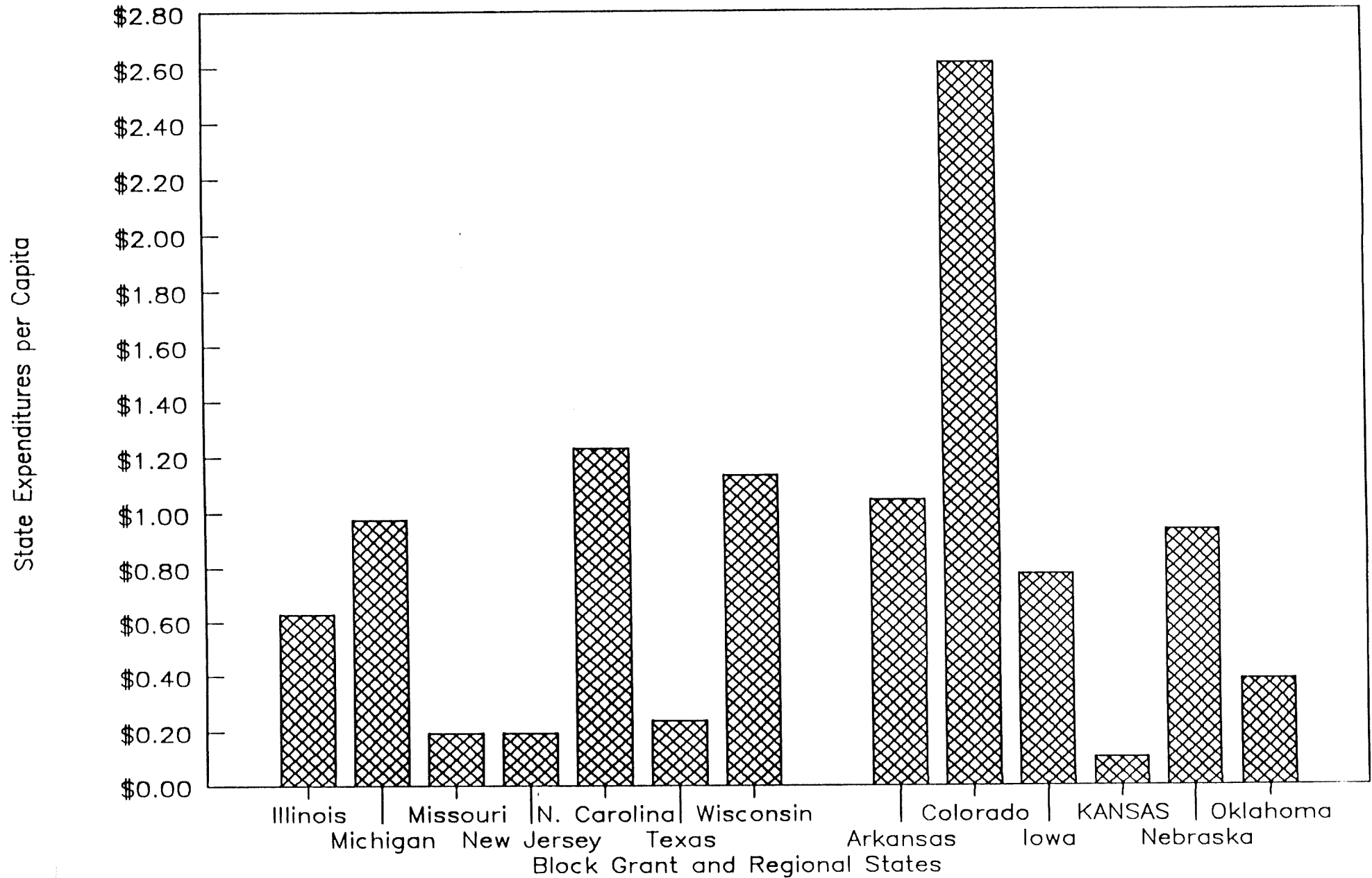
G. A. Aircraft per Capita

Kansas ranks 12th among the 50 states.



