

MINUTES OF THE SELECT COMMITTEE ON TRANSPORTATION.

The meeting was called to order by Chairperson Jeff Peterson at 2:30 p.m. on February 28, 2002 in Room 521-S of the Capitol.

All members were present except: Rep Cindy Hermes  
Rep Doug Spangler

Committee staff present: Robert Waller  
Lynn Workman

Conferees appearing before the committee: Rep Ballou  
Rep Hayzlett

Others attending:

A special meeting of the Select Committee on Transportation was called in order to hear the information received by the two sub-committees on Transportation.

John Ballou stated that they had a list of scope projects that could be cut back on that would save \$151,000,000. John stated that after he talked with the Secretary of Transportation that the Secretary's plans were still to cut back on nine projects that the Governor had listed to the department before the session and on top of those projects these listed on the attached scope statement (Attachment 1) would have to be cut if they don't enhance revenue with a tax increase this session.

The committee discussed the projects that would have to be cut. Representative Janice Pauls expressed her concerns with the cuts listed which involved Highway 61 which is close to her district. Her constituents have concerns about that cut. It was explained by Representative Ballou that no maintenance projects had been cut. Representative Thimesch expressed his concern about Highway 54 in Kingman County. This project has been on hold for many years and is listed as one of the Comprehensive Transportation Program Reductions (Attachment 1)

Representative Hayzlett stated that he contacted Economic Lifelines regarding some alternative funding and revenue enhancements (Attachment 2)

Chairman Peterson stated that the committee would get some figures from the Research Office & Budget Office and put some scenarios together then the committee can vote on ways to amend the Transportation Program.

The eleven member committee will get together next week at a time to be announced later.

The meeting adjourned at 3:00 p.m.

## Potential Comprehensive Transportation Program Reductions

*The reductions listed below assume that the Governor's Enhanced Budget Proposal With Revenue Increases (removal of the Sales Tax Transfer to the State Highway Fund for FY 2003 ONLY along with a one-cent motor fuel tax increase and a three percent increase in vehicle registration fees) is passed in tandem with the funding cuts.*

### Savings by Downscoping System Enhancement Projects—

- \$20 Million K-61, convert project scope from freeway to "upgradeable" expressway (1<sup>st</sup> of 10 rural corridors selected)
- \$62 Million US-54 Kingman to Pratt, Complete only first priority of the SE application which was for Preliminary Engineering and Right-of-Way only (9<sup>th</sup> of 10 rural corridors selected)

### Savings by Downscoping Major Modification Projects—

- \$29 Million US-69 in Linn County from 1 mile south of the South Jct K-52 north to 2.5 miles north of the North Jct K-52, rescope to two-on-four construction on new alignment

Major Modification and Priority Bridge set-aside projects are identified on a one- to three-year planning horizon. Savings if funding not yet assigned to specific projects were reduced—

- \$20 Million Cut approximately one year of Economic Development, Geometric Improvements, Railroad Crossing Surfacing, ITS, Corridor Management, Priority Bridge Bridge Redeck, and Priority Bridge Culvert-Bridge funding for projects not yet identified
- \$20 Million Cut approximately one year of State and Local Railroad Grade Separation funding for projects not yet identified



---

700 SW JACKSON ■ SUITE #206 ■ TOPEKA, KANSAS 66603  
(785) 235-0220 ■ FAX (785) 233-5440

Mr. Chairman and Members of the House Subcommittee:

I am Pat Hurley and am appearing on behalf of Economic Lifelines.

We have been asked to try to prepare an alternative financing proposal to preserve the integrity of all the projects in the 1999 Comprehensive Transportation Program.

We have had several discussions of various alternatives and received the approval of the majority of the Board of Economic Lifelines for the following proposal for your consideration:

1. Freeze the demand transfer at its current dollar level of \$95M and create a statutory mechanism to automatically transfer a percentage of sales tax collections from revenue category 5511 (new and used car dealers) automatically into the highway fund every year of the remainder of the program at that percentage that equals \$95M.
2. Increase motor fuels as follows:  
  
(New 2 cents affective June 1, 2002  
New 1 cent affective July 1, 2003 in addition to the 1 cent currently scheduled.  
New 1 cent affective July 1, 2004
3. A \$5 increase in registration fees on cars and light pickups affective July 1, 2002.
4. An increase in registration fees for heavier trucks in an amount that is equitable between the various size trucks in this larger category and that generates sufficient revenue to make up the balance between the frozen demand transfer at \$95M per year and the amount above that is not recovered by the above described motor fuel increases and registration fee increases on cars and light trucks.
5. Opposition to making any cuts, rescoping, elimination, or modification of any of the projects identified and promised under the 1999 CTP and further opposition to requiring KDOT to list any projects to be so eliminated, modified, etc. in legislation but rather leaving the same to KDOT's discretion.
6. The Board of Economic Lifelines and thirty some organizations that comprise it are unanimous in their full support of total implementation of the program and stand ready to support the above described proposal in order to achieve this end. Further more the Board intends to return to this committee and the Legislature with the final adjustments in regard to registration fees on larger vehicles.

House Select Committee on Transportation  
2-28-02  
Attachment #2