

Approved: 4/28/94  
Date

## MINUTES OF THE SENATE COMMITTEE ON TRANSPORTATION AND UTILITIES

The meeting was called to order by Chairperson Ben Vidricksen at 9:00 a.m. on March 30, 1994 in Room 254-E of the Capitol.

All members were present except:

|               |           |
|---------------|-----------|
| Senator Emert | - Excused |
| Senator Jones | - Excused |
| Senator Rock  | - Excused |

Committee staff present: Hank Avila, Legislative Research Department  
Ben Barrett, Legislative Research Department  
Bruce Kinzie, Revisor of Statutes  
Martha Ozias, Committee Secretary

Conferees appearing before the committee:

Linden Drew - Department of Aging  
Steve Feigenbaum - Kansas Public Transit  
Craig Cole - Kansas Public Transit and Topeka Transit  
Mike Oxford - Kansas Assn. of Centers for Independent Living  
George Hoferer - Silver Haired Legislature  
Terry Hedner - KDOT

Others attending: See attached list

### **HB 3070 - Concerning transportation of the elderly and disabled**

Linden Drew urged the passage of this bill to give more people with disabilities access to highways and streets. In their Department surveys the most frequently mentioned need for the elderly was transportation. They expressed concern about not being able to make doctor appointments and have transportation available to them on any given day. The Department supports Sec. 6 (b) which would increase the funding for transportation to \$1 million. (Attachment 1)

Steve Feigenbaum stated that federal funding provides less than 50% of the total cost of the transportation needs of the elderly and disabled and the remainder comes from the present state funding, local sources and passenger revenue. He pointed out that the promise of additional aid has faded and operation spending freezes along with inflation has caused public transportation to lose ground. Many elderly and disabled Kansans are isolated due to lack of transportation and over 168,000 are dependent on public transportation. Mr. Feigenbaum felt that \$1,000,000 will not meet all the needs for public transportation in Kansas but will certainly help to address more unmet needs. Aside from this, Kansas is a leading manufacturer of small and mid-size transit vehicles and passage of this bill will purchase equipment for Kansas public transportation operators which would be good business for Kansas. (Attachment 2)

Craig Cole addressed the Committee stating that **HB 3070** represents a bold step forward for elderly and disabled public transportation in Kansas and the Topeka Transit Authority supports it fully. He pointed out that Kansas was behind its peer states in the funding of much needed public transit services. He urged the Committee to approve this bill and to consider authorizing a comprehensive study of public transportation needs in Kansas as this type of study will assist in placing a dollar figure on the need and develop a funding source for public transportation in the state. (Attachment 3)

Mike Oxford stated that affordable transportation is essential to people with disabilities to enable them to maintain their independence and this bill is a step in the right direction. He also recommended an interim study to look into the transportation needs of the entire State in order to make a comprehensive assessment and accurately determine needs of those needing this type of transportation. (Attachment 4)

## CONTINUATION SHEET

MINUTES OF THE SENATE COMMITTEE ON TRANSPORTATION AND UTILITIES, Room 254E-Statehouse, at 9:00 a.m. on March 30, 1994.

George Hoferer spoke on behalf of the Silver Haired Legislature emphasizing that it is imperative that transportation services for the elderly and disabled be expanded both to the rural and urban areas. This will allow these individuals to remain in their own homes longer and allow for a better, and less expensive quality of life than other alternatives. He reviewed a list of services that he would like to see expanded and asked the Committee for favorable action on the bill. (Attachment 5)

Testimony was distributed from Mike Swartz who was not present. (Attachment 4)

Terry Hedner testified on behalf of the Department of Transportation stating that although the state has funded public transportation there are no provisions in the statute for increasing the original \$390,000 to keep pace with inflation. Consequently it was felt that this amount needed to be increased. He also requested that the Committee consider an amendment to permit the Department to apply the one percent cap programwide, rather than to each applicant. (Attachment 7)

Senator Burke made a motion to apply the one percent cap programwide, rather than to each applicant and make the technical amendments. This was seconded by Senator Papay. Motion carried.

