

MINUTES

**MONTANA HOUSE OF REPRESENTATIVES
52nd LEGISLATURE - REGULAR SESSION**

COMMITTEE ON APPROPRIATIONS

Call to Order: By Chairman Bardanouve, on February 4, 1991, at
3:03 p.m.

ROLL CALL

Members Present:

Francis Bardanouve, Chairman (D)
Ray Peck, Vice-Chairman (D)
Dorothy Bradley (D)
John Cobb (R)
Dorothy Cody (D)
Mary Ellen Connelly (D)
Ed Grady (R)
Larry Grinde (R)
John Johnson (D)
Mike Kadas (D)
Berv Kimberley (D)
Wm. "Red" Menahan (D)
Jerry Nisbet (D)
Mary Lou Peterson (R)
Joe Quilici (D)
Chuck Swysgood (R)
Bob Thoft (R)
Tom Zook (R)

Staff Present: Terry Cohea, Legislative Fiscal Analyst
Sylvia Kinsey, Committee Secretary

Please Note: These are summary minutes. Testimony and
discussion are paraphrased and condensed.

Announcements/Discussion: CHAIRMAN BARDANOUE told the committee
that the Budget Office had requested the committee hear the
supplementals as soon as possible since some of the agencies
needed them. He said the purpose of this meeting was to
make the committee aware of the situation in regard to the
Highway funds and future Highway funding and how much was
dependent on federal funding. He said LFA staff Clayton
Schenck, Terry Johnson, as well as Steve Bender and John
Rothwell would give presentations.

HEARING ON HIGHWAY FUNDING AND FUTURE HIGHWAY FUNDS

INFORMATION MEETING

Clayton Schenck passed out EXHIBIT 1 AND 2. He said he would

address the funding imbalance and the remainder would be discussed by others. He referred to EXHIBIT 1. He said this funding imbalance is one that this legislature needs to be aware of in regard to highway projects and the next legislature will have to deal directly with the lack of funding. He used EXHIBIT 1 to discuss the current biennium and EXHIBIT 2 to discuss future bienniums and where that budget is headed with regard to current level expenditures and revenues. These tables are revised tables from the LFA budget analysis book, volume 1 and if this was used to ignore the numbers in the LFA narrative because these are revised tables based on subcommittee action to date as well as subsequent information that has come to light.

Mr. Schenck discussed the graphs and said if you continue the current expenditures with the current revenue sources you will run out of funds in that account in the next biennium and it is possible to run out in this biennium. Expenditures do exceed revenues by over \$50 million per biennium in this account and once the current balance is gone there will be a funding problem. Some of the projections vary because we are dealing with gasoline cost in terms of usage on the expenditure side and in terms of estimating revenues from the sale of gasoline and the variations in consumption by users based on the varying prices on gas. Highway construction is very hard to project in terms of timing and total cost. Cost over runs as well as other items make it difficult to project the expenditures. Pay plan increases for the Department or the Highway Patrol are not included and there are a lot of "dog and cat" bills which could affect the projections. The revenues will have to be increased, there will have to be significant decreases in the Highway program, or a combination of the two to continue funding in the next biennium.

Mr. Schenck explained that no one was blamed for this situation, that it was planned that the Highways Account would be spent down at the end of FY 93 using bond funds and other types of funds that built up that account. Highway construction has heavily accented interstate construction in the past few years and then the RTF program was enacted 10 years ago to enable the department to undertake 100% state funding of the primary system. The funding for that program came from 12% of the total coal severance tax collections and bond proceeds from \$150 million bond issue in the 1980's that provided funding for RTF as well as an accelerated interstate program to complete the interstate program ahead of schedule. When the bonds were issued those funds were used first to fund RTF and Interstate projects while the gas tax collected continued to build up in that account and there was a planned and intentional balance. Those bond funds were fully utilized in this biennium and completed in this fiscal year, they are gone and the account is being spent down from the gas tax accumulation. The combined account balance is projected to be reduced from \$146 million to \$90 million at the beginning of the 1991 biennium, and will fall an additional \$50 million in the next biennium which would leave a fund balance of approximately \$33 million at the end of FY 93.

Mr. Schenck went on to discuss future funding on **EXHIBIT 2**. The tables contain LFA current action, subcommittee action to date and any Executive Budget modifications not included in the LFA current level plus the Long Range Building proposal that was presented. The coal tax allocation that is scheduled to end at the end of the 1993 biennium and the Stores account is simply an in-and-out, is merely an accounting transaction. The bond principal and interest on the bonds issued in the '80s of \$10 million in 1992 will go to over \$18 million in 1993. He explained the remainder of the charts to the committee.

Questions From Committee Members: **REP. THOFT** asked **Mr. Schenck** to explain RTF and Preconstruction. **Mr. Schenck** said he did want to go over this in looking at the options in terms of expenditures and budgeting. By Federal Aid Construction he meant the amount of state special revenue funds that are required to match available federal funding. The average federal construction match is 80% and we are looking at the 20% the state has to provide to match those federal aid funds. If there was a reduction in this area you would be giving up federal funding.

REP. THOFT asked if our federal highway funding was in jeopardy and was told by someone in the audience that if it were possible to expand it would help to increase the amount of federal funding in 1992-93 which must be matched. **Mr. Schenck** said the federal funding for the Dept. of Highways has averaged approximately \$100 million for the past several bienniums and was not the amount that was projected to go to the state of Montana, and a certain amount of it was withheld due to the Gramm Rudman restrictions and held in the Highway Trust Fund. They have decided to let that funding go and Montana has in effect about a \$120 million credit balance to spend down over the next 3 years. They have increased the federal base allocation to Montana from \$100 million to \$120 million, it is reflected in this projection, and the expenditures are higher because of the match to meet the federal funds.

REP. THOFT asked about the RTF and was told by **Mr. Schenck** that the Reconstruction Trust Fund, the 10 year program created by the Legislature and is pure state funding that would be used for RTF projects which are primarily on the primary highway system. It was authorized at \$40 million per year and has never been at that level due to lack of funding.

