

Approved August 4, 1989
Date

MINUTES OF THE House COMMITTEE ON Transportation

The meeting was called to order by Rex Crowell at
Chairperson

1:30 ~~xxx~~/p.m. on March 27, 1989 in room 519-S of the Capitol.

All members were present except:
Representative Lawrence

Committee staff present:
Bruce Kinzie, Revisor of Statutes
Hank Avila, Legislative Research
Donna Mulligan, Committee Secretary

Conferees appearing before the committee:
Mrs. Mary Turkington, Kansas Motor Carriers Association
Mr. Ed DeSoignie, Kansas Contractors Association
Mr. Mike Lacke, Kansas Department of Transportation
Secretary Horace B. Edwards, Kansas Department of Transportation
Mr. Robert Haley, Kansas Department of Transportation

The meeting was called to order by Chairman Crowell and the first order of business was a hearing on SCR-1606 and SCR-1614 opposing an increase in the federal motor fuel tax for the purpose of reducing the federal deficit.

Mrs. Mary Turkington, Kansas Motor Carriers Association, testified in support of SCR-1606 and SCR-1614. (See Attachment 1)

Mr. Ed DeSoignie, Kansas Contractors Association, testified in support of SCR-1606 and SCR-1614.

Written testimony from Senator Michael Johnston in support of SCR-1614, was passed among Committee members. (See Attachment 2)

Written testimony from Ms. Janette Hanzlick, Kansas Public Transit Association, in support of SCR-1612 and SCR-1614 was passed among Committee members. (See Attachment 3)

The hearing on SCR-1606 and SCR-1614 ended.

A motion was made by Representative Shore that SCR-1606 be recommended favorable for passage and placed on the consent calendar. The motion was seconded by Representative Empson. Motion carried.

A motion was made by Representative Justice that SCR-1614 be recommended favorable for passage and placed on the consent calendar. The motion was seconded by Representative Dean. Motion carried.

The next order of business was a hearing on SCR-1612 urging the United States Congress to use the moneys in the federal aviation trust fund for the purposes for which the moneys were collected.

There were no conferees on SCR-1612.

CONTINUATION SHEET

MINUTES OF THE House COMMITTEE ON Transportation,

room 519-S Statehouse, at 1:30 ~~am~~/p.m. on March 27, 1989.

A motion was made by Representative Guldner that SCR-1612 be recommended favorable for passage and placed on the consent calendar. The motion was seconded by Representative Shore. Motion carried.

Mr. Mike Lacke, Kansas Department of Transportation, briefed the Committee concerning Senate action on HB-2014. (See Attachment 4)

Secretary of Transportation Horace B. Edwards and Mr. Robert Haley, Kansas Department of Transportation answered questions for Committee members, concerning HB-2014.

Attention was turned to SB-250 concerning the commercial drivers' license act. Bruce Kinzie outlined a technical amendment on Page 15, Line 533.

A motion was made by Representative Blumenthal that SB-250, Line 533, be amended by striking "Class B does not include buses." The motion was seconded by Representative Shore. Motion carried.

Bruce Kinzie outlined an amendment in Section 36, Line 136, dealing with restricted drivers' licenses.

Mr. John Smith, Kansas Division of Motor Vehicles, explained they are asking that Section 36 become effective July 1, 1989, rather than January of 1991.

A motion was made by Representative Russell that there be a technical amendment that the portion concerning the restrictions on all drivers' licenses be effective July 1, 1989; and provisions concerning the commercial drivers' license act be effective January 1, 1991. The motion was seconded by Representative Shore. Motion carried.

A motion was made by Representative Wilbert that Substitute for SB-250 be recommended favorable as amended for passage. The motion was seconded by Representative Lucas. Motion carried.

The next bill taken up was SB-130 concerning lights on emergency vehicles.

A motion was made by Representative Dillon that SB-130 be recommended favorable for passage. The motion was seconded by Representative Roenbaugh. Motion carried.

The next bill taken up was HB-2291 concerning motor fuel marketing and pricing.

A motion was made by Representative Justice that HB-2291 be recommended for interim study. The motion was seconded by Representative Fry. Motion carried.

The meeting was adjourned at 2:25 p.m.


