

MINUTES OF THE HOUSE TRANSPORTATION COMMITTEE

The meeting was called to order by Chairman Gary Hayzlett at 1:30 p.m. on March 10, 2010, in Room 783 of the Docking State Office Building.

All members were present, except:  
Representative Peck, 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:  
None

Others attending:  
See attached list.

Chairman Hayzlett called the meeting to order.

Representative Dan Kerschen introduced guests from his district: Greg Gegen, Driver Education Teacher, Tyler Gegen, student at Garden Plain High School and Ashley McGuire, student at Goddard High School. Tyler Gegen and Ashley McGuire were Pages for Representative Kerschen.

Chairman Hayzlett recognized Kyle Schneweis, Chief of Government Affairs. (Attachment #1) Mr. Schneweis went over charts and maps with the Committee. He talked about the benefits of transit, transit funding, data gathering, business model implementation and many other topics.

Mr. Schneweis introduced Lisa Koch, Public Transit Manager with KDOT. (Attachment #2) Ms. Koch said her testimony would outline KDOT's shift in business models to a Regional Transit Approach. She said KDOT receives funding from the Federal Transit Administration for public transportation and workforce transportation in rural areas and for the transportation services for the elderly and disabled throughout Kansas. She said in addition to federal funding they also receive state funding at an amount of \$6 million annually from the State Highway Fund for the support of urban and rural public transportation and specialized transportation for the elderly and disabled. Ms. Koch said T-LINK recommended and has started the process of moving towards regional transportation operations.

After the Committee's questions were answered, the Chairman drew the Committee's attention to written testimony submitted by Bonnie L. Burgardt of Finney County (Attachment #3) and Randi Clifford, Recreation Superintendent, for the City of Dodge City, KS. (Attachment #4)

Chairman Hayzlett opened **SB 518** to the Committee for discussion, comments or motions. Staff explained a clarifying amendment requested by KHP (Attachment #5) Representative Swanson made a motion to adopt the balloon amendment, seconded by Representative Rardin, motion carried. Representative Ballard made a motion to favorably pass SB 518, as amended, seconded by Representative Wolf and the motion carried.

The Chairman opened **SB 544** to the Committee for discussion, comments or motions. Representative Swanson made a motion to favorably pass SB 544, seconded by Representative Wolf and the motion carried.

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

# HOUSE TRANSPORTATION COMMITTEE GUEST LIST

DATE: 3-10-10

NAME	REPRESENTING
KEVIN GREGG	KMCA
MARK BRUCE	KHP
Terry Heidner	KDOT
Joel Skelley	KDOT
Tod Smy	KDOT





### Benefits of Transit

**Mobility**

- Medical needs
- Independence
- Job Access

**Economic Growth**

- Creates and expands labor pool
- Stimulates development and redevelopment

**Congestion Relief**  
**Health and Safety**

### Example: Topeka Transit

Change since 2002

Ridership	+28%
Operating Costs	+61%
Local Funding	+33%
State Funding	<b>-7%</b>

### 2007 Transit Funding

(millions)	Federal	Local	Fare box	State
Urban	\$8.9	\$14.2	\$4.8	\$3.5
Rural	3.9	\$4.7	\$1.1	1.5
Specialized	1.1	-	-	1.0
<b>TOTAL</b>	<b>\$13.9</b>	<b>\$18.9</b>	<b>\$5.9</b>	<b>\$6.0</b>
<b>% of Total</b>	<b>31%</b>	<b>42%</b>	<b>13%</b>	<b>13%</b>

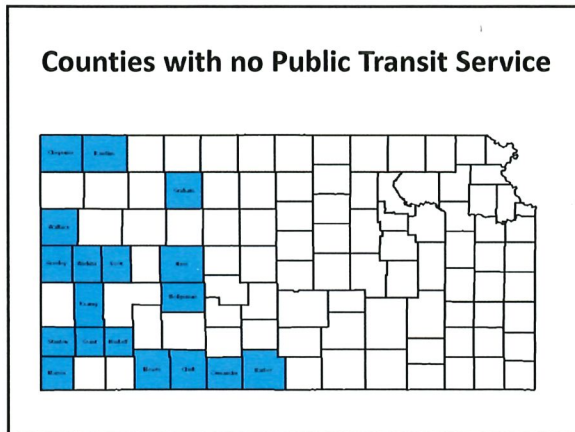
### History: Rural/Specialized Transit

**Rural General Public Transit**

- 100 Providers
- Providers vary in size and coverage area
- Cities, Counties, Non-profits, Tribal Govts.