REP. PETERSON asked if the numbers showing on this sheet are included in the executive budget for the 1992-93 for RTF and **Mr. Schenck** answered yes, the construction level of spending, both the federal level and the RTF, the executive budget with modifieds and the LFA current level are the same.

CHAIRMAN BARDANOUVE asked if when we were funding 100% Montana dollars, did we ever get any credit on the federal dollars or was it always 100% and **Mr. Schenck** said we did not get any credit, we have always fully utilized the federal aid since the Highway

Dept. has always maximized the use of the federal funds and obtained the full match. The RTF construction was strictly a state project and there was no federal match. A lot of projects were a mix of funding, where part of the project was 100% state funding and the rest did qualify for a match, but there was no credit for any of it.

REP. QUILICI said right now in the '93 biennium we will have enough money to match the federal funds that are coming in, even if we go to the \$120 million. The problem is the next biennium, and unless we generate some state special revenue we will not have the funds to match the federal funding and our highway construction will go down the tubes.

REP. KADAS asked if the federal money is going up because there is more money available or because the match has changed and Mr. Schenck answered because there is more federal money available. The match is still approximately 80-20.

REP. COBB asked if they will be making a needs assessment before the next session so we will know what sort of program we should be doing and REP. QUILICI said the Dept. had always done a needs assessment, and he felt Mr. Salisbury could explain it more thoroughly.

Mr. Schenck continued discussing the expenses mentioning that while the state has been using the bonds, they are now in the position of having to pay for the bonds and the debt service on them. It has been approximately \$10.6 million per year and will go to \$18.4 million and in equating it to the fuel tax it would utilize almost 4 cents of the fuel tax to pay for this debt service.

CHAIRMAN BARDANOUVE asked when the 4 cents will begin paying off the bond debt and Mr. Schenck said it is not new, it has been paying the debt service, and it will amount to about 1 1/2 cents additional which will bring it up to about 4 cents. Basically a penny of fuel tax yields the state approximately \$5 million in rough terms, and that is equivalent to \$4 million on a cent of gas tax and \$1 million of diesel tax.

REP. KADAS asked if the \$18 million per year payment went until the year 2006 and Mr. Schenck answered this is on page 41 of the LFA report. It does stay at \$18 million until FY 1996 and then goes down to \$17.5 million the difference being the payoff of the building program for the state Highway building.

REP. QUILICI mentioned "needs" and said there was a need for a highway up by Evero Hill near Arlee, it was ready to let and the Indian Tribe protested. There will have to be a complete EIS before they can build it. He pointed out that this is some of the problems that the Dept. runs into. Mr. Schenck went on to discuss possible means of finances for future funding.

Tape 1, side 2. Terry Johnson, principle analyst in LFA office, said he would like to briefly discuss the revenue estimates for the gasoline and diesel tax. He referred to EXHIBIT 3. In FY 90 the annual consumption was a little over 444 million gallons and we are forecasting it drop to about 428 million gallons by the end of 1993. His main reason for projecting a decline is they are anticipating higher gasoline prices and consumption will drop, they are seeing a trend in fuel efficient cars and they are anticipating an economic slow down which would be fairly quick, but projecting some recovery by the end of the 92-93 biennium. Diesel consumption is projected as a growth in FY 90 with the annual consumption in Montana a little over 124 million gallon and we are projecting it to grow to around 133 million gallon. Diesel consumption is more sensitive to economic growth and they are projecting the growth rate will be relatively small the first year of FY 91 and in 92-93 when they see the consumption growth rate grow.

Mr. Johnson said the first graph is a comparison of monthly receipts as reported in the accounting system in the period of July through January and fiscal year 90 to 91. The first bar under the given month is FY 91 and the second bar is FY 90 data. He also discussed the Gasoline Tax Collections in dollars as shown in the bottom chart. The last graph is extracted from SBAS and shows what was used in the preparation of the graphs and gives a month by month recap of what is happening in the collection patterns.

REP. KADAS asked where our gasoline and diesel taxes stand now in relation to other states and Mr. Johnson said he was not sure, in terms of our tax rate we are at 20 cents a gallon for gasoline with an additional penny for the underground storage tank and our diesel tax is 20 cents. Terry Cohea said this is on page 51 in the report. (See table 28, page 51 in EXHIBIT 4. She said this was as of August and if other state Legislatures have increased their tax it would be higher. Mr. Schenck said some states had raised their tax and we would probably go down to 10th or 15th in the nation.

REP. CODY asked what the total tax is on gasoline and Mr. Schenck said we are currently paying a 20 cent state gas tax and a 14 cent federal gas tax which makes it currently a 34 cent total tax.

REP. CODY asked about the tribes that are trying to come up with some of the gas money for the reservation and if it would have any effect on the budget. Mr. Schenck said if they are talking about utilizing a portion of the current gas taxes it would have an impact on the budget. There is another bill in the session that would be an increase and would be used for purposes other than the current highway program and that would not have an impact.

REPRESENTATIVE ZOOK said in looking at the state comparisons,

with the exception of Nebraska, we were quite a bit over the comparable states.

Mr. Steve Bender, Asst. Budget Director, OBPP said they were a little more optimistic than the LFA. He handed out EXHIBIT 5 and said in forecasting gas tax he had looked at the historical trends. As economist he explained the demand for gasoline as to how much people purchase and how much it varies through time. He had specifically looked at the population, the price of gas, and the efficiency of cars. He had assumed population would remain fairly flat, increases in average miles per gallon, but felt with more new vehicle stock, there are V8 motors coming back and people are getting away from the 4 cylinder cars. On gasoline prices, he assumed gas in the high \$1.20 to \$1.30 range. He said the arrowed charts (EXHIBIT 5) are the result of his assumptions and the LFA had higher estimates. On diesel he was forecasting roughly 5 million gallon per year on the average.

