



Kansas Motor Carriers Association

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Legislative Testimony

by the

**Kansas Motor Carriers Association before the
House Appropriations Committee
Representative Troy Waymaster, Chairman
Wednesday, March 20, 2019**

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MR. CHAIRMAN AND MEMBERS OF THE HOUSE APPROPRIATIONS COMMITTEE:

I am Tom Whitaker, Executive Director of the Kansas Motor Carriers Association. I appear before you this morning representing our 860 member-firms as a neutral on House Bill No. 2369. HB 2369 would allow the Kansas Department of Transportation (KDOT) and the Kansas Turnpike Authority (KTA) to use tolls to partly pay for increased capacity on existing highways in Kansas. The bill was a result of recommendations for the Joint Legislative Transportation Vision Task Force to expand the tools available to KDOT and KTA when planning for a new comprehensive transportation plan.

Our members and the highway transportation industry which represents a large portion of the highway user fees paid to both the State of Kansas and the Federal government are very interested in how dollars for transportation programs are raised and spent. While KMCA agrees that tolls may be a necessary part of a new transportation plan, we expressed several concerns before the Senate Transportation Committee on SB 192 which is the Senate version of HB 2369.

KMCA's concerns are:

- Language needs to be added to prohibit tolls on existing highways and that tolls can only be used to pay for increased capacity projects such as HOT lanes.
- All vehicles that use a toll project must pay the tolls for such use.
- Tolls for a specific project must be used strictly for such toll project.
- All toll revenue currently collected by the KTA shall only be spent on roadway currently designated as the Kansas Turnpike.
- KMCA strongly believes the Legislature or the State Finance Council, as stewards of taxpayer dollars, should have final approval of any new toll projects above and beyond the current Kansas Turnpike.

We believe the adoption of the necessary language to carry out our concerns allows KDOT and KTA to make proper use of tolls and at the same time protect the motoring public and all highway users from paying for highways they have already paid for with fuel tax, registration fees and dedicated sales tax revenue.



KMCA supports the amendments offered by KDOT and the KTA. We agree that the amendments address our concerns. The Kansas Motor Carriers Association stands ready to work closely with the Kansas Legislature to develop the next generation comprehensive transportation program.

I thank you for the opportunity to appear before this morning and I would be pleased to respond to any questions you may have.

