

MINUTES OF THE SENATE TRANSPORTATION COMMITTEE

The meeting was called to order by Chairman Dwayne Umbarger at 8:30 a.m. on March 20, 2009, in Room 136-N of the Capitol.

All members were present.

Committee staff present:

Mike Corrigan, Office of the Revisor of Statutes
Jill Shelley, Kansas Legislative Research Department
Cindy Shepard, Committee Assistant

Conferees appearing before the Committee:

Pat Hurley, Executive Director, Economic Lifelines
Kent Eckles, Vice-President of Government Affairs, Kansas Chamber of Commerce
Larry Baer, Assistant General Counsel, League of Kansas Municipalities

Others attending:

See attached list.

Final action on **HB 2152 - Towed vehicles, lien thereon, city ordinance or county resolution.**

Staff distributed a proposed amendment from Senator Apple (Attachment 1), and following discussion, Senator Apple moved, Senator Petersen seconded, to adopt the amendment presented. Motion carried.

Following continued discussion, Senator Brownlee moved, Senator Schmidt seconded, to further amend HB 2152 by changing the language on page 2, line 4, to strike the word person. After discussion on the proposal, Senator Brownlee withdrew her motion, Senator Schmidt seconded.

Senator Kultala moved, Senator Petersen seconded, to recommend HB 2152, as amended, favorably for passage. Motion carried.

The Chairman opened the continued hearing on **SB 323 - 2010 transportation plan, financing thereof.**

Pat Hurley, Executive Director of Economic Lifelines, a coalition of more than forty organizations which support the enactment of Comprehensive Transportation Programs for the State of Kansas, presented favorable testimony on the introduction of **SB 323**. He stated that due to the current economic downturn, the primary focus this session was confronting a projected billion dollar deficit in the general fund. He noted that with the combination of the Federal Stimulus Funds and Kansas Department of Transportation's current revenues, there would be adequate revenue to continue a transportation program for fiscal year 2010. His recommendation would be to urge the legislature to provide a forum, during the interim period between sessions, to allow the maximum input from all interested parties regarding the final shape and substance of a new program (Attachment 2).

Kent Eckles, Vice-President of Government Affairs, representing the Kansas Chamber of Commerce, provided testimony in support of a Comprehensive Transportation Plan, but in opposition to the funding mechanisms proposed in **SB 323** (Attachment 3).

- Transportation Infrastructure as an Investment
- Impact of Transportation Funding on Overall Business Climate

Larry Baer, Assistant General Counsel for the League of Kansas Municipalities (LKM), testified in support of **SB 323**. He stated that the prosperity of the State of Kansas is dependent upon the prosperity of our cities. LKM believes that transportation infrastructure is critical to the growth, development and continued vibrancy of our cities, therefore the League supports the continued maintenance and expansion of the transportation infrastructure (Attachment 4).

Following discussion, the Chairman closed the hearing on **SB 323**.

The meeting was adjourned at 9:35 a.m. This is the last scheduled committee meeting for the 2009 session.

HOUSE BILL No. 2152

By Committee on Transportation

1-29

Proposed Amendments to
House Bill No. 2152
Senator Apple

Senate Transportation
3-20-09
Attachment 1

9 AN ACT relating to motor vehicles; concerning towed vehicles; amend-
10 ing K.S.A. 2008 Supp. 8-1103 and repealing the existing section.

