

Approved 9-10-87
Date

MINUTES OF THE SENATE COMMITTEE ON TRANSPORTATION AND UTILITIES

The meeting was called to order by Sen. Bill Morris at
Chairperson

1:20 ~~xxx~~/p.m. on August 20, 1987 in room 313 of the Capitol.

All members were present ~~except~~.

Committee staff present:

Ben Barrett, Legislative Research Department
Louise Cunningham, Committee Secretary
Bruce Kinzie, Revisor of Statutes Office

Conferees appearing before the committee:

Col. Donald Pickert, Superintendent, Highway Patrol
Deb Miller, KDOT
Secretary Horace Edwards, Department of Transportation

Chairman Morris told the Committee he hoped to complete the work of this Committee this week. This is a non-partisan issue and the people of Kansas stand to gain. The Governor's bill has been based on the Task Force recommendations. By now members of the Committee should have visited with their constituents and should have a feeling from the people in their areas. He said if any members had a plan they should submit it to the Committee.

The Committee discussed the issue and made the point that the scope was so big and everyone wants the highways but no one wants to pay.

Chairman Morris said Senate President Talkington had a plan which could be of assistance. His plan would reject indexing, would have KDOT select the individual projects selected by criteria set out by the Legislature, provide for highway enhancement and rehabilitation with an amount set out for new construction projects, and bonding should be kept to a minimum. A brief outline of the plan by Sen. Talkington is attached. (Att. 1).

The Committee discussed the four-lane highways as opposed to the Super-two. The traffic counts in some cases do not justify four-lane highways. Problem is in passing on the two-lanes. An alternative would be to have passing lanes.

Col. Donald Pickert, Superintendent of Highway Patrol, told the Committee of a recent study made by KU which explained some of the areas of need for the Highway Patrol. He said there are usually only 16 hours of coverage per day on the highways now and the early hours of the morning are usually not covered. This does not include the Kansas Turnpike. In the winter they do have a frost patrol when the weather is bad. He stated the amounts needed to train one trooper and the expense involved in equipment for one trooper.

There was some objection to including consideration of Highway Patrol funding at this time along with the Highway Plan. The Committee decided to not consider it further at this time.

Some members questioned the formula used by KDOT to prioritize highway corridors. One member felt that economic development does not fit the criteria for development of highways.

CONTINUATION SHEET

MINUTES OF THE SENATE COMMITTEE ON TRANSPORTATION,
room 313, Statehouse, at 1:20 ~~xxx~~p.m. on August 20, 1987.

Deb Miller, KDOT, explained the different factors considered in making decisions on highways. The decision is not made by any one person. They look at quantitative factors, traffic count, condition of road and economic development, which would include per capita income and KDOT need number which would be based on shoulders, width, pavement, accident history, hills and curves.

Chairman Morris pointed out that it was a recommendation of last year's interim meeting that KDOT consider economic development more in their selection of highways than they had in the past.

Secretary Edwards said they had been asked to include per capita income. This would indicate need in the area and it simply shows areas where people do not make money.

The Committee members were concerned about the indexing and how much money was it possible to raise. They had to determine what people are willing to go along with and what they could afford. Some members were concerned with bottleneck projects and wanted to be sure they would be included. Other members said they were paranoid about not receiving any benefits. They had waited a long time and their trust was wearing thin. They had many questions about leaving the selection to KDOT.

The Committee stated that skilled professionals are in KDOT and we should rely on their professionalism, along with criteria to make selections. The criteria is now based on 30% traffic, 30% economic development, 20% commercial vehicles and 20% need.

The Chairman informed the Committee that the procedure would not be to amend the Governor's bill. We will give direction to staff by motions or concurrences. We would vote to introduce the Governor's bill and have it sent back to the Committee. We could already have our decisions made in a Committee Report and the staff would have prepared the necessary revisions to prepare the bill as a substitute bill. We could adopt the Committee Report after the Special Session is convened.

