

MINUTES OF THE SENATE TRANSPORTATION COMMITTEE.

The meeting was called to order by Chairperson Senator Les Donovan at 8:30 a.m. on March 26, 2002 in Room 245-N of the Capitol.

All members were present except:

Committee staff present: Hank Avila, Legislative Research Department
Bruce Kinzie, Revisor of Statutes
Marian F. Holeman, Committee Secretary

Conferees appearing before the committee: Representative Jim Garner
Representative Larry Campbell
Don Seifert, City of Olathe
Gary Anderson, Atty., Gilmore & Bell
Bud Burke, Olathe Chamber of Commerce
Mark Tomb, League of KS Municipalities

Others attending: See attached list

HB 2799: Re commercial driver's license

Commander Michael Brown of the Coffeyville Police Department who testified at the House hearing, was unable to be present today. Representative Jim Garner presented testimony in support of this bill which would exempt an armored vehicle, used in emergency police situations, from the requirement for drivers to have a commercial driver's license. Firefighters are already exempt (Attachment 1). Representative Garner also provided a copy of the Federal Highway Administration Department of Transportation ruling that allows state option for this exemption (Attachment 2). Members had no additional questions on the bill. Senator Harrington moved to recommend HB 2799 favorable for passage. Senator Jackson seconded the motion. Motion carried.

HB 2949: Re transportation development districts

Don Seifert, City of Olathe, explained the bill would authorize a city or county to create a transportation development district to finance transportation improvements in support of private development or redevelopment projects. This would be a new financing tool for local governments which would combine special assessments and local sales tax. His written testimony includes information on how this system has been used successfully in Missouri (Attachment 3). He stressed the important difference with this approach is that the general taxpayer is not at risk. Responsibility is limited to the special district. The sales tax component is also limited to businesses within the boundary of the district and will expire when the bonds mature.

Bud Burke, Olathe Chamber of Commerce urged passage of this legislation. Currently, in Olathe, citizens list traffic congestion as their number one concern. Proposed development will only add to the problems. This bill would provide a means whereby development can pay for itself. It would also provide a much needed economic development tool, as it would enable Kansas communities to compete fairly with Missouri (Attachment 4).

Mark Tomb, League of Kansas Municipalities, expanded on the rationale of the public-private partnerships to allow for financing of projects within a development district. This bill is a mechanism to isolate cost of projects to the area receiving the most benefit (Attachment 5).

Gary Anderson, Attorney with Gilmore & Bell, answered questions regarding some of the technical legal aspects relating to determining authorization and limits of the special districts and the sales taxing entities. The discretion to create the district rests with the local governing body. Members were asked to look at New Sec. 3©) in the bill. Representative Campbell sponsored

CONTINUATION SHEET

MINUTES OF THE SENATE TRANSPORTATION COMMITTEE at 8:30 a.m. on March 26, 2002 in Room 245-N of the Capitol.

the bill and appeared before the Committee for questions. Determination to follow this route with respect to the special assessment process would require 51% of the owners of the property. With respect to the sales tax, if there should be a protest petition, it would be take a majority of the landowners in the development district, by acreage, to decide. Representative Campbell advised they have formally disputed the Fiscal Note on this bill. They have reason to believe it just does not relate to the reality of transportation only issues.

The Committee Chairman and other interested parties will meet with Department of Revenue Secretary, Stephen Richards, to further explore the fiscal impact of **HB 2949**. There seems to be some other areas where additional clarification is needed and that will be brought back to the Committee.

Approval of minutes

Senator Salmans moved to approve minutes of the March 21, 2002 meeting. Senator Goodwin seconded the motion. Motion carried.

Meeting adjourned at 9:35 a.m.