11
12 *Be it enacted by the Legislature of the State of Kansas:*

13 Section 1. K.S.A. 2008 Supp. 8-1103 is hereby amended to read as
14 follows: 8-1103. (a) Whenever any person providing wrecker or towing
15 service, as defined by law, while lawfully in possession of a vehicle, at the
16 direction of a law enforcement officer or the owner *or as provided by a*
17 *city ordinance or county resolution*, renders any service to the owner
18 thereof by the recovery, transportation, protection, storage or safekeeping
19 thereof, a first and prior lien on the vehicle is hereby created in favor of
20 such person rendering such service and the lien shall amount to the full
21 amount and value of the service rendered. The lien may be foreclosed in
22 the manner provided in this act. If the name of the owner of the vehicle
23 is known to the person in possession of such vehicle, then within 15 days,
24 notice shall be given to the owner that the vehicle is being held subject
25 to satisfaction of the lien. Any vehicle remaining in the possession of a
26 person providing wrecker or towing service for a period of 30 days after
27 such wrecker or towing service was provided may be sold to pay the
28 reasonable or agreed charges for such recovery, transportation, protec-
29 tion, storage or safekeeping of such vehicle and personal property therein,
30 the costs of such sale, the costs of notice to the owner of the vehicle and
31 publication after giving the notices required by this act, unless a court
32 order has been issued to hold such vehicle for the purpose of a criminal
33 investigation or for use as evidence at a trial. If a court orders any vehicle
34 to be held for the purpose of a criminal investigation or for use as evidence
35 at a trial, then such order shall be in writing, and the court shall assess as
36 costs the reasonable or agreed charges for the protection, storage or safe-
37 keeping accrued while the vehicle was held pursuant to such written or-
38 der. Any personal property within the vehicle need not be released to the
39 owner thereof until the reasonable or agreed charges for such recovery,
40 transportation or safekeeping have been paid, or satisfactory arrange-
41 ments for payment have been made, except that personal medical sup-
42 plies shall be released to the owner thereof upon request. The person in
43 possession of such vehicle and personal property shall be responsible only

1 for the reasonable care of such property. Any personal property within
2 the vehicle not returned to the owner shall be sold at the auction au-
3 thorized by this act.

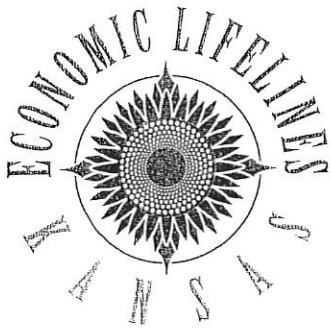
4 (b) At the time of providing wrecker or towing service, any person
5 providing such wrecker or towing service shall give written notice to the
6 driver, if available, of the vehicle being towed that a fee will be charged
7 for storage of such vehicle. Failure to give such written notice shall in-
8 validate any lien established for such storage fee.

9 Sec. 2. K.S.A. 2008 Supp. 8-1103 is hereby repealed.

10 Sec. 3. This act shall take effect and be in force from and after its
11 publication in the statute book.

(c) A city ordinance or county resolution authorizing the towing of vehicles shall specify in such ordinance or resolution: (1) The maximum rate that a person providing such wrecker or towing services may charge for such wrecker or towing service and storage fees; (2) that an owner of a vehicle towed shall have access to personal property in such vehicle on or before 48 hours after such vehicle is towed; and (3) that the person providing wrecker or towing service shall report the location of such vehicle to local law enforcement within two hours of such tow.

1-1



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MR. CHAIRMAN AND MEMBERS OF THE SENATE TRANSPORTATION COMMITTEE :

I AM PAT HURLEY, THE EXECUTIVE DIRECTOR OF ECONOMIC LIFELINES A COALITION OF MORE THAN FORTY ORGANIZATIONS WHICH SUPPORT THE ENACTMENT OF COMPREHENSIVE TRANSPORTATION PROGRAMS FOR THE STATE OF KANSAS.

OUR BOARD OF DIRECTORS IS VERY BROAD BASED RANGING FROM STATE ASSOCIATIONS OF CITIES, COUNTIES, AIRPORTS, PUBLIC TRANSIT AUTHORITIES, STATE AND LOCAL CHAMBERS, LABOR , AGRICULTURE GROUPS , HIGHWAY CORRIDOR GROUPS, AND ALL TRANSPORTATION TRADE ORGANIZATIONS.

