

Approved: 3/12/96
Date

MINUTES OF THE HOUSE COMMITTEE ON TRANSPORTATION.

The meeting was called to order by Chairperson Kenneth King at 1:30 p.m. on March 7, 1996 in Room 526-S of the Capitol.

All members were present except:
Representative Vaughn Flora, excused

Committee staff present: Hank Avila, Legislative Research Department
Tom Severn, Legislative Research Department
Bruce Kinzie, Revisor of Statutes
Ellie Luthye, Committee Secretary

Conferees appearing before the committee:
Mike Johnston, Kansas Turnpike Authority
Nancy Bogina, Department of Transportation

Others attending: See attached list

SB 401 - secretary of transportation, powers, study feasibility of certain toll or turnpike projects

Hearings opened. The Chair called on staff to give an overview of the bill which would permit the Secretary of Transportation to study the feasibility of constructing new toll or turnpike projects or designating existing highways or portions of such highways as toll or turnpike projects.

Mike Johnston was the first conferee and stated the Kansas Turnpike Authority supports **SB 401**. He told the committee the bill shows new interest is being directed at whether or not tolls might play more of a role in the future of transportation as an additional component to help pay for transportation improvements. The Turnpike Authority is working as a partner with KDOT and FHWA in a project to gather data for the Kansas segment of the Transamerica Transportation Corridor and this study will include a toll sensitivity analysis under various tollway strategies as well as development of future-year traffic and toll revenue estimates at recommended optimum toll levels. (Attachment 1)

Nancy Bogina told the committee the time had come to look at alternative sources of transportation funding such as tolls. She also referred to the study for which KDOT has received a grant from the Federal Highway Administration to explore the feasibility of adding capacity to a highway corridor and funding the added capacity through alternative funding sources, such as toll revenue. She concluded that although the Secretary of Transportation is pleased that the committee supports such studies, it was the feeling of the Department of Transportation the authority to do so already existed. (Attachment 2)

Following questions from the committee the Chair closed hearings on **SB 401**.

The Chair next called on Mike Johnston to give a report on the Kansas Turnpike. He reviewed the background of the Turnpike as well as giving an update on the K-Tag program, current construction projects, traffic growth and personnel. (Attachment 3)

SB 339 - crimes and punishment, railroad property

The Chair called for discussion and final action on **SB 339**. Representative Myers made a motion to pass SB 339 favorably, seconded by Representative Dillon and the motion carried.

CONTINUATION SHEET

MINUTES OF THE HOUSE COMMITTEE ON TRANSPORTATION, Room 526-S Statehouse, at 1:30 p.m. on March 7, 1996.

SB 542 - increasing fines for railroad crossing violations.

The Chair called for discussion and final action on **SB 542**. Representative Dillon made a motion to pass SB 542 favorably, seconded by Representative Pauls and the motion carried.

Chairman King adjourned the meeting at 2:35 p.m.

The next meeting is scheduled for March 12, 1996.



KANSAS TURNPIKE AUTHORITY

9401 EAST KELLOGG WICHITA, KANSAS 67207-1804 (316) 682-4537
FAX (316) 682-1201

TESTIMONY BEFORE THE HOUSE TRANSPORTATION COMMITTEE REGARDING SENATE BILL 401 March 7, 1996

Mr. Chairman and Members of the Committee:

I am pleased to be with you today and offer a few comments on SB401. As you know, this measure would allow the Secretary of Transportation to conduct studies concerning "the feasibility of constructing a new toll project or turnpike project or designating existing highways or any portion of such highways as a toll project or turnpike project." The Kansas Turnpike Authority supports this bill.

The whole area of transportation finance policy is being re-evaluated today all across America. The Federal Government has made several policy changes that encourage states to consider tolls as an additional alternative on all but the interstate portion of the National Highway System. Here in Kansas, as this bill clearly shows, new interest is being directed at whether or not tolls might play more of a role in our transportation future as an additional component to help pay for transportation improvements virtually all of us want.

