

MINUTES OF THE HOUSE COMMITTEE ON TRANSPORTATION.

The meeting was called to order by Chairperson Rep. Gary Hayzlett at 2:05 p.m. on February 16, 1999 in Room 519-S of the Capitol.

All members were present except:

Committee staff present:

Bruce Kinzie, Revisor
Hank Avila, Research
Chris Courtright, Research
Ellie Luthye, Committee Secretary

Conferees appearing before the committee:

Pat Hurley, Economic Lifeline
Chris McKenzie, League of Municipalities
Randy Allen, Kansas Association of Counties
John Fowler, KCCI
Ron Butts, President, Kansas Public Transit
Ken Black, Kansas Airport Association

Others attending:

See attached sheet

HB 2071 - comprehensive transportation program

Chairman Hayzlett reopened hearings on **HB 2071**. He called on Pat Hurley, Economic Lifeline, who presented a proposal from Economic Lifeline and endorsed by several other organizations who would also present testimony in support of their proposal. He listed the three areas where the Economic Lifeline proposal differed from **HB 2071**. The first was system enhancements in all parts of the state. Secondly would restore the funding levels for airports, public transit and rail to those recommended by the T-2000 task force and third, increase the share of revenue that goes to cities and counties through various transfers. He concluded all the organizations which comprise Economic Lifelines and support their proposal are firmly committed to one common principle: transportation is a special issue which absolutely must be periodically addressed by the Legislature or the state will face a crisis in the future. (Attachment 1)

Chris McKinzie spoke in support of the proposal by Economic Lifeline and spoke on behalf of the 528 member cities that belong to the League of Kansas Municipalities. He listed the four principles which the members feel must be addressed by any plan: 1) program should be multi-modal, 2) should rely on an array of revenue sources which are tied as much as possible to the use of transportation facilities, 3) should truly benefit both state government and cities and counties and 4) should provide funding for system enhancements. The League, he states, feels the program announced by Economic Lifelines is compatible with each of the above principles. (Attachment 2)

Randy Allen was the next to speak in support of **HB 2071**. He told the committee the membership of the Kansas Association of Counties unanimously adopted a statement supporting a comprehensive transportation program and they endorse the program which was announced by Economic Lifelines. The Association felt it met their transportation objectives better than any other proposal but urged the committee to be inclusive of local government in whatever transportation program they ultimately endorse. (Attachment 3)

The Chair next called on John Fowler, President/CEO of the Kansas Chamber of Commerce. He said the business expansion and the economic development of every Kansas community depends on the capacity and efficiency of our transportation program. The Chamber feels user fees coupled with a reasonable level of debt financing represent a fair and feasible method of securing needed transportation improvements. (Attachment 4)

CONTINUATION SHEET

MINUTES OF THE HOUSE TRANSPORTATION COMMITTEE, Room 519-S Statehouse, at 2:05 p.m. on February 16 , 1999.

Ron Butts stated some of the challenges they confront in providing public transportation services throughout the state. He stated for many citizens, public transportation is their only access to the community - for work, school, medical appointments, etc. and this access is limited to weekdays and during normal business hours. He told the committee many of their buses were old and had very high mileage and concluded that without significant new funding the needs of the citizens who rely on public transportation would not be met. He urged support of the Economic Lifelines transportation proposal. (Statement 5)

Ken Black spoke in support of the proposal presented by Economic Lifelines and listed the areas in aviation that would be addressed by this proposal. He stated their proposal is a pragmatic approach to help Kansas airports, and all other modes of transportation, and state assistance is critically needed for their continued operation. (Statement 6)

Mary Turkington made a brief statement supporting the proposal as presented by Economic Lifelines.

Following questions by the committee the Chair closed hearings on **HB 2071**.

The Chair opened the floor for discussion and final action on **HB 2071**.

A balloon was presented which removed the bonding component from **HB 2071**. Representative Ballou made a motion to accept the balloon, seconded by Representative Huff.