**Specialized (client-specific transit)**

- 75 Specialized Transit Providers
- Providers vary in size, coverage area, and client-type
- Non-profits



### T-LINK Recommendations - Transit

Create a regional transit approach to expand and improve delivery of rural transit service.

- Start with one or more pilot projects in rural areas.
- Eventually, the development of 15-25 transit jurisdictions that would cover the entire state.
- Jurisdictions would be defined by travel patterns.
- One-call dispatching would be required and would assist with scheduling efficiencies.
- New funding is tied to a regional transit approach.

### Regional Coordination

	Today	Proposed
Coordination	Administrative	Operating
Dispatching	Free-for-all	"One-Call"
Level of Service Requirement	No	Yes

### Business Model Implementation

- Attempt implementation of business model at three pilot sites:
- Summer – Fall 2009: Create local coordination teams in each pilot location that will:
  - Define a market-based region
  - Determine the coordination model that works best for the current service providers and regional geography
  - Determine structure for governance, policies, etc.

### Local Coordination Team Members

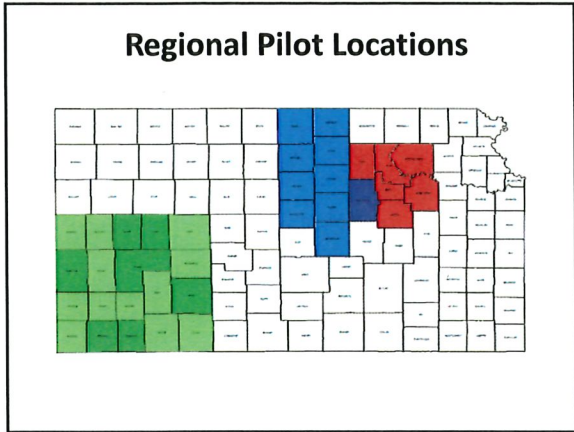
- Transit Providers
- City and County Commissioners/Staff
- Health Care Providers
- Employers and Workforce Programs
- Area Agency on Aging Programs
- Disability Agencies
- Schools (USD/College)
- Military

### Data Gathering

- Resource inventory
- Travel patterns based on regional draws
- Employee zip codes from top 10 employers from each counties
- Case studies from similar locations (Iowa, Illinois, Missouri, Wisconsin)

### Stimulus Resources

- ARRA will help to outfit transit regions with:
  - Dispatching software (Trapeze Novus)
  - Mobile Data Computers for transit vehicles
  - Radios for vehicles
  - 800 MHz Radio towers – will allow for vehicle and dispatcher communication over long distances
  - Additional vehicles, bus stops/shelters, facility upgrades



### Pilot - North Central Region

- Counties participating: McPherson, Ellsworth, Saline, Dickinson, Lincoln, Ottawa, Mitchell, Cloud, Jewell and Republic
- 7 meetings completed
- Possible regional dispatching beginning with Saline, Ottawa and Dickinson in Spring 2010

### Pilot - Flint Hills

- Counties participating: Morris, Wabaunsee, Geary, Riley, Dickinson, Clay, Pottawatomie and Fort Riley.
- 5 meetings completed
- Group very interested in workforce transportation
- Working in coordination with the Manhattan Transit Plan update and the Flint Hills Regional Planning Organization Development

### Pilot – Southwest Kansas

- 3 meetings completed
- Many gaps in service – currently 6 of the 19 counties have transit service.
- 3 dispatching hubs proposed: Garden City, Dodge City and Liberal

### Implementation Timeline

- 2010: Implement new business model at the three of the pilot locations (full roll-out by June 2011).
- 2010: Begin process of forming regions, determine and create a timeline for statewide implementation.

### Regional Coordination will not equate to a loss in service

- Coordination will enhance the great service that is already occurring by working with existing providers to leverage resources and increase region-wide trips
- Coordination models will be developed by the regional teams based on current service offerings and potential needs
- Customer service is a paramount concern to KDOT and the regional teams!