Rex Crowell, Chairman

STATEMENT

By The

KANSAS MOTOR CARRIERS ASSOCIATION

Supporting Senate Concurrent Resolution No. 1606
and Senate Concurrent Resolution No. 1614 opposing
an increase in the federal motor fuel tax for the
purpose of reducing the federal deficit.

Presented to the House Transportation Committee,
Rep. Rex Crowell, Chairman; Statehouse, Topeka,
Monday, March 27, 1989.

MR. CHAIRMAN AND MEMBERS OF THE COMMITTEE:

I am Mary Turkington, Executive Director of the Kansas Motor Carriers Association with offices in Topeka. I appear here today along with Tom Whitaker, our Association's Governmental Relations Director; on behalf of our Association and the highway transportation industry.

We are here to express our strong support for SCR No. 1606 and SCR No. 1614.

We commend the sponsors of these resolutions for this policy statement which opposes utilization of fuel tax revenues by the federal government for deficit reduction purposes.

Highway users, including trucking, have supported both federal and state fuel taxes for road purposes. Breaking this link at the federal level would hurt all highway spending. Obviously, it would jeopardize the current efforts of the Kansas Legislature to address a comprehensive highway program for this state.

Attach. 1

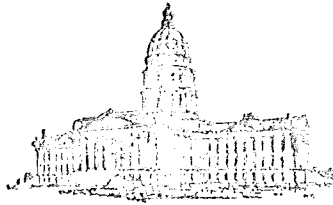
It would appear to be discriminatory for one portion of the nation's population, highway users, to pay an additional tax to reduce the federal deficit, thereby forcing this segment to shoulder a greater share of our nation's financial burden. The people of Kansas would not benefit from such tax policy.

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State of Kansas

Senate Chamber

3-27-89
MICHAEL L. JOHNSTON
SENATE DEMOCRATIC LEADER
SENATOR, FOURTEENTH DISTRICT
LABETTE COUNTY AND PARTS OF
CRAWFORD, MONTGOMERY AND
NEOSHO COUNTIES
P.O. BOX A
PARSONS, KANSAS 67357-0040



COMMITTEE ASSIGNMENTS

MEMBER: ELECTIONS
INTERSTATE COOPERATION
LEGISLATIVE BUDGET
LEGISLATIVE AND CONGRESSIONAL
APPORTIONMENT
LEGISLATIVE COORDINATING COUNCIL
WAYS AND MEANS

Office of Democratic Leader

STATE CAPITOL
TOPEKA, KANSAS 66612-1565
913-296-3245

HOUSE TRANSPORTATION COMMITTEE

Statement of Senator Michael L. Johnston

In support of SCR 1614 - Opposing federal motor fuel tax increase

March 27, 1989

My fellow Democratic Senators and I support the Resolution before you because Congress is taking the wrong approach to reducing the federal deficit. As legislators, we understand and appreciate the problem that Congress is attempting to solve.

However, the deficit was not created by nor should it be solved by those who depend on automobiles and trucks, as we so greatly do in Kansas. We all know that the deficit has grown dramatically during this decade and that it is in the best interests of all to reduce and eventually eliminate the deficit. We who are responsible for annual budgets that must equal state income have to make hard choices regarding expenses and income. The current administration and Congress must do the same but not at the expense of the millions of Americans that depend daily on public and private transportation, whose costs will increase significantly under the proposed federal legislation.

We believe that motor fuels taxes should remain the source for providing much-needed maintenance and improvements for state

Attach. 2

and federal highways. There are other and more appropriate approaches to reducing the deficit if our nation's leaders will make the hard choices.

Thank you for your favorable consideration of SCR 1614.



Testimony
House Transportation Committee
March 27, 1989

SCR 1612 and SCR 1614

On behalf of the Kansas Public Transit Association and myself, I wish to express our support for SCR 1614. While the Federal government has the judicious but ominous task of reducing the Federal deficit, it has often done so at the expense of many domestic programs such as public transportation programs. Further, individual states rely on highway user fees to maintain their roadway systems and to fund other transportation user programs such as public transportation and transportation programs for special groups such as the elderly, rural populations and handicapped citizens. Programs such as these cannot afford to have federal and state funds reduced.

To allow the Federal Government to utilize the funds of the Federal Highway Trust Fund in any manner other than for highway and transportation programs would put those programs in serious jeopardy and we strongly oppose such a proposal.