ECONOMIC LIFELINES WAS CREATED IN THE MID-EIGHTIES WHEN KANSAS HAD NO MEANINGFUL TRANSPORTATION PROGRAM . ECONOMIC LIFELINES PROVIDED THE GRASS ROOTS SUPPORT NECESSARY FOR THE PASSAGE OF BOTH THE 1989 AND 1999 COMPREHENSIVE MULTI-YEAR PROGRAMS.

WITH THE 1999 CTP CONCLUDING THIS JUNE 30, WE HAVE BEEN ORGANIZING GRASS ROOTS LOCAL SUPPORT THROUGHOUT THE STATE AND CURRENTLY HAVE OVER 200 FORMAL RESOLUTIONS ADOPTED BY CITY AND COUNTY OFFICIALS IDENTIFYING THEIR FUTURE TRANSPORTATION NEEDS IN ALL MODES AND THEIR SUPPORT FOR ENACTMENT OF A NEW PROGRAM..

SIMILARLY MOST OF THE OTHER ORGANIZATIONS I MENTIONED HAVE ADOPTED POSITIONS IN FAVOR OF SUCH A PROGRAM.

WE HAVE ALSO FOLLOWED VERY CLOSELY THE WORK OF THE T-LINKS COMMITTEE AND SUPPORT THEIR WORK PRODUCT.

WE HAVE ALSO WORKED CLOSELY WITH KDOT AS WE HAVE WITH PREVIOUS ADMINISTRATIONS TO ACHIEVE THE PASSAGE OF THE PRIOR PROGRAMS AS WELL AS WITH MEMBERS OF THIS COMMITTEE LEADING TO THE INTRODUCTION OF SB 323.

WHILE WE WOULD HAVE LIKED TO HAVE HAD A PROGRAM ADOPTED THIS SESSION TO IMMEDIATELY FOLLOW UPON THE CONCLUSION OF THE 1999 CTP, WE RECOGNIZED THAT THE PRIMARY FOCUS OF THIS SESSION WAS CONFRONTING A PROJECTED BILLION DEFICIT IN THE GENERAL FUND DUE TO THE ECONOMIC DOWNTURN . WE ALSO NOTED THAT WITH THE COMBINATION OF THE FEDERAL STIMULUS FUNDS AND KDOT'S CURRENT REVENUES THEY HAD ADEQUATE REVENUE TO CONTINUE A PROGRAM FOR FY 2010.

Senate Transportation
3-20-09
Attachment 2

WE BELIEVE THAT THROUGH THE COMBINATION OF THE RECOMMENDATIONS OF T-LINKS CONTAINED IN BOTH THIS BILL AND HB 2382 AND THE FUNDING PACKAGE CONTAINED IN SB 323 WE WILL NOW HAVE BEFORE US THE BASIC ELEMENTS FOR A SIGNIFICANT NEW PROGRAM TO BE CONSIDERED IN THE NEXT SESSION .

IN THE MEANTIME WE WOULD URGE THE LEGISLATURE TO PROVIDE A FORUM THROUGH THE INTERIM PERIOD BETWEEN SESSIONS COMPRISED OF LEGISLATORS TO ALLOW MAXIMUM INPUT FROM ALL INTERESTED PARTIES REGARDING THE FINAL SHAPE AND SUBSTANCE OF A NEW PROGRAM.

WE BELIEVE THAT SUCH A FORUM IS ESSENTIAL TO MANIFEST THE BROAD PUBLIC SUPPORT AND INTEREST THERE IS IN ALL PARTS OF THIS STATE FOR SUCH A PROGRAM.

FINALLY I WOULD LIKE TO UNDERSCORE POSSIBLY THE MOST SIGNIFICANT POINT CONTAINED IN THE APPENDICES TO THE T-LINKS REPORT AND PREVIOUSLY PROVIDED TO PAST LEGISLATURES.

