Approved: _	March 29, 2010
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Date

MINUTES OF THE HOUSE TRANSPORTATION COMMITTEE

The meeting was called to order by Chairman Gary Hayzlett at 1:30 p.m. on March 9, 2010, in Room 783 of the Docking State Office Building.

All members were present except:

Representative Julie Menghini, excused

Committee staff present:

Bruce Kinzie, Office of the Revisor of Statutes Jill Shelley, Kansas Legislative Research Department Betty Boaz, Committee Assistant

Conferees appearing before the Committee:

Major Mark Bruce, Kansas Highway Patrol
Janlyn Nesbett-Tucker, Chief Executive Officer, Topeka Metropolitan Transit Authority
Lisa Koch, Public Transit Manager for KDOT
Karen Hiller, Councilmember, City Council, City of Topeka
R.E. "Tuck" Duncan, Executive Director, Kansas Public Transit Association

Others attending:

See attached list.

Chairman Hayzlett called the meeting to order. He opened hearings on $\underline{\mathbf{SB}\ 518}$.

SB 518 - VIN inspection fees, increasing

Chairman Hayzlett recognized Major Mark Bruce (<u>Attachment #1</u>) According to Major Bruce this bill is two-fold. One, it would increase VIN inspection fees from \$10 to \$20. Two, it would allow new vehicle dealers to retain a portion of the fees for inspections they conduct as program designees. The purpose of the VIN Inspection Program is to prevent stolen vehicles or assembled vehicles with stolen components from being titled in Kansas. The existence of this program prevents Kansas from becoming a dumping ground for stolen vehicles and their parts. Major Bruce said the fee for a required inspection has remained fixed at \$10 for over 25 years. Since the inception of the program KHP has subsidized the cost of the nine trooper positions dedicated to it from the KHP operating funds.

The Chairman recognized Carmen Alldritt, Director of Motor Vehicles, who came forward in support of **SB 518.**

After all questions were answered the Chairman drew the Committee's attention to written testimony submitted by Ed Klumpp representing the KS Association of Chiefs of Police, the KS Sheriff's Association and the KS Peace Officers Association, in support of <u>SB 518</u>. (Attachment #2)

There were no other proponents and no opponents so the Chairman closed the hearing on **SB 518** and opened the hearing on **SB 544.**

SB 544 - Metropolitan transit authority, definition of metropolitan area

Chairman Hayzlett recognized Janlyn Nesbett-Tucker, CEO of the Topeka Metropolitan Transit Authority. (Attachment #3) She said the Topeka Transit is the state's only metropolitan transit authority. They operate 51 fixed-route and para-transit busses. According to Ms. Nesbett-Tucker in 1955 legislation defined a "metropolitan area" as the city limits of any first-class city over 120,000 plus three miles. She said the reason they wanted to expand their service boundary is to have the opportunity to offer transit service when the time is right and demand is there. The other reason according to Ms. Nesbett-Tucker is that expansion of their service boundaries fits with the plans of the Kansas Department of Transportation to fund transit services on a more regional basis - which is part of the T-link recommendations.

CONTINUATION SHEET

Minutes of the House Transportation Committee at 1:30 p.m. on March 9, 2010, in Room 783 of the Docking State Office Building.

The Chairman recognized Lisa Koch, Public Transit Manager for the KS Department of Transportation. (Attachment #4) Ms. Koch said KDOT is supportive of <u>SB 544</u> because it will allow the Topeka Metropolitan Transit Authority more flexibility in providing transit services to those who live and work in Topeka.

The next conferee was Karen Hiller, Councilwoman for the Topeka City Council. (Attachment #5) She said it was important that they have a transit available for downtown Topeka. Councilwoman Hiller said the City Council last year challenged the Topeka Metropolitan Transit Authority to offer services that would take advantage of opportunities that could be identified as commuter routes and vanpools. She said the City of Topeka supports extending the service area boundary.

The last conferee was R.E. "Tuck" Duncan, Executive Director, KS Public Transit Association. (<u>Attachment #6</u>) According to Mr. Duncan, enactment of <u>SB 544</u> is consistent with the effort to institute a regional approach to transit in Kansas. He said the recent T-LINK Report recommended the creation of a regional transit approach to expand and improve delivery of rural transit service... He concluded with the question and answer, "What saves 4 million gallons of gas daily, provides access to jobs for thousands of Kansans, reduces greenhouse gases, is an option to get to work, school, a doctor's office, revitalizes neighborhoods, enhances growth, and saves you money? Public Transit."

The Chairman drew the Committee's attention to written testimony submitted by James S. Daniel, Vice Chair, Topeka Metropolitan Transit Authority, in support of **SB 544.** (Attachment #7)

There were no other proponents and no opponents so the Chairman closed the hearing on SB 544.