Likewise, monies collected in the federal Aviation Trust Fund should also be utilized for the program for which they were collected. One need only look to the Social Security Trust fund and the list of "I.O.U.'s" for monies withdrawn from that fund for use in other, non-intended, uses which have put that program in serious difficulties.

You have heard much testimony concerning Kansas' proposed highway funding. Many expressed the willingness for an increase in gasoline taxes, but ONLY if those funds would be utilized for the programs and purposes for which they were collected. I believe the same sentiment to be true at the national level.

While the federal government should, I believe, work toward reducing the federal deficit, it should be done in a responsible and accountable manner to all programs.

If I can provide you with any further information, please do not hesitate to contact our new office at: 400 SW Croix, Topeka KS 66611. Telephone (913) 267-7435 FAX# (913) 267-9428.

Sincerely,

A handwritten signature in cursive script that reads "Janette Hanzlick".

Janette Hanzlick
Executive Director

HIGHWAY FINANCE ALTERNATIVES

26-Mar-89 08:44:13 AM

(MILLIONS)

KDOT - SOURCES OF FUND							KDOT FUND USES						TOTAL	INCREASE TO THE SPECIAL CITY & COUNTY FUND
ALTERNATIVES	MOTOR FUEL TAX INCREASES	REGISTRATION FEE INCREASES	SALES TAX TRANSFER INCREASE	SALES AND COMPENSATING TAX INCREASE	BOND SALES	TOTAL	AGENCY SHORTFALL CASH NEEDS	PROGRAM			MISCELLANEOUS	TOTAL		
								MAJOR MODIFICATION	SYSTEM ENHANCEMENTS	BRIDGES				
HB 2014 AS INTRODUCED	4 c 7/1/89 2 c 7/1/91 1 c 7/1/93	SEE NOTE ON REVERSE	10% OF SALES TAX COLLECTIONS	1/2% 62.5% FOR HIGHWAY FUND	LATE SALE AS NEEDED 15-YEAR @ 7.875%	INTEREST ON FUNDS 109	MATCHING OF FEDERAL AID AND ADEQUATE MAINTENANCE FY 1990-2000	1,920 MILES FY 1990-2000	\$700 FY 1990-2000	FY 1990-2000	ELDERLY ETC \$300,000/YEAR CONNECTING LINKS TO \$2,000 PER LANE MILE FY 1990-2000	ENDING BALANCE 101 DEBT SERVICE 287	37.5% OF SALES & COMPENSATING TAX INCREASE	
11-YEARS FY 1990-2000	1,033	320	326	862	731	3,381	877	1,284	700	127	12	3,388	517	
HB 2014 AS AMENDED BY HOUSE	4 c 7/1/89 1 c 7/1/90 1 c 7/1/91 1 c 7/1/92	SAME AS INTRODUCED	12% OF SALES TAX COLLECTIONS	NONE	NO BONDS	INTEREST ON FUNDS 46	MATCHING OF FEDERAL AID AND ADEQUATE MAINTENANCE FY 1990-1997	679 MILES FY 1990-1997	\$177 FY 1990-1997	FY 1990-1997	ELDERLY ETC \$390,000/YEAR CONNECTING LINKS TO \$2,000 PER LANE MILE FY 1990-1997	ENDING BALANCE 40	40.5% OF MFT INCREASE	
8-YEARS FY 1990-1997	444 (589)	227 (93)	350 24	0 (862)	0 (731)	1,067 (2,314)	500 (377)	307 (977)	177 (523)	33 (94)	10 (2)	1,067 (2,314)	352 (165)	
HB 2014 & SB 380 AS AMENDED BY SENATE SUBCOMM	4 c 7/1/89 1 c 7/1/90 1 c 7/1/91 1 c 7/1/92	SAME AS INTRODUCED	10% FY 1990 12% FY 1991+ SALES TAX COLLECTIONS	1/2% 50.0% TO EDUC 37.5% TO SC&C 12.5% TO KDOT	LATE SALE AS NEEDED 20-YEAR @ 8.25%	INTEREST ON FUNDS 89	MATCHING OF FEDERAL AID AND ADEQUATE MAINTENANCE FY 1990-1997	1,797 MILES FY 1990-2000 TOTAL LET 1,284 0	\$700 FY 1990-2000 TOTAL LET 700 0	FY 1990-2000 TOTAL LET 127 0	ELDERLY ETC \$390,000/YEAR CONNECTING LINKS TO \$2,000 PER LANE MILE FY 1990-1997	ENDING BALANCE 266 DEBT SERVICE 125	37.5% OF SALES & COMPENSATING TAX INCREASE	
8-YEARS FY 1990-1997	746 (287)	229 (91)	335 9	117 (745)	FY 1990-97 1,102 371	2,618 (763)	500 (377)	1,284 ---- PAYOUT FY 1990 - 1997 ----	700 1,717 677	127 0	10 (2)	2,618 (763)	352 (165)	