Selected State Comparisons

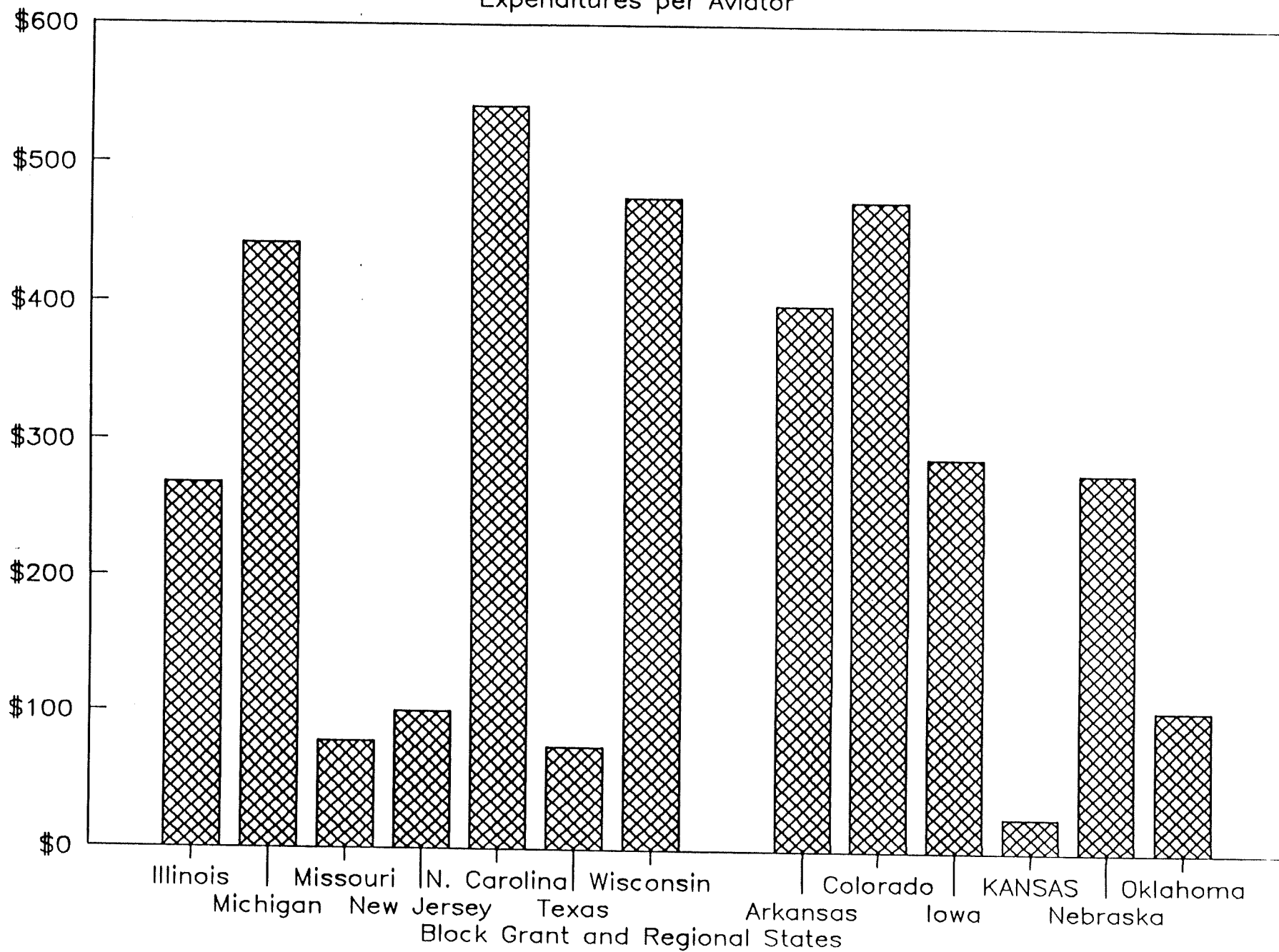
Expenditures per Capita



Selected State Comparisons

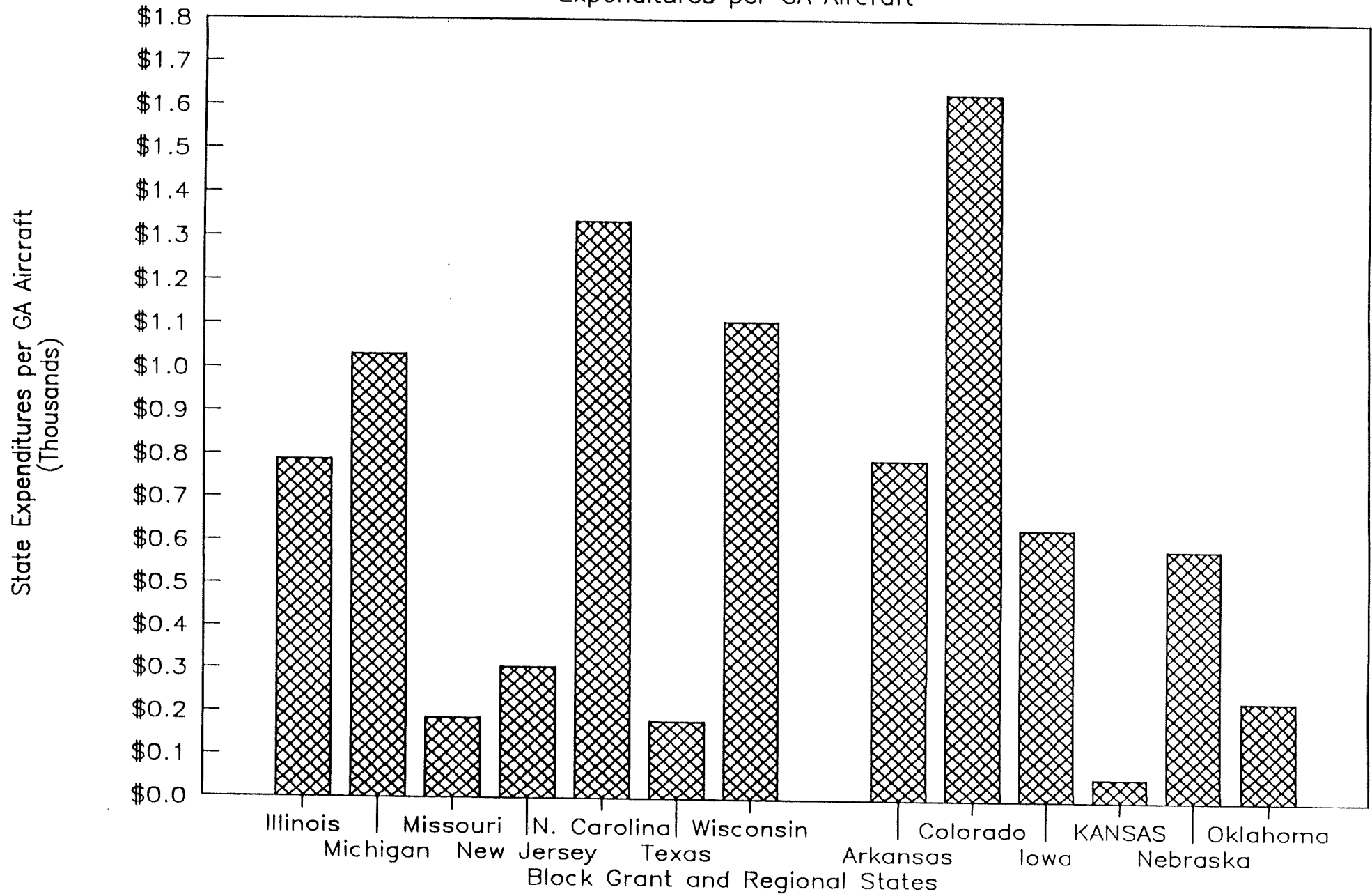
Expenditures per Aviator

State Expenditures per Aviator



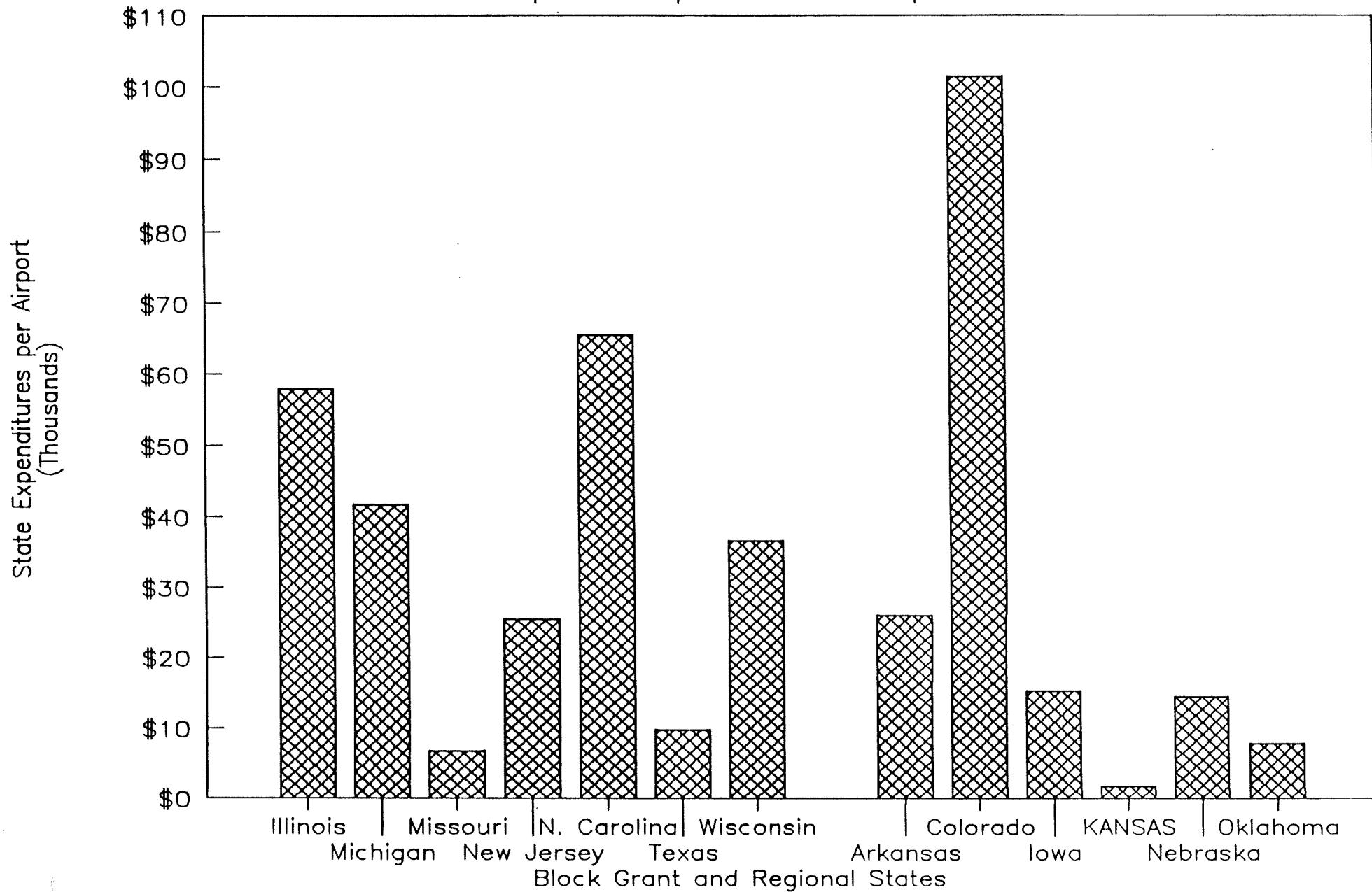
Selected State Comparisons

Expenditures per GA Aircraft



Selected State Comparisons

Expenditures per Public-Use Airport

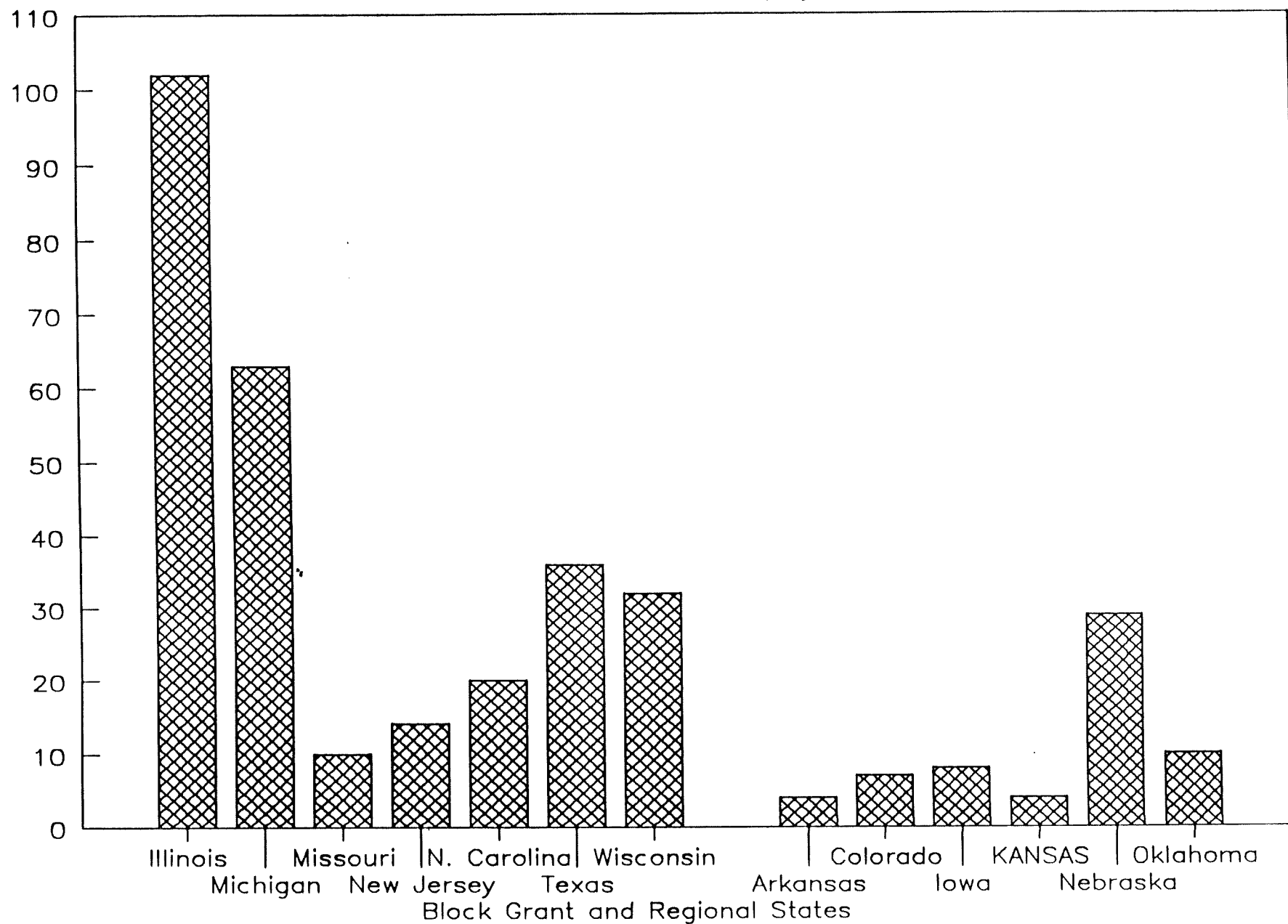


2-11
2-11
SEO TRAVS 1/25/94

Selected State Comparisons

State Aviation Full-Time Employees

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

