

MINUTES

SPECIAL COMMITTEE ON NEW COMPREHENSIVE TRANSPORTATION PLAN

November 12, 2008
Room 545-N—Statehouse

Members Present

Senator Les Donovan, Chairman
Representative Margaret Long, Ranking Minority Member
Senator Karin Brownlee
Senator Laura Kelly
Senator Janis Lee
Senator Derek Schmidt
Senator Ruth Teichman
Senator John Vratil
Representative Elaine Bowers
Representative Mark Burgess
Representative Terrie Huntington
Representative Julie Menghini
Representative Don Myers
Representative Jene Vickrey
Representative Vince Wetta

Members Absent

Representative Gary Hayzlett

Staff Present

Hank Avila, Kansas Legislative Research Department
Aaron Klaassen, Kansas Legislative Research Department
Bruce Kinzie, Office of the Revisor of Statutes
Mike Corrigan, Office of the Revisor of Statutes
Mary Jane Brueck, Committee Secretary

Conferees

Deb Miller, Kansas Secretary of Transportation

Morning Session

The meeting was called to order by Chairman Les Donovan at 10:00 a.m. on November 12, 2008 in Room 545-N of the Statehouse. Chairman Donovan opened the meeting and introduced Hank Avila, Legislative Research Department.

Mr. Avila referred the Committee to a memorandum that discusses the requirements for the Types of Long-Range Comprehensive Transportation Plans (Attachment 1). The memorandum discusses selected long-range plans of various states that were analyzed by the Volpe Center associated with the federal Department of Transportation. The report categorized state plans as need-based plans, vision-based plans, policy-based plans, fiscally realistic plans, project plans, and corridor plans. The memorandum also discussed the Kansas Long-Range Comprehensive Transportation Plans and summarized the recommendations of a task force that participated in developing the recommendations. It was noted that the Kansas long-range comprehensive transportation plan meets the requirements of the federal government.

Chairman Donovan called on Kansas Department of Transportation Secretary Deb Miller. Secretary Miller presented testimony that included information on the following topics: a history of previous comprehensive transportation programs, local consult meeting highlights, a discussion of economic impact analysis, a highway system update, discussion of new business models, revenue and financing approaches, and an update on the Transportation-Leveraging Investments in Kansas (T-LINK) task force (Attachment 2). Secretary Miller distributed information concerning projects that will not be let on December 2008 and January 2009. The information disclosed that for December 2008, only 27 of 70 projects will be let, an estimated \$56.7 million of an originally planned \$202.7 million (estimated). For January 2009, only 34 of 86 projects will be let. The projects that will be let constitute an estimated \$47.9 million of an originally estimated total of \$111.4 million (Attachment 3).

Following Secretary Miller's testimony Senator Derek Schmidt asked about separate information that Bruce Burditt, Kansas Department of Transportation (KDOT), used to explain the subject of the debt load (bonding issues). Mr. Burditt said that he would send Senator Schmidt the information. Representative Myers asked about amortization of each let load (two bonding programs). Mr. Burditt said he also would get that information to the Committee.

Secretary Miller asked Tim Rogers to discuss the T-LINK Task Force activity. A large notebook of information regarding the work of the task force is on file with the Legislative Research Department. Mr. Rogers noted that, based upon Task Force hearings conducted across the state, a strong desire exists for a strong multi-year program that meets transportation needs. He said that, based on the quality of their discussion at Task Force meetings, Task Force members were well educated.

Following Mr. Rogers's remarks, the Chairman opened the meeting to questions. Senator Schmidt referred to a chart furnished by KDOT pertaining to the various classes of roads and asked whether the condition of road shoulders on class D roads was being addressed. The answer was shoulders on these roads would need practical designs (a concept proposed by the task force that advocates limiting the building of a road to an essential feature or features). It was asked if the Department was considering use of new materials. Secretary Miller replied that KDOT is open to using new materials provided they keep roadways safe. Representative Myers then asked whether certain bridges that need repair in rural areas could be retired. He indicated that a system needs to be created to prioritize bridges that need to be repaired. He added that that a local road network needs to be created to look at local roads and bridge repairs. Representative Myers commented that

the mile road grid needs to be changed. Senator Lee replied that a change in the grid would mean no roads to fields without the mile grid.

Secretary Miller added that federal funds carry more restrictions. She noted that the federal policy may change to use federal funds on major roads and Kansas dollars on rural roads.

Following this discussion, Chairman Donovan suggested the Committee break for lunch and return by 1:30 p.m.

Afternoon Session

Chairman Donovan reconvened the meeting at 1:30 p.m. He called on Secretary Miller, who continued explanation of the material that was distributed in the morning session. Secretary Miller asked Joe Erskine, Director of Finance for the Department of Transportation, to summarize the T-LINK Financial Overview (Attachment 4). The document contained:

- Information about exempt real property appraised value;
- A listing of potential revenue generated by removal of selected exemptions;
- Using gaming revenues to pay off debt;
- Post Comprehensive Transportation Plan (CTP) payments for CTP projects;
- State Highway Fund service restructure;
- Railroad diesel use in Kansas; and
- Short line railroad rehabilitation project history.

The information also contained various other data such as:

- Funding options for an additional \$1 billion over ten years;
- Information about tax increment financing (TIF);
- Transportation development districts; and
- KDOT summary of public financial management memorandum on credit agencies' views on the state debt burden.

Secretary Miller then spoke about the T-LINK Calculator (see page 27 in Attachment 2). She explained members and other users could go on line and use the T-LINK Calculator to see the effects of various funding changes along with their own funding ideas. She said she would be open to any input regarding these meetings.

Representative Menghini asked whether the public will be allowed to offer comments following Committee meetings. Chairman Donovan replied that he was not against public input, but that he does not anticipate there will be much time after the meetings for a huge number of people to speak.

It was asked if the Committee would be getting updated financial information. Secretary Miller replied that it would.

Chairman Donovan told Committee members there was a conflict with the Garden City and Kansas City meetings on the original schedule. The December 5 meeting will be held in Kansas City. The last meeting scheduled to be in Topeka will be changed to a Southeast Kansas location, and the Committee will have a wrap-up meeting in Topeka in January 2009. Once dates and places of the meetings are determined, the information will be sent to Committee members. Chairman Donovan feels that, at the end of these meetings, there should be a strong indication of the direction to take.

The meeting adjourned at 3:15 p.m. The next meeting is scheduled for November 24, in Wichita, at Wichita State University's Hughes Metropolitan Complex, located near the intersection of Oliver and 29th St.

Prepared by Mary Jane Brueck
Edited by Hank Avila

Approved by Committee on:

December 5, 2008

(Date)