The Chairman opened <u>SB 367</u> to the Committee for discussion, comments or motions. Chairman Hayzlett asked staff to brief the Committee on <u>SB 367</u> and <u>SB 462</u>. There was discussion on <u>SB 367</u> but no motions were made.

Chairman Hayzlett opened <u>SB 462</u> to the Committee for discussion, comments or motions. Staff had a balloon amendment. (<u>Attachment #8</u>) All parties were in support of this amendment. <u>Representative Burgess made a motion to adopt the amendment, seconded by Representative Vickrey and the motion carried.</u> <u>Representative Burgess made a motion to favorably pass SB 462</u>, as amended, seconded by <u>Representative Ballard and the motion carried.</u>

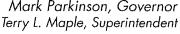
There being no further business before the Committee, the meeting was adjourned.

HOUSE TRANSPORTATION COMMITTEE GUEST LIST

DATE: March 9, 2010

NAME	REPRESENTING
Jeslie Kaufman	Ks Co-up Council
CARWON ALCORITO	Koon
MARK BRYCE	KHP
RANDY MYERS	KHP
Sheryl WELLER	KHP KS PUSCIC TYANS. T ASS 2
JUCK DUNCAN	165 PUSICO TRAVE. TASSE
Day MENERLL	KAJA
KEVIN GREBG	KMCA
Usakocho	KDOT
(Mity James	Cot Floreig i KAPA
David Hanson	KS Insur Assens
Jan Burger	Midwest Come
Terry Heidne	KDOT
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www.kansashighwaypatrol.org





Testimony on Senate Bill 518 House Committee on Transportation

Presented by **Major Mark Bruce** Kansas Highway Patrol

March 9, 2010

Good morning Mr. Chairman and members of the committee. I am Major Mark Bruce and I appreciate the opportunity to appear before you today on behalf of the Kansas Highway Patrol (KHP) regarding Senate Bill 518. This bill would change current law in two ways. First, it would increase VIN inspection fees from \$10 to \$20. Second, it would allow new vehicle dealers to retain a portion of the fees for inspections they conduct as program designees.

The Kansas Vehicle Identification Number (VIN) Inspection Program is authorized pursuant to K.S.A. 8-116a and was established in 1984. The purpose of the program is simple and straightforward; it exists to prevent stolen vehicles or assembled vehicles with stolen components from being titled in Kansas. This program is the envy of many states because it provides the KHP and our designees an opportunity to conduct physical inspections of vehicles prior to a title being issued by the Kansas Department of Revenue. The existence of this program prevents Kansas from becoming a dumping ground for stolen vehicles and their parts.

Since the inception of the program, over twenty-five years ago, the fee for a required inspection has remained fixed at \$10. Clearly, the direct and indirect costs associated with conducting these inspections have increased since that time. Also since the program was created, the KHP has subsidized the cost of the nine, trooper positions dedicated to it from our operating funds. Shifting the funding for these positions to the VIN Inspection Fee Fund is the impetus behind this legislation.

I hope you will agree that this entire program should be funded from fees associated with it and not subsidized from our state general fund budget. Unfortunately, the current \$10 fee will not cover the costs for this to occur.

Again, I appreciate your time today and trust that you will favorably consider the merits of this bill and the benefits they provide to our law enforcement partners, our friends in the automotive industry, the KHP and most importantly, Kansans.

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House Transportation Attachment #