CHAIRMAN BARDANOUVE asked if he would transfer those charts into dollars and Mr. Bender said on gas he was forecasting about 433 million gallons which equates to the net highway receipts of about \$82 million per year, so he was about \$2 million per year higher than the LFA gas tax, and about \$1 million higher on the diesel because they have 125 million gallon in FY 91 and he has FY 91 going up. Terry Cohea said it might help for the years 91, 92, 93 the Executive revenue estimates and the LFA revenue estimates for all revenue estimates, gas, diesel, coal tax, etc. are \$13.3 million different on a base of over \$450 million so it is a relatively small percentage but it is a difference and we wanted to explain it.

REP. KADAS asked if the dip from '86 to '89 was local recession and was told they didn't really know what caused it. REP. ZOOK suggested the possibility it was related to the drought in Montana when a lot of machines were not even cranked up, and a lot of them were gas.

Mr. Bender said in regard to REP. CODY's question, he was recently from the Dept. of Revenue and involved in Indian litigation and is aware that Ft. Peck wants to start their own truck stop on the reservation and sell x-tax gasoline. He said not to read too much into it, legally all the x-tax (tax free gas) they can get is for tribal members consumption. They may submit to you they can buy as much x-tax gas as they want to run through the truck stop, I can assure you the Dept. of Revenue will not let them do that without some negotiation. He said at one time they were trying to work out some sort of revenue sharing agreement where they would assume some responsibility for both BA and County roads on the reservation in return for a portion of the gas tax on gasoline sold on the reservation.

REP. CODY said they are going to open their own station and they are going after the state to some extent for some of the taxes they feel they already paid, based on a percentage of what they

feel are enrolled members on the reservation that are paying the tax. It is her understanding the Supreme Court has already ruled on it and the state will be obligated to pay it. She said she felt the state could not tell the tribe what to do. **Mr. Bender** said he knew they had hired a "high powered" Washington D.C. attorney that specializes in Indian litigation issues. They also rest on a New York case that in essence said a tribe can buy as much tax free gas as they want. There are some differences in our tax structure, our tax is on the distributor and the New York tax is on the user.

REP. MENAHAN said there was an earlier comment about the gas tax in Wyoming, and we checked prices when ours was raised, the price of gas in Wyoming with their low tax was the same price as in Montana with the 20 cent tax. He said they had a low tax but the survey showed it was not any lower in price.

Mr. Rothwell, Director of the Montana Highway Department said the new federal highway program is still in negotiation. There is a real battle between the rural states and the big city states on how these funds will be distributed. For years Montana has been getting more money than they paid in and the big states and cities are well aware of this and are after it. He said we have friends there who are in the same boat, we will perhaps win in the Senate but will lose in the House of Representatives. It is in a state of flux, and there is no doubt we will get some hit, The projected program today is a 90-10 program on interstates and 60-40 on other roads. There is some negotiation for a whole harmless agreement where states such as ours will be let alone and we will at least get as much money as we have had in the past and the rates will remain the same. He felt the matching ratios will be reduced, and they have no idea at this stage as to what it will be. Our RTF program will basically handle us through 94, and it is too early to start making major decisions on re-authorizing the RTF because it is not only RTF gas tax, it includes the coal tax that sunsets, and there are several funding programs that may have to be re-examined that used to belong to Highways. He believed Legislators would have to be alert to many of the bills that asked for part of the gas tax, and felt they could probably handle a pay raise and still stay within their cash flow budget.

REP. CODY said in the flier it says "despite threats of drastic cuts in federal highway construction funding in rural states, funding for next year and possibly the following 2 years is slated for a healthy increase". Does that mean we can hardly take an action until we know what will happen with the federal tax dollars. **Mr. Rothwell** said he did not feel we have to, we are all right now. He mentioned other federal funding that has come to the Highway Department.

CHAIRMAN BARDANOUVE said he had heard the Department of Highways has been unable to hire engineers. **Mr. Rothwell** said they are having a tremendous problem in hiring and retaining engineers.

Their entry level for civil engineers is approximately \$17,000 a year and you don't hire many graduate civil engineers at that number. They have been forced to increase their request for consultant budgets tremendously since they don't have the people and are not retaining them, and about 25% of their people can retire in the next 2 years. They need reorganization of the pay scale in the Highway Department.

CHAIRMAN BARDANOUE asked if they were asking for a more realistic pay level for engineers so you will not have to hire so many consultants and **Mr. Rothwell** said yes, they are getting ready and will submit to the Dept. of Administration by the end of this week a complete revision where they ask for pay exceptions to try to start alleviating that problem. We are asking the subcommittee to give us approval in our budgets to move consultant budgets up into personnel so we can put our own people on. It costs nearly twice as much money to do it through a consultant as our own people. In the past it has been a reluctance to require the consultants which are the "professionals" to give hard bid prices for their jobs. They have now instituted a new consultant selection program which is requiring that consultants bid projects just like a contractor does. He felt this would cause a reduction in bid prices of approximately 15 to 20%.

CHAIRMAN BARDANOUE asked, with the entry level at \$17,000 what will it cost to bring those people into the market? **Mr. Rothwell** said we have to get close to a market level which is about \$25,000, but state employment is a little better than private employment with a better retirement program, more days off, etc. He felt we need to be within 90% of the private sector payrolls. They have requested a 15% increase in base, and he was guessing that the over all state salary increase would be about 5% and this would give about 20% increase which would put them within 10% of the private sector. He said hiring would be a phase in program since when they first come out of school are not ready to start designing a highway and have to be trained. He said he was not asking for additional FTE, they have been carrying almost 10% vacancy in engineering because they can not hire them. He said that was 10% of 500 so they are looking at 50 or 60 people. He said 20 to 25 would be engineers.

REP. GRADY asked what percentage of the work they are farming out now, and **Mr. Rothwell** said they have been spending between \$2.5 million and \$3 million for consultants. They requested \$7.5 million this year.