THAT IS THAT THERE IS UNDISPUTED DOCUMENTATION IN THE FORM OF COMPREHENSIVE ECONOMIC ANALYSES CONDUCTED BY ECONOMISTS FROM KU AND KSU AND THE PRIVATE SECTOR AS TO THE SIGNIFICANT BENEFITS THESE PROGRAMS PROVIDED FOR THE STATE .

THESE STUDIES CONCLUDED THAT BOTH THE 1989 AND 1999 PROGRAMS EACH CREATED ALMOST 120,000 JOBS IN EACH OF THE LAST TWO DECADES, PRODUCED A TOTAL ECONOMIC IMPACT OF \$3 FOR EVERY \$1 DOLLAR SPENT, PRODUCED UPWARDS OF \$1.5 BILLION DOLLARS IN SALARIES, AND GENERATED SUBSTANTIAL INCREASES IN INCOME AND SALES TAXES GOING TO THE STATE GENERAL FUND.

LIKewise THE STUDY OF THE ECONOMIC IMPACT ON INDIVIDUAL COMMUNITIES WHERE THE PROJECTS WERE DONE REFLECTED SUBSTANTIAL LONG TERM ECONOMIC BENEFITS TO THOSE COMMUNITIES .

IN SHORT, THESE STUDIES DEMONSTRATED THAT EACH COMPREHENSIVE PROGRAM WAS THE LARGEST ECONOMIC DEVELOPMENT PROGRAM AND THE MOST MASSIVE JOBS PROGRAM TO OCCUR IN KANSAS IN EACH OF THOSE TWO DECADES.

ANOTHER RECOGNITION OF THAT FACT WAS AN ARTICLE FROM US NEWS AND WORLD REPORT PUBLISHED IN 2002 ENTITLED "HOW KANSAS CREATED GOOD JOBS WITHOUT BUSTING THE BUDGET "

THAT ARTICLE STATED :

" KANSAS ' 4% UNEMPLOYMENT RATE IS THE FOURTH LOWEST IN THE NATION AND IS DUE PRIMARILY TO THE STATE'S \$2.6 BILLION HIGHWAY PROGRAM.

ANYONE WHO DOUBTS THAT INFRASTRUCTURE SPENDING CAN JUMP START AN ECONOMY SHOULD VISIT THE JAYHAWK STATE. IT WAS PASSED IN 1989, A YEAR BEFORE AMERICA SKIDDED INTO RECESSION.,

AS THE NATION SLID INTO RECESSION DURING THE SECOND HALF OF 1990, HIGHWAY MONEY BEGAN TO COURSE THROUGH THE KANSAS ECONOMY .

IN WHAT ECONOMISTS CALL THE MULTIPLIER EFFECT, AS THE HIGHWAY MONEY WORKED ITS WAY THROUGH THE KANSAS ECONOMIC BLOODSTREAM , PERSONAL INCOME CLIMBED AT MORE THAN TWICE THE NATIONAL AVERAGE.

BUT FISCAL STIMULUS ISN'T THE ONLY LESSON FROM TOPEKA. IN A TIME OF TAX REVOLTS AND DEFICIT DEADLOCK, KANSAS LAWMAKERS FIGURED OUT HOW TO FINANCE A MASSIVE PUBLIC WORKS PROGRAM AND THE VOTERS ACCEPTED IT. "

THAT ARTICLE WAS REFERRING TO THE 1989 PROGRAM BUT COULD HAVE BEEN REPEATED ABOUT THE 1999 PROGRAM.

ECONOMIC LIFELINES LOOKS FORWARD TO WORKING WITH YOU THE LEGISLATURE AS WELL AS KDOT TO REPEAT THAT FEAT IN THE 2010 SESSION OF THE LEGISLATURE . THE COMMUNITIES YOU REPRESENT AND THE CONSTITUENTS YOU SERVE WILL AGAIN BE THE BENEFICIARIES AND THE STATE OF KANSAS WILL BE THE BETTER FOR IT.