Senator Tiahrt made a motion to amend the bill from \$1,000,000 to \$400,000. Motion died for lack of a second.

Senator Burke then made a motion to recommend the bill favorably as amended with the \$1,000,000. A second was made by Senator Papay. Motion carried with Senator Tiahrt voting "No".

A motion was then made by Senator Burke to approve the minutes of the March 22 meeting. This was seconded by Senator Papay. Motion carried.

The meeting was then adjourned by the Chairman.

No further meetings are scheduled at this time.

# GUEST LIST

## SENATE TRANSPORTATION COMMITTEE

DATE: MARCH 30, 1994

| NAME (PLEASE PRINT) | ADDRESS  | COMPANY/ORGANIZATION                                |
|---------------------|--|---|
| R.D. CHARLTON, SR   | 1451 SW MISSOURI AVE; <sup>66604</sup> TOPEKA        | SUN-FLOWER SUB-CHAPTER<br>PARALYZED VETS OF AMERICA |
| Christy Walker      | <del>KANSAS</del> TOPEKA                             | KDOC  |
| Mendell Strong      | Topeka   | AARP-CCTF   |
| HAROLD Pitts        | TOPEKA   | AARP-CCTF   |
| Hynden Dren         | Topeka   | KDOT  |
| MARCIA BERNARD      | CITY OF KANSAS CITY, KS<br>ONE MCDOWELL PLAZA RM 504 | K.C.KS. 66101                                       |
| CHUCK FERGUSON      | 1800 W 56 <sup>HWY</sup> OLAHE KS 66061              | JOHNSON COUNTY<br>TRANSPORTATION DEPARTMENT         |
| Alice M. Amrein     | 1800 W 56 Hwy Olathe, KS 66061                       | Johnson County<br>Transportation Dept.              |
| Jane Knight         | Topeka KS  | State ADA Office                                    |
| Steve Fugstenbaum   | Executive Director, KPTA →                           |   |
| Glen Coulter        | KS. Topeka   | KS. Good Roads Assn                                 |
| Tom Whitaker        | TOPEKA   | KS Motor Carriers Assn                              |
| Karl Ridgway, Jr.   | 457 Huston St Manhattan KS 66502                     | NORTH-CENTRAL-FLOW Hous AREA<br>AGENCY IN<br>FLWING |
| George F. Hoferer   | 216 SW Fordown, Topeka                               | S.H.L.  |
| Jennifer LaMell     | Lawrence, KU   | Intern - Senator Jones                              |
| Katie Pyle          | Topeka KS  | AARP-CCTF   |
| Terry Heidner       | Topeka   | KDOT  |
| Bill Watts          | Topeka   | KDOT  |
| Nancy Bogina        | Topeka   | KDOT  |
| Van Smith           | TOPEKA   | KS Auto Dirs  |

Testimony on HB 3070

Transportation of the Elderly and Disabled

before the  
Senate Transportation and Utilities Committee

by the  
Kansas Department on Aging

March 30, 1994

Mr. Chairman and members of the committee, as Secretary of Aging I want to support today the passage of HB 3070. Transportation is a vital link between consumers and providers and without it people are homebound and dependent. By passing HB 3070, we can give more people with disabilities access to our highways and city streets and, therefore, to the goods and services available on any main street and mall to people who can drive.

Need for Transportation Services

The 1993 Kansas Legislature authorized a study by the Legislative Division of Post Audit on potential duplication and overlap in programs for Kansas' aging population. That report, issued in October, 1993, found that duplication did not appear to be a big problem. The Legislative Division of Post Audit reported, instead, that interviews with area agency staff and senior citizens showed a concern for insufficient services:

In the course of this audit, we surveyed Department of Social and Rehabilitation Services area office staff, and staff from the 11 area agencies on aging. We also interviewed senior citizens. We asked people from each of these groups what long-term-care services they needed in their areas.

