

MINUTES OF THE HOUSE APPROPRIATIONS COMMITTEE

The meeting was called to order by Chairman Kevin Yoder at 9:00 a.m. on March 4, 2009, in Room 143-N of the Capitol.

All members were present except:

- Representative Dave Crum- excused
- Representative Tom Sawyer- excused

Committee staff present:

- Nobuko Folmsbee, Office of the Revisor of Statutes
- Jim Wilson, Office of the Revisor of Statutes
- Christina Butler, Kansas Legislative Research Department
- Audrey Dunkel, Kansas Legislative Research Department
- J.G. Scott, Kansas Legislative Research Department
- Kelly Cure, Chief of Staff
- Kathy Holscher, Committee Assistant

Conferees appearing before the Committee:

None

Others attending:

See attached list.

- Attachment 1 Mayor's Council, Wichita, Kansas - Driver Education Funding
- Attachment 2 Kansas and the Recovery Act
- Attachment 3 Budget Report on the Department on Aging

Dale Goter, Wichita, Kansas, introduced members of the Mayor's Youth Council. Marcus McNeal, Mayor of the Mayor's Youth Council and members presented information on the Driver's Education Program and expressed support for continued funding for this program. (Attachment 1).

Chairman Yoder introduced Chris Whatley, Director of State Council, Washington, D.C. Chris Whatley presented information on Kansas and the Recovery Act, (Attachment 2). The Kansas benefit under the Recovery Act should be approximately \$1.75 billion in flexible spending and supplanting formula funding. He stated that there are additional opportunities for states in the formula money. The education side of the stabilization fund amounts to \$40 billion for all states, with the requirement to maintain budgets at the FY 2006 level. The state could qualify for additional \$68 million in funding for unemployment insurance benefits, but this would require permanent changes in the eligibility requirements by the legislature. \$40 million in energy efficiency grant funding is also available, but would require changes in the utility law and rate structure that would separate revenue from consumption of mega watts, and the commitment to work with local government to promote energy efficiency building codes. Competitive grant opportunities, representing 30 categories, with the largest portion for education and energy grants will also be available. He noted that grant guidelines should be posted on the website on March 19th.

Director Whatley responded to Committee questions. He stated that the allocation of Transportation funds was enacted on February 17, 2009. These funds must be allocated by March 10, 2009, and 50 percent of the first fund distribution must be obligated within 120 days from the date the bill was enacted. The remaining distribution would need to be obligated by the end of the calendar year. Any unspent monies would be redistributed to qualified states. The final rules and regulations should be available the end of March. The importance of monitoring statutory deadlines was emphasized. The certification process for state requests must include: willingness to receive Recovery Act funding; that all funding received will be for the purpose of creating and retaining jobs, and promoting economic growth. The Medicaid formula money is in the process of being distributed and the Committee should budget an amount based on what has been received and what will be received. Medicaid dollars was backdated to October, 2008. The distribution of transportation funds began yesterday, and education information is expected to be available within the next few days.

CONTINUATION SHEET

Minutes of the House Appropriations Committee at 9:00 a.m. on March 4, 2009, in Room 143-N of the Capitol.

●Information requested or that will be provided

Funds available to Kansas under the Health Information Technology Grant

List of five certifications that will be needed for the Education Stabilization Funds

Representative Mast, Chair of the Social Services Budget Committee, presented the Governor's Budget recommendations for the Department on Aging for FY 2010 and moved for the adoption of the Budget Committee recommendation for FY 2010, (Attachment 3). The motion was seconded by Representative Ballard. Motion carried.

Kathy Greenlee, Secretary, Department on Aging, discussed match dollars for funding for United Cerebral Palsy. She noted that noted that \$6 million from SGF funds was removed from the Governor's budget and \$15 million from all funds th at was not on the Budget Committee Report.

Representative Mast made a amendment to the motion to review at Omnibus the Department on Aging Budget Committee report with the addition \$6 million from SGF funds and \$15 million from all funds, which the Governor's recommendation reduced, as a result of the policy recommendation to freeze nursing facilities reimbursement rates. The motion was seconded by Representative Crum. Motion carried.

Secretary Greenlee explained the how the **SB 23** reductions have been applied. Discussion on nutrition and PACE programs.

Representative Mast renewed the motion to approve the FY 2010 Department on Aging Budget as amended. Motion carried.

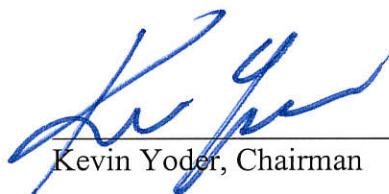
HB 2354 - Claims against the state.