SEN TRAVIS 1/25/14 2-13

State Aviation Program Funding, Staffing and Expenditures

Selected States		(In Thousands of Dollars)									
Original Block Grant States	Budget Sources of Funding and Dedicated Taxes FY91						Staff	Expenditures		Matching and State	Block Grant
	General	Aviation	Bonds	Trans	Total	Dedication	FTEs	per airport	per aircraft	Capital Program	Receipts FY 90-92
Illinois	353		6676		7030	fees	102	55.12	0.78	both	74701
North Carolina		8400		200	8600	fuel tax	20	49.09	1.27	both	33273
Missouri	640	496	1159		2295	fuel tax	10	6.58	0.21	both	38185
KANSAS				242	242	none	4	1.57	0.04	none	0
Added Block Grant States											
Michigan		8209			8209	fuel tax	64	41.06	1.15	both	TBA
Wisconsin				6747	6747	none	32	36.46	1.18	both	TBA
Texas	4400				4400	none	20	5.01	0.09	matching	TBA
New Jersey		1488			1488	fuel tax	15	22.55	0.39	both	TBA
Surrounding States											
Arkansas		2500			2500	fuel	4	25.77	0.83	both	NA
Colorado		8650			8650	fuel	7	88.89	1.49	both	NA
Iowa		2041			2041	fees	14	14.32	0.57	both	NA
Nebraska		1200			1200	fuel	33	14.75	0.54	both	NA
Oklahoma	787			574	1361	fees	10	7.37	0.21	both	NA

SEN TRANS 1/25/94
2-14

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

STATE OF KANSAS

Steven A. Stotts, Manager
Robert B. Docking State Office Building
915 S.W. Harrison St.
Topeka, Kansas 66612-1588



(913) 296-3081
FAX (913) 296-7928

Department of Revenue
Research & Revenue Analysis

August 25, 1992

[REDACTED]

Mark Beshcars asked me to respond to your August 14, 1992 request for three years of information on aviation gasoline and jet fuel. In answer to your questions:

- 1) What is the dollar amount of sales of these fuels that are subject to the State sales tax?