The most frequently mentioned need was transportation services. Even though many senior centers had a vehicle available for elderly peoples' use, senior citizens we talked with complained about not being able to make doctor appointments with any assurance they would have transportation available on any given future date. This need was particularly critical in rural areas where medical facilities often are located many miles from the senior citizen's home.  
(p. 12)

The Post Audit findings are consistent with what we have found to be true for older Kansans. We surveyed people at the 1993 Governor's Conference on Aging. It must be kept in mind that persons with unmet needs for some services (e.g. in-home and transportation ) would be less likely to have attended the Conference and thus the expressed unmet need for these services would be understated. The results, nevertheless, show some

similarity to the 1985 Conference results. Both surveys ranked home repair and transportation respectively as having the greatest and next greatest unmet need.

The Post Audit report noted (p. 14) that legislation passed by the 1992 Kansas Legislature created coordinated transit districts, which will better coordinate the transportation services taking place within them. The Kansas Department on Aging supported that legislation and is cooperating with the Kansas Department of Transportation to implement the legislation.

#### Conclusion

The Kansas Department on Aging supports Sec. 6(b) of the bill which increases the funding for transportation services to \$1 million.

I urge your favorable consideration of HB 3070. Our state has built roads and bridges (including our superhighways), which can only be used by Kansas citizens who can drive, unless we provide access through public transportation.

Transportation is health care. Transportation is shopping. Transportation is education. These goods and services are essential to everyone including people without automobiles.





KANSAS PUBLIC TRANSIT ASSOCIATION  
201 N. KANSAS AVE.  
TOPEKA, KANSAS 66603  
(913) 233-2011

MEMBER AMERICAN PUBLIC TRANSIT ASSOCIATION  
MEMBER COMMUNITY TRANSPORTATION ASSOCIATION OF AMERICA  
MEMBER SOUTHWEST TRANSIT ASSOCIATION

STATEMENT BY THE KANSAS PUBLIC TRANSIT ASSOCIATION  
ON HOUSE BILL 3070

Wednesday March 30, 1994  
1:15 PM  
Kansas State Capitol, Room 254-E

Mr. Chairman and Members of the Committee:

I am Steve Feigenbaum, Executive Director of the Kansas Public Transit Association (KPTA). KPTA is a non-partisan non-profit association that presently represents 140 members, urban and rural, in all sectors of Kansas.

Thank you for this opportunity to testify before the committee on a matter of great importance to all Kansans, the transportation needs of the elderly and disabled. Kansas has nearly 200 operators of public transportation services for the elderly, disabled, and general public. These services are funded by the federal Section 9 (urban), Section 18 (rural), and Section 16 (private non-profit equipment only) programs. Federal funding provides less than 50% of the total cost of operation. The remainder of funding comes from the present state fund (\$390,000), local sources, and passenger revenue.

KPTA wholeheartedly supports House Bill 3070 and praises it as a good start to bring public transportation for elderly and disabled Kansans up to par with other transportation modes in the State.

In the last several years assistance to public transportation providers has come under assault. The promise of additional federal aid from the Intermodal Surface Transportation Efficiency Act (ISTEA) has faded as ISTEA has never been fully funded since its first year. Operational spending freezes imposed by the last three Administrations coupled with inflation has caused public transportation to lose ground. Rural public transportation also has suffered the loss of 15% of incoming dollars due to federally mandated intercity bus service set asides. The American Public Transit Association estimates that in real dollars, federal assistance purchases only 43% of what it did in 1981. And in President Clinton's budget proposal of last February 7 the Administration called for a reduction of operating assistance in FY 95 and elimination of assistance within three years. None of this bodes well for

## KPTA Statement

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public transportation and its major client groups: elderly, disabled, and general public.

In addition to the loss of federal assistance purchasing power and the potential loss of all operating assistance, unfunded federal mandates such as the Americans with Disabilities Act, drug/alcohol testing, and compliance with the Clean Air Act has eroded the ability for local operators to provide much needed services.