The next meeting is scheduled for Wednesday, March 27, 2002



COFFEYVILLE POLICE DEPARTMENT

7TH & WALNUT • BOX 1629 • COFFEYVILLE, KANSAS 67337

Office of Chief of Police
316-252-6164
FAX 316-252-6118

Joe Humble
Chief of Police

To: Chairman, House Transportation Committee
From: D. Michael Brown, Commander Coffeyville Police Department
Re: House Bill No. 2799

Dear Chairman,

We recently acquired a surplus Armored Truck that would have multiple uses within the Department's areas of responsibility, including:

- Serving as a Command Post for Disasters
- Transporting Officers to and from SWAT calls
- Utilizing the vehicle in officer/citizen down situations where officers and victims would be placed in danger by approaching the scene w/o the armor protection of the vehicle
- Creating a "safe haven" to set up command and control structure during critical incidents in closer proximity to the scene than is possible with unarmored vehicles.

Upon researching the current state statutes we found that our particular vehicle is considered a Commercial Motor Vehicle (CMV). Due to our vehicle being a CMV, every officer that would possibly operate the armored truck would be required to obtain a Com. Drivers License (CDL). Being a small department, this would not be practical due to the fact that eight of our 26 officers are members of our tactical team and four additional officers are attached to the team as negotiators or Command elements. This would require that almost half of our officers would be required to possess and maintain a CDL.

I also found that firefighters operating firefighting apparatus are exempt from this requirement. It is my understanding that the current firefighter exemption is based on the fact that a fire vehicle is a firefighting apparatus that incidentally drives on the roads and highways. Basically it is driven on the roads only to get to the scene of a fire, other emergency or to conduct related training.

Following this reasoning, the same is true of an armored vehicle used in emergency police situations. The armored vehicle is utilized to respond to emergency situations, in which its armor capabilities reduce the risk to officers and citizens, and to conduct related training.

SENATE TRANSPORTATION

COMMITTEE -DATE: 3-26-02

ATTACHMENT: 1

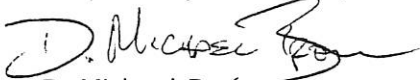
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We think it would be logical that the current exemption for firefighters operating firefighting apparatus be extended to include police officers operating law enforcement specialty vehicles that are otherwise considered CMV's.

The current federal regulations clearly exempt SWAT vehicles from the CDL requirement, leaving the option to do the same up to each individual state. An amendment to KSA 8-2,127 that mirrors 49 CFR 383.3 (d)(2) would allow agencies throughout the State to utilize such vehicles without being required to have their officers possess and maintain CDL's.

I would respectfully request that the State of Kansas mirror the federal Commercial Motor Vehicle Act and exempt SWAT vehicles from the CDL requirement by approving House Bill No. 2799, thereby allowing Kansas law enforcement agencies the ability to utilize this type of vehicle without going through the rigors and expense of obtaining a CDL.

Respectfully submitted,



D. Michael Brown
Commander
Coffeyville Police Department

§ 383.3

49 CFR Ch. III (10-1-99 Edition)

(1) Establishes requirements for the State issued commercial license documentation.

[52 FR 20587, June 1, 1987, as amended at 53 FR 27648, July 21, 1988; 54 FR 40787, Oct. 3, 1989]

§ 383.3 Applicability.

(a) The rules in this part apply to every person who operates a commercial motor vehicle (CMV) in interstate, foreign, or intrastate commerce, to all employers of such persons, and to all States.

(b) The exceptions contained in § 390.3(f) of this subchapter do not apply to this part. The employers and drivers identified in § 390.3(f) must comply with the requirements of this part, unless otherwise provided in this section.

(c) Exception for certain military drivers. Each State must exempt from the requirements of this part individuals who operate CMVs for military purposes. This exception is applicable to active duty military personnel; members of the military reserves; member of the national guard on active duty, including personnel on full-time national guard duty, personnel on part-time national guard training, and national guard military technicians (civilians who are required to wear military uniforms); and active duty U.S. Coast Guard personnel. This exception is not applicable to U.S. Reserve technicians.