DESIGNEE LIST FOR POLICE DEPARTMENTS CONDUCTING MVE-1 INSPECTIONS

(Total 53) (Revised 08-28-09

DESIGNEE LIST FOR POLICE DEPARTMENTS CONDUCTING MVE-1 INSPECTIONS

(Total 53) (Revised 08-28-09

Designee	Troop	Phone Numbers	Program #	Fax Number
Anthony PD	F	620-842-5123	3039	620-842-3863
Attica PD	F	620-254-7291	5039	620-254-7292
Baxter Springs PD	Н	620-856-2112	4011	620-856-5483
Belle Plaine PD	F	620-488-2787	4096	620-488-2561
Belleville PD	С	785-527-5655	3079	785-527-2334
Burlington PD	Н	620-364-8757	3016	620-364-5635
Caney PD	Н	620-879-2141	4063	620-879-9808
Cedar Vale PD	Н	620-758-2951	4010	620-758-2903
Cherryvale PD	Н	620-336-2400	6063	620-336-2803
Coffeyville PD	Н	620-252-6160	3063	620-252-6118
Columbus PD	Н	620-429-2159	6011	620-429-1159
Elkhart PD	E	620-697-2151	3065	620-697-2832
Elwood PD	В	913-365-0021	3022	913-365-0025
Erie PD	Н	620-244-3611	3067	620-244-3465
Galena PD	Н	620-783-5065	3011	620-783-1876
Garnett PD	Н	785-448-6823	3002	785-448-5555
Girard PD	Н	620-724-6219	3019	620-724-6878
Goodland PD	D	785-899-4570	3091	785-899-4580
Harper PD	F	620-896-2853	4039	620-896-2097
Herington PD	С	785-258-2226	3021	785-258-3453
Hiawatha PD	В	785-742-2156	3007	785-742-3604
Highland PD	В	785-442-3212	7022	785-442-3765
Holcomb PD	E	620-277-2761	3028	620-277-2603
Horton PD	В	785-486-2694	4007	785-486-2961
Independence PD	Н	620-332-1700	5063	620-332-1703
Iowa Tribal PD	В	785-595-6614	6022	785-595-5995
Kickapoo PD	В	785-486-3665	5007	785-486-3779
Kingman PD	F	620-532-3138	3048	620-532-3216
Kinsley PD	E	620-659-2426	3024	620-659-2727
Kiowa PD	F	620-825-4124	3004	620-825-4123
Liberal PD	E	620-626-0101	3088	620-626-0559
Lyons PD	F	620-257-2355	3080	620-257-2291
Marion PD	С	620-382-2651	3057	620-382-2699
McPherson PD	С	620-245-1200	3059	620-245-1213
Medicine Lodge PD	F	620-930-6573	4004	620-930-6575
Moran PD	Н	620-237-4724	3001	620-237-4291
Minneapolis PD	С	785-392-3062	3072	785-392-3093
Norwich PD	F	620-478-2278	4048	620-478-2880
Oaklev PD	D	785-672-3219	3055	785-672-4880
Oswego PD	Н	620-795-2131	4050	620-795-4305
Parsons PD	Н	620-421-7060	3050	620-421-7081
Plainville PD	D	785-434-2222	3082	785-434-2781
Pratt PD	F	620-672-5551	3076	620-672-6055
Sabetha PD	В	785-284-2158	3066	785-284-2112
Sedan PD	Н	620-725-3194	3010	620-725-3531

Designee	Troop	Phone Numbers	Program #	Fax Number
Smith Center PD	, D	785-282-6555	3092	785-282-3223
Troy PD	В	785-985-2101	4022	785-985-3871
Valley Falls PD	В	785-945-6612	3044	785-945-3341
Wathena PD	В	785-989-4521	5022	785-989-4711
Waverly PD	Н	785-733-2343	4016	785-733-2109
Weir PD	Н	620-396-8200	5011	620-396-8297
Wellington PD	F	620-326-3331	3096	620-326-6171
Winfield PD	F	620-221-5555	3018	620-221-5592
				
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DESIGNEE LIST FOR SHERIFF DEPARTMENTS CONDUCTING MVE-1 INSPECTIONS

(Total 75) (Revised 10-08-2009)