Representative Huebert, Chair of the Special Claims Committee, stated that 130 claims have been submitted to the Committee. 10% of the claims were approved at a cost of \$13,000 from fee funds and \$4,000 from SGF. Wildlife and Parks posting and leasing issues resulting in claims was discussed. The full claim was not approved by the Committee. The total bill amount is \$157,964. An on-going claim was discussed, in the amount of \$225,000, which due to timing will be brought back to the Committee

Amy Deckard, Legislative Research Department, explained motor fuel fee funds tax, which is paid by the Department of Revenue for taxes paid for fuel use for off-highway use. She reviewed **HB 2354** Section 7 (a).

The next meeting is scheduled for March 5, 2009.

The meeting was adjourned at 10:45 a.m.


Kevin Yoder, Chairman

APPROPRIATIONS COMMITTEE GUEST LIST

DATE: 3-4-09

NAME	REPRESENTING
Dodie Wellshear	USA/Kansas
Marilyn J. Jacobs	DOA
Mark Tallman	KASIB
Michelle Stroot	Mayor's Youth Council - Wichita
Begand Koops	Hein Law Firm
ROB MEACH	KEAMITE & Assoc.
Joe Ewers	KAHSA
Trent Sebitts	AFP
J.H. Borker	Produce - smoo
P. Clements	Public Solutions
Chris Whatley	Council of State Governments
Ruth Glover	Ks Human Rights Commission
Mick Urban	ONEOK
TERREY FAIRMTH	K&WBK
Chris Carding	KHCA
Amy Campbell	KMHC
TOD BERRY	PHSU
Bud Stumpf	Cante Group

To: House Appropriations Committee

Wednesday, March 4, 2009

RE: Driver Education Funding

Hi, we are here today to speak on Driver's Education Funding. In the proposed 2009-2010 Budget there is zero dollars allocated to Driver's Education Funding. The funding was swept using a proviso, without thought of the law which designates funding specifically to driver's education.

Good afternoon. My name is Marcus McNeal. I am the Mayor of the Wichita Mayor's Youth Council and we are very pleased to be representing the youth of Wichita here today. The MYC's mission is simple: "To provide Wichita youth with the opportunity to weigh in on community issues and learn about city government." Put simply, we are an organization for youth by youth and plan on continuing that mission of service today as we speak on the issue of driver's education funding in the 2009-2010 budget.

Everyone loves to save money, especially in today's economy — adults, parents and teenagers are certainly no exception when it comes to saving a buck. Little things often allow us the opportunity to save the most money. Simply by taking a driver's ed. course, you could save up to \$5,300 a year.

The average cost of private drivers ed. in Kansas is \$370. Public drivers ed. courses, however, only cost \$215. By taking the drivers ed. offered at one's high school, you save around \$150. In today's economy, those savings mean a lot. For the average family, that money can go a long way. \$150 could buy 35 cans of baby formula or 850 diapers.

No parent wants to hear about their child getting in an accident. Even a fender bender can set a parent on edge. They want to keep their children safe. On average, it costs \$1,400 a year to insure a teenage driver. But by taking drivers ed., though, you can save at least ten percent on insurance. That's a savings of at least \$140 a year. I would be surprised to find any parent who wouldn't want to save money on their already outrageous insurance bill. Keeping with our theme of savings, \$140 could buy 14 90-day supplies of generic prescriptions. That's roughly 42 months of prescription drugs.

We know that every teenager wants a car for one reason: to get from point A to point B without the trauma of our parents potentially doing something embarrassing in front of our friends when they drop us off. Having a car does offer some freedom from our parents, but it also provides several benefits to our wallets as well. Getting to and from a job is world's easier when one can drive himself.

Our parents are always hassling us to get jobs, but oh how the tables turn when they are forced to chauffeur us to and from work every day. In Kansas, you can get a job at fifteen, but you can only drive to and from work you've completed a driver's education course. Stick with us here on the math, but at a minimum wage of \$5.15 an hour in an 18-hour work week, that's a

Appropriations Committee

Attachment 1-1

Date 3-4-09

paycheck of \$92.70. In the 52 weeks a year, a fifteen year old can earn more than \$5,000 and all without the hassle of his parents worrying about getting their teen to work. For some families that transportation burden would be too much and their teen would miss an opportunity to earn \$5,000 that year.

When we total it all up, that's a savings of more than \$5,000. That's a lot of money in today's economy, in any economy. \$5,000 almost covers the \$5,557 for one year of in-state tuition at K-State University and pays for 78% of the \$7,725 yearly tuition at KU. Our figures may seem a bit tried. We know that not all fifteen year olds are going to go out and get a job where they commit themselves to a full work week, but some will. And there's no reason that parents should have to choose between saving more than \$5,000 a year and sending their teenagers to drivers education.

In the 2009-2010 budget there is zero funding proposed for public drivers ed. programs. There are several reasons why driver's ed. is important. Most obviously, it is critical for preparing teenagers to drive. Uneducated drivers pose a threat not only to their own safety, but to the safety of all other drivers on the road.