Under current law, any turnpike or toll project must be shown to be feasible, without state subsidy, in order to proceed. The underlying policy change suggested by this bill would make it possible for the Secretary to consider tolls as one element of a funding package on projects he or she may wish to consider. We think that makes sense as a matter of policy and indeed was possible under certain provisions of Kansas law from 1957 to 1978 when the legislature made changes in the law that effectively nullified the authority of the Secretary to subsidize toll projects without further specific legislative authority.

*House Transportation Committee
March 7, 1996
Attachment 1*

SEN. RICHARD R. ROCK
Chairman
Arkansas City

SEN. BEN VIDRICKSEN
Vice-Chairman
Salina

REP. KENNETH R. KING
Secretary-Treasurer
Leon

MICHAEL L. JOHNSTON
President/CEO
Wichita

FRANK J. BECKER
Member
El Dorado

E. DEAN CARLSON - KDOT
Secretary of Transportation
Topeka

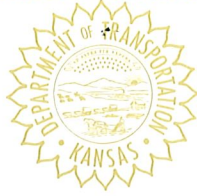
PAUL V. DUGAN
General Counsel
Wichita

JON GLASER, Controller
Asst. Secretary-Treasurer
Wichita

Finally, as a partner with KDOT and FHWA in a project to gather data for the Kansas segment of the Transamerica Transportation Corridor, I think it is extremely important to have detailed information when considering any project that might incorporate tolls into its financial framework. Unfortunately, no such detailed information exists today for any corridor in our state. This study, for example, will include a toll sensitivity analysis under various tollway strategies, as well as development of future-year traffic and toll revenue estimates at recommended optimum toll levels. Various funding alternatives, in addition to tolls, would also be examined, along with research to evaluate the overall statewide public acceptance of toll roads.

The policy change suggested by this bill is a departure from current policy that offers an interesting new topic for consideration in your ongoing challenge to meet our transportation needs. That consideration, however, must be done fully in context with both the possibilities and limitations of tolls.

I would be pleased to try to answer any questions you may have.



KANSAS DEPARTMENT OF TRANSPORTATION

E. Dean Carlson
Secretary of Transportation

Docking State Office Building
Topeka 66612-1568
(913) 296-3566
TTY (913) 296-3585
FAX (913) 296-1095

Bill Graves
Governor of Kansas

TESTIMONY BEFORE THE
HOUSE COMMITTEE ON TRANSPORTATION
REGARDING SENATE BILL 401

March 7, 1996

Mr. Chairman and Members of the Committee:

I appreciate the opportunity to appear before you today to testify regarding Senate Bill 401. This Bill proposes to give the Kansas Secretary of Transportation the authority to study the feasibility of constructing a new toll facility or designating existing highways as toll facilities. The Bill also prescribes some, but not all, of the items a study should include under this proposed statute.

We are very pleased that the Special Committee on Transportation, along with KDOT, sees the wisdom of such studies and is willing to lend its support in that regard. During KDOT's public outreach meetings this past year, we frequently heard that people are willing to look at tolls as a source of funding for new highways or for building additional capacity on existing highways. The time has come to look at alternative sources of transportation funding such as tolls in a somewhat nontraditional manner. Previous toll road studies have shown that outside of urban areas, Kansas roads just don't have enough traffic to pay the full cost of construction and operation of a toll road. However, if we look at tolls as simply an additional source of revenue to assist in funding a project, it may be possible that tolls could generate a significant enough portion of either the construction or operational costs of a road to make it worthwhile. The amendment to this bill by the Senate Committee on Transportation and Utilities clearly recognized that tolls may be looked at as just one element of a facility's total financing package.

House Transportation Committee
March 7, 1996
Attachment 2

However, we believe the Secretary already has the authority to perform such studies under current statutes. In fact, we are about to begin such a study. KDOT has received a grant from the Federal Highway Administration to explore the feasibility of adding capacity to a highway corridor and funding the added capacity through alternative funding sources, such as toll revenue. The Kansas Turnpike Authority (KTA) has agreed to be a partner in the study and will provide half of the matching funds.