A motion was made by Sen. Bond and was seconded by Sen. Vidricksen to eliminate the concept of indexing both in gas tax and registration fees. Motion carried.

A conceptual motion was made by Sen. Martin to replace the loss of \$55 million that occurred by the previous action in removing indexing, by taking \$55 million annually out of the windfall tax money that we have heard so much about. Keep the projects at the same size. Motion was seconded by Sen. Francisco.

Some members were opposed to spending this money because it has other priorities. Also, it was not solid ground on which you can pay off bonds.

The proponents of the motion felt it was the people's money and this was a method of giving it back to the people in the form of good highways and we could avoid going into debt for the next 20 years by using this money.

Motion failed 5-4.

The Committee turned their attention on whether to designate projects by resolutions or statutes.

A motion was made by Sen. Martin to designate projects in the form of statutes. Motion was seconded by Sen. Norvell.

CONTINUATION SHEET

MINUTES OF THE SENATE COMMITTEE ON TRANSPORTATION,
room 313, Statehouse, at 1:20 ~~a.m.~~ p.m. on August 20, 1987.

A conceptual substitute motion was made by Sen. Hoferer to set aside \$150 million for "debottlenecking" projects, priority to be left to KDOT with some direction given. \$75 million was to be for state-financed "debottlenecking" projects and \$75 million for projects with a 25% local contribution. Motion was seconded by Sen. Frey.

There was discussion that when you start to specify projects, such as "debottlenecking" you are taking the decision from KDOT.

Sen. Hoferer withdrew her motion.

The Committee voted on the original motion from Sen. Martin to designate projects. This motion failed.

There was discussion that the Committee really needed to know the amount of money we can raise before we can determine what projects can be determined. Others felt we had to know what the projects were before a determination could be made on the amount.

Sen. Bond made a conceptual motion that we discourage the construction of four-lanes for other than urban circumferential routes. Seconded by Sen. Frey.

There was discussion that this was a negative attitude by using the word "discouraging". Motion was withdrawn.

A motion was made by Sen. Bond to encourage the use of enhanced Super-two's as described in the Howard Needles Report. Motion was seconded by Sen. Frey. Motion carried 6-5.

Meeting was adjourned at 4:30 p.m.

Next meeting to be held August 21, 1987 at 9:00 a.m. in Room 313.

KANSAS SENATE

ROBERT V. TALKINGTON

SENATE PRESIDENT

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LEGISLATIVE COORDINATING COUNCIL

CHAIRMAN:
ORGANIZATION, CALENDAR AND RULES

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OFFICE OF THE PRESIDENT

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Senator Talkington considered several factors in developing the highway proposal he announced yesterday and which he hopes will be of assistance to this committee during your deliberations.

First, he believes that the budgets of individual Kansans are not able to afford a \$1.7 billion highway program at this time. This in no way indicates that all proposed projects are not worthy of funding, simply that we, as a state, are not able to afford them now.

Second, Senator Talkington believes that the Governor and Legislature should routinely assess the plans of the Dept. of Transportation and the state's ability to pay for projects and therefore at this time, the Senator rejects the notion of indexing motor fuel taxes and vehicle registration fees.

Third, the legislature should avoid provincial fights over specific projects in this, or any, highway proposal. Rather, the legislature should indicate some of the criteria and standards which the professional engineers at the Dept. of Transportation should consider in determining the individual projects which will be selected.

Fourth, the proposed program provides for \$300 million for the Dept. of Transportation to continue its program of highway enhancement/rehabilitation. Without additional funding the Dept. will become insolvent during FY 89. The remaining \$700 - \$800 million would be utilized for new construction projects.

Fifth, Senator Talkington believes bonding should be held to a minimum to ensure that the citizens Kansas do not have excessive public debt and the Dept. of Transportation is not saddled with a debt load which restricts their ability to maintain a viable highway maintenance and construction program in the future.

ATT. 1
Senate T&U
8/20/87