In the United States, there is an automobile crash every ten seconds. One teenager is killed every hour in an accident. Automobile crashes are the leading cause of death of teenagers in the U.S. Surprisingly, young people ages 15-20 make up only 6.7% of the driving population, but are responsible for 15% of all fatal crashes.

We hate to dwell on the negatives in our presentation, but they offer the best evidence for the importance of driver's ed. These unsettling statistics are our way of speaking for those teenagers who no longer have the ability to speak for themselves.

In its July 2008 report to the U.S. congress on teen driving crashes, the National Highway Traffic Safety Administration concluded that "driver education is effective at ensuring that novice drivers know the rules of the road, learn basic vehicle control skills, and have been introduced to safety driving information."

The bottom line is that driver's ed. prepares teenagers for the uncertainties of the road. In a driver's ed. course, teens learn basic driving skills, including how to be a good defensive driver, the three-second rule, interpretation of traffic signs and rules of the road concerning pedestrians, motorcycles and other vehicles.

The current law KSA 8-267 states that "Moneys in the state safety fund and in the motorcycle safety fund shall be distributed to provide funds for driver training courses in the schools in Kansas and for the administration of this act, as the legislature shall provide." and has in the past provided state reimbursements for public drivers education as a part of the state safety fund. Previously it provided reimbursements of \$108 per student who took drivers ed. This year public driver's ed. programs were told they would be provided with only \$38 per student in reimbursements. That funding has now been dropped down to zero.

Now we don't have to stand here and tell you how public reimbursement works. But you should note that the major problem with this cut is that schools were not told in advance that

there would be no money for driver's ed., meaning that they provided drivers ed. classes that they will not be reimbursed for.

We must point out that KSA 8-272, provides that "no moneys in the state safety fund shall be used for any purpose other than that specified in this subsection (i.e. school districts being reimbursed for drivers ed programs) or for the support of driver improvement programs." As a result of the proviso by pulling \$1.7 million out of the state safety fund and pooling it into the general funds, students are indirectly deprived of their previously accessible right to receive drivers ed. at a reduced rate from public programs, such as the ones offered at their high school.

The consequences of this cut will cause a ripple effect across the state. If you look at the graph we provided from the Kansas Department of Transportation, you'll see the breakdown of driver's ed across the state. 80% of teenagers have taken a driver s ed. course. Of that 80%, 76% took driver's ed at their high school. 100% of teenagers in the Rural West of Kansas took drivers ed. this way. That is an entire section of the state left without public driver's ed. That statistic alone should be shocking. Think of all of the teenagers who will be left without a median to receive proper driver's instruction because of these cuts.

We know that there is no perfect solution to this problem. We're not economic gurus and don't pretend to be. It would have been great if we'd come here today with charts, facts, figures and a budget solution wrapped perfectly and tied in a bow, but we didn't. The point is that there's a real problem here.

Driver's ed. is crucial to a teenager's success as a driver. It keeps your sons, your daughters, your children safe. Just as any parent would prepare their teenager before he or she goes off to college and into the real world, I would expect that they would want to do the same for their teenagers before they embark on their first solo trip on the road. Because out there the consequences are much greater than a bad grade or failing a class; all it takes is one second, one moment of not knowing what to do to prevent an accident that could mean your son or daughter's life.

We understand that the budget is tight. Cuts are necessary, but no parent should have to choose between keeping their teenager safe on the road and the potential savings that could keep their family afloat in this turbulent economy. As teens across Kansas begin their journeys behind the wheel, let's ensure that their first step is a safe one with the affordable, readily-available opportunity to take drivers education.

Now, we have recently learned that both House and Senate education budget committees have rejected the governor's proposal to sweep the drivers license safety and motorcycle funds. So we would like to put our support behind the subcommittees' recommendation to follow the law.

Thank you very much for your time. We'll now open the floor for questions.

