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**Legislative Testimony
by the
Kansas Motor Carriers Association
before the
Senate Transportation Committee
Senator Mike Petersen, Chairman
Thursday, March 7, 2019**

In Opposition to Senate Bill No. 192

**MR. CHAIRMAN AND MEMBERS OF THE
SENATE TRANSPORTATION COMMITTEE:**

I am Tom Whitaker, Executive Director of the Kansas Motor Carriers Association. I appear before you this morning representing our 860 member-firms in opposition to Senate Bill No. 192 as the bill is before you today. SB 192 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 have a few concerns about the broad authority SB 192 gives KDOT and KTA.

KMCA stands opposed to SB 192 unless the following issues are addressed in the bill:

- 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 thinks the Legislature, as stewards of taxpayer dollars, should have final approval of any new toll projects above and beyond the current Kansas Turnpike.



The Kansas Motor Carriers Association stands ready to work closely with the Kansas Legislature to develop the next generation comprehensive transportation program. We ask that the Committee take our concerns seriously as you move forward on the use of tolls to partly fund increased capacity on Kansas highways.

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