CHAIRMAN BARDANOUE said he had been hearing of a terrible over run on one of the Highway projects, and asked for a resume on it. **Mr. Rothwell** said it was the Troy-Libby job. The job is still not complete and they are estimating that job will over run about \$11 million. He hired an organization called Hainline Assoc. to do a recap of the job. That job went to contract at about \$18 million and will cost about \$30 million. There was a major

landslide on the job, and the whole side of a mountain slid out. His concern was whether it was an act of God that could not have been foreseen, or did the Highway Department or the contractor screw up. He said this organization should give an objection review and have an answer for them by the end of February or early March and it will come before your committee. He wanted an outside look at this since it is such a large over run and felt they should be able to report what actually happened.

REP. MENAHAN asked if the dirt being moved as a result of the slide was being moved at cost plus or was a price per cubic foot set down. Mr. Rothwell said the dirt is being moved at the price the job was bid on originally.

REP. GRADY mentioned the cost of filling the positions for engineers and asked if they had thought of privatization. Mr. Rothwell said the cost would be double. He said many of the fixed costs such as rent, etc. was already being paid, and it would be charged again by private industry plus they had to make a profit. He said there are some things they can do a little cheaper with the private sector, but in an area such as engineering consultants we can do it in-house much more reasonable. They had gone to British Columbia and looked at what they had done on privatization. They privatized their whole thing and discussed the philosophy of privatization. They did have trouble getting the number, and they finally asked the head engineer for the budget before and after they privatized and it was something like \$60 million before privatization and \$120 after.

ADJOURNMENT

Adjournment: 4:40 p.m.


FRANCIS BARDANOUVE, Chair


Sylvia Kinsey, Secretary

FB/skb

HOUSE OF REPRESENTATIVES

APPROPRIATIONS COMMITTEE

ROLL CALL

DATE 2-4-91

NAME	PRESENT	ABSENT	EXCUSED
REP. FRANCIS BARDANOUVE, CHAIRMAN	✓		
REP. RAY PECK, VICE-CHAIRMAN	✓		
REP. DOROTHY BRADLEY	✓		
REP. JOHN COBB	✓		
REP. DOROTHY CODY	✓		
REP. MARY ELLEN CONNELLY	✓		
REP. ED GRADY	✓		
REP. LARRY GRINDE	✓		
REP. JOHN JOHNSON	✓		
REP. MIKE KADAS	✓		
REP. BERV KIMBERLEY	✓		
REP. WM. "RED" MENAHAN	✓		
REP. JERRY NISBET	✓		
REP. MARY LOU PETERSON	✓		
REP. JOE QUILICI	✓		
REP. CHUCK SWYSGOOD	✓		
REP. BOB THOFT	✓		
REP. TOM ZOOK	✓		

COMBINED HIGHWAYS STATE SPECIAL REVENUE ACCOUNTS
ESTIMATED CASH FLOW
Fiscal years 1990 through 1993

Ex 1
EXHIBIT 1
DATE 2-4-91
HS by mtg

	FY 90*	FY 91*	FY 92**	FY 93**
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Beginning Cash Balance	\$145,903,788	\$129,525,790	\$90,440,526	\$66,227,906
Revenues				
Gasoline Tax	\$82,282,766	\$80,919,000	\$80,432,000	\$79,447,000
Diesel Tax	\$23,821,548	\$23,984,000	\$24,637,000	\$25,567,000
GVW tax	\$26,426,906	\$24,042,000	\$25,530,575	\$25,530,575
Coal Tax	\$8,144,464	\$5,813,943	\$4,630,420	\$4,610,289
Bond Interest Earnings	\$3,925,575	\$710,000	\$0	\$0
Stores	\$13,605,350	\$14,873,441	\$14,659,684	\$14,100,844
Other	\$4,998,444	\$1,250,000	\$1,250,000	\$1,250,000
Total Revenues	\$163,205,053	\$151,592,384	\$151,139,679	\$150,505,708
Expenditures				
Highways Budget				
General Operations	\$6,075,639	\$6,454,385	\$6,239,801	\$6,160,935
Construction				
Federal Aid Construction	\$29,744,625	\$29,890,450	\$43,804,688	\$44,217,566
FY 91 Supplemental	\$0	\$1,825,260	\$0	\$0
RTF Construction	\$41,025,782	\$42,003,058	\$18,838,824	\$21,760,060
Preconstruction	\$5,028,133	\$6,260,433	\$0	\$0
FY 91 Supplemental	\$0	\$150,000	\$0	\$0
Maintenance	\$44,480,936	\$46,669,303	\$47,371,048	\$47,256,988
FY 91 Supplemental	\$0	\$234,716	\$0	\$0
Stores	\$13,209,039	\$13,559,768	\$14,659,684	\$14,100,844
FY 91 Supplemental	\$0	\$1,313,673	\$0	\$0
GVW	\$3,370,452	\$3,802,633	\$3,611,519	\$3,610,206
Exec. Budget Modifications	\$0	\$0	\$1,719,527	\$1,465,220
Bond Princ & Interest	\$10,566,903	\$10,647,833	\$10,655,333	\$18,476,333
Local Governments	\$14,075,000	\$14,075,000	\$14,075,000	\$14,075,000
Dept of Justice	\$10,824,398	\$10,994,504	\$11,317,838	\$11,154,475
FY 91 Supplementals	\$0	\$497,100	\$0	\$0
Exec. Budget Modifications	\$0	\$0	\$360,600	\$218,404
Dept Of Revenue	\$696,250	\$776,974	\$741,062	\$740,134
Dept of Commerce	\$71,250	\$71,250	\$71,250	\$71,250
Highway Traffic Safety	\$60,950	\$76,030	\$75,100	\$74,686
Dept Fish, Wildlife, & Parks	\$0	\$168,000	\$84,000	\$84,000
Long-Range Bldg	\$457,942	\$1,207,278	\$1,727,025	\$0
Adjustment	(\$104,248)			
Total Disbursements	\$179,583,051	\$190,677,648	\$175,352,299	\$183,466,101
Expenses in Excess of Rev.	(\$16,377,998)	(\$39,085,264)	(\$24,212,620)	(\$32,960,393)
Ending Cash Balance	\$129,525,790	\$90,440,526	\$66,227,906	\$33,267,513