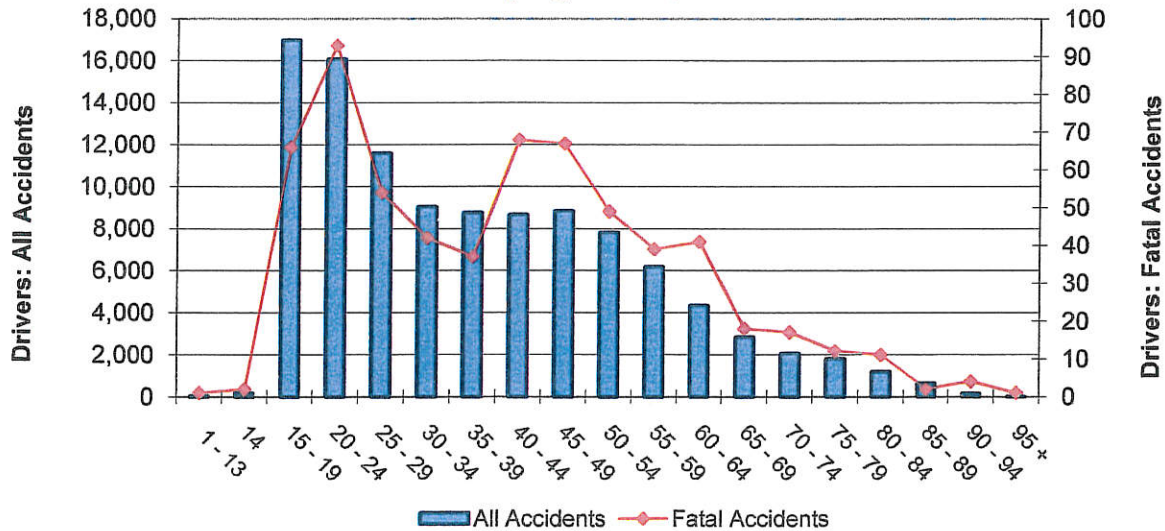
Submitted respectfully,

Wichita Mayor's Youth Council

Driver Age Summary By Age Group

Driver Age	DRIVERS Involved In...			Accidents Per Age Group		
	All Accidents	Fatal Accidents	Injury Accidents	Total	Fatal	Injury
1 - 13	52	1	20	52	1	20
14	188	2	66	188	2	66
15 - 19	16,988	66	4,460	15,485	62	4,105
20 - 24	16,072	93	4,145	15,022	81	3,858
25 - 29	11,586	54	2,983	11,081	50	2,834
30 - 34	9,055	42	2,227	8,707	41	2,143
35 - 39	8,764	37	2,267	8,452	34	2,164
40 - 44	8,676	68	2,090	8,352	61	2,000
45 - 49	8,848	67	2,141	8,542	61	2,051
50 - 54	7,823	49	1,905	7,590	46	1,833
55 - 59	6,181	39	1,524	6,022	35	1,482
60 - 64	4,359	41	1,034	4,271	38	1,014
65 - 69	2,834	18	679	2,787	17	668
70 - 74	2,061	17	506	2,033	17	500
75 - 79	1,795	12	423	1,773	12	421
80 - 84	1,181	11	294	1,166	11	292
85 - 89	622	2	164	620	2	164
90 - 94	161	4	36	161	4	36
95 +	19	1	8	19	1	8
Unknown	4,676	0	594	4,629	0	584
Total	111,941	624	27,566	70,589*	379*	16,228*

**Drivers Involved in Accidents
By Age Group**



* The totals reflect all accidents in Kansas for 2007, not the sum of the cells above, as multiple counting occurs when drivers of different age groups are involved in the same accident.