The present state funding of \$390,000 for elderly and disabled transportation was a good start to addressing the public transportation needs of Kansas. The \$390,000 is divided: \$10,000 for KDOT discretionary projects, \$35,000 for urban systems, \$150,000 for replacement vehicles, and \$195,000 for operating assistance. Operating assistance is channeled through the Section 18 rural public transportation program and provides 5% of the required local match. As you can see from the numbers, \$390,000 across the state does not stretch very far.

As good a job as Kansas public transportation operators do, they are not meeting the demand for service. Many elderly and disabled Kansans are isolated due to lack of transportation. Over 168,000 Kansans over 65 do not have a driver's license and are dependent upon public transportation or some other source for transportation. Ridership by the physically or mentally disabled in non-urban areas is nearly twice that of the elderly. Potential changes in the health care and social services systems with emphasis on keeping clients home based will create more demand upon our public transportation networks.

What has Kansas public transportation done in order to maximize available funds and avoid duplication of services ? They, under the auspices of 1992 Senate Bill 505, have come together to form Coordinated Transit Districts. This effort has been unfunded, but undertaken by operators anyway because they see a benefit in getting together, sharing information, avoiding duplication of efforts, and coordinating activities. Kansas public transportation, by engaging in the CTD process, has committed itself to spending its public dollars wisely. I can assure you and the rest of the legislature that dollars for public transportation are efficiently spent and that the CTD process will continue in order to maintain this assurance.

The question is, will \$1,000,000 meet the needs for public transportation in Kansas ? The answer is most likely no, but \$1,000,000 certainly will enable

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us to address more unmet needs than we can at present. How much will it take to meet all public transit needs; elderly, disabled, and general public? That exact number is unknown at this time without further study. While addressing our short-term requirements, we should also be evaluating our long-term strategies in this area.

3070 maintains the linkages built between state funding, the federal sections 9, 16, and 18 programs, and the coordinated transit districts. KPTA completely agrees that these linkages should be maintained.

Kansas is a leading national manufacturer of small and mid-size transit vehicles. Collins Bus of Hutchinson, Chance Coach of Wichita, Diamond Coach of Oswego, El Dorado of Salina, Kinedyne of Lawrence, and Mobile-Tech of Hutchinson all produce and market equipment nationally for the public transportation industry. This bill will purchase equipment for Kansas public transportation operators. We like to think that public transportation is good business for Kansas.

I would like to commend KDOT for a superb job in administering the present program and I would like to recommend that KDOT continue to be given latitude in administering public transportation funding.

One final item must be stated at this time. House Bill 3070 is tied to our state highway funding. KPTA and its members do not feel that we compete with highways. Rather we are highway users ourselves and, as such, public transportation is a complimentary service to highways. We all benefit by a good highway system. What we are asking for is a start of a fair share so that all Kansans may have access to our roads and highways.

Thank you for this opportunity to speak with you today. I will be happy to answer any questions and work with you in any way in order to achieve our mutual goals.





## TOPEKA METROPOLITAN TRANSIT AUTHORITY

Administrative Offices 201 N. Kansas Topeka, KS 66603-3622 (913) 233-2011  
Customer Service Center 735 S. Kansas Topeka, KS 66603-3007 (913) 354-9571  
TDD Phone Number for the Hearing Impaired (913) 233-2019

### STATEMENT OF THE TOPEKA METROPOLITAN TRANSIT AUTHORITY ON HOUSE BILL 3070

Wednesday March 30, 1994  
1:15 PM  
Kansas State Capitol, Room 254-E

Mr. Chairman and Members of the Committee:

I am Craig Cole, General Manager of the Topeka Metropolitan Transit Authority and President of the Kansas Public Transit Association.

I would like to thank the Committee for allowing me to speak to you today on this vital matter. Vital not just to Topeka and the other Kansas urban areas, but vital to all of Kansas urban as well as rural.

House Bill 3070 represents a bold step forward for elderly and disabled public transportation in Kansas and Topeka Transit supports it fully.