**Testimony Before  
House Transportation Committee  
Regarding The Kansas Department of Transportation's Regional Transit Approach**

March 10, 2010

Mr. Chairman and Committee Members:

My name is Lisa Koch and I am the Public Transit Manager at the Kansas Department of Transportation. My testimony today will outline KDOT's shift in business models to a Regional Transit Approach.

The Kansas Department of Transportation receives funding from the Federal Transit Administration for the provision of public transportation and workforce transportation in rural Kansas and the provision of transportation services for the elderly and disabled throughout Kansas (approximately \$15 million annually). In addition to Federal funding, KDOT also receives State funding, at an annual amount of \$6 million from the State Highway Fund, to support urban and rural public transportation and specialized transportation for the elderly and disabled. There are currently over 180 KDOT transit grantees throughout the State of Kansas that provide an estimated total of 11 million rides annually. KDOT funds five fixed route providers in the urban areas of Kansas: Unified Government Transit (Wyandotte County), Johnson County Transit, City of Lawrence Transit, Topeka Metropolitan Transit Authority and City of Wichita Transit. KDOT funds nearly 100 rural general public transportation providers in nonurbanized areas of the state. The term "general public transportation" means that anyone within a service area is eligible to ride the bus, given they are able to pay the fare, and that there is no priority based on qualifications or the type of trip provided. KDOT funds nearly 75 providers that operate specialized transportation statewide.

Currently, the State of Kansas has more rural general public transportation grantees than any other State. This is not a positive distinction, as it shows the lack of coordination and regional service in the current program. Under our current rural general public transportation program, there are 18 counties that currently have no public transit service. There are many other counties that have limited public transit service or provide transit in a very limited service area. The only coordination component that is required of our grantees is membership in a Coordinated Transit District (CTD). The CTD's were created in 1992 by State Statute. There are currently 15 CTD's in Kansas. The boundaries of the CTD's were developed based on administrative boundaries, such as the Area Agencies on Aging, County boundaries, and CDDO boundaries. The CTD serves as the funding agent for the grantee transit providers and members are required to meet on a regular basis but are not otherwise required to coordinate.



The current system was reviewed last year by the T-LINK Task Force. T-LINK (Transportation Leveraging Investments in Kansas) was a 35-member task force created by Former Governor Sebelius that was charged with created recommendations for a new multi-year State funding program for highways, local roads, transit, aviation and rail. T-LINK held eight meetings across the state to seek input and finalized their recommendation in January of 2009. In reviewing the current services for rural public transportation, T-LINK recommended additional funding for public transit and a more robust regional transit approach to expand and improve delivery of rural transit service. This approach was deemed necessary because of the lack of services in many areas of Kansas, the demographic shifts in rural areas that show an increase in transit dependence at the same time as many services are being regionalized and the opportunities for one-call dispatching and other technologies that will improve customer service.

KDOT took seriously the recommendations by T-LINK and has started the process of moving towards regional transportation operations. This process is currently being started in a pilot-phase in three locations, with plans for one additional pilot location prior to statewide implementation. The pilot projects, which encompass regions around lead providers in Riley County, Finney County and Saline County have been engaged in a facilitative team process that will result in the implementation of regional transit operations through one-call dispatching. This process is being facilitated by the Kansas Collaborative, and group members include transit providers, local elected officials, and representatives from aging, healthcare, workforce, disability and economic development organizations. The group is tasked with creating an implementation plan that includes determining the governance, funding, boundaries and operational logistics for the region. KDOT hopes to implement regional transit models in at least two of the pilot locations in early 2010, with full roll-out of regional transit operations statewide in the next three to five years.

KDOT is very excited about this transition to a regional transit approach as we feel that it will improve transit service for rural Kansans; allowing our population to age in place and receive necessary services. Again, I thank you for the opportunity to present on this approach, and I invite any questions from the committee.

OFFICE OF THE SECRETARY OF TRANSPORTATION

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Finney County Transit  
City Link · Mini Bus  
1008 N. Eleventh Street  
Garden City, KS 67846  
620-272-3626

[www.seniorcenterfc.com/transportation](http://www.seniorcenterfc.com/transportation)

March 9, 2010

Honorable Gary Hayzlett, Chairman  
House Transportation Committee

Throughout the LRTP and T-LINK process you and other members of the transportation committee heard testimony of the need for more public transportation. The consensus of those of us who worked through the process was that it would best be obtained through a coordination effort. Southwest Kansans are in dire need of more transportation options to access health care and goods and services that are not available in their small rural communities. Though KDOT has not implemented a regional approach in southwest Kansas to date, they are working diligently on a coordination effort and should be commended on their efforts. We would greatly appreciate your support of this effort as you deliberate funding. Thank you.