* Agency SBAS records -- FY 90 actuals, FY 91 Appropriations, & FY 91 Supplementals
** Includes Subcommittee action or LFA current level, Executive Budget Modifications

Highways State Funds
Cash Flow Projection
Current Level Construction
1993 through 1997 Bienniums

EXHIBIT 2
DATE 2-4-96
HB Ing Nig

	1993 Biennium -----	1995 Biennium -----	1997 Biennium -----
Beginning Cash Balance	\$90.4	\$33.3	(\$45.4)
Biennium Revenues	\$301.6	\$291.4	\$292.1
Total Available	\$392.0	\$324.7	\$246.7
Biennium Expenditures			

Constr. - Fed. Aid Match	\$88.0	\$91.6	\$91.6
Construction - RTF	\$40.6	\$40.7	\$40.6
Maintenance	\$94.6	\$97.4	\$101.3
Administration/GVW	\$19.6	\$20.1	\$20.9
Stores	\$28.8	\$29.0	\$30.2
Debt Service - Highways	\$29.1	\$36.5	\$36.5
Local Govt. Distribution	\$28.1	\$28.1	\$28.1
Budget Modifications	\$3.2	--	--
Other Agencies	\$26.7	\$26.7	\$27.7
Total Expenditures	\$358.7	\$370.1	\$376.9
Expenses in Excess of Revenues	(\$57.1)	(\$78.7)	(\$84.8)
Biennium Ending Balance	\$33.3	(\$45.4)	(\$130.2)
	=====	=====	=====

Highways State Funds
Cash Flow Projection
Elimination of RTF after Fiscal 1993
1993 through 1997 Bienniums

	1993 Biennium -----	1995 Biennium -----	1997 Biennium -----
Beginning Cash Balance	\$90.4	\$33.3	(\$19.3)
Biennium Revenues	\$301.6	\$291.4	\$292.1
Total Available	\$392.0	\$324.7	\$272.8
Biennium Expenditures			

Constr. - Fed. Aid Match	\$88.0	\$91.6	\$91.6
Construction - RTF	\$40.6	\$14.6	--
Maintenance	\$94.6	\$97.4	\$101.3
Administration/GVW	\$19.6	\$20.1	\$20.9
Stores	\$28.8	\$29.0	\$30.2
Debt Service - Highways	\$29.1	\$36.5	\$36.5
Local Govt. Distribution	\$28.1	\$28.1	\$28.1
Budget Modifications	\$3.2	--	--
Other Agencies	\$26.7	\$26.7	\$27.7
Total Expenditures	\$358.7	\$344.0	\$336.3
Expenses in Excess of Revenues	(\$57.1)	(\$52.6)	(\$44.2)
Biennium Ending Balance	\$33.3	(\$19.3)	(\$63.5)
	=====	=====	=====

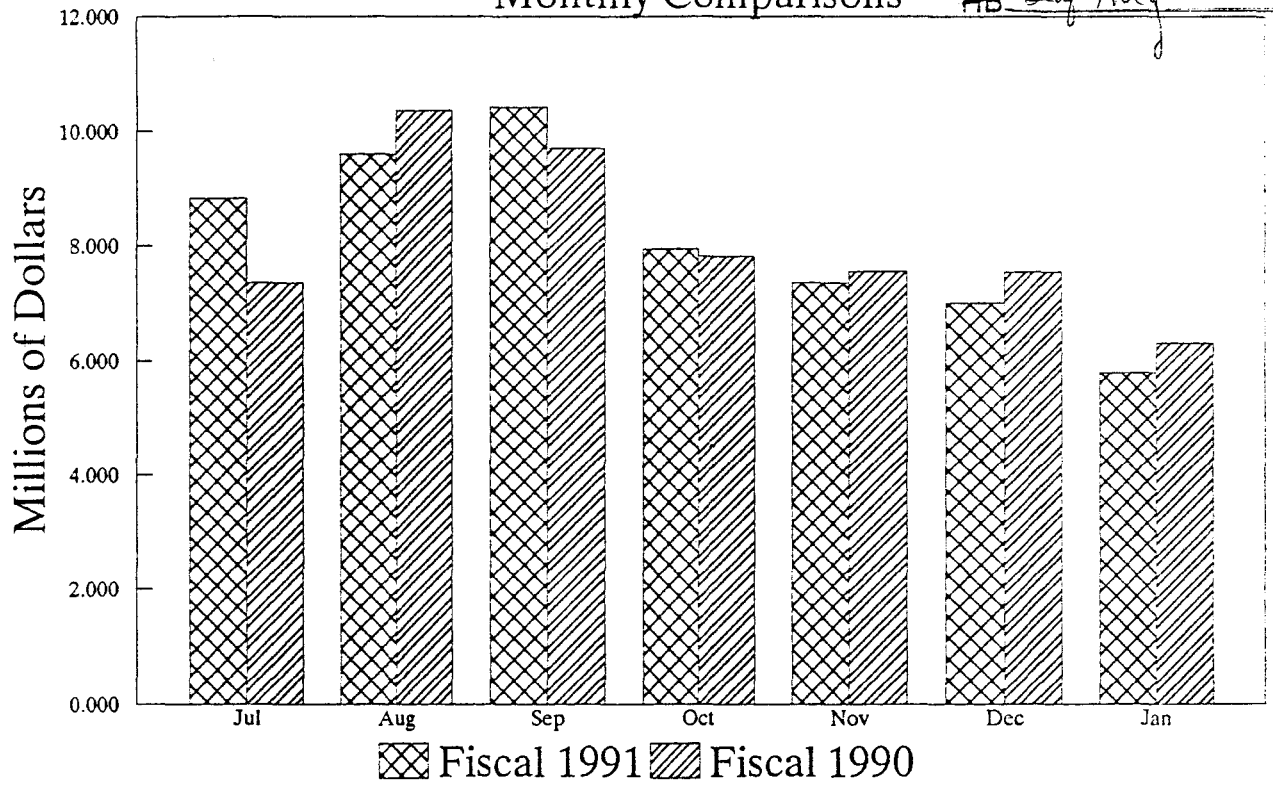
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EXHIBIT 3