(d) Exception for farmers, firefighters, emergency response vehicle drivers, and drivers removing snow and ice. A State may, at its discretion, exempt individuals identified in paragraphs (d)(1), (d)(2), and (d)(3) of this section from the requirements of this part. The use of this waiver is limited to the driver's home State unless there is a reciprocity agreement with adjoining States.

(1) Operators of a farm vehicle which is:

(i) Controlled and operated by a farmer, including operation by employees or family members;

(ii) Used to transport either agricultural products, farm machinery, farm supplies, or both to or from a farm;

(iii) Not used in the operations of a common or contract motor carrier; and

(iv) Used within 241 kilometers (150 miles) of the farmer's farm.

(2) Firefighters and other persons who operate CMVs which are necessary to the preservation of life or property or the execution of emergency governmental functions, are equipped with audible and visual signals and are not subject to normal traffic regulation. These vehicles include fire trucks, hook and ladder trucks, foam or water transport trucks, police SWAT team vehicles, ambulances, or other vehicles that are used in response to emergencies.

(3)(1) A driver, employed by an eligible unit of local government, operating a commercial motor vehicle within the boundaries of that unit for the purpose of removing snow or ice from a roadway by plowing, sanding, or salting, if

(A) The properly licensed employee who ordinarily operates a commercial motor vehicle for these purposes is unable to operate the vehicle; or

(B) The employing governmental entity determines that a snow or ice emergency exists that requires additional assistance.

(ii) This exemption shall not preempt State laws and regulations concerning the safe operation of commercial motor vehicles.

(e) Restricted commercial drivers license (CDL) for certain drivers in the State of Alaska. (1) The State of Alaska may, at its discretion, waive only the following requirements of this part and issue a CDL to each driver that meets the conditions set forth in paragraphs (e) (2) and (3) of this section:

(i) The knowledge tests standards for testing procedures and methods of subpart H, but must continue to administer knowledge tests that fulfill the content requirements of subpart G for all applicants;

(ii) All the skills test requirements; and

(iii) The requirement under § 383.153(a)(4) to have a photograph on the license document.

(2) Drivers of CMVs in the State of Alaska must operate exclusively over roads that meet both of the following criteria to be eligible for the exception in paragraph (e)(1) of this section:

(i) Such roads are not connected by land highway or vehicular way to the

land-connected State highway system; and

(i) Such roads are not connected to any highway or vehicular way with an average daily traffic volume greater than 499.

(3) Any CDL issued under the terms of this paragraph must carry two restrictions:

(i) Holders may not operate CMVs over roads other than those specified in paragraph (e)(2) of this section; and

(ii) The license is not valid for CMV operation outside the State of Alaska.

(f) *Restricted CDL for certain drivers in farm-related service industries.* (1) A State may, at its discretion, waive the required knowledge and skills tests of subpart H of this part and issue restricted CDLs to employees of these designated farm-related service industries:

(i) Agri-chemical businesses;

(ii) Custom harvesters;

(iii) Farm retail outlets and suppliers;

(iv) Livestock feeders.

(2) A restricted CDL issued pursuant to this paragraph shall meet all the requirements of this part, except subpart H of this part. A restricted CDL issued pursuant to this paragraph shall be accorded the same reciprocity as a CDL meeting all of the requirements of this part. The restrictions imposed upon the issuance of this restricted CDL shall not limit a person's use of the CDL in a non-CMV during either validated or non-validated periods, nor shall the CDL affect a State's power to administer its driver licensing program for operators of vehicles other than CMVs.

