

SESSION OF 2010

SUPPLEMENTAL NOTE ON HOUSE BILL NO. 2552

As Recommended by House Committee on
Transportation

Brief*

HB 2552 would enact the Midwest Interstate Passenger Rail Compact. The purpose of the compact is to promote improvements to intercity passenger rail service in the region, to coordinate interaction among states on passenger rail issues, to promote development and implementation of long-range plans for high speed rail passenger service, to work with public and private sectors at all levels to ensure coordination, and to support efforts of transportation agencies in developing and implementing passenger rail service.

Each member state chooses four commissioners for two-year terms; the governor or governor's designee, a member of the private sector chosen by the governor, and two legislators, one from each chamber. Commission duties have to do with coordination of planning, implementation, and related activities. The Commission also is to work with federal agency officials and members of Congress on long-term interstate plans for passenger rail service. Each member state is to have equal voting privileges.

Background

Representative Jo Ann Pottorff spoke as a proponent of the bill as did the director of the Midwest Interstate Passenger Rail Commission. They stated that enacting the Compact would make Kansas a member of the Midwest Interstate Passenger Rail Commission, which advocates for passenger

*Supplemental notes are prepared by the Legislative Research Department and do not express legislative intent. The supplemental note and fiscal note for this bill may be accessed on the Internet at <http://www.kslegislature.org>

rail improvements in a region including Indiana, Illinois, Iowa, Michigan, Missouri, Minnesota, Nebraska, North Dakota, Ohio, and Wisconsin. Only Kansas and South Dakota are eligible for membership but have not yet joined, they said.

Representatives of The Northern Flyer Alliance and the Kansas Department of Transportation also testified in support of the bill. Shelby Smith submitted written testimony supporting the bill. No opponents presented testimony.

According to the fiscal note, KDOT states the annual membership fee to the Compact would be \$15,000 and that, if the agency were to pay the membership fee, it would require an expenditure limitation increase in the agency's State Highway Fund operations account. Legislative Administrative Services indicates the current legislative compensation is \$88.66 per day for salary and \$116 for subsistence. The bill contains no restrictions on the number of days or locations where members may meet so the precise fiscal effect cannot be estimated.