

MINUTES OF THE HOUSE TRANSPORTATION COMMITTEE

The meeting was called to order by Chairman Gary Hayzlett at 1:30 P.M. on March 25, 2008 in Room 519-S of the Capitol.

All members were present except:

Representative Ronnie Metzker- excused

Committee staff present:

Hank Avila, Kansas Legislative Research
Bruce Kinzie, Revisor of Statutes Office
Mike Corrigan, Revisor of Statutes Office
Betty Boaz, Committee Assistant

Conferees appearing before the committee:

Representative Bob Bethell

Others attending:

See attached list.

Chairman Hayzlett opened the meeting. He opened hearings on **HB 2786**.

HB 2786 - Antique motor vehicles, model year city issued license plates.

Chairman Hayzlett recognized Representative Bob Bethell who explained the bill. Representative Bethell said Ken Hand, Wichita, Kansas was originally going to present testimony but he was unable to get to Topeka so Representative Bethell presented his testimony. He gave a brief background on the issuance of antique license plates by the State. He said this bill, if passed, will be a change in the way antique license plates are issued. (Attachment #1) According to Representative Bethell this bill would allow owners of automobiles manufactured prior to 1913 to revert to the original method of registering cars, if they choose, since there are no plates available for these cars issued in the year of their manufacture. It was suggested that the State issue an antique plate as is done now but the owner of the vehicle, if he chooses to display that plate, could put the numbers that are on the State issued plate onto a reproduction plate that could be constructed out of leather (or some other material) and then the vehicle can legally be operated on the roads and streets of the State.

There were no other proponents and no opponents. The Chairman closed the hearing on **HB 2786**.

The Chairman recognized Alan Cobb, State Director, Americans for Prosperity - Kansas. (Attachment #2) Mr. Cobb discussed utilizing cost-benefit analysis for future transportation funding. He said Kansas ranks 9th in average state highway spending per capita. Mr. Cobb said every dollar spent on a transportation project is a dollar not spent for another government service, or a dollar not spent lowering our state's tax burden. He went on to say that the Kansas' tax burden is at an all-time high with 11.2% of our income going to state and local taxes. In his testimony he said 'there is little, if any, correlation between how much a state spends on highways and economic growth.' Further he said in the discussions last summer, there was recognition that highway spending isn't economic development in and of itself.

Art Hall, Executive Director of the Center for Applied Economics, KU School of Business, was the next to present. (Attachment #3) According to Mr. Hall, benefit-cost analysis is a well-accepted analytical tool that will allow Kansas lawmakers to improve their decision-making related to the prioritization of road projects - among competing road projects and other competing budget priorities. He further said, "given the large dollar amounts involved with transportation infrastructure each year, it makes sense for Kansas lawmakers to formalize and institutionalize a competent benefit-cost analytical capability. The success of the previous two transportation plans underscores the case for this perspective. As Kansas builds transportation capacity, the economic value diminishes for each incremental amount of additional capacity." Mr. Hall said the primary goal is to improve the amount of credible and consistent information available to lawmakers and taxpayers.

Written testimony had been submitted by Randal O'Toole, Senior Fellow, Cato Institute. (Attachment #4)

Secretary Miller, KDOT, came forward to say when you look at investments in roadways they are very large

CONTINUATION SHEET

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investments and they need to be made very carefully. She said as they work on the long range transportation plan, one issue that comes up is that they need to be careful as they think about the future - that they are developing a transportation approach which is geared to supporting the state's economy. This does not necessarily mean that every project they do has a positive benefit cost ratio but they want to be sure that what they do is worth it and tied to the economic goals of the State. She concluded by saying that they do not need a new 10-year transportation program just because 10 years have passed, but they need one because they do not have adequate revenues to protect the investment already made in the system. She said they will be coming to the legislature to ask for dollars to protect the investment - not because it has been 10 years since the last time they were here.

Patrick Hurley, representing Economic Lifelines also came forward. He explained the mission of Economic Lifeline which has been the organization which creates the community support that enabled and encouraged legislature to pass the both the 1989 and 1999 transportation programs. He said after reading some of the material he would want to everyone to know and understand that there have been cost benefit analyses done after the programs were well underway and ultimately completed. One study was done by a Kansas University Economist and one by a Kansas State University Economist both of which are labeled Cost-Benefit Analysis Studies and they conclude that the 1989 and 1999 programs had a tremendous positive economic impact on the state as a whole. The studies showed that for every \$1 spent the economic output impact was \$2.50 to \$3 across the state. After the 1989 transportation program was concluded the studies indicted it was probably the single greatest economic development project in those 10 years as a whole and in fact concluded that it allowed Kansas to survive the recession that was occurring during some of those years better than the surrounding states and better than the United State economy as a whole. He said they plan to come to legislature in the coming months to hopefully persuade and offer support for enactment of another comprehensive transportation plan.

Chairman Hayzlett opened **SB 294** for discussion, questions and motions. The Revisor handed out and explained a balloon amendment (Attachment #5) After a lot of discussion Representative Menghini made a motion to amend SB 294 by substituting a new bill designated as House Substitute SB 294, seconded by Representative McLachlan and the motion carried.

Representative Peck made a motion to define "wireless communication device," seconded by Representative Burgess and the motion carried.

Representative Sloan made a motion that 16 - 17 year olds may have related family members and one unrelated family member in their motor vehicles. After discussion the motion died for lack of a second.

Representative King made a motion that 16 - 17 year olds may have up to three unrelated passengers in their motor vehicles, seconded by Representative Huntington and the motion carried.

Representative Burgess made a motion to include the wording "while going to or from or in connection with any farm job, employment or other farm-related work," seconded by Representative Menghini and the motion carried.

Representative King made a motion to amend the effective date from the date in the Statutes to January 1, 2009. The motion was seconded by Representative Menghini and the motion carried.

Representative Vickrey made a motion to pass House Substitute SB 294, as amended, seconded by Representative George. The motion carried.

Chairman Hayzlett opened **HB 2786** for discussion, questions and motions. Representative King made a motion to pass HB 2786 favorably, seconded by Representative Burgess, and the motion carried.

There being no further business before the Committee the meeting was adjourned. The next meeting is scheduled for March 26, at 1:30 p.m., in Room 519-S.