*Bonnie L. Burgard*

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



# City of Dodge City

PO Box 880 • Dodge City KS 67801 • Phone: 620/225-8160 • Fax: 620/225-8184

## *Memorandum*

To: Kansas House of Representatives Transportation Committee  
From: Randi Clifford, Recreation Superintendent  
Date: March 9, 2010  
Subject: Regional Transit Pilot Programs

I am writing to express my support for the efforts of KDOT in developing several pilot projects to promote a regional transit concept for Kansas. As a member of the Southwest Regional Transit Breakthrough Team, I've participated in several meetings discussing issues and needs related to public transportation services in our region. With a large 19 county region and only seven transportation providers in six of those counties, it is very evident that we have many areas within our region that are underserved or have no access to services at all. Development of a regional transportation program would provide opportunities for expanded service as well as enhancing coordination and support for current service providers.

One of the major issues identified within our region is medical transportation. Many of the residents in smaller communities and rural areas need better access to medical facilities and specialized care offered in the larger population centers. These same locations also provide more opportunities for employment, shopping and entertainment, so a hub-based approach may be one of the keys to designing an effective regional program. Factor in the mobility needs of a growing elder population and you can begin to see how this type of program could play a critical role in filling the gaps between our local transportation providers.

Due to the size of our service area and the distance between many communities within our region, there is no question that we face some unique challenges with a regional concept. However, I have also been very impressed with the level of commitment shown by current service providers, many of who are balancing transportation duties with other areas of responsibility. By working closely with KDOT and our regional planning team, I am confident that we can develop new partnerships to effectively utilize local and state resources, and foster a greater sense of cooperation within the region.

Through my involvement with this project, I look forward to engaging other stakeholders in our community and region who share a vision of providing better access to public transportation services in southwest Kansas.

House Transportation  
Date: 3-10-10  
Attachment # 4

SENATE BILL No. 518

By Committee on Federal and State Affairs

Proposed Amendments to SB 518

Prepared by: Bruce Kinzie  
Office of Revisor of Statutes

House Transportation  
Date: 3-10-10  
Attachment # 5

10 AN ACT relating to motor vehicles; concerning vehicle identification  
11 number inspection fees; amending K.S.A. 2009 Supp. 8-116a and re-  
12 pealing the existing section.

13  
14 *Be it enacted by the Legislature of the State of Kansas:*

15 Section 1. K.S.A. 2009 Supp. 8-116a is hereby amended to read as  
16 follows: 8-116a. (a) Except as provided in K.S.A. 8-170, and amendments  
17 thereto, when an application is made for a vehicle which has been assem-  
18 bled, reconstructed, reconstituted or restored from one or more vehicles,  
19 or the proper identification number of a vehicle is in doubt, the procedure  
20 in this section shall be followed. The owner of the vehicle shall request  
21 the Kansas highway patrol to check the vehicle and the highway patrol  
22 shall within a reasonable period of time perform such vehicle check. At  
23 the time of such check the owner shall supply the highway patrol with  
24 information concerning the history of the various parts of the vehicle.  
25 Such information shall be supplied by affidavit of the owner, if so re-  
26 quested by the highway patrol. If the highway patrol is satisfied that the  
27 vehicle contains no stolen parts, it shall assign an existing or new identi-  
28 fication number to the vehicle and direct the places and manner in which  
29 the identification number is to be located and affixed or implanted. A  
30 charge of \$10 ~~\$20 fixed by the superintendent of the Kansas highway~~  
31 ~~patrol by rules and regulations in an amount not to exceed \$25~~ per  
32 hour or part thereof, with a minimum charge of \$10 \$20, shall be made  
33 to the owner of a vehicle requesting check under this subsection, and  
34 such charge shall be paid prior to the check under this section. When a  
35 check has been made under subsection (b), not more than 60 days prior  
36 to a check of the same vehicle identification number, requested by the  
37 owner of the vehicle to obtain a regular certificate of title in lieu of a  
38 nonhighway certificate of title or obtain a rebuilt salvage title in lieu of a  
39 salvage title, no charge shall be made for such second check.