Gasoline Tax Collections

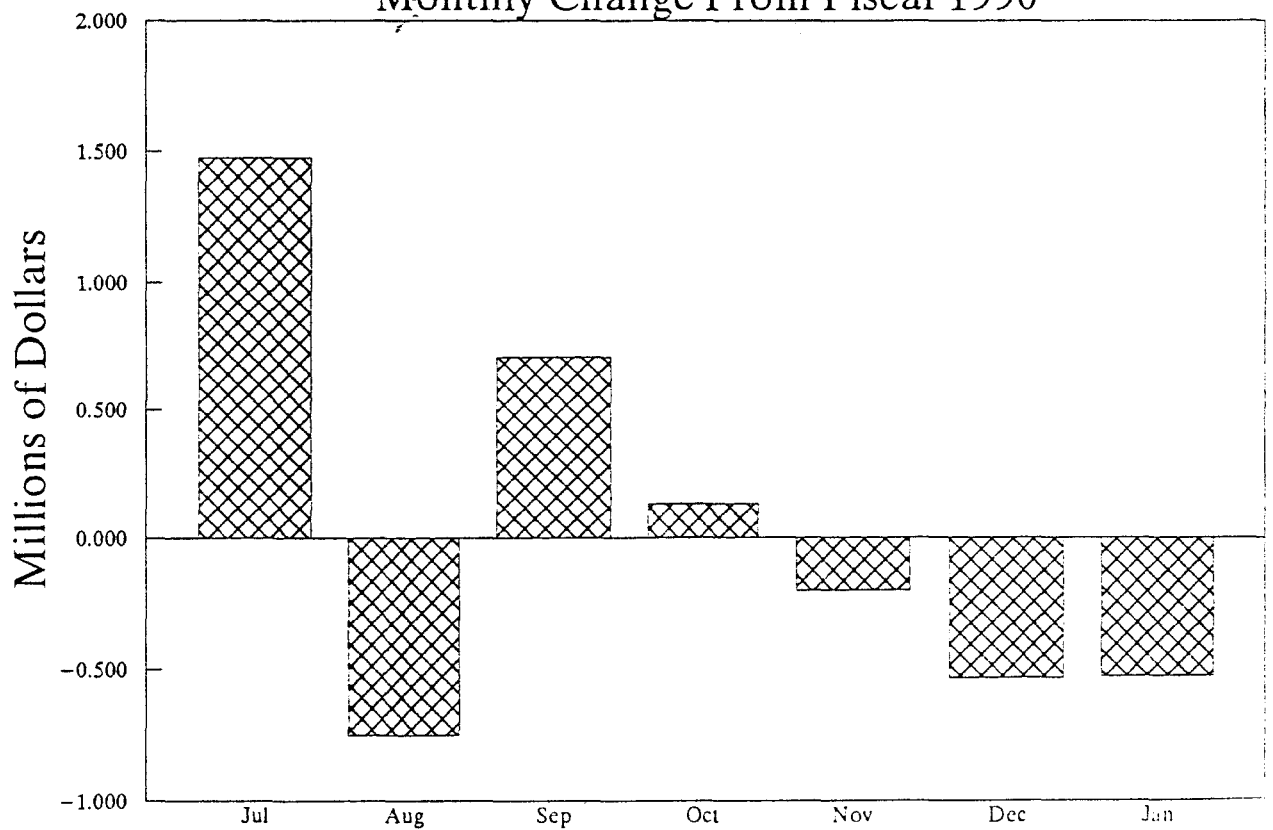
DATE 2-4-91
Monthly Comparisons

HB Inf NCA



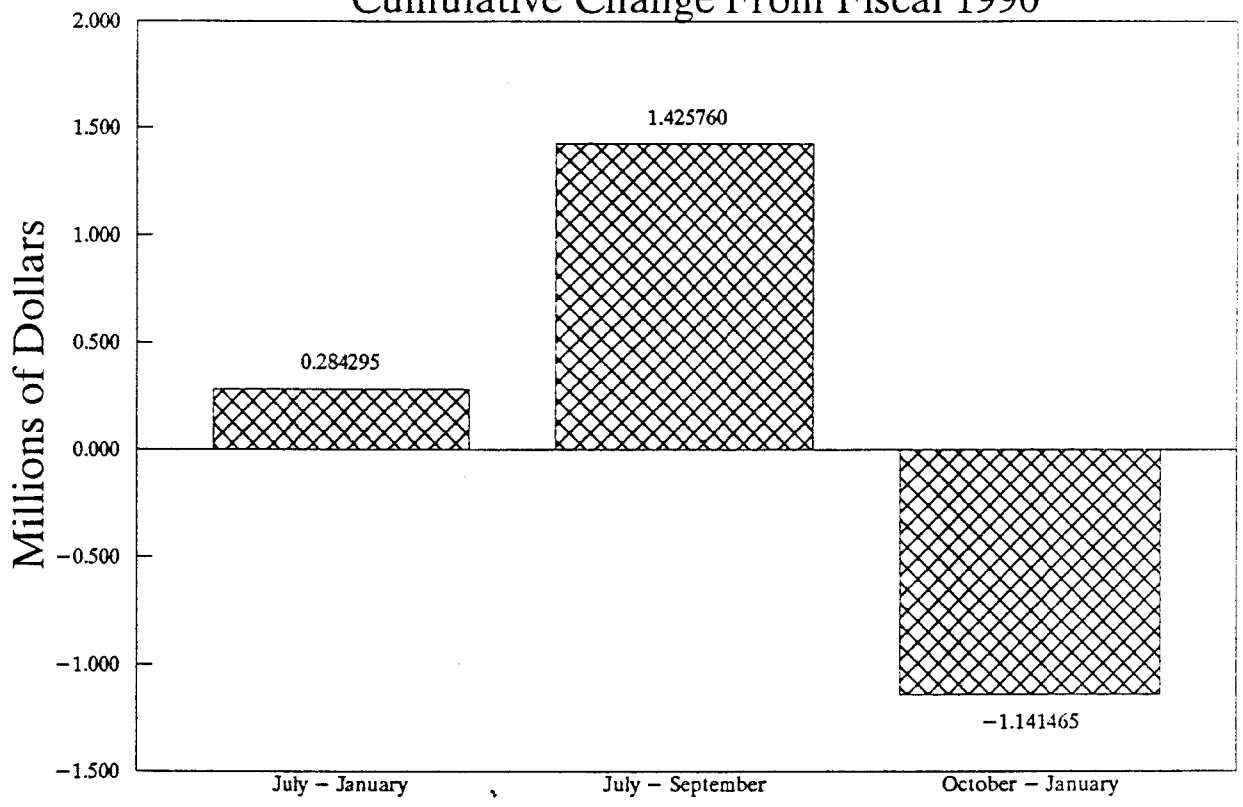
Gasoline Tax Collections

Monthly Change From Fiscal 1990



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2-4-91
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Gasoline Tax Collections Cumulative Change From Fiscal 1990



Gasoline Tax Collections Monthly Data For Fiscal 1991 & 1990 Figures In Millions

	Cumulative Fiscal 1991	Cumulative Fiscal 1990	Cumulative Difference 1991 - 1990	Monthly Fiscal 1991	Monthly Fiscal 1990	Monthly Difference 1991 - 1990
Jul	8.841742	7.366551	1.475191	8.841742	7.366551	1.475191
Aug	18.452452	17.730057	0.722395	9.610710	10.363506	-0.752796
