

MINUTES OF THE SENATE TRANSPORTATION COMMITTEE

The meeting was called to order by Chairman Dwayne Umbarger at 8:30 a.m. on February 24, 2010, in Room 152-S of the Capitol.

All members were present except:

Senator Anthony Hensley- excused

Committee staff present:

Bruce Kinzie, Office of the Revisor of Statutes

Daniel Yoza, Office of the Revisor of Statutes

Julian Efird, Kansas Legislative Research Department

Jill Shelley, Kansas Legislative Research Department

Cindy Shepard, Committee Assistant

Conferees appearing before the Committee:

Janlyn Nesbett-Tucker, CEO, Topeka Metropolitan Transit Authority

R.E. "Tuck" Duncan, Executive Director, Kansas Public Transit Association

James S. Daniel, Vice Chair, Topeka Metropolitan Transit Authority

Terri Heidner, Legislative Liaison, Kansas Department of Transportation

Karen Hiller, Councilwoman, City of Topeka

Others attending:

See attached list.

The Chairman opened the hearing on **SB 544 - Metropolitan transit authority, definition of metropolitan area**. Bruce Kinzie, staff revisor, reviewed the bill.

Janlyn Nesbett-Tucker, CEO, Topeka Metropolitan Transit Authority offered testimony in support of **SB 544**. She stated that Topeka Transit is the state's only metropolitan transit authority. The Metropolitan Transit Authority Act passed by the 1955 legislature, defined a "metropolitan area" as the city limits, of any first-class city more than 120,000 in population, plus three miles. In 1984 the Metropolitan Transit Authority Act was changed to define a "metropolitan area" as the City of Topeka, exclusively, leaving Topeka with the sole metropolitan authority in the State.

She continued that today, in our Capitol city, public demand for transit service between cities requires exploring options of providing services to neighboring communities like Lawrence and Manhattan. An expanded service area would enable Topeka Transit to meet federal service benchmarks and fit with the Kansas Department of Transportation's desire to fund transit services on a more regional basis. At this time, the service boundary prohibits the ability to establish regional commuter services (Attachment 1).

R.E. "Tuck" Duncan, Executive Director, Kansas Public Transit Association appeared as a proponent, stating currently the "metropolitan area" includes the area within the corporate limits of the City of Topeka and an area having a radius within three miles outside the corporate limits. **SB 544** would increase the outer boundary from the corporate limits to 90 miles. He indicated that this bill is consistent with the future regional mobility management approach to public transportation. Included with Mr. Duncan's testimony is an overview of public transit in Kansas (Attachment 2).

James S. Daniel, Vice Chair, Topeka Metropolitan Transit Authority testified in favor of **SB 544**. The bill under consideration expands the limits of our service area to permit Topeka Transit to operate regularly scheduled service to other communities in Kansas, depending on the demand and source of revenue. He stated that the bill does not contemplate charter or one-time service (Attachment 3).

Terri Heidner, Legislative Liaison, Kansas Department of Transportation (KDOT), provided testimony in support of **SB 544**. Extending the radius to 90 miles will allow the Topeka Metropolitan Transit Authority to operate van pools and other commuter services that could be very successful in the region (Attachment 4).

Karen Hiller, Councilwoman, City of Topeka spoke in favor of **SB 544**. She indicated that the City of Topeka supports extending the service area boundary. This support for our local transit system has been adopted into the City's Legislative Agenda and we are in agreement that expanding the opportunities for service are more

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vital now than ever before (Attachment 5).

Discussion followed with concerns about state funding formulas, and changes to allocations if Topeka Transit's area is expanded. KDOT responded that a new formula based on population, rider-ship and milage will be used when the new transportation plan is in place.

Chairman Umbarger announced the bill would be worked at a later date to allow questions raised to be addressed.

There being no further conferees, the hearing on **SB 544** was closed.

The meeting was adjourned at 9:28 a.m. The next meeting is scheduled for February 25, 2010.