(3) A State issuing a CDL under the terms of this paragraph must restrict issuance as follows:

(i) Applicants must have a good driving record as defined in this paragraph. Drivers who have not held any motor vehicle operator's license for at least one year shall not be eligible for this CDL. Drivers who have between one and two years of driving experience must demonstrate a good driving record for their entire driving history. Drivers with more than two years of driving experience must have a good driving record for the two most recent years. For the purposes of this para-

graph, the term *good driving record* means that an applicant:

(A) Has not had more than one license (except in the instances specified in §383.21(b));

(B) Has not had *any* license suspended, revoked, or canceled;

(C) Has not had *any* conviction of any type of motor vehicle for the disqualifying offenses contained in §383.51(b)(2);

(D) Has not had *any* conviction of any type of motor vehicle for serious traffic violations; and

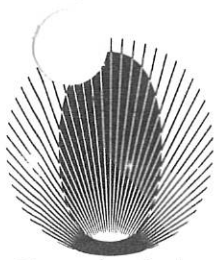
(E) Has not had *any* conviction for violation of State or local law relating to motor vehicle traffic control (other than a parking violation) arising in connection with any traffic accident and has no record of an accident in which he/she was at fault.

(ii) Restricted CDLs shall have the same renewal cycle as unrestricted CDLs, but shall be limited to the seasonal period or periods as defined in the State of licensure, provided that the total number of calendar days in any 12-month period for which the restricted CDL is valid does not exceed 180. If a State elects to provide for more than one seasonal period, the restricted CDL is valid for commercial motor vehicle operation only during the currently approved season, and must be revalidated for each successive season. Only one seasonal period of validity may appear on the license document at a time. The good driving record must be confirmed prior to any renewal or revalidation.

(iii) Restricted CDL holders are limited to operating Group B and C vehicles, as described in subpart F of this part.

(iv) Restricted CDLs shall not be issued with *any* endorsements on the license document. Only the limited tank vehicle and hazardous materials endorsement privileges that the restricted CDL automatically confers and are described in paragraph (f)(3)(v) of this section are permitted.

(v) Restricted CDL holders may not drive vehicles carrying any placardable quantities of hazardous materials, except for diesel fuel in quantities of 3,785 liters (1,000 gallons) or less; liquid fertilizers (i.e., plant nutrients) in vehicles or implements of husbandry in



City of Olathe

MEMORANDUM

TO: Members of the Senate Transportation Committee
FROM: Don Seifert, Policy Development Leader *DS*
SUBJECT: House Bill No. 2949; Transportation Development Districts
DATE: March 26, 2002

On behalf of the city of Olathe, I want to thank the committee for the opportunity to appear today in support of legislation that would create a new financing tool for local governments in Kansas. As members of the transportation committee, you are all very familiar with the concept of "user fees" for road improvements. Many of you also come from a background in local government, and have heard the phrase that "development should pay its own way." This bill would provide a means for both these policy objectives to happen.

HB 2949 would authorize a city or county to create a transportation development district to finance transportation improvements that support private development or redevelopment projects. Since 1997, this tool has been successfully used in Missouri, but there is no similar authority in Kansas. Attached is a recent article from the *Kansas City Star* describing how this tool can help local government partner with the private sector so that a specific development project can indeed pay its way.

A transportation development district would combine two elements that have long been part of the basic fabric of capital improvement financing used by local government in Kansas: special assessments and the local sales tax. You may view the transportation district as a narrowly defined benefit district with an added revenue component.

Special Assessment Component. The committee will recognize the first five sections of the bill as very similar to the General Improvement and Assessment Law found at K.S.A. 12-6a01 *et seq.* This law has been in place for decades and is used throughout the state. In response to a petition signed by a majority of property owners, and following notice and a public hearing, the city could create a transportation development district containing a defined geographical area. Special assessments could then be levied to finance all or any portion of a transportation project defined in the bill. The bill contains an important difference from the traditional benefit district in that bonds issued to finance projects under this act would not be general obligation bonds of the city, but limited

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obligation bonds payable only from revenues from the district. In this way, the bill does not place the general taxpayer at risk.