Designee & Sheriff's Name	Troop	Phone #	Program #	Fax #	
Allen Co SO - Thomas Williams	Н	620-365-1400	2001	620-365-1455	
Anderson Co SO - Scot Brownrigg	Н	785-448-5678	2002	785-448-2686	
Atchison Co SO - John M. Calhoon	В	913-367-0216	2003	913-367-8244	
Barton Co SO - Gregory Armstrong	F	620-793-1876	2005	620-793-1885	
Bourbon Co SO - Ronald Gray	Н	620-223-1440	2006	620-223-0055	
Brown Co SO - John Merchant	В	785-742-7125	2007	785-742-3058	
Chase Co SO - Richard Dorneker	С	620-273-6313	2009	620-273-6442	
Chautaugua Co SO - Perry Russell	Н	620-725-3108	2010	620-725-3256	
Cherokee Co SO - David Groves	Н	620-429-3992	2011	620-429-1454	
Cheyenne Co SO-Craig Van Allen	D	785-332-8880	2012	785-332-8882	
Clark Co SO - John Ketron	E	620-635-2802	2013	620-635-2148	
Clay Co SO - Chuck Dunn	С	785-632-5601	2014	785-632-3278	
Cloud Co SO - Brian Marks	С	785-243-3636	2015	785-243-8160	
Comanche Co SO - Mike McMoran	E	620-582-2511	2017	620-582-2261	
Crawford Co SO - Eugene Horton	Н	620-724-8274	2019	620-724-8290	
Decatur Co SO - Ken Badsky	D	785-475-8100	2020	785-475-8160	
Dickinson Co SO - Gareth Hoffman	С	785-263-4081	2021	785-263-1512	
Doniphan Co SO - Jerry Dubach	В	785-985-3543	2022	785-985-2573	
Edwards Co SO - Bryant Kurth	E	620-659-3636	2024	620-659-3013	
Elk Co SO - Doug Hanks	Н	620-374-2108	2025	620-374-3503	
Ellsworth Co SO - Tracy Ploutz	C	785-472-4416	2027	785-472-5687	
Ford Co SO - Dean Bush	E	620-227-4590	2029	620-227-3284	
Geary Co SO - James Jensen	C	785-238-2261	2031	785-762-5085	
Gove Co SO - Allan Weber	D	<u> 785-938-2250</u>	2032	785-938-2251	
Graham Co SO - Brandon Presley	D	785-421-2107	2033	785-421-2891	
Grant Co SO - Lance Babcock	E	620-356-3500	2034	620-356-1038	
Gray Co SO - James Kramer	E	620-855-3916	2035	620-855-3116	
Greeley Co SO - Mark Rine	E	620-376-4233	2036	620-376-2418	
Greenwood Co SO - Mark Kenneson	H	620-583-7134	2037	620-583-1734	
Hamilton Co. SO- Richard Garza		620-384-5616	2038	620-384-5904	
Harper Co SO - Brad Moore	F	620-842-5135	2039	620-842-3380	
Haskell Co SO - Troy Briggs	E	620-675-2280	2041	620-675-2638	
Hodgeman Co SO - Ronald Ridley	E	620-357-8391	2042	620-357-8300	
Jackson Co SO - Charles Cornell	В	785-364-2251	2043	785-364-4820	
Jewell Co SO - David Fullerton	С	785-378-3194	2045	785-378-4085	
Kearny Co SO - James Jarboe	E	620-355-6211	2047	620-355-6680	
Kiowa Co SO - Kendal Lothman	E	620-723-2182	2049	620-723-3328	
Labette Co SO - William Blundell	H_	620-795-2565	2050	620-795-4664	
Lane Co SO - Don Wilson	E_	620-397-2452	2051	620-397-5933	
Lincoln Co SO - Russ Black	С	785-524-4479	2053	785-524-4108	
Linn Co SO - Barry Walker Sr.	H	913-795-2665	2054	913-795-2380	
Logan Co SO - Patrick Parsons	D	785-672-3288	2055	785-672-3517	
Marshall Co SO - Daniel Hargrave	C	785-562-3141	2058	785-562-2743	
Meade Co SO - Mark Miller	E	620-873-8765	2060	620-873-8778	
Mitchell Co SO - Doug Daugherty	<u> </u>	785-738-3523	2062	785-738-2759	

DESIGNEE LIST FOR SHERIFF DEPARTMENTS CONDUCTING MVE-1 INSPECTIONS

(Total 75) (Revised 10-08-2009)

Designee '	Troop	Phone #	Program #	Fax#
Montgomery Co SO - Robert Dierks	Н	620-330-1000	2063	620-331-1686
Morris Co SO - Scott Coover	С	620-767-6310	2064	620-767-7177
Morton Co SO - Justin Holiday	E	620-697-4313	2065	620-697-2832
Nemaha Co SO - Richard Vernon	В	785-336-2311	2066	785-336-2788
Neosho Co SO - James Keath	Н	620-244-3888	2067	620-244-3887
Ness Co SO - Bryan Whipple	E	785-798-3611	2068	785-798-2704
Norton Co SO - Troy Thomson	D	785-877-5780	2069	785-877-5782
Osborne Co SO - Curtis Miner	D	785-346-2001	2071	785-346-2345
Pawnee Co SO -Michael King	E	620-285-2211	2073	620-285-7073
Phillips Co SO - Paul Wisinger	D	785-543-6885	2074	785-543-2289
Pottawatomie Co SO - Greg Riat	В	785-457-3353	2075	785-457-2120
Rawlins Co SO - William Finley	D	785-626-3208	2077	785-626-3764
Rooks Co SO - Randy Axelson	D	785-425-6312	2082	785-425-6853
Rush Co SO-Ward Corsair	E	785-222-2578	2083	785-222-3328
Russell Co SO - John Fletcher	D	785-483-2151	2084	785-483-3681
Saline Co SO - Glen Kochanowski	С	785-826-6500	2085	785-827-1050
Scott Co SO - Glen Anderson	Е	620-872-5805	2086	620-872-3264
Sheridan Co SO - Brian Fenner	D	785-675-3481	2090	785-675-2294
Smith Co SO - Bruce Lehman	D	785-282-5180	2092	785-282-5185
Stafford Co SO - Jeffery Parr	F	620-549-3247	2093	620-549-6409
Stanton Co SO - Ed Bezona	E	620-492-6866	2094	620-492-2585
Stevens Co SO - Ted Heaton	E	620-544-4386	2095	620-544-2656
Thomas Co SO- Rod Taylor	D	785-460-4570	2097	785-460-3877
Trego Co SO - Richard Schneider	D	785-743-5721	2098	785-743-6474
Wabaunsee Co So - Doug Howser	В	785-765-2217	2099	785-765-2339
Wallace Co SO - Larry Townsend	D	785-852-4288	2100	785-852-4275
Washington Co SO - Vern Overbeck	С	785-325-2293	2101	785-325-2924
Wichita Co SO - Randy Keeton	E	620-375-2723	2102	620-375-2635
Wilson Co SO - Dan Bath	Н	620-378-3622	2103	620-378-4510
Woodson Co SO - David Waddell	Н	620-625-2147	2104	620-625-8672
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Kansas Association of Chiefs of Police