The Federal funds are specifically for further study of a specific segment of the Transamerica Transportation Corridor (TTC) which was studied by the Federal Highway Administration in 1993 and 1994. The TTC was a major east-west transportation corridor from Virginia to California, through the nation's midsection.

Although the Federal funds are available for study of a particular corridor, we applied for them in the hope that we would gain ideas and information that can be used statewide in assessing the feasibility of funding new highways or additional capacity on existing highways with nontraditional types of funding, such as toll revenues. The study will also explore statewide public and motor carrier acceptance of toll roads, as well as possible Intelligent Transportation System (ITS) applications.

Again, we are pleased that the committee supports such studies, but we believe the authority to do them already exists.

Turnpike Information

Groundbreaking:	December 31, 1954
Opened to traffic:	October 25, 1956
Construction stats:	<ul style="list-style-type: none">- The Turnpike was built 22 months in 1955 & 1956.- Cost \$147 million, plus \$9 million in Capitalized Interest.- Original cost translated to \$660,000 per mile.
Length:	236.5 miles
Interchanges:	The Turnpike has 20 interchanges for entry and exit located at strategic points along the route.
Service areas:	A total of six, located near Lawrence, Topeka, Emporia, Matfield Green, Towanda and Belle Plaine.
Bridges:	345
Median Barrier:	<ul style="list-style-type: none">- Concrete median barrier that runs the entire length of the roadway; all but eliminates head-on collisions. Completed in 1992 at a cost of \$250,000 per mile.- Estimated to save 10 lives per year.
Traffic:	<ul style="list-style-type: none">- Grown from 3.6 million vehicles in 1957 to 25.6 million vehicles in 1995.- 22 million passenger cars use the Turnpike each year.- 3 million commercial vehicles use the Turnpike each year, but commercial vehicles account for approximately 42 percent of revenue.- The Kansas Turnpike experiences an average traffic growth rate of about 4% per year.
Employees:	480 employees, including 80 part-time.
Revenue:	<ul style="list-style-type: none">- Grown from \$3.9 million in 1957 to \$51.3 million in 1995.- Tolls account for 95% of Turnpike revenue.- Almost 50% of the toll revenues are generated by 27.2% of out-of-state travelers.
Patrol:	The Authority pays \$3 million per year for highway patrol services. Under the agreement, the Authority pays for all operational costs associated with the patrol. The Turnpike employs 42 highway patrol personnel.
K-TAG:	<ul style="list-style-type: none">- Electronic toll collection program, officially dedicated October 25, 1995.- As of March 1995, 16,000 accounts with nearly 44,000 transponders in use.- Two customer options; pre-paid discount and credit non-discount.

*House Transportation Committee
March 7, 1996
Attachment 3*

Current Construction:

The Kansas Turnpike Authority is currently preparing for several construction projects, including:

- Travel and Tourism Center. The KTA is constructing a new tourist information center at milepost two, next to the Oklahoma border. Construction is now underway.
- West Lawrence Reconstruction. The toll plaza at West Lawrence is being completely redesigned and replaced. There are several phases to the project, the first of which is currently underway. It is scheduled for completion by the end of 1996.
- Roadway replacement. The KTA is continuing its effort to replace the entire roadway between Kansas City and Topeka. This year, construction crews will replace the concrete between mileposts 220.5-224 (between Lawrence and Bonner Springs).
- Lecompton Interchange. A new interchange is being constructed at milepost 197.5 to be open by fall 1996.

TAR Radio:

The Kansas Turnpike Authority has a network of radio stations that constantly broadcast weather information, roadway conditions and general information about the Turnpike.

Weather Line:

Weather information can also be accessed by calling one of the Weather Line numbers in towns along the Turnpike.

Emergency Service:

Customers can report emergency situations by dialing *KTA on their cellular phones, or 1-800-827-PIKE for travelers who do not have cellular phones.