Representative Larkin asked for the Revisor to give an overview of the balloon. Following questions by the committee regarding some portions of the balloon in respect to railroads, demand transfers vs revenue transfer and public transit, the Chair called for a vote and the motion to accept the balloon carried.

Representative Ballou introduced an amendment to the balloon which would set up transfers from the state fund to the highway fund. This was seconded by Representative Huff and following discussion by the committee the motion carried.

A motion was made by Representative Long to increase funding for public transportation from \$5 million to \$8.8 million, seconded by Representative Larkin. This motion failed on a 9 to 12 vote. Representative McClure wished her "yes" vote recorded.

Representative Ballou made a motion to pass **HB 2071** as amended, seconded by Representative Myers.

Representative McKinney made a substitute motion to raise to \$4 million the provision for highway, bridge and maintenance projects in each county of the state, from the current \$3 million. This was seconded by Representative Grant. This motion failed on a vote of 8 to 13.

The Chair called for a vote on **HB 2071** and it passed as amended.

Chairman Hayzlett adjourned the meeting at 3:30 p.m. The next meeting of the House Transportation Committee will be Wednesday, February 17 at 2:00 p.m.

HOUSE TRANSPORTATION COMMITTEE GUEST LIST

DATE: February 16, 1999

NAME	REPRESENTING
KEN McNEILL	ABATE OF KS INC
DORIE NE Mann	ABATE of KS Inc.
Andrew Cox	<u>Intern</u>
George Blum	Ks Taxpayer Network
Tom WHITAKER	Ks Motor Carriers Assn
Kess Bahr	Economic Lifelines
Mike Zamzla	Majority Leader's Office
Debbie Bright	KCC
Bernie Koch	Wichita Area Chamber
John Fowler	Kansas Chamber
Mary Turkington	T/2000
Marcia Bernard	Unified Govt of WyCo/KCC
Ron Butts	Jopoka Transit
Kelly Kuetala	City of Overland Park
Thomas Schaefer	City of Lenexa
Ashley Sherard	O.P. Chamber of Commerce
Blayne Coullie	Ks. Good Roads
Kara Tanton	Johnson County
Wendy (Hanna)	Kansas Aggregate Producers' Assn

**Statement of Pat Hurley,
on behalf of
Economic Lifelines**

**Presented to the House Transportation Committee
on
February 16, 1999**

Mr. Chairman and members of the Committee, I am Pat Hurley and I present these remarks on behalf of Economic Lifelines.

As you know Economic Lifelines is the statewide grassroots coalition dedicated to the preservation and enhancement of the state transportation system. In fact it is possibly the largest coalition ever dedicated to such a purpose.

A few weeks ago, when Economic Lifelines announced its endorsement of the Transportation 2000 report findings, we indicated we would work to craft an achievable funding package that would address as many of the state's transportation needs identified in the T-2000 Report as was possible within a realistic financial framework.

Today, we are presenting just such a proposal to your committee.

This specific proposal has been endorsed by the Board of Economic Lifelines, including particularly the following member organizations: The League of Kansas Municipalities, the Kansas Association of Airports, the Kansas Association of Counties, the Kansas Public Transit Association and the Kansas Chamber of Commerce and Industry. With me today to address you briefly are representatives of each of those organizations, as well as Mary Turkington, Chairman of Transportation 2000, who is also endorsing the plan.

We are very pleased to have endorsements from these particular organizations, for they represent the broad public support for this specific program of so many Kansans from so many walks of life: The cities, counties, local business communities, airports, public transits authorities and many others. In short they constitute the communities you represent and the citizens who live in those communities.

In contrast to other more limited approaches that have been proposed, the Economic Lifelines plan differs in three critical areas: (1) it provides for more needed system enhancements in all parts of the state (\$1.2 billion); (2) it restores the funding levels for airports, public transit, and rail to those recommended by the T-2000 task force; and (3) it increases the share of revenue that goes to cities and counties through various transfers.

In short, many more communities would have the opportunity for needed projects under this Economic Lifelines plan, than under other proposals presented to date.