In the past few years funding from traditional federal sources has been eroding. Funding freezes in the federal Section 9 program has steadily reduced our ability to deliver services. President Clinton further proposes in his current budget to cut Section 9 by 25% and eliminate it within 3 years. Unfunded mandates such as the Americans with Disabilities Act and drug/alcohol testing requires us to reallocate funding even further. I and the Topeka Transit board met this month with the Kansas congressional delegation in Washington. The outlook for relief from Washington is not good. More and more we must look at state and local sources. At present only \$390,000 is available from the state for public transportation for elderly and disabled. Of this \$390,000 only \$35,000 is available for urban areas with public transportation systems. By agreement, this \$35,000 is rotated so that each of the four urban areas receive \$35,000 once every four years. The urban areas are Kansas City, Johnson County, Topeka and Wichita. About all we can do with \$35,000 once every four years is buy a vehicle dedicated to elderly and disabled service. This amount simply is too small to consider increasing much needed and often requested additional services.

The present situation for rural operators is not much different. The existing funds do not stretch very far when distributed across the state. State funding only provides 5% of the operating cost and capital funding only buys 5 to 8 vehicles per year.

How do we compare to other states? South Dakota with one-third the population of Kansas began their funding program last year at \$600,000. Iowa with a 20% larger population funds public transportation at over \$6,000,000 per year. Nebraska, about two-thirds the population of Kansas funds \$2,000,000 annually. The point is; we are behind in Kansas when compared to most of our peer states in the funding of much needed public transit services.

However, much has been done in Kansas to cope with some of the problems I have outlined. Public transportation operators have formed coordinated transit districts to oversee funding in their areas, avoid duplication of services, and combine efforts in areas in order to promote efficiency. I constantly am amazed at what is being done by most rural area public transportation operators. With a minimum of support, they are doing a remarkable job in transporting those with no other means of transportation. They deserve our respect but more importantly additional financial support. Further pressures are being brought to bear on public transportation, urban and rural, by the aging of our population and movement to more home based health and social services. Who knows yet the impact on federally mandated reforms on health care upon our transportation systems? I would submit that it could be extensive.

I urge this committee to approve House Bill 3070 and for full Senate approval. The 121-0 margin in the House is indicative of the broad base of support for public transportation of the elderly and disabled. Also I urge the Legislature to please consider authorizing a comprehensive study of public transportation needs in Kansas. Such a study will assist us to place a true dollar figure on need and develop a dedicated funding source for public transportation throughout Kansas.

Thank you for allowing me to comment on House Bill 3070. I would be happy to answer any questions.

# WICHITA



WICHITA METROPOLITAN TRANSIT AUTHORITY  
TRANSIT CENTER, 1625 S. McLEAN BLVD.  
WICHITA, KANSAS 67213  
(316) 265-7221

March 29, 1994

Senator Ben E. Vidricksen  
713 North 11th  
Salina, Kansas 67401

Dear Senator Vidricksen:

I want to commend your attention to House Bill 3070 for Financial Support for Public Transportation in the state of Kansas. This would afford Wichita Metropolitan Transit Authority and all other transit companies additional support to help meet future needs for public transportation in the state of Kansas.

This bill would enable WMTA to continue to improve its current services for the disabled citizens in Wichita.

Thanking you in advance for your support and consideration.

Very Truly Yours,

A handwritten signature in black ink, appearing to read "Joe Varneke", is written over a horizontal line.

Joseph M. Varneke  
General Manager, WMTA

cc: Craig Cole  
President, KPTA



# KANSAS ASSOCIATION OF CENTERS FOR INDEPENDENT LIVING

3258 South Topeka Blvd. ~ Topeka, Kansas 66611 ~ (913) 267-7100 (Voice/TT)

## TESTIMONY TO SENATE COMMITTEE ON TRANSPORTATION AND UTILITIES SENATOR BEN VIDRICKSEN, CHAIRPERSON

Gina McDonald  
Executive Director

My name is Mike Oxford. I work for the Kansas Association of Centers for Independent Living (KACIL). KACIL represents centers for independent living in our state whose missions are to advocate for the rights of people with disabilities and to provide services so that independent living is possible for all people who wish to enhance or maintain their independence. Centers for independent living serve people with any and all types of disabilities.

