

Dwight D. Eisenhower State Office Building
700 S.W. Harrison Street
Topeka, KS 66603-3745

Barbara W. Rankin, Acting Secretary



Phone: 785-296-3461
Fax: 785-296-1095
Hearing Impaired - 711
publicinfo@ksdot.org
<http://www.ksdot.org>

Sam Brownback, Governor

**TESTIMONY BEFORE
SENATE ASSESSMENT AND TAXATION
REGARDING SUB FOR HOUSE BILL 2455
RELATING TO THE MOTOR FUEL TAX AND FEASIBILITY STUDY**

March 6, 2012

Mr. Chairman and Committee Members:

I am Lindsey Douglas, Chief of the Office of Governmental Affairs for the Kansas Department of Transportation (KDOT). Thank you for allowing me to provide testimony on Substitute for HB 2455, which would require KDOT to study and hold a public discussion regarding the feasibility of relying on the motor fuel tax as a mechanism of funding for the state highway maintenance and construction programs.

Transportation advocates have long held the view that the motor fuel tax will not be able to sustain the needs on the transportation system. In fact, in 2009 the T-LINK taskforce, after a year's worth of discussions with Kansans and studying transportation issues, stated in their recommendations that current funding sources would not be sustainable for the transportation needs of the state and that new funding sources should be explored. Thus, there is recognition and support among Kansans to consider alternative sources. In addition, KDOT has already been monitoring discussions at the federal level about the need to find alternative revenue sources for maintaining transportation infrastructure. Other states have also been studying different revenue sources that will be more sustainable. Traditional gasoline powered vehicles are becoming more efficient and fuel consumption per mile driven continues to go down, resulting in less revenue generated from the current per gallon fuel tax.

As part of our long-term planning process, KDOT regularly engages with the public and local officials regarding transportation issues. We will be having a round of those conversations this summer, and would be able to include this issue as something we are seeking comment on. We would have the input needed to fulfill the legislative requirement to report back to the legislature before January 1, 2014 on the stakeholders and interested parties thoughts and ideas as it relates to the long-term feasibility of the motor fuel tax and funding of the state highway system.

Thank you again for allowing me to provide testimony on HB 2455. I would be happy to stand for questions at the appropriate time.

Sn. Assmnt & Tax

3-6-12

Attachment # 6