**Testimony before the Senate Transportation Committee
SB323 – Enacting a 10 Year Comprehensive Transportation Plan
Submitted by J. Kent Eckles, Vice President of Government Affairs**



Friday, March 20th, 2009

The Kansas Chamber of Commerce appreciates the opportunity to submit testimony regarding Senate Bill 323, which would enact a 10-year comprehensive transportation plan and impose additional sales and fuel taxes, increased licensing & registration fees as well as additional bonding.

Transportation Infrastructure as an Investment

There is absolutely no question adequate infrastructure is highly valued by both the business development communities and existing Kansas businesses.

The 2008 Area Development Corporate Survey (attached) of site selection consultants shows "highway accessibility" as the number two ranked factor consultants consider either "very important" or "important" when advising companies to locate operations in a given state.

Access to transportation of all modes – roads, air, water, rail – is essential to getting business products to market and the workforce to their places of employment. A 2008 CNBC study entitled "America's Top States for Business" (attached) ranked each state's transportation system by value of goods shipped by air, land and water and the availability of air travel and quality of roads. Kansas fared well in the survey with a national ranking of eight on transportation infrastructure.

Additionally, Reason Foundation's 17th Annual Report recognized the State of Kansas as the 5th ranked public-owned highway and road system in the nation – the second consecutive year Kansas has ranked in the top 5 nationally. (KDOT Press Release attached).

Given these rankings, it is clear that investments in our State's infrastructure help make Kansas an attractive place to do business.

Impact of Transportation Funding on Overall Business Climate

We agree with Governor Sebelius and Kansas Department of Transportation Secretary Deb Miller that the approach of this bill is the correct one – a comprehensive transportation plan's framework should be implemented now and that funding mechanisms should be implemented at a later date when the state's fiscal climate improves and we can ascertain what the impending federal highway reauthorization bill provides for the state.

The business community has concerns regarding funding mechanisms being considered for a Comprehensive Transportation Plan (CTP) in this dire fiscal climate, particularly increased energy costs and higher taxes. We submit as evidence the results of our most recently conducted CEO Poll (attached) clearly showing that the reduction of fuel and energy costs and the lowering of taxes rank first and second respectively when participants were asked "What factors are most important to the profitability of your business?"

Finally, if one refers back to the aforementioned rankings of site selection consultants and poll of existing Kansas companies, it is clear the state must balance several factors to remain an

attractive state in which to do business – not just making investments in infrastructure at the expense of the state’s overall tax climate or the cost of doing business.

In summary, the Chamber prefers the approach of House Bill 2382 over Senate Bill 323 and feels the former takes the right track in establishing a new 10-year CTP for the following reasons:

- The current state budget crisis and the negative affect additional taxes would place on both individuals and the business community, especially during this economic climate.
- The federal administration and Congress are set to consider a national transportation plan this year or next, which typically funds a third of the state’s infrastructure needs.

The Kansas Chamber, with headquarters in Topeka, Kansas, is the leading statewide pro-business advocacy group moving Kansas towards becoming the best state in America to live and work. The Chamber represents small, medium, and large employers all across Kansas. Please contact me directly if you have any questions regarding this testimony.



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Figure Q Combined Ratings* of 2008 Factors Corporate Survey 2008