Member agencies:  
ILC of Southcentral Kansas  
Wichita, Kansas  
(316) 838-3500 V/TT

Independence, Inc.  
Lawrence, Kansas  
(913) 841-0333

Independent Connection  
Salina, Kansas  
(913) 827-9383

LINK, Inc.  
Hays, Kansas  
(913) 625-6942 V/TT

Resource Center for  
Independent Living  
Osage City, Kansas  
(913) 528-3105 V/TT

ILC of Northeast Kansas  
Atchison, Kansas  
(913) 367-1830 V/TT

The WHOLE PERSON, Inc.  
Kansas City, Missouri  
(816) 361-0304 V  
(816) 361-7749 TT

One of the services that several of our members provide is transportation. This is the case where there are no public transit services available to meet the needs of people with disabilities. In survey after survey, year after year, accessible, affordable transportation services are identified as one of the key elements (along with employment, housing and health care) in enhancing and maintaining independence and achieving full integration into the mainstream of society for people with disabilities.

House Bill 3070 is definitely a big step in the right direction toward meeting our transportation needs. One million dollars will certainly help providers of transportation services to meet more needs. House Bill 3070 retains the eligibility criterion of restricting recipients of these funds to those who receive Federal Transit Administration dollars. This criterion ensures that quality of service will be monitored, and that other oversight will be in place including, in particular, requirements to not discriminate on the basis of disability in the provision of service.

Other reasons that this money is vital include the following:

Topeka Independent  
Living Resource Center  
Topeka, Kansas  
(913) 267-7100 V/TT

A.S.K., Inc.  
Dodge City, Kansas  
(316) 225-6070 V/TT

SEK Independent Living  
Parsons, Kansas  
(316) 421-5502 V  
(316) 421-6551 TT

1. Proposed cuts in federal operating funding of 25%
2. The establishment of the Kansas Coordinated Transportation Districts which will likely need some assistance getting started with their new duties
3. Recipients of Section 18 (rural) operating money are being required to shift resources over to inter-city

ATTACHMENT 4

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- transportation under federal mandate
4. Many rural communities have lost their bus routes due to loss of service from over-the-road carriers such as Greyhound.

As a final note, I respectfully request that you consider an interim study to look into the transportation needs of the entire State. A comprehensive assessment is needed to accurately determine current issues and needs, and perhaps more importantly, the needs of Kansans into the next millennium.

Thank you very much for allowing me to share these remarks with you. I would be happy to answer any questions, address any concerns, or provide any assistance.



3/30/94

To: The Honorable Ben E. Vidricksen and members of the Senate Committee on Transportation, reviewing and working on House Bill 3070.

I am George Hoferer a member of the Kansas Silver Haired Legislature and speaking on their behalf. We have requested and received the support of the House of Representatives regarding our request to improve the funding of transportation services for the elderly, frail elderly and disabled persons.

It is imperative that transportation services be expanded both to the rural and to urban areas. Providing services can and does allow the elderly and disabled individuals to remain in their own homes longer, thus allowing a better quality of life and it is less expensive than providing such needed services in a nursing home.

In many cases there are no family members close enough to provide the needed service.

The present transportation program does reach a limited number of people. If the following services were expanded many more could be reached. The program provides:

1. Transportation to medical facilities.
2. Opportunity for shopping which includes groceries, medications, clothing, cleaning supplies, personal items, etc..
3. Trips to activities which enhances social needs. This may include museums, plays, theaters, restaurants, shopping centers, and holiday celebrations.
4. Provide personal visits to city government offices, county courthouse for legal and tax information, etc.
5. Transportation to Nutrition sites for a balanced meal and return.
6. Transportation of meals to the homebound, frail, disabled and to those returning from hospitals with out anyone to come in and cook for them for several days to several weeks. This may be also for someone leaving a nursing home.

All clients are given opportunity to contribute toward the expense of this transportation service according to their ability to pay.