The Economic Lifelines proposal would provide just over \$2.7 billion in total new resources available for transportation projects, raised through a traditional combination of resources, including user fees, demand transfers, and bonds, in contrast to the Governor's plan, which relies predominantly on bonds, or other proposals which rely predominantly on transfers from the general fund. Specifically the revenue package we recommend is reflected in the attachments and is comprised of the 10% demand transfer recommended by the Governor, a 5 cent motor fuel increase, a \$15 registration fee increase, and \$1.3 billion in bonds.

All of the organizations which comprise Economic Lifelines and support this proposal are firmly committed to one common principle: Transportation is a special issue which absolutely must be periodically addressed by the Legislature or the state will face a crisis in the future.

As communities across Kansas told the Transportation 2000 task force all summer and fall, and are now telling the Legislature in hearings week after week, our infrastructure is not something we can allow to deteriorate -- not if we want to be able to compete economically with

other states. And not unless we are willing to sacrifice the safety of our families.

Economic Lifelines commends Governor Graves and Legislative leaders in both parties in both Houses for beginning the dialogue to lead to enactment of a Comprehensive Transportation Program in 1999, and Economic Lifelines wants to be a part of that dialogue.

Much of our proposal is consistent with recommendations put forth in these other proposals. But our plan addresses more of the needs that exist, and does so we believe through the prudent utilization of traditional sources of transportation revenue.

It is clear that the Governor, the Legislature, the groups that comprise Economic Lifelines and the citizens they all represent, are looking for a truly meaningful program-- a Comprehensive Transportation Program that will effectively address the needs of communities from border to border, and which is meaningful and feasible. This is a program that meets that test.

Finally, on a personal note. We recognize how difficult is your task. It was not easy to pass the 1989 program and it may require even more political courage on the part of Legislators in 1999. We can only tell you that we are absolutely convinced that the state as a whole needs such a program and your communities want it, need it and support it.

Possibly the most helpful benchmark for each of you to apply in deciding whether to support a new transportation plan is this one thought - Where would your communities and this state as a whole be today had we not enacted the 1989 program , and more ominously where will it be a decade from now if we do enact another such program.

Thank you very much for your attention.

Economic Lifelines

Proposed Transportation Program Comparative Analysis

Annual Average Costs (\$Millions)	CHP 1989	Extended Interim	CHP Inflated	T- 2000 Proposal	Governor's Proposal	House R Proposal	E L Proposal
Maintenance:							
Routine Maintenance	\$ 84	\$ 119	\$ 119	\$ 119	\$ 119	\$ 119	\$ 119
Substantial Maintenance ****	93	201	138	201	201	201	201
Construction:							
Major Modification & Priority Bridge ****	269	299	409	441	399	399	399
System Enhancement ****	105	-	150	250	125	88	150
Modes:							
Aviation	-	-	-	3	3	3	3
Public Transit (Includes both State & Federal Funds)	5	5	5	14	10	10	14
Rail (Includes both State & Federal Funds)	3	1	1	6	4	4	6
Local:							
Special City & County Highway Fund	117	136	160	182	160	160	165
Local Federal Aid Projects (Includes Local Match)	70	80	80	80	80	80	80
Local Partnership **** (1)	17	22	26	35	25	25	29
KLINK Maintenance Payments	2	2	3	3	3	3	3
Management & Other	43	70	75	80	73	73	73
Transfers Out	35	48	53	53	48	48	48
Debt Service	27	85	85	85	85	85	85
Annual Average Totals	\$ 870	\$ 1,068	\$ 1,304	\$ 1,552	\$ 1,335	\$ 1,298	\$ 1,375
	X 8	X 8	X 8	X 8	X 8	X 8	X 8
Program Totals	6,960	8,544	10,432	12,416	10,680	10,384	11,000
Annual Deficit		35	271	519	302	263	338
	X 8	X 8	X 8	X 8	X 8	X 8	X 8
Program Deficit		\$ 280	\$ 2,168	\$ 4,152	\$ 2,416	\$ 2,104	\$ 2,704

(1) Local Partnership Program includes the Economic Development, Geometric Improvements, & the KLINK resurfacing programs

**** Amounts for Substantial Maintenance, Major Modifications & System Enhancements include preliminary engineering, construction engineering, right of way and utilities costs.

