

MINUTES OF THE HOUSE TRANSPORTATION COMMITTEE

The meeting was called to order by Chairman Gary Hayzlett at 1:30 p.m. on March 19, 2009, in Room 783 of the Docking State Office Building.

All members were present.

Committee staff present:

Bruce Kinzie, Office of the Revisor of Statutes
Jill Shelley, Kansas Legislative Research Department
Betty Boaz, Committee Assistant

Conferees appearing before the Committee:

Tim Rogers, Executive Director, Salina Airport (Co-Chair of T-Link)
Pat Weaver, Exec. Dir, University of KS Transportation Center, (T-Link Member)
Bernie Hayen, Finance Director, City of Manhattan, (T-Link Member)
Howard Partington, City Administrator of Great Bend
Deb Miller, Secretary, Department of Transportation
R.E. "Tuck" Duncan, Executive Director, KS Public Transit Association
Larry Baer, Assistant General Counsel, League of Municipalities
J. Kent Eckles, Vice President of Government Affairs, KS Chamber of Commerce

Others attending:

See attached list.

The meeting was called to order by Chairman Gary Hayzlett. He opened the hearing on **HB 2382**.

HB 2382 - Enacting 2010 transportation plan.

Chairman Hayzlett recognized Tim Rogers, Co-Chair of T-Link. (Attachment #1) Mr. Rogers talked about the eight local meetings held across the state with more than 850 people participating with T-Link members, hearing over 120 people testify. Mr. Rogers gave recommendations for moving forward with the new business model which included authorizing KDOT to manage its debt at the 18 percent revenue-to-debt service cap. He acknowledged that with the current fiscal challenges it may not allow them to address the substantial needs they have in the short-term, which is why, he said it is very important to move forward with the recommended business model changes. He said these changes will make transportation more efficient and will allow KDOT the flexibility it needs to maximize their investments.

The Chairman recognized Pat Weaver, T-Link member. (Attachment #2) Mr. Weaver talked about the needs in the state and a little about the business module and how it was developed. According to Mr. Weaver one of T-Link's guiding principles was to have their next program be a multimodal approach to transportation. He talked about the more than 10 million rides provided in Kansas in 2007. He said transit has been underfunded both in Kansas and across the nation, and that funding increases should be met with increased accountability and efficiency.

The next proponent recognized was Bernie Hayen, T-Link member. (Attachment #3) Mr. Hayen said there were some specific issues identified. One was transparency in government, they held eight local consultation meetings, which yielded more than 850 participants. He said these meetings were essential in the development of T-Link's recommendations, because the meetings allow for citizen input in decision making without being politicized. He went on to say the current requirements for establishing transportation development districts are too restrictive. Mr. Hayen also said T-Link recommended creating a fund exchange program where local governments could exchange their federal funds for state funds, which carry fewer requirements.

The next proponent for **HB 2382** was Howard Partington, City Administrator of Great Bend. (Attachment #4) Mr. Partington stressed how important it had been to have on-going local consultation for this program. He said rather than just presenting a list of needs, local consultation meetings require citizens from the same region to work collaboratively to identify the region's priorities. He concluded with mentioning that even if funding was not available for a new program, it is important for KDOT to continue to move forward with

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many of the business model changes mentioned in this bill. He said with a better framework in place, Kansas will be in a position to maximize the new transportation dollars once they are available.

Deb Miller, Secretary of the KDOT was the next to testify in support of **HB 2382** relating to a new transportation program. (Attachment #5) She said they were pleased to see the Legislature begin work on a new program as the current CTP ends soon. Secretary Miller credited the previous programs with generating thousands of jobs and great economic benefits for the State. She said T-Link recommends having engineering data, local consultation and economic impact analysis all play a role in project selection. She said they heard communities across the state stress the importance of having flexibility when selecting projects to allow the state to capture emerging economic opportunities. One of the problems with the current CTP is that projects were selected ten-years in advance in order to have funding. Secretary Miller pointed out to the Committee that this bill changes the names for the types of highway projects, they will now be referred to as Preservation, Modernization or Capacity/Economic Opportunity projects. Secretary Miller said they are pleased to see that this bill maintains a commitment to preservation as preservation is the top priority of T-Link. She concluded by saying she thinks the Legislature should enact the proposed business models found in **HB 2382**.

Chairman Hayzlett recognized R.E. "Tuck" Duncan, Executive Director, KS Public Transit Association, as the next proponent. (Attachment #6) According to Mr. Duncan, public transit provided approximately 10 million rides for Kansas residents across the state in 2007 and even more in 2008. He said most rural and urban transit agencies in Kansas are struggling to manage rapidly increasing costs driven by growing ridership, higher fuel costs, etc. Mr. Duncan said over the last eight years, transit ridership has grown by 48 percent. He said in 2008 Americans took over 10.5 billion trips on public transit and for every \$1 invested in public transportation projects approximately \$6 in local economic activity is generated. He concluded by saying public transit needs the continued commitment to fund the public transportation system. He said it would help stabilize the local economy in the short-term as the groundwork is being laid for the future. He stressed they need funding for public transit now.

Larry Baer was to be the next proponent but he was called away and Nathan Eberline of the League of KS Municipalities stepped in for him. (Attachment #7) According to testimony the transportation infrastructure in Kansas is critical to the safety of our citizens as well as the economy of the state. He said the League believes that the prosperity of the State is dependent upon the prosperity of our cities and that the transportation infrastructure is critical to the growth, development and continued vibrancy and prosperity of our cities. He said because of the importance of the infrastructure the League supports the continued maintenance and expansion of the transportation infrastructure and therefore supports **HB 2382**.

The last proponent for **HB 2382** was J. Kent Eckles, Vice President of Government Affairs with the Kansas Chamber of Commerce. (Attachment #8) According to Mr. Eckles, Reason Foundation's 17th Annual Report recognized the State of Kansas as the 5th ranked public-owned highway and road system in the nation - the second consecutive year Kansas has ranked in the top five nationally. He also reported the 2007 Area Development Corporate Survey of site selection consultants shows "highway accessibility" as the number one ranked factor consultants consider either "very important" or "important" when advising companies to locate operations in a given state. He concluded by saying the Chamber believes **HB 2382** is on the right track in establishing a new ten-year CTP.

There were no other proponents and no opponents so after all questions were answered the Chairman closed the hearing on **HB 2382**.

It was the Chairman's desire to work **HB 2382** so he opened it to the Committee for questions, discussion or motions. Representative Long made a motion to amend **HB 2382** (Attachment #9), seconded by Representative Wetta, after discussion the motion carried. Representative Swanson made a motion to favorably move **HB 2382, as amended**, seconded by Representative Schwartz, and the motion carried.

The Chairman thanked the Committee for their diligence and hard work all session. There being no further business before the Committee the meeting was adjourned at 3:20 p.m., with no further meetings planned.

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