Sep	28.872941	27.447181	1.425760	10.420489	9.717124	0.703365
Oct	36.834296	35.279254	1.555042	7.961355	7.832073	0.129282
Nov	44.203163	42.850402	1.352761	7.368867	7.571148	-0.202281
Dec	51.224637	50.408597	0.816040	7.021474	7.558195	-0.536721
Jan	57.021862	56.737567	0.284295	5.797225	6.328970	-0.531745
Feb	0.000000	61.634528			4.896961	
Mar	0.000000	66.656796			5.022268	
Apr	0.000000	73.062357			6.405561	
May	0.000000	79.883754			6.821397	
Jun	0.000000	87.924085			8.040331	
FYE	0.000000	87.893465			-0.030620	

EXHIBIT 1
DATE 2-4-91
HB Int. Mtg. - 104

STATE HIGHWAY FUNDS: BUDGET PROJECTIONS

A Report Prepared for the
Legislative Finance Committee
by



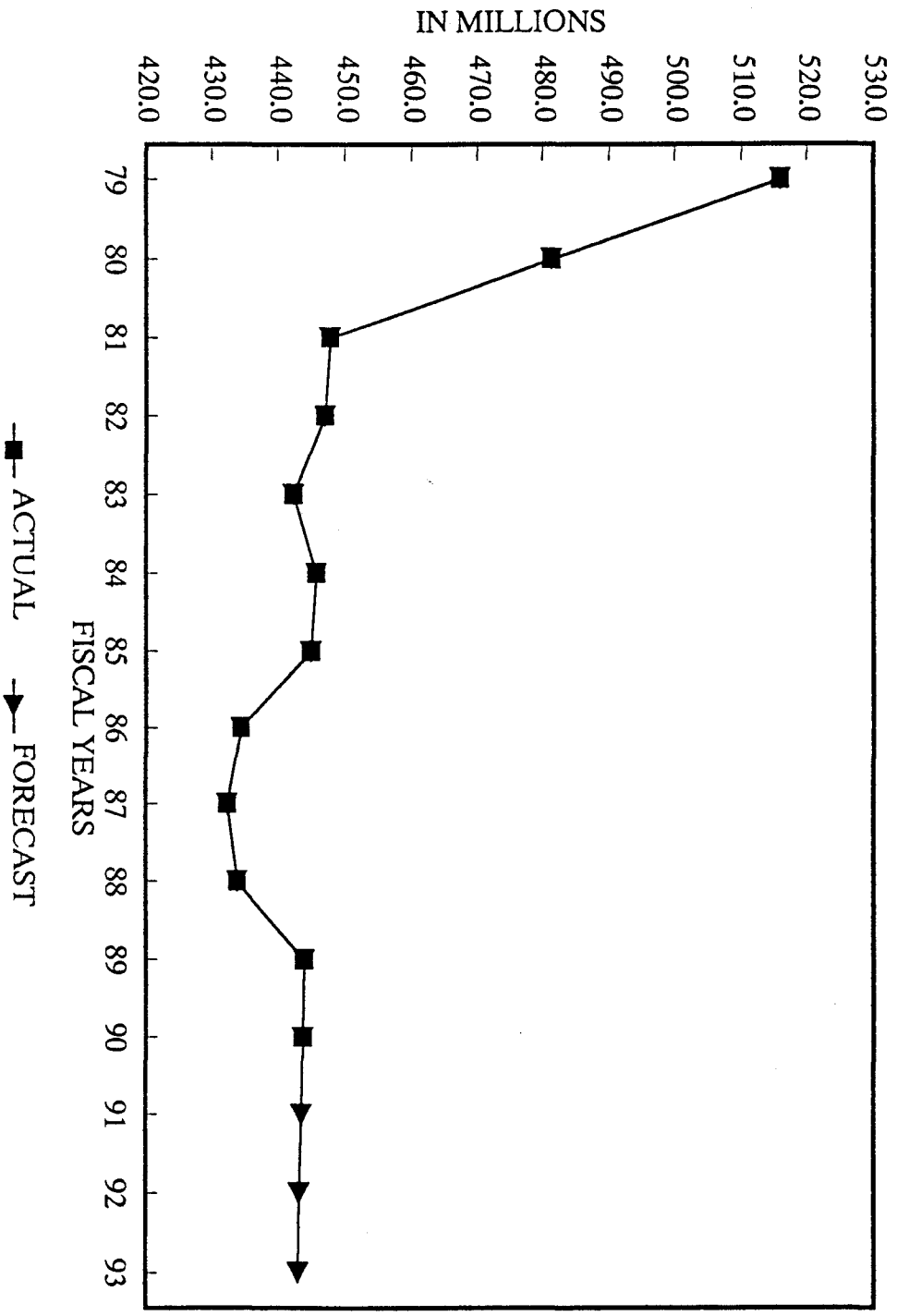
Clayton Schenck
Senior Fiscal Analyst
August 3, 1990