Comprehensive Transportation Program Overview
FY 2000-2007
(Millions)

<u>Components for 2000-2007</u>	<u>Governor's Proposal</u>	<u>E. L.'s Proposal</u>
<u>Proposed Program</u>		
Total Program Size	\$10,680	\$11,000
Total New Resources Needed	\$ 2,417	\$ 2,704
<u>Proposed New Resources</u>		
<u>General Fund Sales Tax Transfer</u>		
① Increase to current statute	\$ 248	\$ 248
② Increase above current statute	\$ 299	\$ 299
Interest on Funds	\$ 254	\$ 284
Bond Proceeds (Net of Issuance Costs)	\$ 2,135	\$ 1,281
Interest on Bonds	\$ 62	\$ 37
Less Increase in Debt Service	\$ (580)	\$ (428)
Motor Fuel Tax Increase (\$.05/gal.)	\$ 0	\$ 72
Registration Fee Increase (\$15/vehicle/yr.)	\$ 0	\$ 260
Total New Resources (Less Debt Service) ¹	\$ 2,417	\$ 2,704

Bond Financing Component of CTP Overview
for Full Term of Bonds
(Millions)

	<u>Governor's Proposal</u>	<u>E. L.'s Proposal</u>
Principal Amt. New Bonds (Gross)	\$ 2,168 (49.5%)	\$ 1,306 (55.1%)
Interest Due on New Bonds	\$ 2,216 (50.5%)	\$ 1,060 (44.9%)
Total Debt Service Due	\$ 4,384 (100%)	\$ 2,366 (100%)
Maximum Term of Bonds (Years)	25	20
Year of Last Payment	2031	2022

2/1/00
League of Kansas Municipalities
Source: KDOT - Division of Administration

¹ Does not total exactly due to rounding



League of Kansas Municipalities

PUBLISHERS OF KANSAS GOVERNMENT JOURNAL 300 S.W. 8TH TOPEKA, KS 66603-3896 (785) 354-9565 FAX (785) 354-4186

TO: House Committee on Transportation
FROM: Chris McKenzie, Executive Director *Chris McKenzie*
DATE: February 16, 1999
SUBJECT: Support For New Comprehensive Transportation Program

It is my privilege to appear before you this afternoon on behalf of the League of Kansas Municipalities and its 528 member cities in support of a new comprehensive transportation program of sufficient size and relying on sufficiently diverse revenue sources to meet the long term transportation needs of the state, county and city governments of Kansas.

City officials are deeply committed to maintaining and expanding the local transportation system in order to ease the flow of traffic and to provide economic development opportunities for their residents and businesses. You will be hard pressed to find a city official today who does not understand the strong linkage between a healthy transportation system and a strong city. Cities with such networks provide economic opportunities, they have the ability to retain their young people, and they are desirable places to live when Kansans retire.

The League strongly supported the 1989 Comprehensive Highway Program, and cities have been able to do much in partnership with the state of Kansas. Many cities participated in the system enhancements program, pledging valuable local tax dollars to match state funding on projects of real significance to cities and the state. All cities benefitted from the increases in funding through the Special City-County Highway Fund. The Local Partnership Program and the Connecting Link Program also have been of substantial local benefit .

As the League Governing Body and member cities look at the various proposals that have been suggested, we urge you to keep the following principles in mind:

- The program should be multi-modal.
- The program should rely on an array of revenue sources which are tied as much as possible to the use of transportation facilities. This includes motor fuel taxes, registration fees, sales tax on motor vehicles, and reasonable bonding of projects secured by these revenues.
- The program should truly benefit both state government and cities and counties. Any plan which advances primarily the needs of the state transportation system while paying less attention to local transportation needs is not in the best interests of our state as a whole.
- The program should provide funding for system enhancements at a substantial level--large enough to make a reasonable dent in the needs that have been identified across our state.

