

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 **SB 518**.

SB 518 - VIN inspection fees, increasing

Chairman Hayzlett recognized Major Mark Bruce (Attachment #1) 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 **SB 518**. (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 **SB 544** 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. (Attachment #6) According to Mr. Duncan, enactment of **SB 544** 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 **SB 367** to the Committee for discussion, comments or motions. Chairman Hayzlett asked staff to brief the Committee on **SB 367** and **SB 462**. There was discussion on **SB 367** but no motions were made.

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

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

