

Approved 2-25-92
Date

MINUTES OF THE House COMMITTEE ON Transportation

The meeting was called to order by Representative Herman G. Dillon at
Chairperson

1:35 p.m. on February 17, 1992 in room 519-S of the Capitol.

All members were present except:

- Representative Lawrence - excused
- Representative Rezac - excused
- Representative Shore - excused

Committee staff present:

- Hank Avila - Legislative Research
- Tom Severn - Legislative Research
- Bruce Kinzie - Revisor of Statutes
- Jo Copeland - Committee Secretary

Conferees appearing before the committee:

- Donald F. Lindsey, Jr., Director, Kansas State Legislative Board,
United Transportation Union

Testimony and Discussion on HCR 5044 - A Resolution requesting the Secretary of the Kansas Department of Transportation to conduct a study to determine the feasibility of expanding rail passenger service in the State of Kansas.

Chairman Dillon called on Representative Gross to explain the background on HCR 5044. He explained why he asked for a 1991 Interim Study to study Kansas rail passenger matters. (See Report on Kansas Legislative Interim Studies to the 1992 Legislature, December 1991, pages 241-242.) He pointed out that the Kansas Department of Transportation's main concern was on roads and that in the past KDOT has not concerned itself with rail passenger transportation. He said that the State has many elderly people who need alternative modes of transportation.

Chairman Dillon called on Donald Lindsey who expressed support for the feasibility study to expand rail passenger service in Kansas. Such support is based on the understanding that a feasibility study would be done at a reasonable cost to the taxpayers of Kansas. The United Transportation Union believes the state should develop and promote a comprehensive transportation policy which take into account the various modes of transportation. (Attachment 1)

James A. Keele, Chairman, Brotherhood of Locomotive Engineers, provided written testimony in support of HCR 5044. (Attachment 2)

Chairman Dillon said the Committee would not take action on the bill until all pertinent information is available.

Other Matters.

The Kansas Department of Transportation submitted a letter which was prepared in response to questions from Committee members during the February 13th hearings on House Bill 2865. (Attachment 3)

Chairman Dillon entertained a motion to approve February 4th, 5th, 10th, 11th and 12th minutes. Representative McClure made motion to approve minutes. Representative Correll seconded. Motion carried.

Meeting adjourned at 1:47 P.M.

united transportation union

DONALD F. LINDSEY, JR.
DIRECTOR/CHAIRMAN

KANSAS STATE LEGISLATIVE BOARD

1st AND MAIN STREET
P.O. BOX 537
OSAWATOMIE, KANSAS 66064
OFFICE (913) 755-3191
HOME (913) 755-3376

FEBRUARY 17, 1992

STATEMENT OF DONALD F. LINDSEY JR., DIRECTOR
KANSAS STATE LEGISLATIVE BOARD
UNITED TRANSPORTATION UNION
IN SUPPORT OF
HOUSE CONCURRENT RESOLUTION 5044

PRESENTED TO THE
HOUSE TRANSPORTATION COMMITTEE
THE HONORABLE HERMAN DILLION, CHAIRMAN

Mr. Chairman and Members of the Committee, I am Don Lindsey, Director of the Kansas State Legislative Board, United Transportation Union. I am a duly elected officer, authorized to speak for our some 6,000 active and retired members and their families who reside in the State of Kansas. I wish to appear before your Committee in support of House Concurrent Resolution 5044.

The United Transportation Union supports the feasibility study to expand rail passenger service in Kansas as proposed in House Concurrent Resolution 5044. This support is based on the understanding that such a study would be done at a reasonable cost to the taxpayers of Kansas. The UTU feels it is imperative the state of Kansas develop and promote a comprehensive transportation policy which includes all modes of transportation. Currently, it appears no such plan is in place or being promoted. We feel the citizens of Kansas deserve access to other means of transportation across our state, besides the private automobile.

Amtrak was created 20 years ago, at a time when rail passenger service in this country had nearly been abandoned. Amtrak has established itself as an increasingly important, energy efficient, and environmentally benign transportation alternative. For the first time in seven years the Federal Administrations FY 1992 budget recognizes the value of a national rail passenger system and includes funding for continued operations of the existing Amtrak system.