In light of these principles, the League strongly endorses the program announced last week by Economic Lifelines. We respectfully submit that it is compatible with each of the above principles. Thank you for consideration of our views. Thank you also for the commitment you have made to respond to the statewide interest in a new comprehensive transportation program.

Joint House & Senate Transportation Committees
February 16, 1999

Attachment 2

President: John R. Zutavern, Commissioner, Abilene * Vice President: Carol Marinovich, CEO/Mayor, Wyandotte County/Kansas City * Past Presidents: Donald L. Anderson, Mayor, Lindsborg * Chris Cherches, City Manager, Wichita * Ed Eilert, Mayor, Overland Park * Irene French, Mayor, Merriam * Ralph T. Goodnight, Mayor, Lakin * Directors: James Arnold, Mayor, Scott City * Joan Bowman, Mayor, Lenexa * Delores Dalke, Mayor, Hillsboro * Tony Fiedler, Commissioner, McPherson * Rod Franz, Finance Director, Salina * Warren C. Hixson, Mayor, Colby * Don J. Knappenberger, City Attorney, St. John * J. Patrick Lawless, Jr., Mayor, Osage City * Ralph Soelter, Mayor, Paxico * Joan Wagnon, Mayor, Topeka * Glen Welden, City Manager, Parsons * Ed Wiltse, Councilmember, Ulysses * Executive Director: Christopher K. McKenzie



KANSAS
ASSOCIATION OF
COUNTIES

TESTIMONY
SUPPORT FOR COMPREHENSIVE TRANSPORTATION
PROGRAM

Presented by Randy Allen, KAC Executive Director
House Transportation Committee
February 16, 1999

Chairman Hayzlett and members of the committee, I am Randy Allen, representing 104-member Kansas counties which comprise our Association. I appreciate the opportunity to express support and encouragement to you for enacting a significant comprehensive transportation program.

Counties are keenly interested in and supportive of a new comprehensive transportation program - and for good reason. Over 109,000 or about 82% of the public roadways in Kansas are under the jurisdiction of counties and townships. Additionally, 19,928 or 76% of all bridges in the state are the responsibility of counties. Further, 6,015 or 81% of all functionally obsolete or structurally deficient bridges in the state are under the jurisdiction of counties. As these examples illustrate, the state's interest and our counties' interest in transportation are intertwined, and we share both a burden and a challenge of meeting the public's mobility needs.

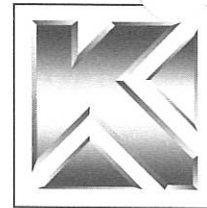
Last November, our membership unanimously adopted a statement supporting a comprehensive transportation program which 1) provides maximum flexibility to counties in allocating funds to address local transportation needs; 2) includes a strong local transportation system funding component, including removing the "caps" on the monies which should flow to the Special City-County Highway Fund; 3) includes state money for the maintenance of airports; 4) addresses the state's rail service needs, including freight transportation and commuter rail service; and 5) provides compensation for repairs to county roads which are used as haul roads for construction projects. Our position has not changed since that time. We understand that some combination of additional revenues and long-term debt are required to finance a significant new transportation program. For this reason, we have endorsed with other groups the program announced last week by Economic Lifelines. It seems to meet our transportation objectives better than any other proposal. We urge you to be bold in your approach and inclusive of local government in whatever transportation program you ultimately endorse. Thank you for your consideration.

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The Kansas Association of Counties, an instrumentality of member counties under K.S.A. 19-2690, provides legislative representation, educational and technical services and a wide range of informational services to its 104 member counties. The Association's main office is in Topeka, and the Education Program office is located at 3500 N. Rock Road, Building 100, Wichita, KS 67226.

Joint House & Senate Transportation Committees
February 16, 1999
Attachment 3

LEGISLATIVE TESTIMONY



Kansas Chamber of Commerce and Industry

web: www.kansaschamber.org

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February 16, 1999

KANSAS CHAMBER OF COMMERCE AND INDUSTRY

Testimony Before the
House Transportation Committee

by

John Fowler
President & CEO

Mr. Chairman and members of the Committee:

The transportation infrastructure needs of the state have been well documented over the past year. Kansas citizens have enthusiastically expressed their desire to protect and extend the benefits of the 1989 Comprehensive Highway Program with a new plan, one that addresses all major modes of transportation.

