

## MINUTES

### SPECIAL COMMITTEE ON TRANSPORTATION

November 16, 2009  
Room 143-N—Statehouse

#### Members Present

Senator Dwayne Umbarger, Chairperson  
Representative Gary Hayzlett, Vice-chairperson  
Senator Anthony Hensley  
Senator Kelly Kultala  
Senator Steve Morris  
Representative Paul Davis  
Representative Margaret Long  
Representative Julie Menghini  
Representative Melvin Neufeld  
Representative Shirley Palmer  
Representative Virgil Peck  
Representative Vern Swanson  
Representative Ron Worley

#### Members Absent

Senator Les Donovan  
Senator Bob Marshall  
Senator John Vratil  
Representative Phil Hermanson  
Representative Richard Proehl

#### Staff Present

Jill Shelley, Kansas Legislative Research Department  
Aaron Klaassen, Kansas Legislative Research Department  
Bruce Kinzie, Office of the Revisor of Statutes  
Cindy Shepard, Committee Secretary

#### Others Attending

See attached list.

The meeting was called to order by Chairperson Dwayne Umbarger at 9:17 a.m.

Alan Conroy, Director, Kansas Legislative Research Department (KLRD), briefed the Committee on the State General Fund revenue estimates for current Fiscal Year 2010 and the first official estimate for Fiscal Year 2011 (Attachment 1). He stated that there is clearly a challenge to keep the General Fund solvent in the current year under the continued economic uncertainty.

Chairperson Umbarger requested information on the financial impact on the state of the 1989 Comprehensive Highway Plan and 1999 Comprehensive Transportation Program (CTP), specifically, as to effects on jobs directly related to projects and to secondary jobs.

Kyle Schneweis, Chief, Office of Governmental Affairs, Kansas Department of Transportation (KDOT), presented an overview of KDOT's Pilot Project Selection Process (Attachment 2). He also provided a statewide map and listings of Kansas highways that are candidates for highway expansion/enhancement and modernization (Attachment 3).

Pat Hurley, Executive Director, Economic Lifelines, spoke in support of enacting a new, large, multi-year transportation program (Attachment 4). Economic Lifelines prepared and provided the Committee with a *Kansas Transportation Notebook* (Attachment 5) covering the following topics:

- Optimized Highway Performance;
- CTP Investments by County - Maps;
- CTP Impacts - County Profile Sheets;
- Economic Impact - CTP Projects and Representative Future Projects;
- Sample Transportation Projects - Immediate Benefits to Businesses;
- T-LINK Recommendations;
- KDOT Funding Resource Guide;
- Map of City/County Resolutions; and
- Economic Lifelines Membership Information.

Frank Moretti, Director of Policy and Research, TRIP, presented an overview (Attachment 6) of the findings of that organization's report, released in September 2009, on the condition and funding of Kansas' roads, highways, and bridges (Attachment 7).

Written testimony was received from Shelby Smith, Founder, Economic Lifelines, expressing support for protection of the state's investment in highways, a shift from "highway priorities" to a state economic development focus, and inclusion of passenger rail service in the new transportation plan (Attachment 8).

Joe Erskine, Deputy Secretary for Finance and Administration, KDOT, reviewed a *Funding Resource Guide* prepared by KDOT for the Special Committee on Transportation (Attachment 9). He stated that the guide covers different funding scenarios requested by the Committee at its September 29, 2009, meeting. KDOT used the most recent data available and presented information showing how much of the T-LINK recommendation for highway spending would be met under various funding scenarios. The scenarios used various levels of traditional funding sources such as motor fuel taxes and vehicle registration fees and incorporated some "mixed sources," such as removing the sales tax exemption on motor fuels. They varied by effective dates of the new funding, such as an increase in fuels tax. He stated that the scenarios assumed the current levels of federal funding would continue. Mr. Erskine provided information on transportation funding options, a proposed debt service-to-revenue cap, indexing motor fuel taxes to a measure of inflation

such as the Consumer Price Index, adding sales tax on motor fuels, and removing various sales tax exemptions. (This information was included in the *Resource Guide*.)

The Chairman announced that the subcommittee appointed at the September 29, 2009, meeting would meet in the afternoon to work on funding scenarios for the new transportation plan.

The meeting was adjourned at 12:00 noon.

Prepared by Cindy Shepard  
Edited by Jill Shelley

Approved by the Committee on:

January 19, 2010

(Date)