Amtrak currently covers some four-fifths of its operating costs -- better than any comparable passenger railroad in the world -- and is committed ultimately to eliminate its need for all Federal operating assistance. In addition, with adequate capital support, Amtrak can continue to improve national rail passenger service at less cost to the Federal government.

Amtrak is ready for the challenge of a new decade and century beyond. It can be a leader in the development of new high speed rail systems; the operator of numerous state and regional commuter systems; the mode of choice for business and pleasure travel in crowded transportation quarters; and the transportation link between rural and urban America. Amtrak continues to try and provide more efficient, reliable, and enjoyable transportation services for our country.

*House Transportation
2-17-92
ATTACHMENT 1*

There are several economic and transportation benefits which result from inter city rail passenger service. Based on a February 1991 report, the following concerning Amtrak holds true:

I. Federal Support for Amtrak Has Proven To Be A Good Investment In An Increasingly Self-sufficient Mode of Transportation

A. Amtrak's Reliance on Federal Operating Support Has Steadily Declined During The Past Decade

1. Between FY 1981 and FY 1991, Amtrak's need for federal operating support declined 24 percent in current dollars and 47 percent in constant dollars. Total federal support, including operating and capital, has declined 33 percent in current dollars and 53 percent in constant dollars.
2. Through improved revenues and productivity, Amtrak has succeeded in covering a significantly larger percentage of its total costs with its own revenues. In the last ten years alone, Amtrak's revenue-to-cost ratio has improved by just under 50 percent, from .48 in FY 1981 to .72 in FY 1990. In FY 1991, Amtrak expects to cover 80 percent of its costs without federal support, and is committed to covering 100 percent of its operating costs by the end of the century.
3. Amtrak revenues now cover 120 percent of the short-term avoidable (above the rail) costs of operating trains on a system-wide basis (these are the costs of fuel, crews, food, etc.) and in FY 1990 covered 93 percent of the long-term avoidable costs. By contrast, in FY 1981, Amtrak covered just 73 percent of the short-term costs and only 60 percent of the long-term costs of operating its trains.

B. Amtrak Has Achieved Record Financial Growth

1. During FY 1990, despite the severe economic turndown, Amtrak earned a record \$1.31 billion in revenue, more than double the revenue of FY 1981. Passenger related revenues grew seven percent.
2. Total passenger miles for the Amtrak intercity system were 6.1 billion, the highest in Amtrak's history and up over 45 percent since 1982. Amtrak now generates more passenger miles than all the passenger railroads generated prior to Amtrak's creation in 1971.

3. Ridership climbed to 40.2 million passengers, which included 22.2 million Amtrak and 18.0 million contract commuter (MBTA, MARC, Orange County and Connecticut DOT) passengers.

C. Federal Financial Support For Amtrak Is Consistent With Federal Subsidies To Other Forms Of Transportation

1. Between 1980 and 1990, over \$23 billion in general revenues -- exclusive of trust fund expenditures -- have been used to fund the FAA's operations and air traffic control programs. In FY 1990, alone, \$3 billion in general revenues were used to fund the air traffic control system.
2. Air travel also is federally-subsidized through the use of tax-free revenue bonds used to fund grants-in-aid for airports. The use of tax-free bonds deprive the federal treasury of income tax revenues and this constitutes a federal subsidy. In addition, the federal government contributes trust fund monies to the construction of new airports and airport improvements. For example, the federal government has committed to pay for 30 percent of the costs for Phase I of the new multi-billion dollar airport outside of Denver.

II Amtrak Has Positive Impacts On The Economy

- A. Amtrak employs 24,000 workers in 44 states across the country. These employees earn some \$740 million in annual taxable income.
- B. Amtrak procures over \$350 million in goods and services from domestic companies across the country, ranging from passenger cars to on-board food to concrete ties.
- C. Amtrak, working with many domestic companies, has driven the development of new state-of-the-art locomotive and passenger car designs and reservations and traffic control systems recognized worldwide.