The Kansas Chamber of Commerce and Industry (KCCI) is a statewide organization dedicated to the promotion of economic growth and job creation within Kansas, and to the protection and support of the private competitive enterprise system.

KCCI is comprised of more than 3,000 businesses which includes 200 local and regional chambers of commerce and trade organizations which represent over 161,000 business men and women. The organization represents both large and small employers in Kansas, with 47% of KCCI's members having less than 25 employees, and 77% having less than 100 employees. KCCI receives no government funding.

The KCCI Board of Directors establishes policies through the work of hundreds of the organization's members who make up its various committees. These policies are the guiding principles of the organization and translate into views such as those expressed here.

From a commercial and industrial perspective, the benefit of a world class transportation system is clear. Business must be able to efficiently move its goods and services to market. Current
Joint House & Senate Transportation Committees
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Attachment 4

bor shortages mean employers must attract workers from an ever-widening geographic radius. Business expansion, and thus the economic development of every Kansas community, depends on the capacity and efficiency of our transportation system. Just as importantly, all Kansas citizens deserve to enjoy the benefits of improved safety and convenience of adequate highways, air service, and public transit.

The Kansas Chamber of Commerce and Industry, Kansas' largest business organization and the representative voice for thousands of employers small and large, recognizes the necessity of moving forward on a new comprehensive program now.

A new plan should be significant enough to have an impact in every area of the state, with adequate provisions for system enhancements and major modifications, coupled with the essential maintenance requirements of the current highway system. It must go beyond highways to address the most urgent requirements of aviation and short line rail infrastructure and public transit. And it should represent a responsible approach to funding those infrastructure needs, without burdening any single class of taxpayers.

In our view, user fees coupled with a reasonable level of debt financing represent a fair and feasible method of securing needed transportation improvements.

We believe such a program can, and should, be adopted in 1999.

Therefore, on behalf of its member employers across the state, KCCI joins with Economic Lifelines and many others to urge the Legislature to act on a Comprehensive Transportation Program in this session.



KANSAS PUBLIC TRANSIT ASSOCIATION
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MEMBER AMERICAN PUBLIC TRANSIT ASSOCIATION
MEMBER COMMUNITY TRANSPORTATION ASSOCIATION OF AMERICA
MEMBER SOUTHWEST TRANSIT ASSOCIATION

HOUSE COMMITTEE ON TRANSPORTATION

RE: HB 2071 Comprehensive Transportation Plan

February 16, 1999
Topeka, Kansas

Prepared By:
Ronald D. Butts, President
Kansas Public Transit Association

Chairman Hayzlett and members of the House Committee on Transportation, I am Ron Butts and I presently serve as President of the Kansas Public Transit Association.

The 160 providers of public transportation services in Kansas are pleased to have this opportunity to express our strong support for a comprehensive transportation plan for Kansas which will meet the needs of our citizens as these needs were expressed during the Transportation 2000 Task Force hearings.

There is tremendous need for additional public transportation services throughout our state. As noted by Secretary Carlson during his testimony yesterday before this committee, the most surprising aspect of the T2000 Task Force hearings was the expression of this need for public transportation.

This same sentiment has been expressed by Mary Turkington, Chair of T2000 and others who served on the task force.

This response for public transportation was no surprise to our transit providers who try each day, with inadequate funding for operational expenses and vehicle replacements, to meet this need.

For many of our citizens, public transportation is their only access to the community – access to work, to school, to medical appointments and, for social or

Joint House & Senate Transportation Committees
February 16, 1999
Attachment 5

entertainment activities. Yet, for these individuals, when this access is available, it is limited to weekdays only and only during normal business hours. As your access to your community is limited, your quality of life is diminished.