Sales Tax Component. If specified in the original petition, Section 6 of the bill provides authority for a special transportation district sales tax within the boundary of the district in any increment of .10% up to a maximum of 1.0%. The sales tax would be subject to a 5% protest petition, which would trigger an election by all the property owners within the district. Again, any bonds issued for transportation projects to be repaid from the special sales tax would be limited, not general obligation bonds of the city. The tax would be generated only by the shoppers or users of the district, and would expire upon the maturity date of the bonds.

The city believes the ability to create transportation development districts would have a positive impact on Kansas communities of all sizes and in all parts of the state. In Olathe, for example, a district might be used in conjunction with a new retail development that generates high traffic to help finance nearby road improvements. It might also help finance reconstruction of an interchange where traffic volumes generated from a successful retail and entertainment area has led to serious congestion across I-35. In an urban setting, a district might help finance parking improvements needed to support redevelopment or infill in a central business district. In a smaller community, the district might help provide the local match for a state highway project on Main Street.

Olathe, like many Kansas cities, has made a concerted effort in recent years to broaden its non-residential tax base through economic development efforts. Additional traffic is often the result of economic development gains. In the 1999 Kansas Comprehensive Transportation Program, Olathe was unsuccessful in obtaining funds for system enhancements. Yet citizens of Olathe have told our governing body through surveys and a strategic planning process that improving traffic flow is at the top of our community's priority list. Since the city's needs cannot reasonably wait for the next state transportation program, through this bill we are asking the Legislature to help communities in these situations help themselves through an additional local tool.

Our city spends a great deal of time at the planning commission and city council level working out traffic issues with developers and searching for innovative financial solutions to citywide transportation improvements. In simple terms, an additional mechanism like the transportation district would allow owners and users of projects that require transportation improvements to help pay for those improvements. It is not a mechanism for a general local tax increase; indeed it can help avoid the city at large funding transportation improvements that benefit a specific area.

Again, thank you for the opportunity to appear today. The city of Olathe appreciates your favorable consideration of this bill.

Special districts seek extra sales tax

11/25/81

Shoppers may not know they pay for road projects

By RUSS PULLEY
The Kansas City Star

Michael Jury skipped his local Wal-Mart. He passed on Bannister Mall. He didn't head for Kansas shopping centers.

Instead, he drove from Raymore to Lee's Summit, where stores were more to his taste.

But Jury didn't realize that items he bought at the SummitWoods Crossing shopping center cost him extra because of a special tax.

The sales tax at SummitWoods —

which is in a transportation development district set up by its owners — is a penny higher on every dollar than in most parts of Lee's Summit.

The extra revenue will finance \$17 million in road improvements, including a new Interstate 470 exit near the shopping center.

"That's rude," Jury said. "But it's a good idea."

Does it change his mind about shopping at SummitWoods?

"Not at all, and I doubt it will change anyone else's," he said.

More and more developers in the area are using transportation districts to pass along to consumers the cost of street improvements.

See TAX, B-10

TAX Through special districts, consumers fund street upgrades

Continued from B-1

Last month, the Country Club Plaza started charging an extra half-cent sales tax to pay for \$12 million in new sidewalks and free parking.

Developers of the Northland's \$100 million Zona Rosa project also want to charge a higher sales tax in a special district.

Lee's Summit has three such districts and a fourth on the way. In Independence, a special eighth-cent sales tax is proposed in the 39th Street shopping corridor to add turning lanes at the intersection of Lee's Summit Road and 39th Street and other improvements.

The first such district formed in 1997. Now Missouri has 17 transportation districts, state officials said, with six more pending approval.

The districts help cities avoid using their tax money on roads but still promote economic development.

In Kansas, state law has long allowed local governments to approve special assessments on property for capital improvements without a public vote.

But in Missouri, major road improvements often depend on voters approving bonds repaid with property taxes, making it more difficult to get them passed, said Jim Devine, president of the Lee's Summit Economic Development Council.