City Summaries

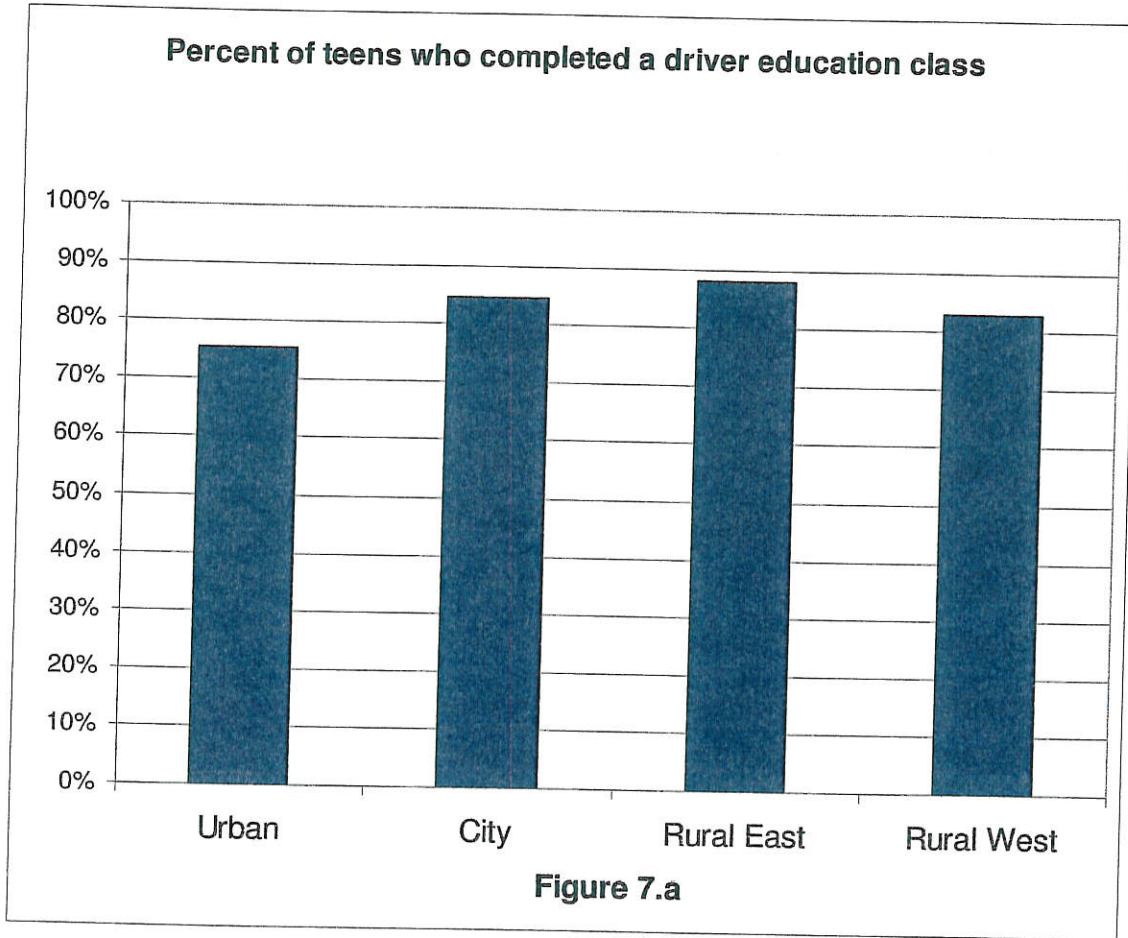
CITY NAME	Accidents				People				Accidents		
	Total	Fatal	Injury	PDO	Deaths	Injuries	Restraint Use %	Peds*	Deer	Speed-Related	Alcohol-Related
TRIBUNE	6	-	-	6	-	-	66.7	-	-	-	-
TROY	3	-	-	3	-	-	87.5	-	-	-	-
TURON	3	-	1	2	-	1	100.0	-	1	2	-
TYRO	3	-	2	1	-	2	88.9	-	-	2	-
UDALL	4	-	-	4	-	-	100.0	-	-	-	-
ULYSSES	63	-	9	54	-	13	76.9	-	-	1	3
UNIONTOWN	1	-	-	1	-	-	100.0	-	1	-	-
UTICA	1	-	1	-	-	1	-	1	-	-	-
VALLEY CENTER	35	-	9	26	-	10	97.7	-	4	4	-
VALLEY FALLS	9	-	-	9	-	-	66.7	-	-	-	1
VICTORIA	7	-	2	5	-	2	60.0	1	1	2	1
VINING	1	-	-	1	-	-	100.0	-	-	-	-
VIRGIL	1	-	-	1	-	-	0.0	-	-	-	-
WAKEENEY	24	-	1	23	-	3	48.9	-	2	3	2
WAKEFIELD	7	-	-	7	-	-	70.0	-	1	-	-
WALDO	2	-	-	2	-	-	100.0	-	1	-	-
WALNUT	1	-	-	1	-	-	100.0	-	1	-	-
WALTON	5	-	2	3	-	2	100.0	-	-	-	-
WAMEGO	61	-	15	46	-	19	83.7	1	-	1	3
WASHINGTON	18	-	-	18	-	-	57.1	-	-	-	1
WATERVILLE	3	-	1	2	-	1	75.0	-	-	2	-
WATHENA	14	-	1	13	-	1	82.1	-	1	-	2
WAVERLY	5	-	3	2	-	5	53.3	-	-	-	-
WEIR	4	-	1	3	-	4	50.0	-	1	1	-
WELLINGTON	118	-	33	85	-	46	73.8	6	1	2	6
WELLSVILLE	11	-	2	9	-	4	77.3	-	-	1	-
WEST MINERAL	1	-	-	1	-	-	100.0	-	-	-	-
WESTWOOD	15	-	2	13	-	4	90.0	-	-	1	1
WESTWOOD	1	-	1	-	-	1	100.0	-	-	-	-
WETMORE	2	-	-	2	-	-	100.0	-	-	-	-
WHITE CITY	8	-	-	8	-	-	84.6	-	-	-	1
WHITE CLOUD	2	-	1	1	-	1	100.0	-	-	1	-
WHITEWATER	1	-	1	-	-	1	100.0	-	-	-	-
WICHITA	8,989	22	2,945	6,022	23	4,036	90.2	186	49	1,349	538
WILLIAMSBURG	2	-	-	2	-	-	100.0	-	-	-	-
WILSON	4	-	1	3	-	1	88.9	-	-	-	-
WINCHESTER	1	-	-	1	-	-	50.0	-	-	1	-
WINFIELD	303	1	47	255	1	61	84.0	9	10	12	10
WINONA	1	-	-	1	-	-	66.7	-	-	-	-
YATES CENTER	9	-	3	6	-	4	66.7	-	-	-	-
Totals	70,589	379	16,227	53,983	416	22,903	86.2	824	9,417	9,480	3,292

*Pedestrians: pedestrians, pedalcyclists, rider of animal; occupant of a legally parked vehicle, an animal-drawn carriage, or a machine operating for its intended purpose.