PO Box 780603 Wichita, KS 67278 (316)733-7301



Kansas Sheriffs Association

PO Box 1853 Salina, KS 67402 (785)827-2222



Kansas Peace Officers Association

PO Box 2592 Wichita, KS 67201 (316)722-8433

Testimony to the House Transportation Committee In Support of SB518 VIN Inspection Fee Increase March 9, 2010

Chairman Hayzlett and Committee Members,

The Kansas Association of Chiefs of Police, the Kansas Sheriff's Association, and the Kansas Peace Officers Association support SB518. The VIN Inspection Program, operated by the Highway Patrol, is an important program. The program assures vehicles registered in Kansas have legitimate Vehicle Identification Numbers assigned and verify the vehicle is not stolen or otherwise illegally misrepresented. This proposal will provide much needed funding for this program and will also assist the agencies who participate as a "designee" in the VIN inspection program.

Several law enforcement agencies currently participate as KHP designee inspectors. Our members support this fee increase to assist in covering the cost of the inspections.

We encourage you to recommend this bill favorably to pass.

Ed Klumpp

Kansas Association of Chiefs of Police, Legislative Committee Chair

Kansas Sheriffs Association. Legislative Liaison

Kansas Peace Officers Association, Legislative Liaison

E-mail: eklumpp@cox.net Phone: (785) 235-5619

Cell: (785) 640-1102

House Transportation
Date: 3-9-10

Attachment #______



TOPEKA METROPOLITAN TRANSIT AUTHORITY

201 N. Kansas Ave. Topeka, Kansas 66603-3622 Phone (785) 233-2011 Fax (785) 233-3063

> Quincy Station (785) 783-7000 TDD (785) 233-2019 www.TopekaTransit.com

Appearing in support of SB 544 - Metropolitan Transit Authority

Kansas House Transportation Committee Tuesday, March 9, 2010

- Janlyn Nesbett-Tucker, Chief Executive Officer, Topeka Metropolitan Transit Authority, Topeka, Kansas

Good morning,

Chairman Hayzlett and House Transportation Committee Members, I am Janlyn Nesbett-Tucker. For almost 6 years I have been the CEO of the Topeka Metropolitan Transit Authority. On behalf of the Transit Authority, I offer my testimony in support of Senate Bill 544.

Topeka Transit is the state's only metropolitan transit authority. We operate 51 fixed-route and paratransit buses. We employ just under 100 people and deliver approximately 6,000 trips a day.

The Metropolitan Transit Authority Act was initially passed 55 years ago by the 1955 legislature. L. 1955, ch. 118. That enactment defined a "metropolitan area" as the city limits of any first-class city over 120,000 plus three miles. In 1955, a service area of the city limits plus three miles made perfect sense. At that time, traveling between Topeka and Kansas City constituted a "trip." Now that same trip has become a daily commute for hundreds if not thousands of people. This is indicative of the modern trend of community public transit needs

In 1984 the Metropolitan Transit Authority Act was changed to define a metropolitan area as the city of Topeka, exclusively, leaving Topeka with the sole metropolitan authority in the State. The reason we wish to expand our service boundary is so that we, like all other Kansas transit providers, have the opportunity to offer transit service when the time is right, demand is there, and funding allows.

House Transportation
Date: 3 9 - 10
Attachment # 3

SB 544 - Metropolitan Transit Authority Act Testimony of Janlyn Nesbett-House Transportation Committee March 9, 2010 Page 2 of 2

One recent example of an extremely successful transit service is the K-10 Connector. Johnson County carries as many people on its K-10 Connector service between Kansas City and Lawrence as it does on all its other routes combined.

Today in our capitol city, public demand for transit service between cities requires us to explore options of providing service to neighboring communities like Lawrence and Manhattan. At this time, however, our service boundary prohibits it.

An expanded service area would enable Topeka Transit to meet federal service benchmarks which would open the door to new, additional sources of funding. As a member of the Kansas Public Transit Association, we have a close relationship with our peer transit agencies and we would engage in interlocal cooperation and teamwork before initiating any new service projects.

Finally, expansion of our service boundaries fits with the desire of the Kansas Department of Transportation to fund transit services on a more regional basis - which is also included in the T-link recommendations as part of the new multi-year state highway plan. The current language limits the ability of our metropolitan transit authority in establishing regional commuter services.