We have recently been confronted by new challenges to public transportation. Federal operating funding reductions in 1996 resulted in service reductions in Wichita and Kansas City which have not been restored. Welfare to Work legislation has significantly increased the need for weekend and evening service. Demand for ADA (Americans with Disabilities Act) related transportation services continues to grow at a dramatic pace. And, the continued growth of our communities include new employment, medical, shopping, and entertainment opportunities which are difficult to serve or are outside of our existing service areas.

Public transportation is often identified with urban areas. I would like to take just a moment and speak specifically to our rural areas – those areas with no population center over 50,000 people as defined in TEA 21.

The University of Kansas Transportation Center recently completed a study of public transportation needs in the 99 rural counties of our state. This study reflected a “low estimate of demand” for year 2000 to be 2.8 million annual passenger trips for these service areas. This “low estimate of demand” represents an increase of 47% from the 1.9 million trips provided in 1997. Significant new funding is required to even meet the “low estimate of demand” in the KU study.

The KU study also identified that these providers have approximately 500 public transportation vehicles which are were funded in part by the Federal Transit Administration and the Kansas Department of Transportation. Many of our vehicles are very old and have very high mileage. Recently, with KDOT’s assistance we have been making substantial progress in upgrading this fleet. However, of the 108 vehicle replacements requested last year, only 61 could be funded. To achieve the federal mileage life cycle replacement guidelines, we would require replacement of approximately 80 vehicles each year. Again, significant new funding is required.

Ladies and gentlemen, without this significant new funding for public transportation in Kansas, these needs of our citizens will not be met. Instead, they will only grow larger and additional citizens will have limited or no access to their communities. We urge each of you to support the Economic Lifelines transportation proposal and the \$8.8 million funding level for public transportation as recommended by this proposal and the Transportation 2000 Task Force.

Thank You.

Testimony -- House Committee on Transportation **February 16, 1999**

Presenter: Ken Black, President

Saving Kansas Airports

- Kansas Airport System
- The Problem
- Airport Funding in Kansas
- KAA Recommendation

Kansas Airport System

Airport Types		Public-use Airports	
• Private-use	243	• Primary	4
• Military	3	• Commercial Service	6
• Public-use	<u>147</u>	• Reliever	5
Total	393	• General Aviation (GA)	<u>132</u>
		Total	147

Kansas Airport System Roles

Airports support a time sensitive means of conveyance (particularly in a rural setting)

- Medical services
- Emergency and Government Operations
- Links the public to communities throughout the US and the world
- A viable airport is essential for good economic growth

The Problem

Airport infrastructure throughout the state is deteriorating at an alarming rate.

- The average pavement condition for Kansas airports is only fair, and this average is rapidly moving towards poor.
- Airfield lighting and signage systems are in significant need of repair or replacement at the majority of Kansas GA airports.

Airport Funding in Kansas

- Airport funding in Kansas is currently limited to Federal and local sources.
 - Over 123 airports in Kansas did not receive any Federal funding between 1994 and 1997.
- State funding for airports in the other 49 states combined exceeds \$450 million annually. In Kansas, it is \$0.
- KDOT has identified over \$105 million that is needed to fund airport improvements statewide.

KAA Recommendation

- Fund Airport Improvements statewide through the Comprehensive Transportation Program
- Legislation is on the books that provides for a state airport improvement fund, but there are currently no funding sources identified.
- Utilize a cost sharing system that provides for the infusion of state and local funds for these improvement projects.

Summary

- Remember that KDOT has identified over \$105 million in needed airport improvements.
- \$24 million of that amount is needed immediately to fix runways and aprons at airports with poor or failed surfaces
- We must play “catch-up” with this program to solve the immediate problem. Hopefully, we will reach a point where Kansas airports are not in a crisis mode.
- The Economic Lifelines proposal for the next Comprehensive Transportation Program is a pragmatic approach to help Kansas airports and all other modes of transportation. The same is true of the funding approach offered here today.

"Public airports in Kansas support a principal mode of transportation for the people of this state, and state assistance is critically needed for their continued operation!"

Questions?