Site selection factors		2008	2007
Ranking			
1.	State and local incentives	96.1	90.9 (6)**
2.	Highway accessibility	95.8	97.6 (1)
3.	Availability of skilled labor	94.9	97.5 (2)
4.	Energy availability and costs	90.7	85.7 (9)
5.	Tax exemptions	89.9	88.5 (7)
6.	Occupancy or construction costs	87.1	84.4 (11)
7.	Corporate tax rate	86.8	74.4 (15T)
8.	Proximity to major markets	86.3	87.4 (8)
9.	Availability of land	85.6	93.6 (4)
10.	Labor costs	82.8	93.8 (3)
11.	Expedited or "fast-track" permitting	77.9	92.4 (5)
12.	Available buildings	76.9	82.3 (12)
13.	Accessibility to major airport	73.4	74.4 (15T)
14.	Availability of advanced ICT services	72.8	84.8 (10)
15.	Proximity to suppliers	72.3	76.9 (13)
15T.	Low union profile	72.3	69.6 (19)
17.	Environmental regulations	71.6	70.5 (17)
18.	Right-to-work state	68.9	70.2 (18)
19.	Training programs	67.0	76.9 (13T)
20.	Availability of long-term financing	58.5	50.0 (23)
21.	Raw materials availability	55.7	57.9 (20)
22.	Proximity to technical university	51.5	55.9 (21)
23.	Railroad service	50.0	35.1 (24)
24.	Availability of unskilled labor	48.4	52.6 (22)
25.	Waterway or oceanport accessibility	34.8	32.5 (25)
Quality-of-life factors			
Ranking			
1.	Ratings of public schools	73.7	78.5 (1T)
2.	Low crime rate	71.6	78.5 (1T)
3.	Healthcare facilities	67.3	65.3 (6)
4.	Colleges and universities in area	66.4	65.8 (5)
5.	Housing costs	65.3	75.7 (3)
6.	Housing availability	63.6	72.1 (4)
7.	Climate	52.1	43.6 (9)
8.	Recreational opportunities	49.4	56.5 (7)
9.	Cultural opportunities	48.4	48.7 (8)

*All figures are percentages and are the total of "very important" and "important" ratings of the Area Development Consultants Survey and are rounded to the nearest tenth of a percent.

** (2007 ranking)



★ AMERICA'S ★
TOP STATES FOR BUSINESS

Transportation - 2008

ADVERTISEMENT

Access to transportation in all its modes is key to getting your products to market and your people on the move. We measured the vitality of each state's transportation system by the value of goods shipped by air, land and water. We looked at the availability of air travel in each state, and the quality of the roads.

Here are the ten categories ranked in our study:

- Cost of Doing Business
- Workforce
- Economy
- Education
- Quality of Life
- Technology & Innovation
- Transportation
- Cost of Living
- Business Friendliness
- Access to Capital

Overall	State	Cost of Business	Workforce	Economy	Education	Quality of Life	Technology & Innovation	Transportation	Cost of Living	Business Friendliness	Access to Capital
1	Texas	27	12	1	30	22	4	1	3	20	3
8	Georgia	16	3	31	32	42	16	2	9	14	14
30(tie)	Ohio	30	46	40	12	19	17	2	16	42	20
13	Indiana	6	27	37	19	31	23	4	11	3	28
29	South Carolina	9	2	39	37	49	31	4	15	28	25
35	Kentucky	14	20	45	38	40	38	6	18	28	22
21	Tennessee	19	5	37	42	43	25	7	1	9	29
11	Kansas	24	11	21	13	33	31	8	8	11	30
10	Minnesota	29	31	27	9	5	11	8	31	16	15
24	Missouri	8	26	43	19	39	26	10	5	23	26
20	Oregon	18	14	35	29	26	20	11	39	27	16
30(tie)	Illinois	44	44	14	25	16	7	12	23	35	12
2	Virginia	11	8	17	11	28	14	13	27	2	13
37	Wisconsin	36	47	36	9	25	22	13	22	28	27
6	North Carolina	22	3	23	27	38	18	15	20	10	10
25	California	48	21	7	31	4	1	16	49	48	1
23	Pennsylvania	38	43	32	6	12	9	16	29	28	6
17	Florida	42	1	20	39	23	9	18	34	16	9
45	Nevada	37	16	34	49	34	29	18	38	23	32
16	North Dakota	4	23	18	23	19	47	20	17	14	46
40	Michigan	34	39	48	28	23	8	21	25	39	24
38	New Mexico	21	32	8	44	44	36	22	26	46	23
18(tie)	Washington	35	37	11	17	9	6	22	36	34	4
4	Idaho	5	7	5	48	26	27	24	14	33	34
12	Arizona	23	6	8	43	36	19	25	35	6	18
43	Louisiana	28	28	14	40	50	40	25	19	41	33
26	New York	50	49	2	1	3	2	25	46	42	5
7	South Dakota	1	19	14	24	21	50	25	2	4	44
33	Montana	26	36	10	16	30	45	29	31	44	45
22	Nebraska	19	28	28	21	12	36	29	7	28	49
46	Mississippi	17	15	46	50	48	46	31	10	44	37
3	Utah	10	10	3	46	6	21	32	24	6	19
14	Wyoming	12	17	6	14	17	48	33	28	22	47
28	Oklahoma	6	30	3	45	41	35	34	4	23	35
5	Colorado	25	13	11	35	7	13	35	30	5	11
32	Arkansas	3	9	33	33	47	43	36	6	35	47
15	Massachusetts	41	34	25	1	15	4	36	42	13	2
18(tie)	New Jersey	45	40	21	4	1	2	36	48	35	8
9	Iowa	2	25	29	15	17	31	39	13	11	42
44	Maine	43	45	44	8	14	41	40	37	23	40
36	Maryland	33	41	25	22	37	11	40	45	20	7
47	West Virginia	15	48	46	36	32	49	42	21	50	36
42	Alabama	19	22	23	47	45	39	43	11	39	31