NOTE: All comparisons are with H.B. 2014 as introduced

NOTE: Major modifications, system enhancements and bridges contain 3% for additional state operations

NOTE: Agency shortfall at the adequate maintenance level has been adjusted to reflect the Governor's budget recommendations, the House passed appropriation bill and related assumptions. Project letting schedules are also refined.

NOTE: There have been revisions in the revenue estimates for Registration Fees and the Sales Tax Transfer to reflect revised estimates of vehicle registration, changes in the vehicle registration statute, and changes in estimated total state sales tax collection resulting from the exemption of farm machinery. The changes were made in conjunction with the Department of Revenue and Legislative Research.

NOTE: Shortfall issue will re-emerge in FY 1998 in subcommittee version.

NOTE: NUMBERS MAY NOT AGREE WITH PREVIOUS PRESENTATION BECAUSE OF THE AFORMENTIONED CHANGES

Attach. 4

REGISTRATION FEE REVISIONS PROPOSED IN HOUSE BILL 2014

PROPOSED AUTOMOBILE REGISTRATION FEES:

WEIGHT CATEGORY	CURRENT	PROPOSED	INCREASE
0-3000 lbs.	13.00	25.00	12.00
3,001-3,999 lbs.	16.25	25.00	8.75
4,000-4,500 lbs.	19.50	25.00	5.50
over 4,500 lbs.	26.00	35.00	9.00

PROPOSED REVISIONS IN TRUCK REGISTRATION FEES:

GROSS WEIGHTS	REGULAR			LOCAL & 6,000 MILE			FARM		
	CURRENT	PROPOSED	INCREASE	CURRENT	PROPOSED	INCREASE	CURRENT	PROPOSED	INCREASE
Less than 12,000 lbs.	25.00	35.00	10.00	---	---	---	25.00	35.00	10.00
12,001-16,000 lbs.	75.00	100.00	25.00	47.00	60.00	13.00	30.00	40.00	10.00
16,001-20,000 lbs.	100.00	130.00	30.00	75.00	100.00	25.00	42.00	50.00	8.00
20,001-24,000 lbs.	150.00	195.00	45.00	100.00	130.00	30.00	62.00	70.00	8.00
24,001-30,000 lbs.	235.00	310.00	75.00	135.00	175.00	40.00	---	---	---
30,001-36,000 lbs.	285.00	370.00	85.00	160.00	210.00	50.00	---	---	---
36,001-42,000 lbs.	360.00	470.00	110.00	185.00	240.00	55.00	---	---	---
42,001-48,000 lbs.	460.00	600.00	140.00	235.00	310.00	75.00	---	---	---
48,001-54,000 lbs.	615.00	800.00	185.00	315.00	410.00	95.00	---	---	---
54,001-60,000 lbs.	765.00	1000.00	235.00	360.00	470.00	110.00	150.00	180.00	30.00
60,001-66,000 lbs.	915.00	1200.00	285.00	440.00	570.00	130.00	300.00	360.00	60.00
66,001-74,000 lbs.	1,175.00	1,525.00	350.00	575.00	750.00	175.00	500.00	600.00	100.00
74,001-80,000 lbs.	1,325.00	1,725.00	400.00	675.00	880.00	205.00	---	---	---
80,001-85,500 lbs.	1,475.00	1,925.00	450.00	775.00	1000.00	225.00	---	---	---

PROPOSED TRAILER REGISTRATION FEES:

WEIGHT CATEGORY	CURRENT	PROPOSED	INCREASE
8,000 lbs. or less	10.00	13.00	3.00
8,001-12,000 lbs.	15.00	20.00	5.00
over 12,000 lbs.	25.00	35.00	10.00