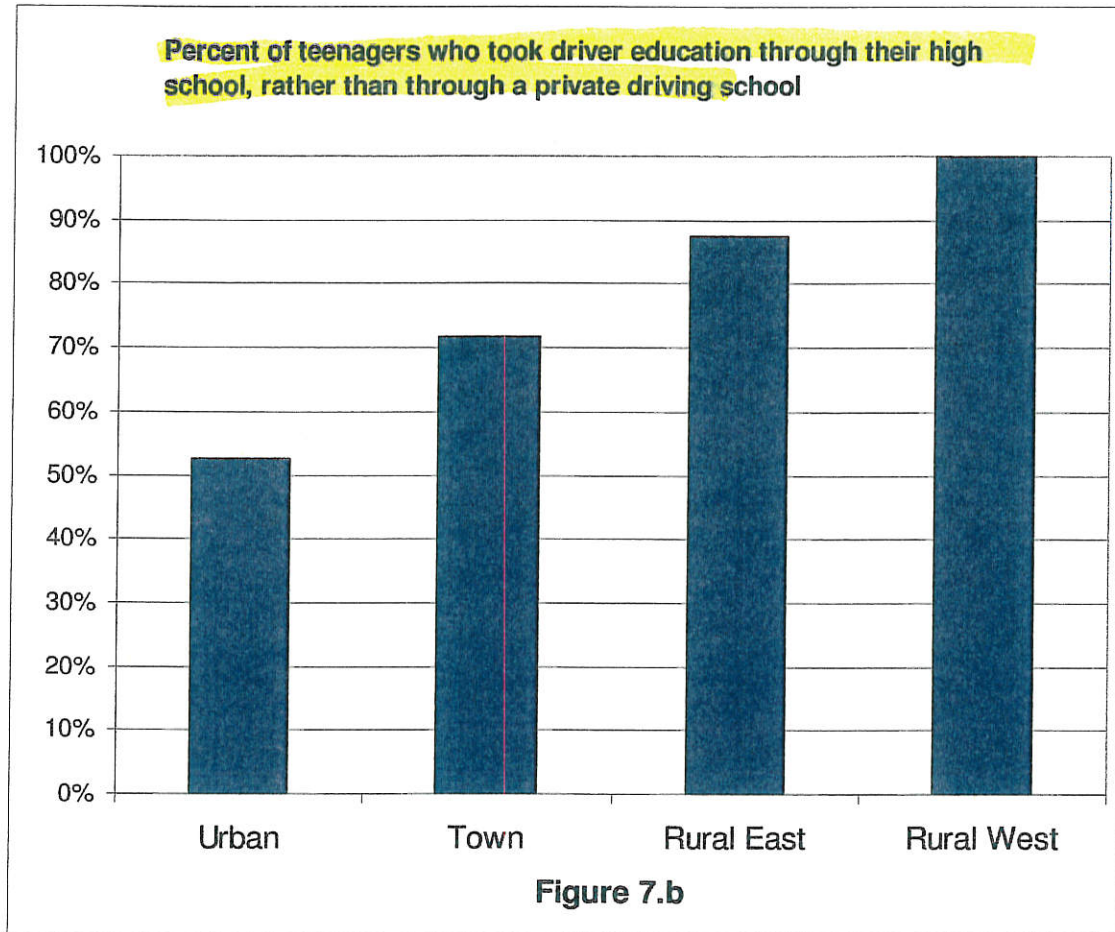
80% of parents reported that their teen had taken a driver education class (Figure 7.a). In 76% of those families, the class was taken through the teens' school system (Figure 7.b).

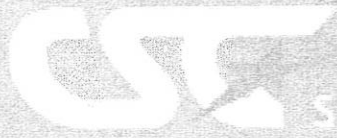
KDOT
4

Among those families where the teen did not take the class through his/her school, 84% indicated that a private class was available within the teens' home community. For those who had to travel to another community to take a driver education class (representing only 4.1% of teens who took driver education), the average estimated distance from the teen's home was about 18 miles.



There are regional differences in the driver education experience. Somewhat fewer teens in the most urban areas completed a driver education class. Among those who did, a substantially greater proportion took the class through a private driving school (Figure 7.b). In the most rural areas, all teens who took a driver education class did it through the school system.





Sharing capitol ideas.