III Amtrak Is Growing In Importance In Other Corridors

- A. San Diego Service: Amtrak operates eight daily round trips between San Diego and Los Angeles with two extended to Santa Barbara. Ridership reached 1.8 million in FY 1990.
- B. San Joaquin Service: A third round trip from Oakland to Bakersfield, California, was added during FY 1990, with ridership growing to 450,000. Additional state-supported trains are planned.

- C. Empire Service; Ridership on Amtrak's eight daily trains between New York and Albany grew to 1.1 million in FY 1990. The opening of the Westside Connection in May 1991 directly connecting Empire Service with Northeast Corridor service is expected to significantly boost ridership.

IV Amtrak Is The Primary Or Sole Mode Of Public Transportation For Many Communities

- A. Amtrak serves roughly 500 communities -- more than all the major airlines combined. In many areas nationwide, Amtrak is the only passenger service which operates during severe weather.
- B. Some 130 communities served by Amtrak have no air service. If the Essential Air Service program were eliminated, as has been proposed in the past, the number of Amtrak-served communities without air service subsidy could rise to a total of 146.
- C. Some 113 Amtrak-served communities have neither air nor bus service. This represents a 16 percent increase over last year's total of 31 air and bus deprived communities. This total could rise to 52 if the Essential Air Service problem were eliminated altogether.

V Amtrak Provides An Important Travel Service For Low Income and Elderly Passengers

- A. Nearly half of Amtrak's riders, three-fourths of its passenger miles, and two-thirds of its revenues come from its non-corridor operations. These are largely long-haul services, whose passengers are disproportionately poor and elderly travelers.
- B. Twenty-two percent of long-haul passengers have family incomes of under \$20,000; 43 percent have family incomes below \$30,000.
- C. Forty-two percent of long-haul passengers are 55 and older; 24 percent of long-haul passengers are 65 and older.

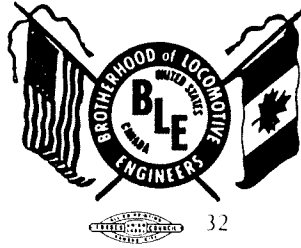
VI Amtrak Is An Important Alternative To Highway And Airport Congestion

- A. In many crowded transportation corridors, rail passenger service -- both intercity and commuter -- offers the only public transportation alternative to the severe highway and airport congestion that presently clogs transportation. Many rail lines have considerable existing capacity for increased rail passenger service. Rail passenger transportation generally is considered superior to other modes of transportation in terms of energy efficiency and its impact on air quality and the environment.

- B. The cost for improvements to rail lines is a small fraction of the cost for constructing new multi-billion dollar airports or highways. In some cases, improved rail facilities can eliminate the need for new airports. For example, over 20 percent of the air traffic out of Boston's extremely congested Logan International Airport is destined for New York City. A new airport in the Boston area could cost as much as \$5 billion and raise numerous environmental concerns.
- C. Congress has approved funding for improvements to the Northeast Corridor between New York and Boston to reduce trip time to under three hours. A recent study concluded that high-speed service between these two cities would:
- Permit cutting back up to 50 air shuttle trips daily and free up between eight and ten airport gates for longer-distance operations;
 - Save some 24.5 million gallons of gasoline and jet fuel annually and reduce carbon monoxide, hydrocarbons, nitrogen oxides and other emissions by over 2,600 tons annually;
 - Permit hundreds of millions of dollars in productivity gains through reduced travel times for commuters and intercity travelers and generate well over a billion dollars in new business sales and other economic activity from the construction work and operations of the high speed service.

Brotherhood of Locomotive Engineers

Kansas State Legislative Board



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**STATEMENT OF
JAMES A. KEELE, CHAIRMAN,
BROTHERHOOD OF LOCOMOTIVE ENGINEERS**

**PRESENTED TO THE HOUSE COMMITTEE
ON TRANSPORTATION**

THE HONORABLE HERMAN DILLON, CHAIRMAN

**STATEHOUSE
TOPEKA, KANSAS
FEBRUARY 12, 1992**

Mr. Chairman and members of the committee. I am Jim Keele, Chairman of the Kansas Legislative Board for the Brotherhood of Locomotive Engineers. I am here to testify in favor of Concurrent Resolution 5044.

