

MINUTES OF THE HOUSE TRANSPORTATION COMMITTEE.

The meeting was called to order by Chairperson Gary Hayzlett at 1:30 p.m. on March 13, 2003 in Room 519-S of the Capitol.

All members were present except:

Rep. John Ballou
Rep. Jerry Henry
Rep. Mary Kauffman
Rep. Don Myers
Rep. Jim Yonally

Committee staff present:

Bruce Kinzie, Revisor
Hank Avila, Legislative Research Dept.
Mary Galligan, Legislative Research Dept.
Betty Boaz, Committee Secretary

Conferees appearing before the committee:

John Neal, Hutchinson - Reno County Chamber of Commerce
Steve Feigenbaum, Kansas Public Transit Association
Mike Armour, Director, Division of Aviation, KDOT
Marlee Carpenter, KS Chamber of Commerce & Industry
Ed DeSoignie, Heavy Constructors of Kansas City
Richard Kistner, KS Asphalt Pavement Associates
Bernie Koch, Wichita Area Chamber of Commerce/Sedgwick County
Mike Taylor, City of Wichita
Brett Sayre, Southeast Kansas, Inc.
John Armbrust, Manhattan Area Chamber of Commerce
Norman L. Bowers, Johnson County Engineer

Others attending:

See attached list

Chairman Hayzlett called the meeting to order. Again the meeting was made up of conferees primarily from Economic Lifelines who were there to urge support from the Committee to maintain the Comprehensive Transportation Program as it was passed by the 1999 Legislature.

The first conferee was John Neal, Chairman of the Hutchinson/Reno County Chamber of Commerce Highway Development Task Force. (Attachment 1) He said he has worked for and supported inclusion in those programs of the highway projects that they, in the central part of the state, felt were vital for their future economic growth and safety of the traveling public. He urged the Committee and the Legislature to keep searching until an appropriate way is found to guarantee the successful completion of all the projects selected as a part of the 1999 program.

The next conferee was Steve Feigenbaum, Executive Director of the Kansas Public Transit Association. Mr. Feigenbaum said that due to the CTP and KDOT's support, public transportation has been a growth industry in Kansas. (Attachment 2) New or expanded services have sprung up, ridership is up, and the age of the transit fleet has decreased. KPTA strongly supported the 1999 CTP and they continue to strongly support the full continuation of the CTP. He said the CTP made a commitment to Kansas and that commitment must be honored. He concluded by saying KPTA asks the Committee to consider the consequences of further reducing support for public transportation and what that would mean for Kansas and the CTP. The KPTA also asked the Committee to recommend to Legislature a restoration of the lost \$500,000 in public transportation funds.

Mike Armour, Director, Division of Aviation, KDOT was the next speaker. (Attachment 3) He said prior to the CTP, Kansas was the only state that did not fund their airports in any way. All public use airports as defined in KSA 75-5061 are eligible for the funds. He said there was sponsor participation of 50/50 or

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25/75 or 10/90 matching funds with the requirement based on population. He said projects are limited to runways, taxiways and ramps and facilities and equipment. He said a community must come forward with this being a primary need, the project must be capable of being completed in one year and they cannot leverage federal funds. He concluded that the program was working very well and doing what it was intended to do. He encouraged the Committee to maintain the CTP so this program could continue in the future.

The next speaker was Marlee Carpenter with the Kansas Chamber of Commerce and Industry. (Attachment 4) Ms. Carpenter said the Kansas business community believes that good roads are vital to business development and growth and that a vital transportation program also provides jobs for many Kansans. She said the KCCI urges the legislature to fulfill its commitment to the CTP by reinstating the FY 2005 sales tax transfer and repaying the \$95 million loan.

The next conferee was Edward DeSoignie, Executive Director of the Heavy Constructors Association of the Greater Kansas City Area. (Attachment 5) He said their industry was ready to deliver the projects of the CTP through the efforts of thousands of men and women in the Kansas City construction industry. Mr. DeSoignie said the State's investment in its highway and road system provide modern, safer roads, created economic benefits of lower transportation costs of goods and services, and provided good paying jobs throughout the state. Those jobs in turn produced tax revenue at the state and local level and helped maintain consumer spending at the retail level across the state. He concluded that delivery of the program will require funding of the CTP be locked in place.

