

Mr. Chairman, members of the committee,

I am Dee McKee, County commissioner in Pottawatomie Co. and formerly county commissioner in Ford County during the passage of the 1989 highway bill. I remember road conditions and cost of Kansas infrastructure repair after the preceding period of infrastructure neglect. I support SB214 the increase of fuels taxes dedicated to Kansas infrastructure for the benefit of all Kansans. County and cities have all experienced financial pain as state “shared support for roads” has been drained.

KANSAS RURAL ROADS HAVE HIGH RATES OF DEFICIENCIES AND HIGH FATALITY RATES; RURAL TRANSPORTATION SYSTEM IS IN NEED OF MODERNIZATION TO BETTER SUPPORT SAFETY AND ECONOMIC GROWTH. By increase of fuels tax dedicated to transportation, resources can be generated at the pumps within months of approval.

Counties and cities maintain 130,170 miles of road, which is 92% of the road mileage in Kansas. Local roads represent 92% of all roads in Kansas and carry 43% of all traffic but yet receive only 33.63% of the fuel tax. There are also 2,600 locally owned bridges that are currently classified as structurally deficient and need replacement.

The current distribution for state motor fuel tax is that 66.37% goes to the State Highway Fund and 33.63% goes to the Special City and County Highway Fund. This distribution recognizes that fuel is consumed when driving on county roads and city streets. The counties and cities receive only 33.63% of fuel tax but 43% of vehicle miles were travelled on the local road system. In calendar year 2013 cities received \$59.9 million, and counties received \$79.4 million. That share has diminished greatly and over 100 scheduled projects are now on hold.

Local governments used highway fuels tax revenues to provide the infrastructure and services required for safety, business development, and quality of life. When the highways program was adequately funded, the economic turnover in Kansas was dynamic. Highway monies were distributed beneficially across the state. Cities and counties and KDOT employed Kansas engineers, and contractors. Construction companies were engaged, fuel, asphalt sellers, and quarries as well as equipment companies, hotels and restaurants flourished. Highway programs made Kansas a national economic star during the 2008 housing recession because we had continuing local employment largely due to the the Kansas transportation program.

Cities and counties, as previously described, are obligated to build and maintain the majority of the Kansas transportation system including bridges, secondary and gravel roads. In recent years the state has, with sweeping of highway funds, virtually eliminated financial supports to city and county roads, (while imposing a costly, onerous tax lid which compounds our ability to respond to local differences).

An example of impact: ; Pottawatomie county east of Manhattan is one of the fastest growing areas in the state, due to Ft. Riley, Kansas State, and NBAF. A blessing and a curse as, in order to provide necessary traffic access and safety on state highway 24 and Greenvalley Road, (highway from Wamego to Manhattan), we had to commit to a 44% county match (\$2M) to much needed safety improvements to one major intersection on a '**deficient' state system**. Twenty years ago when Ford Co-Dodge City built the south by pass , the required local competitive match for highways was 10-20% range. At the same time the resource of multi year finance support thru KDOT was no longer available to our county.

Through research, will also note that KDOTs rubric for recently determining that Kansas state highways are 90% good, was developed in the 1980s and assessed roads under a different kind of truck and road traffic. It also did not speak to the damage and cost of delayed maintenance as it costs up to 7 X more to rebuild a road from base if maintenance is not performed regularly. There is great employment benefit; fuel, concrete and asphalt as inputs are still relatively inexpensive, companies are competitively seeking projects, and a 10 cent investment for safety, and protection for citizens demonstrates necessary stewardship.

Finally, for electric vehicles to share equitably, suggest an annual “ mileage traveled” report at the time of car tag purchase can be developed for assessing ‘road cost’ share for those vehicles.

Your support for a user based fuels tax, will be an enormously beneficial investment in Kansas, is encouraged.

Thank you for this opportunity to present in the interest of local Kansas government, and I will be happy to answer questions at the appropriate time.