If this study of an Amtrak route between Kansas City and Denver is found to be feasible it would not only provide a minor increase in rail employment but would provide an alternative source of transportation for the people of Kansas. In fact if the trains could be operated in a timely fashion, the ski clubs of the Kansas City area, who contract 75 trips a year, would have a weather proof alternative to the buses they are now forced to use.

Amtrak ridership has increased in the past several years and will probably continue to increase as air fares continue to rise.

Again, the Brotherhood of Locomotive Engineers would like to express our support of this concurrent resolution. We believe the time has come for another option to be available to the traveling public.

Thank you for allowing me to testify before your committee.

*House Transportation
2-17-92
ATTACHMENT 2 2-1*

DRAFT SCHEDULE¹⁾

Kansas City - Denver

DAILY SERVICE

	<u>New</u>	<u>#15</u>				<u>#16</u>	<u>New</u>
(#31)	440p	1245a	Ar	Kansas City			
	700p	100a	Lv	Kansas City (507)	Lv	450a	940a (#30)
				40	Ar	435a	915a
	750p	146a*		Lawrence (46)		340a*	805a
				28			
	820p	225a*		Topeka** (125)		310a*	730a
				21			
	920p			Manhattan			630a
				21			
	950p			Junction City (19)			600a
				47			
	1050p		Ar	Salina (38)	Lv		455a
	1100p		Lv	Salina	Ar		445
				103			
	1250a			Hayes (15)			240a
				13			
	125a		Ar	Ellis CST (2)	Lv		215a
	1235a		Lv	Ellis 	Ar		105a
				74			
	Flag			Oakley (2)			Flag
				53			
	315a		Ar	Sharon Springs (1)	Lv		1040p
	325a		Lv	Sharon Springs	Ar		1035p
				121			
	Flag			Limon (2)			Flag
				89			
	730a		Ar	Denver	Lv		700p
	1000a (#5)		Lv	Denver (515)	Ar	(#6)	430p

1) Schedule prepared by the Operations Department, but not reviewed with the carrier nor intermediate stops confirmed by the Marketing Department.

* ATSF/Amtrak Station

** UP Station is in North Topeka

Note: Numbers between stations are mileages; numbers in parenthesis are 1970 populations to nearest thousand.

1/18/74



KANSAS DEPARTMENT OF TRANSPORTATION

Michael L. Johnston
Secretary of Transportation

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

Joan Finney
Governor of Kansas

February 14, 1992

The Honorable Herman G. Dillon, Chairperson
House Transportation Committee
Room 431 North, Statehouse
Topeka, Kansas 66612

Dear Representative Dillon:

During the February 13 hearing on H.B. 2865, questions were raised about requirements for the disposal of vehicles, and incentives for towing services and junkyard operators to provide these services. I am writing to provide additional information about that process and incentives.

In response to a question that was raised about how much time expires before the owner loses possession of a vehicle, the statutes state that vehicles, registered in Kansas which are abandoned and in the possession of a public agency are to be retained for at least 84 days before the vehicle can be sold. Vehicles registered outside of Kansas have a shorter schedule, however KDOT handles all vehicles the same regardless of where the vehicle is registered. Vehicles abandoned and in the possession of a commercial wrecker or towing service must be retained for at least 106 days before the vehicle can be sold. The difference in days, occurs because of a different verification procedure used by a commercial wrecker or towing service. The procedures for the disposal of vehicles by wrecker or towing services are found in K.S.A. 8-1103 et seq and would not be affected by H.B. 2865.

In response to the question of incentives for towing services and junkyard operations, there are several. Once a vehicle is obtained, the operators may charge for towing of the vehicle and storage thereof. The owner is liable for these charges. If the vehicle is sold, the proceeds of the sale, after the payment of all charges and expenses are deposited with the county treasurer. If the vehicle can not be sold, the operator retains the vehicle as payment for expenses. As stated in previous testimony, the private firms that have been contacted in Kansas City are almost all willing to participate.

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ATTACHMENT 3

Please contact me if you have any further questions concerning this issue.

Sincerely,

A handwritten signature in cursive script that reads "William E. Watts". The signature is written in dark ink and is positioned above the typed name.

William E. Watts
Chief, Office of Management and Budget