40 (b) Any person making application for any original Kansas title for a  
41 used vehicle which, at the time of making application, is titled in another  
42 jurisdiction, as a condition precedent to obtaining any Kansas title, shall  
43 have such vehicle checked by the Kansas highway patrol for verification

→ Except as provided under subsection (g), a

→ of \$20

5-2

1 that the vehicle identification number shown on the foreign title is genu-  
 2 ine and agrees with the identification number on the vehicle. Checks  
 3 under this section may include inspection for possible violation of K.S.A.  
 4 21-3757, and amendments thereto, or other evidence of possible fraud.  
 5 The verification shall be made upon forms prescribed by the division of  
 6 vehicles which shall contain such information as the secretary of revenue  
 7 shall require by rules and regulations. A charge of ~~\$10~~ \$20 per hour or  
 8 part thereof, with a minimum charge of ~~\$10~~ \$20, shall be made for checks  
 9 under this subsection. When a vehicle is registered in another state, but  
 10 is financed by a Kansas financial institution and is repossessed in another  
 11 state and such vehicle will not be returned to Kansas, the check required  
 12 by this subsection (b) shall not be required to obtain a valid Kansas title  
 13 or registration.

→ Except as provided under subsection (g), a

14 (c) As used in this act, “identification number” or “vehicle identifi-  
 15 cation number” means an identifying number, serial number, engine  
 16 number, transmission number or other distinguishing number or mark,  
 17 placed on a vehicle, engine, transmission or other essential part by its  
 18 manufacturer or by authority of the division of vehicles or the Kansas  
 19 highway patrol or in accordance with the laws of another state or country.

20 (d) The checks made under subsection (b) may be made by:

21 (1) A designee of the superintendent of the Kansas highway patrol;  
 22 or

23 (2) an employee of a new vehicle dealer, as defined in subsection (b)  
 24 of K.S.A. 8-2401, and amendments thereto, for the purposes provided for  
 25 in subsection (f). For checks made by a designee **or new vehicle dealer**,  
 26 ~~\$1~~ \$2 of each charge shall be remitted to the Kansas highway patrol and  
 27 the balance of such charges shall be retained by such designee **or new**  
 28 **vehicle dealer**. When a check is made under either subsection (a) or (b)  
 29 by personnel of the Kansas highway patrol ~~or when a check is made under~~  
 30 ~~subsection (b) by an employee of a new vehicle dealer~~, the entire amount  
 31 of the charge therefor shall be paid to the highway patrol.

→ 10%

32 (e) There is hereby created the vehicle identification number fee  
 33 fund. The Kansas highway patrol shall remit all moneys received by the  
 34 Kansas highway patrol from fees collected under subsection (d) to the  
 35 state treasurer in accordance with the provisions of K.S.A. 75-4215, and  
 36 amendments thereto. Upon receipt of each such remittance, the state  
 37 treasurer shall deposit the entire amount in the state treasury to the credit  
 38 of the vehicle identification number fee fund. All expenditures from the  
 39 vehicle identification number fee fund shall be made in accordance with  
 40 appropriations acts upon warrants of the director of accounts and reports  
 41 issued pursuant to vouchers approved by the superintendent of the Kan-  
 42 sas highway patrol or by a person or persons designated by the  
 43 superintendent.

5-5

1 (f) An employee of a new vehicle dealer, who has received initial  
2 training and certification from the highway patrol, and has met continuing  
3 certification requirements, in accordance with rules and regulations  
4 adopted by the superintendent of the highway patrol, may provide the  
5 checks under subsection (b), in accordance with rules and regulations  
6 adopted by the superintendent of the highway patrol, on motor vehicles  
7 repurchased or reacquired by a manufacturer, distributor or financing  
8 subsidiary of such manufacturer and which are purchased by the new  
9 vehicle dealer. At any time, after a hearing in accordance with the pro-  
10 visions of the Kansas administrative procedure act, the superintendent of  
11 the highway patrol may revoke, suspend, decline to renew or decline to  
12 issue certification for failure to comply with the provisions of this sub-  
13 section, including any rules and regulations.

14 Sec. 2. K.S.A. 2009 Supp. 8-116a is hereby repealed.

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

(g) After July 1 2010, the fees charged under subsections (a) and (b) may be established by the superintendent of the Kansas highway patrol by rules and regulations in an amount not to exceed \$25.