I am eager for Topeka Transit to have the same opportunities as other Kansas transit providers to operate service outside the limits of the city. As you will hear today from other supporters of SB 544, expanding opportunities for service is more vital now than ever before.

I thank you for your time and ask that you report Senate Bill 544 favorably out of committee.

Thank you.

Janlyn Nesbett-Tucker CEO/General Manager Topeka Metropolitan Transit Authority 201 North Kansas Avenue Topeka, Kansas 66603 785/233-2011 X101



TESTIMONY BEFORE HOUSE TRANSPORTATION COMMITTEE

REGARDING SENATE BILL 544 RELATED TO THE METROPOLITAN TRANSIT AUTHORITY ACT

March 9, 2010

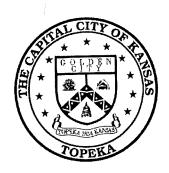
Mr. Chairman and Committee Members:

I am Lisa Koch, Public Transit Manager for the Kansas Department of Transportation (KDOT). My testimony today will describe KDOT's support of Senate Bill 544.

KDOT is supportive of Senate Bill 544 because it will allow the Topeka Metropolitan Transit Authority more flexibility in providing transit services to those who live and work in Topeka. Currently, the Transit Authority Act only allows Topeka Metropolitan Transit Authority buses to service the area within a three mile radius of Topeka. This limitation makes it challenging for the Topeka Metropolitan Transit Authority to meet the commuter needs of those working in Topeka. Extending the radius to 90 miles will allow the Topeka Metropolitan Transit Authority to operate vanpools and other commuter services that could be very successful in the region.

Thank you for the opportunity to testify in support of Senate Bill 544. I would be happy to stand for questions at the appropriate time.

House Transportation
Date: 3 - 9 - 10
Attachment # 9



CITY OF TOPEKA

CITY COUNCIL 215 SE 7th St, Room 255 Topeka, KS 66603-3914 Tel: (785) 368-3710 Fax: (785) 368-3958 www.topeka.org

TESTIMONY

TO:

The Honorable Gary Hayzlett, Chairman

And Members of the House Transportation Committee

FROM:

Councilmember Karen Hiller

1st District, City of Topeka

RE:

SB 544 – Topeka Metropolitan Transit Authority

DATE:

March 9, 2010

Good afternoon Chairman Hayzlett and Members of the House Transportation Committee. I am Karen Hiller, Councilwoman for the City of Topeka, and I appear before you today to offer testimony in support of Senate Bill 544 on behalf of the City of Topeka.

Just last year we challenged the Topeka Metropolitan Transit Authority to think big and offer service to follow.

Part of this challenge includes their ability to take advantage of opportunities that could be identified such as commuter routes and vanpools. We are eager for Topeka Transit to have the same opportunities as other Kansas transit systems to operate service outside the limits of the city.

I speak for the City of Topeka when I say that we as a City support extending the service area boundary. This support for our local transit system has been adopted into our City's Legislative Agenda and we are all in agreement that expanding the opportunities for service are more vital now than ever before.

I ask that you, too, support Senate Bill 544.

Thank you.

Karen Hiller
District 1
Topeka City Council
215 SE 7th Street
Room No. 255
Topeka, Kansas 66603
(785) 368-3710

House Transportation
Date: 3 9010
Attachment # 5



To: House Committee on Transportation

From: R.E. "Tuck" Duncan, Executive Director

Kansas Public Transit Association

RE: SB 544

The Kansas Public Transit Association supports SB 544.

SB 544 would amend the Metropolitan Transit Authority Act. The current definition of a "metropolitan area" includes the area within the corporate limits of the City of Topeka and includes the area having a radius within three miles outside the corporate limits. SB 544 would increase the outer boundary from the corporate limits from three miles to 90 miles. We understand that the Kansas Department of Transportation states passage of SB 544 would have no fiscal effect to agency operations and that The League of Kansas Municipalities indicates the fiscal effect of the bill on cities would be negligible.

March 9, 2010

Enactment of SB544 is consistent with the effort to institute a regional approach to transit in Kansas. For example: Secretary of Transportation Ray LaHood visited Kansas City last week to announce \$1.5 billion in TIGER (Transportation Investment Generating Economic Recovery) grants, including \$50 million for the Kansas City region. The grants are funded by federal stimulus dollars as part of the American Recovery and Reinvestment Act. Investments in regional transit corridors — including the U.S. 24 and U.S. 40 corridors in eastern Jackson County; the North Oak corridor north of the Missouri River; the State Avenue corridor in Kansas City, Kan.; and the Metcalf/Shawnee Mission Parkway corridor in Johnson County. TIGER funds will support transit infrastructure improvements, including additional transit centers, better pedestrian access to transit facilities, bus stop improvements, and traffic signal priority for buses.