Senate TRANSPORTATION  
March 30, 1994 Attach #5

Your favorable action will have a very positive  
effect on all who may need and use this program.

Statement by SEK-CAP, Inc.

Southeast Kansas Community Action Program Inc.  
Southeast Kansas Area Transit District

Mr. Chairman and Members of the Committee:

I am Mike Swartz, Transportation Director of SEK-CAP, Inc., and President of the Southeast Kansas Coordinated Transit District which represents the nineteen (19), Section 18 and 16, Transit Providers of the ten county area.

As a provider of Public Transportation for the people of Kansas, we support H.B. 3070. It is imperative that this piece of legislation take place so that operations will not continue to deteriorate at the present rate.

As citizens of Kansas, I know you already recognize how crucial it is to at least maintain transportation for elderly and handicapped Kansans. Others have already told how they are locked in their homes with no way to get around. We simply can't let them down!

Money for operations is depleting rapidly as you have heard from previous testimony. Even in the State of Kansas, the Department of Transportation has had to change the funding of the operations formula in order to fund operators of Public Transit at a level that is causing extreme hardships. Levels of service are actually going down while the demand for service has continued to rise. A study of the needs of the people of Kansas and the Transit Operators will surely help to answer some of the questions that are among the #1 issues of the Elderly, Handicapped, and General Public Community.

Federal mandates are making an already "cash poor" operation impossible to maintain. Americans with Disabilities Act, Drug Testing, CDL Licensing, and Insurance are the main culprits. All of these mandates are unfunded, but required. I don't understand why. So, where do we go from here--either reduction in services or it must be funded by another source?

Funding should continue only for qualified recipients of Federal funds for Section 9, 18, and 16 properties. The dollars must be screened by the State so that the quality of Service will remain at the same high standard already in place.

Because of all the demands placed on public transit in the past, with unfunded national legislative issues, House Bill 3070 must be tied to the public transportation needs of all Kansans who are tied to our highway usage. It must benefit all the people of Kansas to be a success.

Thank you for this opportunity to speak. At this time, I will be happy to answer any questions I may have presented to you today.





Michael L. Johnston  
*Secretary of Transportation*

## KANSAS DEPARTMENT OF TRANSPORTATION

*Docking State Office Building  
Topeka 66612-1568  
(913) 296-3566  
FAX - (913) 296-1095*

Joan Finney  
*Governor of Kansas*

**TESTIMONY BEFORE THE  
SENATE COMMITTEE ON TRANSPORTATION AND UTILITIES  
REGARDING HOUSE BILL 3070**

**March 30, 1994**

Mr. Chairman and Members of the Committee:

I am Terry Heidner, Chief of the Department of Transportation's Bureau of Transportation Planning. I appreciate the opportunity to appear before you today to testify regarding House Bill 3070. The 1989 Kansas Legislature provided state funding for public transportation for the first time in Kansas. 1989 H.B. 2014 provided \$390,000 per year from the State Highway Fund for public transportation. At that time, we were one of the few states, if not the only state, that did not provide any state funding for public transportation. We are still very near the bottom of the list in terms of state funding support for public transportation.

There is no provision in the current statute for increasing the original \$390,000 to keep pace with inflation. Consequently, we believe that the \$390,000 figure is certainly too small, and should be increased. However, we cannot currently quantify the public transit needs in the state. We should pursue answers to that question in the future.

We would like to point out one possible item for consideration, regarding the language added to the bill in Section 7 (c). That language would place a one percent cap on administrative expenditures. We do not have any problem with the one percent cap, but the current wording of this section would require the Department to apply the cap to each applicant separately. Some of the amounts awarded to applicants under this law may be as small as several hundred dollars. As a result, the current wording would require us to limit administrative expenditures to amounts less than \$10, which complicates our accounting and monitoring procedures. We would like to request that you consider amending this section to permit the Department to apply the one percent cap programwide, rather than to each applicant. Possible revised wording would be, "No more than one percent of the funds provided under this Act shall be expended for administrative purposes." Thank you for your consideration.