The newer transportation districts sometimes need the backing of only one owner.

"It's a good example of development paying its own way," Devine said. "TDDs are a site-specific tool that helps a (Missouri) site compete with Johnson County, where there are miles and miles of straight roads."

Casino led way

The area's earliest transportation development district was formed in 1997 to raise money for widening Missouri 210 to serve the Station Casino — now Ameristar Casino, said Dick King, a Kansas City development lawyer who helped draft changes in state law to make the districts workable.

Property owners petition a circuit court to form a district, King said.

If the city and state don't object and voters living in the district agree in an election — or just the owners if it covers a single property — then the judge can approve the district.

That district's board can issue bonds that can be repaid by a property tax, a special assessment, or a sales tax. The tax lasts until the bonds are repaid.

King said he thinks most residents don't even notice when a district is in place.

At SummitWoods Crossing, two Charlie Parker compact discs cost \$23.84 including tax at Borders Books, Music and Cafe. A seven-

ways already in place.

"Interchanges are very expensive," Atcheson said. "If we wait on MoDOT (the Missouri Department of Transportation), it would never happen."

To reach Russ Pulley, call (816) 234-7811 or send e-mail to rpulley@kcstar.com.

Transportation development districts

These special districts allow developers to add sales taxes on top of local and state sales tax to finance roads or related improvements for their projects. Missouri law regulating the districts sets a maximum tax of one percent. The additional tax ends once bonds issued to finance construction are repaid. Among area districts:

KANSAS CITY	
Country Club Plaza	1/2 cent
Ameristar Casino	1/2 cent
Zona Rosa	undetermined

INDEPENDENCE	
Mount Washington	
Forever Cemetery	1 cent
39th Street*	1/8 cent

BLUE SPRINGS	
Home Depot at Woods Chapel Road and I-70*	1/4-1/2 cent

LEE'S SUMMIT	
SummitWoods Crossing	1 cent
Chapel Ridge	1 cent
Douglas Square	1 cent
Raintree North Shopping Center*	1 cent

* Proposed districts

The Kansas City Star

minute trip across town to Kmart would save 22 cents in sales tax.

For a major appliance, say a \$1,500 refrigerator, the extra tax would add \$15.

Kay Best, a cashier for Borders, said hardly anyone had questioned the tax.

"I learned about it from one customer, when she asked me about it," Best said. "I don't think people care. They are so glad (SummitWoods) is here. They're so glad they don't have to drive to Independence or to 119th Street in Kansas."

At the Country Club Plaza, customers probably have no idea they're paying a tax higher than other Kansas City neighborhoods, said Barry Brady, senior vice president of Highwoods Properties Inc., which owns the Plaza.

Those customers probably don't care, he said, because the tax rate is still competitive with Leawood and Overland Park.

"We think it's a way for Plaza patrons, and only Plaza patrons, to pay for this," Brady said. He noted that 40 percent of Plaza shoppers come from outside the metropolitan area.

Kansas City Councilman Paul Danaher, known for his stances favoring low taxes, said he wasn't concerned that the districts are a "backdoor" approach to tax increases because they generally are on behalf of the property owner.

He said he looks at his sales receipts and thinks other shoppers do, too.

If a property owner is willing to risk discouraging customers, he said, they should be able to.

"They have to convince people to pay more money," Danaher said. "If they didn't do their homework, they're the ones who face the exposure."

City needs help

Conrad Lamb, Lee's Summit finance director, said his city encourages transportation districts because the city is strapped trying to build roads needed by its growing population.

Transportation districts don't cost the city or schools revenue, as tax-increment financing districts do, he said.

Lamb doesn't think the taxes will greatly influence where residents shop. The districts are near affluent areas, he said, and even so, the savings in gas and convenience balance out the extra expense for most consumers.

But the tax, multiplied by years of sales, will raise substantial sums to pay for road construction.