The recent T-LINK Report, (Transportation- Leveraging Investments in Kansas), recommended to: "Create a regional transit approach to expand and improve delivery of rural transit service..." T-LINK concluded that aspects of a regional approach could include: "... [T]he development of 10 to 12 transit jurisdictions using a substantial public involvement process. • Each jurisdiction would have a lead agency, funded by the state, which would be required to meet a specific level of service or could use subcontractors... • Lead agencies would be required to use advanced technologies and "One-Call" dispatching, which would enhance scheduling efficiencies and help users find service more easily."

Currently Kansas has contracted with Medical Transportation Management to coordinate Kansas' medical transportation providers and as such provide a comprehensive transportation provider network on a state and regional approach to meet the needs of Medicaid patients. It's a one-call service. SB 544 is consistent with the future regional mobility management approach to public transportation. For additional information see the attached Overview of Public Transit in Kansas. Thank you for your attention to and consideration of these matters.

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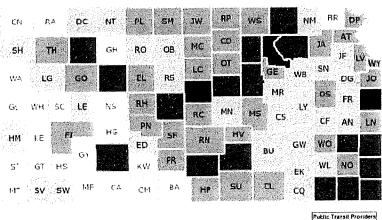
Overview of Public Transit in Kansas For the House Transportation Committee

R.E. "Tuck" Duncan, Executive Director Kansas Public Transit Association

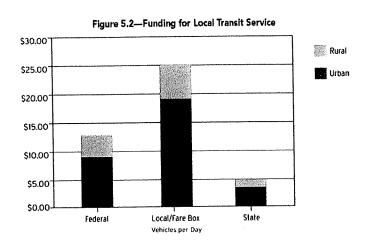
In sparsely populated rural Kansas, about 180 small transit operators provide a patchwork of mostly public on-demand and client-specific transit service spread over a wide geographic area. In more densely populated urban areas of the state, five large transit operators offer scheduled bus service along fixed routes. Transit in Kansas provides important economic, health, and social benefits by giving citizens without regular access to a personal vehicle a way to get to work or to make important personal trips and to maintain their independence. In urban areas of the state, buses help alleviate traffic congestion and reduce air pollutant emissions.

Most rural and urban transit agencies in Kansas are struggling to manage rapidly increasing costs driven by growing ridership, higher fuel costs, need for new vehicles, demand for longer hours of service, wider coverage areas, and demand for shorter waiting times between buses on fixed routes. Increases in federal, state, and local funding for transit have not kept pace with cost increases. Over the last eight years, transit ridership in urban and rural Kansas has grown by 48 percent. Long term trends driving ridership growth include an aging population that is more reliant on transit for basic transportation needs such as access to health care and other necessities and the cost-effectiveness of transit compared to driving.

The following map depicts the number of General Public Transportation providers offering significant public transit services, such as trips with both origins and destinations in a county. Specialized transit providers for the elderly or disabled are not included. Some of the counties that have no significant services on the map might have some service (often destinations) but not enough to show that significant services are offered within the county. Many counties in western Kansas have no significant public transit service. Source: T-LINK Report, January, 2009



For instance, the need to get people to work was cited in southeast Kansas and the need to transport patients to health care was noted in western Kansas. Under the current Comprehensive Transportation Plan, the state provides \$3.5 million per year for urban transit and \$2.5 million per year for rural transit. Additional funding for transit comes from fare box revenue, and federal and local funding sources. (Source: Kansas Department of Transportation, T-LINK)



Public transit provides access to job opportunities for millions of Americans as well as transportation options to get to work and school, shop, visit friends or go to a doctors office. In 2008, Americans took over 10.5 billion trips on public transit — the highest ridership levels in 50 years. Every \$1 invested in public transportation projects generates approximately \$6 in local economic activity. Every \$10 million in operating investment in public transportation yields \$32 million in increased business sales. Every \$10 million in capital investment in public transportation yields \$30 million in increased business sales.

Transit is uniquely positioned to provide the United States with the opportunity to support sustainability efforts, through environmental benefits and energy savings. Public transit eases family budgets, supports safe pedestrian and biking alternatives, enables new development, and helps maintain clean air. As transit agencies restore and replace our existing capital equipment, as well as explore innovative technology and projects that will propel us far ahead of competing services, we constantly work to support our local citizens' desire for change and choice. Supporting public transit is not only financially responsible, but will help our state as a whole by addressing the mounting needs of the aging baby-boomers as they approach their golden years. It also will put in place a framework for solving a key and mounting problem our hard working families are facing – dealing with increasing transportation-related costs.

What saves 4 million gallons of gas daily, provides access to jobs for thousands of Kansans, reduces greenhouse gases, is an option to get to work, school, a doctor's office, revitalizes neighborhoods, enhances growth, and saves you money? Public Transit, of course. Public transit fosters a healthy lifestyle. Kansas public transit provides over 10 million rides a year. Whether public transit is a medical lifeline, a means to work or a green alternative, public transit is a lifestyle for thousands of Kansans.