We do not have information on the dollar amount of State taxable sales of aviation gasoline and jet fuel sales. That specific information is not provided to the Department on the sales tax return. A sales-tax filer does not list sales by various categories: an airport or any other business lists gross sales, not sales broken out by fuel, vending machine, restaurant, etc..

- 2) What is the State's portion of the revenue collected on these fuel sales?

We do not have information that would allow a break-out of these taxes by business-class. Again, they are not specifically reported on the tax return; and even if they were, there is no current specific sales-tax category for aviation gasoline and jet fuel alone. These taxes would be included in the business class of the company's major business endeavor, as reported to the Department. This is also true for Kansas local sales-tax collection reports.

Even if the Department had available the information you requested at 1) and 2), the figures would be a small portion of total aviation gasoline and jet fuel sold in Kansas. Most jet fuel is used in interstate commerce, as is some aviation gasoline fuel, and is consequently exempt from Kansas sales tax.

- 3) Whether and when sales tax is collected on a local airport's per-gallon flowage fees.

Sales tax is levied on the retail price. Information on what items are included in a merchant's retail sales price is not collected by the Department. Thus, if a per-gallon flowage fee of some kind is included in the retail price, the Department would not be aware of it. The Department does not levy a per-gallon flowage fee.

You did not ask for gallonage information from the Department's motor fuel tax reports, probably because 1992 Supp. K.S.A. 79-3408 (d)(4) exempts aviation gasoline from the motor vehicle fuel tax. Nevertheless, the Department reports monthly to the Federal Highway Administration on FHWA 551M the aviation gasoline gallons that

are tax exempt (line 2d) and the refunded gallons (line 4b) [if taxed, this fuel is subject to refund (K.S.A. 79-3453)].

The number of refunded gallons can be understated for any month: if there are fewer than five filers for a refund, the gallonages are confidential and cannot be shown except in an "other" refund category.

In thinking of suggestions of agencies that could better answer your questions, we have several suggestions. The federal government does tax aviation fuel. Perhaps information could be obtained there.

The Energy Information Administration of the U.S. Department of Energy publishes state information on aviation gasoline and jet fuel. I have attached a few pages from *Petroleum Marketing Monthly*, July 1992, including two pages from Table 44: Refiner Volumes of Aviation Fuels and Propane. Information for this publication is not furnished to the EIA from the Department of Revenue.

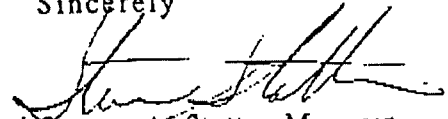
The Energy Division of the Kansas Corporation Commission is another source for information.

In question number three you ask about a "per gallon flowage fee." We are not familiar with that fee. Is it a fee imposed by the federal government, or by some other Kansas agency, as Health and Environment?

If you knew the location of pumps of these fuels, you might be able to obtain gallonage or some estimate of gallonage. At one time, Department of Revenue employees performed fuel pump inspections. These are now conducted by the Board of Agriculture that could furnish you with pump locations. But the Board inspects only commercial air line and other public-use pumps.

I am sorry that we cannot be a more-direct help to you.

Sincerely



Steven A. Stotts, Manager
Research and Revenue Analysis

Summary of Testimony

Before the
Senate Transportaion Committee

January 25, 1994

House Bill 2445

Presented by the Kansas Highway Patrol
(Lieutenant Sam Grant)

Appeared in Support

Mr. Chairman, members of the Committee, I appear before you today on behalf of Colonel Lonnie McCollum in support of House Bill 2445.

This bill, if enacted, would eliminate a signing requirement to permit left turns at red traffic signals, from a one-way street onto a one-way street. K.S.A. 8-1508 (c) (3) currently permits a left turn on red at the intersection of one-way streets if local authorities erect signs permitting such movements. The same statute permits right turns at a red traffic signal unless a prohibitive sign is erected.

Signing requirements governing turns at red traffic signals should be the same for left turns from a one-way street onto a one-way street as exists for right turns.

The new language in this bill makes the signing requirements regarding **all** turns at red traffic signals identical.

ATTACHMENT 4

SEN. TRANS. 1/25/94 4-1