Because the districts issue municipal bonds, Lamb said, developers can save about 3 percent on interest rates, compared with a bank

3-3

loan.
At Lee's Summit's three districts, shoppers pay an extra 1-cent tax at SummitWoods and at Douglas Square, or 8.475 cents compared with 7.475 cents.

At Chapel Ridge, they pay an extra half-cent to finance a highway interchange and other projects that would open land for development.

3 Chapel Ridge will include 1 million square feet of retail and office space west of Interstate 470 near Woods Chapel Road.

Its developer, Mike Atcheson, said the districts help prevent "leapfrog" development. Without them, he said, developers are prompted to move projects to outlying areas that are less attractive, except for high-

ISSUES



MANAGEMENT GROUP, INC.

Testimony for the Senate Transportation Committee

March 26, 2002

Bud Burke / Olathe Chamber of Commerce

Mr. Chairman and distinguished committee members, my name is Bud Burke and I am pleased to appear before the committee today to represent the Olathe Chamber of Commerce, the second largest Chamber in Kansas.

Mr. Tim McKee, Vice President of Economic Development for the Chamber, who is working this morning to recruit a large employer to our State had this to say in testifying before the House Committee last month.

“With growth continuing at a rapid pace in Olathe, the Olathe Chamber of Commerce, many businesses it represents, and others within our community have been looking at alternative ways to make development pay for itself. We believe that the Transportation Development District Act provides a creative way to pay for much needed street and parking improvements. The State of Missouri has already implemented such an act and found it to be both well received and effective.

Allowing for an increase of up to 1 percent for sales taxes in transportation development districts would enable our cities to fund road projects that might otherwise have to be financed through city at-large funds. Citizens benefit by improved roadways and traffic flow, which contribute to a good quality of life. In Olathe, it is important to note, citizens list traffic congestion as their number one concern. It is likely that few citizens will object greatly to up to one cent increase per dollar spent if the trade off is better transportation infrastructure. If a citizen did find such an increase cumbersome, they could shop elsewhere within the city, since the tax would not be citywide. Because 17 such districts already exist across the State Line in Missouri, we are not worried that the small increase in sales tax will drive shoppers across state lines.

SENATE TRANSPORTATION

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ATTACHMENT: 4

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Another benefit to enacting this legislation is that it will function as an important economic development tool. Developers can more easily afford the front-end cost of construction. To compete fairly with Missouri, Kansas communities would benefit from having the Transportation Development Act passed. It is important the we are not put at a competitive disadvantage, that we are able to offer a comparable package of assistance to developers.

Unlike a tax abatement, this tax does not take monies away from schools or municipalities. The tax is also of limited duration, sunsetting after the bonds which pay for transportation improvements within the district are retired.

In summary, on behalf of the Olathe Chamber of Commerce, I would like to ask for passage of this valuable bill.”

Mr. Chairman, I would like to thank you and the Committee for the opportunity to appear before you this morning and I will be happy to respond to your questions.



League of Kansas Municipalities

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To: Senate Transportation Committee
From: Mark Tomb, LKM
Date: March 26, 2002
Re: Support for HB 2949

Thank you for allowing me to appear on behalf of the League of Kansas Municipalities and our member cities. We appear today in support of HB 2949 which establishes the Transportation Development District Act.

If enacted, this legislation would give cities an important economic development tool. The Act is designed to promote public-private partnerships and to allow for the financing of projects to be targeted within the development district. One of the most challenging aspects of economic development is the determination of how to spread the cost of new projects that are required as a result of new development. Cities and counties are often faced with the dilemma of whether to have the entire community pay for public costs associated with new development or to find a mechanism to isolate the cost of the projects to the area that receives the most benefit. HB 2949 gives cities and counties the ability to target the specific development project and develop public-private partnerships for new development.

Again, thank you for allowing LKM to comment on this proposed legislation. I would be happy to stand for questions at the appropriate time.

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ATTACHMENT 5