

Honorable Representatives.

I am in agreement with the League of Kansas Municipalities in opposition to HB2025. This bill is an overhaul of more than 60 years of statutes used by cities and counties to make planning decisions and investments. Changing the law comes with significant consequences, none of which are accounted for in the bill. The League requests an interim committee be created to further examine the issue. I believe this is very appropriate.

A change of this magnitude needs significant study before consideration. For example, the League is concerned about the impact to:

- Municipal utility agreements and arrangements;
- Interlocal agreements;
- Projects currently bonded or in planning stages;
- State and federal regulatory practices, particularly utility and telecommunications;
- Metropolitan or regional planning commissions; and
- Joint city and county infrastructure agreements within the three-mile zone.

Subdivision regulation is important for controlling land use. This includes everything from street location to parks to flood protection. State law regulates the ability of cities and counties to enact these regulations within the three-mile boundary, also known as ETJ (extraterritorial jurisdiction).

The EJT also exists to protect counties from unfettered expansion of a city's boundaries. The rules and regulations in place within this zone provide agreement and cooperation between cities and counties. It properly discourages cities from just annexing these areas.

County commissioners have the ability to stop acts by a city within the three-mile zone. The current system is collaborative and gives counties authority and input over the process. If there are counties not actively engaged in the process, that needs addressed with them. Every citizen in a county who lives in an ETJ has representation through their county commissioners, who have direct oversight into the processes and actions taken by cities in the zone.

I give you a local example of why this is important. A few years ago, Sedgwick County discovered a trucking operation being conducted from a house in Greenwich Township. This was a clear violation of Sedgwick County (and Bel Aire's) zoning. The operator attempted to get a zoning variance through the Metropolitan Planning and Zoning (a combined planning commission of Wichita and Sedgwick County). They considered the requested change but realized that this house was within the three-mile extraterritorial zone of Bel Aire. So, they appropriately gave Bel Aire's Planning Commission the opportunity to weigh in on the proposed change. I believe Bel Aire's Planning Commission voted to deny the change as trucking operations are commercial/industrial businesses that have no business operating

out of a residential neighborhood. Had the current law not been in place, this requested zoning change could have gone into effect without our knowledge.

The League has appropriately requested an interim committee be created to further examine the issue. Please adopt that proposal so that this can be fully vetted and avoid making a change that we may regret.

I intend to speak at the hearing on January 29th.

Sincerely,

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