EXHIBIT 5
DATE 2-4-91
~~BY~~ By MCT

2445

GASOLINE TAX

TOTAL GALLONS TAXED



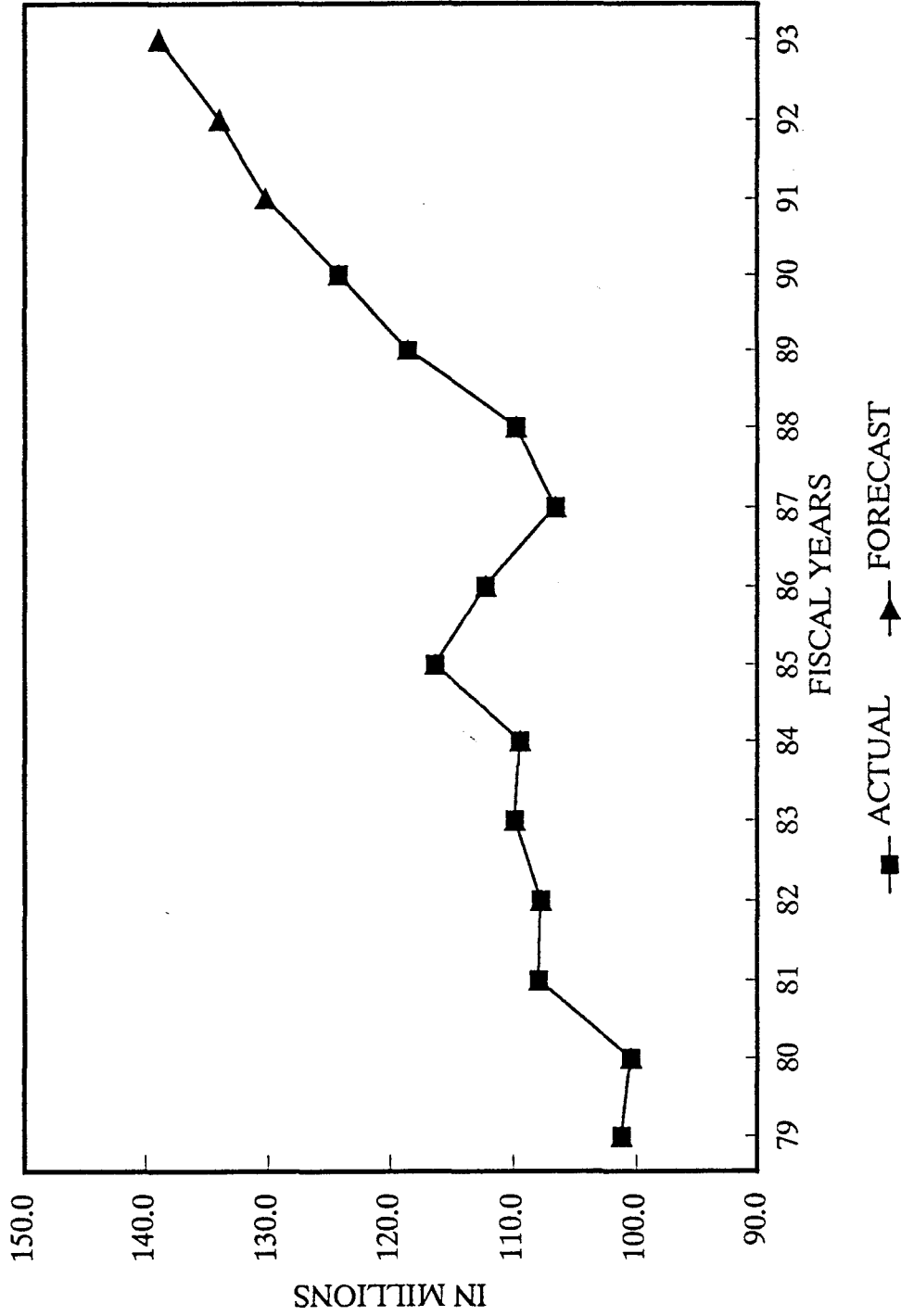
Ex. 5

2-4-91

Info. Mtg

DIESEL TAX

TOTAL GALLONS TAXED



HOUSE OF REPRESENTATIVES

VISITOR'S REGISTER

House Operations

COMMITTEE

BILL NO.

DATE 2-4-91 SPONSOR(S) Highway Fund & Future Funding Information Mtg

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NAME AND ADDRESS	REPRESENTING	BILL	OPPOSE	SUPPORT
John R... ..	DOH			
CLAYTON SCHENK	LFA			
Terry Johnson	LFA			
Steve Bender Asst	Budget Dir - OBPP			
John Rothwell	Dir - Highway Dept.			

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