34	Connecticut	47	38	30	5	11	15	44	44	16	17	
HOME	NEWS	MARKETS	EARNINGS	INVESTING	VIDEO	CNBC-TV	CNBC PLUS	CNBC				
27	New Hampshire	32	33	41	7		24	45	40	THOMSON REUTERS		
MOBILE	CNBC HD											
45	About Us	Site Map	Privacy Policy	Terms of Service	Advertise	Help	Feedback	Video Reprints	46	41	16	38
46	Rating	Deloitte	Money	Blogging	Stocks.com	23	18	26	46	28		
48	Rhode Island	46	18	49	17	29	30	48	43	47	39	
49	Hawaii	49	50	13	34	8	43	49	50	49	43	
50	Alaska	38	42	50	41	35	42	50	47	35	49	

THE KANSAS CHAMBER

Most Important to Profitability: Including Energy Cost as an Option

MENTIONED:	Without	With
Workers' Compensation	11%	4%
Unemployment Compensation	5%	1%
Managing health care costs	37%	23%
Lower taxes on business	42%	35%
Decrease regulation/mandates	14%	13%
Stop frivolous lawsuits/Tort reform	18%	13%
Limit growth of state government	11%	16%
Economic incentives for business	25%	13%
Reduce fuel and energy costs		42%

achieve
more

Results from Kansas Chamber CEO Poll
Surveys Conducted August 27 – September 3, 2008



League of Kansas Municipalities

Date: March 26, 2009
To: Senate Transportation Committee
From: Larry R. Baer
Assistant General Counsel
Re: SB 323
Testimony in Support

Thank you for allowing me to present testimony on behalf of the League of Kansas Municipalities and its member cities. The League has been a long time supporter of a statewide transportation program and therefore stands in support of Senate Bill 323.

The transportation infrastructure in Kansas is critical to the safety of our citizens as well as the economy of the state. The State and local governments should continue to cooperate to ensure the existence of a plan to maintain our current transportation infrastructure and to enhance our existing transportation assets.

In addition, the League believes that the prosperity of the State of Kansas is dependent upon the prosperity of our cities. To this end, LKM also believes that transportation infrastructure is critical to the growth, development and continued vibrancy and prosperity of our cities. Thus, because transportation infrastructure is critical to the community development activities of cities, the League supports the continued maintenance and expansion of the transportation infrastructure.

Transportation is more than roads and bridges. It includes airports and air services, rail services, recreation trails and multimodal transportation. A comprehensive transportation program is required to most efficiently accomplish a meaningful and coordinated blend of all of these elements.

For the above stated reasons, the League of Kansas Municipalities supports SB 323.