For further information and links to transit related site go to: www.kstransit.org

Selected Examples of current Kansas Transit Options



K-10 connector service connects Johnson County (and the JCCC) with Lawrence. (left) JoCo buses below.

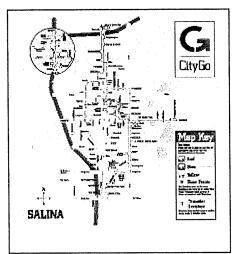


Topeka Transit is experiencing significant growth. (right) Finney County Transit offers fixed route service (below). Also Finney County has completed a new transit center (below)









Salina, Kansas initiated its City Go fixed route service in 2008. Now you can "Go Green."



Para-transit services offered by Sunflower Diversified Services Great Bend, Kansas (right) and by Developmental Services of NW Kansas in Hays, (far right).







TOPEKA METROPOLITAN TRANSIT AUTHORITY

201 N. Kansas Ave. Phone (785) 233-2011

Topeka, Kansas 66603-3622 Fax (785) 233-3063

Quincy Station (785) 783-7000 TDD (785) 233-2019 www.TopekaTransit.com

Testimony in support of Senate Bill 544

AN ACT concerning the metropolitan transit authority act

Kansas House Transportation Committee Tuesday, March 9, 2010

Appearing in support of SB 544

- James S. Daniel, Vice Chair, Topeka Metropolitan Transit Authority

Good morning,

Representative Hayzlett, Committee Members, I am Jim Daniel, Vice Chair of the Topeka Metropolitan Transit Authority and I appear in support of SB 544.

I have been a TMTA board member from 1989 -2000 and then again from 2007 to the present. I worked at Topeka Transit from 1975 – 1983 and I have a long-standing understanding of public transportation in Topeka and in Kansas.

The Kansas statutes that created the TMTA were written with a limit of service of three miles beyond the boundary of the city limits. I am unaware of any reason for this other than the 3-mile urbanized limit for metropolitan planning commissions.

The TMTA does not permit regular route service beyond the limits of the city of Topeka, based on the significant property tax support by Topeka residents. We have permitted the demand/response service, that we call the LIFT, to operate outside the limits of the city from time-to-time; however, not beyond the 3-mile limit.

The bill under consideration expands the limits of our service area to permit Topeka Transit to operate regularly scheduled service to other communities in Kansas. This would permit "commuter-type" services to other communities, depending on the demand and the source of revenue.

The TMTA may be called upon in the future by a state agency or another governmental unit to provide service outside the limits defined by the Kansas statutes.

This bill does not contemplate charter or one-time bus service. This bill does not change the federal regulations requiring the TMTA to offer all charter activity to private bus operators.

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SB 544 – Metropolitan Transit Authority Act Testimony of James S. Daniel – House Transportation Committee March 9, 2010 Page 2 of 2

As a TMTA Board member, I can say it is not my intent to operate regularly scheduled services outside the limits of the city of Topeka, unless there is an overriding public good to be obtained by offering a new service.

In conclusion, I support the legislation your committee has under consideration.

Thank you, and I stand for questions.

Session of 2010

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Substitute for SENATE BILL No. 462

By Committee on Transportation

2-17

AN ACT regulating traffic; concerning liability for damage to highway or

10 structure; amending K.S.A. 8-1913 and repealing the existing section. 11 Be it enacted by the Legislature of the State of Kansas: 12 Section 1. K.S.A. 8-1913 is hereby amended to read as follows: 8-13 1913. (a) Any person driving any vehicle, object or contrivance upon any 14 highway or highway structure shall be liable for all damage reasonable 15 costs, direct or indirect, associated with the repair of damages which said 16 such highway or structure may sustain as a result of any illegal operation, 17 18 driving or moving of such vehicle, object or contrivance, or as a result of operating, driving or moving any vehicle, object or contrivance weighing 19 in excess of the maximum weight in this act but authorized by a special 20 permit issued as provided in this article regardless of whether a ticket has 21 22 been issued or not. Indirect costs may include, but not be limited to, reasonable costs associated with damage assessment, engineering and de-23 24 sign, mobilization, traffic control and detour costs.

(b) Whenever such driver is not the owner of such vehicle, object or contrivance, but is so operating, driving or moving the same with the express or implied permission of said the owner, then said the owner and driver shall be jointly and severally liable for any such damage costs.

(c) Such damage costs may be recovered in a civil action brought by the authorities in control of such highways or highway structure.

Sec. 2. K.S.A. 8-1913 is hereby repealed.

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

, subject to the provisions of K.S.A. 60-258a, and amend-ments thereto,

proximate

House Transportation

Date: 3-9-10

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