Kansas and the Recovery Act

Chris Whatley,
Washington Director

Appropriations Committee.

Attachment 2-1

Date 3-4-09



Sharing capitol ideas.



2-2

How did we get here...

- Began as a \$50 billion proposal from Speaker Pelosi days after Lehman fell.
- Grew exponentially month-by-month from 50, to 150, to 300, to 600, to 750 billion+, as the scope of the crisis unfolded.
- Combines fiscal relief, stimulus spending, tax cuts, and a raft of domestic priorities.



Sharing capitol ideas.



2-3

What does it mean for states...

Over **\$300 BILLION** in potential funding for state governments and state-related programs.



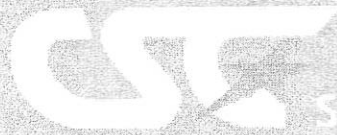
Sharing capitol ideas



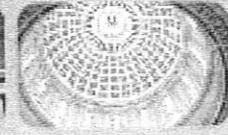
2-4

and for Kansas...

According to Federal Funds Information for States (FFIS) Kansas is eligible for over **\$1.75 billion** in federal funding through FY2011, with additional potential opportunities through competitive grants. To get your maximum share you have to break the code...



Sharing capitol ideas.



2-5

Your Share of the Big Check...

South Dakota will receive over **\$483 million** in flexible funding which may **SUPLANT** current state spending (Medicaid & the flexible part of the Fiscal Stabilization Fund).



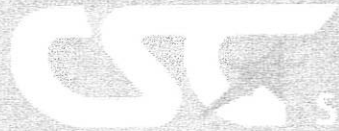
Sharing capitol ideas.



2-6

Your Share of the Helping Hand...

South Dakota may receive over **\$1.27 billion** in formula funding to **SUPPLEMENT** current state spending (the biggest pots are in transportation and the non-flexible, education spending in the Fiscal Stabilization Fund), subject to rule making by federal agencies.



Funds with strings attached...

The state could qualify for an additional \$68 million in funding if it "modernizes" unemployment eligibility requirements.

Kansas could also receive almost \$40 million in energy efficiency grants if it adopts a utility rate system that encourages energy conservation and implements energy efficiency standards in building codes.



Sharing capitol ideas.



2-8

Your Share of the Cookie Jar...

The Recovery Act includes over **\$100 billion** in competitive grant **OPPORTUNITIES**, but the pots are small, spread out, and confusing. There are over 30 categories with the largest funding available for education incentive grants. Full grant guidelines will be posted on www.grants.gov by March 19. It pays to be entrepreneurial...



Sharing capitol ideas.



2-9

Priorities for Legislatures...

- Legislatures may need to allocate funding through appropriation to comply with state constitutions.
- Oversight will be key to ensuring that state agencies pursue full range of funding opportunities, particularly competitive grants.



Other State Responses...

- Governors are appointing czars and issuing executive orders.
- Idaho, Maine, North Dakota and Wisconsin have established procedures for the legislature to review or appropriate Recovery Act funding.
- Focus has been on transportation as funds must be allocated by **MARCH 10.**



Sharing capitol ideas.



2-11

New Resource...

STATERECOVERY.ORG a service of the council of state governments

A one-stop shop for analyzing Recovery
Act funding and tracking state responses...



Sharing capitol ideas.



2-12

For further assistance contact CSG Washington

Chris Whatley

Washington Director

Tel (202) 624-5460

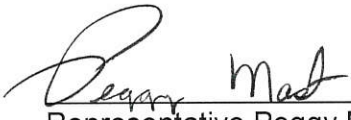
Email: cwhatley@csq.org

www.STATERECOVERY.org

FY 2010

SOCIAL SERVICES BUDGET COMMITTEE

Department on Aging



Representative Peggy Mast, Chair



Representative David Crum



Representative Marc Rhoades, Vice-Chair

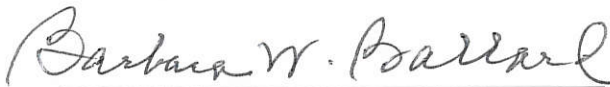


Representative Tom Hawk

Representative Jerry Henry,
Ranking Minority Member



Representative Mike Kiegerl



Representative Barbara Ballard



Representative Forrest Knox

Appropriations Committee
Attachment 3-1
Date 3-4-09
Budget _____

House Budget Committee Report

Agency: Department on Aging **Bill No.** HB --

Bill Sec. --

Analyst: Deckard

Analysis Pg. No. Vol.-

Budget Page No. 217

Expenditure Summary	Agency Request FY 10	Governor's Recommendation FY 10	House Budget Committee Adjustments
Operating Expenditures:			
State General Fund	\$ 201,263,778	\$ 189,634,386	\$ (486,971)
Other Funds	299,416,234	298,157,506	(722,555)
Subtotal - Operating	\$ 500,680,012	\$ 487,791,892	\$ (1,209,526)
Capital Improvements:			
State General Fund	\$ 0	\$ 0	\$ 0
Other Funds	0	0	0
Subtotal - Capital Improvements	\$ 0	\$ 0	\$ 0
TOTAL	\$ 500,680,012	\$ 487,791,892	\$ (1,209,526)
FTE Positions	214.0	214.0	0.0
Non FTE Uncl. Perm. Pos.	15.5	15.5	0.0
TOTAL	229.5	229.5	0.0