Richard Kistner, President of Hall Brothers Construction Co., Inc, Marysville, KS spoke next. (Attachment 6) Mr. Kistner stated that his company grew from 45 employees to 65 employees after passage of the 1998 CTP. Today he has 38 employees. He said on big projects like a series of bridge projects in Marshall County, their company plans on spending approximately \$30 per day for subsistence. There could be an additional 150 workers on this project. He said even though the project just started, most of the motels are full and the restaurants are busier. He urged the Committee to not reduce the program that has helped create jobs and has helped Kansas prosper.

Bernie Koch with the Wichita Area Chamber of Commerce was the next speaker. (Attachment 7) According to Mr. Koch from the Sedgwick County viewpoint, there is one major project of concern regarding cuts to the Comprehensive Transportation Program. The \$50 million for the Central Rail Corridor in Wichita and Sedgwick County also includes the railroad overpass in Haysville, south of Wichita. He said from the Chamber's point of view their top priority in the transportation program is four-laning US 54 west of Kingman. He said they are one of the largest cities in the US without a major East-West fourlane. He said they had heard from many people who said the state had promised them a highway, people who had worked literally a lifetime for roads that were needed and promised (they felt) but never delivered. He urged the Committee to do whatever they can to make sure the Comprehensive Transportation Program is completed.

Next the Committee heard from Mike Taylor, Government Relations Director with the City of Wichita. (Attachment 8) Mr. Taylor said "Highways, railroad corridors, mass transit and airports are vital life links for citizens and conduits of commerce for business. The ability to travel, to get where you're going in a safe, fast and efficient ways is a cornerstone for growth, prosperity and quality of life in Wichita, Sedgwick County and South Central Kansas." He said the City of Wichita supports full funding of the 1999 CTP. Every project, from system enhancements to public transit, is important and that some projects are already moving and ready to be built. He then showed a four-minute video on the Kellogg Freeway and Central Rail Corridor projects.

Brett Sayre representing Southeast Kansas, Inc. spoke in support for continued funding of the 1999 Comprehensive Transportation Program. (Attachment 9) He said representatives from Southeast Kansas participated in a process to determine the transportation needs of its region. According to Mr. Sayre, it is well documented that governmental expenditures on transportation improvements add an immediate return to the economy. Taxes may be considered a drain on the economy, however when the money is spent on road construction, the secondary spending that it encourages is a revenue enhancer. He

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concluded that it is Southeast Kansas, Inc.'s desire for the legislature to fulfill its commitment to the CTP and urged the Committee to do everything in their power to fund the program.

Next to speak was John Ambrust, Vice President of the Manhattan Area Chamber of Commerce who said he was appearing before the Committee to testify in support of completion of all of the projects promised under the 1999 CTP. (Attachment 10) He said meeting the transportation needs of our state is absolutely essential for our economic future. Mr. Ambrust said that although the Manhattan area will not benefit directly from the program they feel that the entire state will be served through an improved transportation system of rail, air and highways. He said the commitments that were made by the legislature must be fulfilled - they must keep their promise to the citizens. He urged the Committee to support the Comprehensive Transportation Program as it was originally defined.

The final speaker was Norman L. Bowers, Johnson County Director of Public Works. (Attachment 11) He said their position was simple, they support the existing comprehensive transportation program and do not want to see it reduced. Mr. Bowers said that bordering Missouri gives them an added perspective. He said a number of years ago Missouri passed a highway improvement program and made promises to their residents that they did not keep and now residents do not trust their government and the situation is getting worse. According to Mr. Bowers the state, counties and cities do not save any money by cutting back on highway construction and maintenance. It is like borrowing against the future and the interest to be paid is additional maintenance costs and higher prices. He concluded by saying that NOW is the right time to invest in our road infrastructure, not cut back.

There being no other speakers the Chairman adjourned the meeting. The next meeting will be on March 19, 2003.