Agency Request

The **Department on Aging** requests an FY 2010 budget of \$500.7 million, an increase of \$4.3 million, or 0.9 percent, above the revised current year estimate. The request includes State General Fund expenditures of \$201.3 million, an increase of \$5.3 million, or 2.7 percent, above the revised current year estimate. The request would fund 214.0 FTE positions and 15.5 non-FTE positions, the same as the revised current year estimate. The request includes enhancement funding of \$6.5 million, including \$5.3 million from the State General Fund. Absent the enhancement requests, the request would be a decrease in FY 2010 of \$2.2 million, or 0.4 percent, from all funding sources and a decrease of \$59,873, or less than 0.0 percent, from the State General Fund.

Governor's Recommendation

The **Governor** recommends FY 2010 operating expenditures of \$487.8 million, including \$189.6 million from the State General Fund. The recommendation is a decrease of \$7.0 million, or 1.4 percent, below the FY 2009 recommendation. The recommendation includes \$189.6 million from the State General Fund, a decrease of \$5.4 million, or 2.8 percent, below the FY 2009 recommendation. The Governor's recommendation is a decrease of \$12.9 million, or 2.6 percent, below the agency's request. The Governor does not recommend the agency's enhancement requests, and in addition recommends reductions of \$6.4 million, all from the State General Fund.

House Budget Committee Recommendation

The House Budget Committee concurs with the Governor's recommendation with the following adjustments and notations:

1. **Moratorium on Employer Contributions to the State Health Plan.** Add \$308,616, including \$112,084 from the State General Fund, to restore the Governor's recommended deletion to suspend state contributions to the state employee Health Insurance Premium Reserve Fund for all state agencies for seven payroll periods in FY 2010. The employer health insurance moratorium has been accelerated to FY 2009 as part of House Substitute for Substitute for S.B. 23, the current year recision bill.
2. **KPERS Death and Disability Moratorium.** Add \$29,322, including \$10,718 from the State General Fund to restore part of the Governor's recommended deletion of funds related to a nine-month moratorium on state contributions to the KPERS Death and Disability Group Insurance Fund for all state agencies. Four months of the Governor's recommended moratorium on KPERS Death and Disability has been accelerated to FY 2009 as part of House Substitute for Substitute for S.B. 23, the current year recision bill. The action still captures five months of savings from the moratorium in FY 2010.
3. **Continue the FY 2009 1.25 percent reduction.** Delete \$1,547,464, including \$609,773 from the State General Fund, to adjust the FY 2010 budget to duplicate the FY 2009 1.25 percent reduction, excluding debt service, Department of Education, and human service caseloads, approved by the 2009 Legislature for FY 2009.
4. Consider at Omnibus the addition of \$60,000, all from the State General Fund, to continue funding for the United Cerebral Palsy of Kansas Assistive Technology Initiative. The Budget Committee notes that United Cerebral Palsy indicated it would be able to leverage this funding with additional private funds. The Budget Committee notes that the funds would allow United Cerebral Palsy to continue to target its services specifically for the aging population, including funding for power mobility, home modifications, lift chairs, and other technology to assist in maintaining independence.
5. Recommend the introduction of legislation by the Appropriation Committee to amend the allowable amount for tax credits for modifications made to existing dwellings for individuals with a disability from \$9,000 to \$25,000. This is identical to the contents of 2008 HB 2868.
6. Consider at Omnibus the restoration of funding for the Senior Care Act, including \$829,048 for services and \$484,110 for administration. The Senior Care Act is a state only funded program which provides home and community based services for those individuals over the age of 60 who have not yet exhausted their financial resources. The Budget Committee notes that this program allows individuals to remain in their homes instead of being placed in nursing facility, which would require a much larger financial commitment from the state. The Budget Committee also requests a review of the waiting list at Omnibus.

7. The Budget Committee notes its intention to hold additional hearings regarding the funding mechanism for the Program of All Inclusive Care for the Elderly (PACE) and the two locations currently in the State.

PACE is a form of managed care, in which the provider accepts a capitated rate in the form of a monthly "premium". Most PACE participants are dually eligible, having both Medicaid and Medicare benefits. The monthly capitated payment is a fixed amount, regardless of changes in the participant's health status or service needs.