

Approved June 18, 1987
Date

MINUTES OF THE House COMMITTEE ON Transportation

The meeting was called to order by Rex Crowell at
Chairperson

1:30 ~~xxx~~ p.m. on February 18, 1987 in room 519-S of the Capitol.

All members were present except: Representative Sutter

Committee staff present:

Bruce Kinzie, Revisor of Statutes
Hank Avila, Legislative Research
Donna Mulligan, Committee Secretary

Conferees appearing before the committee:

Mr. Ed DeSoignie, Kansas Department of Transportation
Sgt. Bob Giffin, Kansas Highway Patrol
Mr. T. L. Green, Mid-States Port Authority

The meeting was called to order by Chairman Crowell, and the first order of business was a hearing on HB-2204 concerning furnishing of a spare tire on new vehicles sold by second stage manufacturers.

Representative Herman Dillon, principal sponsor of the bill, briefed the Committee on its contents.

The next business was a hearing on HB-2236 concerning owners of registered vehicles which unlawfully pass school buses.

Representative Max Moomaw, co-sponsor of HB-2236, briefed the Committee on the contents of the bill. (See Attachment 1)

Mr. Ed DeSoignie, Kansas Department of Transportation, testified in favor of HB-2236. (See Attachment 2) He said the Department supports the policy espoused in HB-2236, and enactment of this legislation could possibly reduce the problem of unlawful passing of stopped school buses and the dangers posed to students entering or exiting the buses.

Chairman Crowell distributed to Committee members, copies of written testimony from the Kansas Association of School Boards, opposing HB-2236. (See Attachment 3)

The hearing on HB-2236 ended.

The next order of business was a hearing on HB-2306 concerning the sale of Kansas highway bonds.

Representative Rex Crowell, sponsor of the bill, briefed the Committee on its contents. (See Attachment 4)

Representative Crowell said the two most common methods of underwriting bonds issued by State and local government are the "negotiated sale" and the "public sale". He explained the negotiated sale is used to market a substantially higher volume of municipal bonds than is the public sale. He added that in 1986, \$102.7 billion in municipal bonds were underwritten by means of negotiated sale and \$34.2 billion in bonds were underwritten by means of a public sale.

CONTINUATION SHEET

MINUTES OF THE House COMMITTEE ON Transportation,
room 519-S, Statehouse, at 1:30 ~~xxx~~/p.m. on February 18, 1987

Mr. Ed DeSoignie, Kansas Department of Transportation, spoke in support of HB-2306. (See Attachment 5)

He said HB-2306 broadens the authority of the Secretary of Transportation regarding the sale of highway bonds by providing the Secretary the option of negotiating the private sale of such bonds.

The hearing on HB-2306 was concluded.

The next order of business was requests for Committee bills.

Sgt. Bob Giffin, Kansas Highway Patrol, referred to a letter from Colonel Bert Cantwell, and requested that legislation be introduced requiring a two license plate system on passenger vehicles in Kansas. (See Attachment 6)

A motion was made by Representative Snowbarger to introduce this as Committee legislation. The motion was seconded by Representative Wilbert. Motion passed.

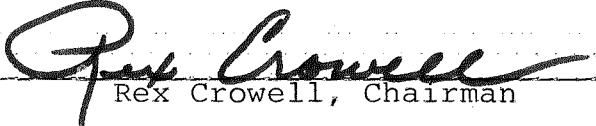
Mr. T. L. Green, Mid-States Port Authority, requested legislation be introduced concerning the sale of property by a port authority, and to clean up provisions in the statutes which are no longer applicable to the existing port authority.

A motion was made by Representative Wilbert to introduce this as Committee legislation. The motion was seconded by Representative Brown. Motion passed.

Attention was turned to HB-2236 concerning owners of registered vehicles which unlawfully pass school buses.

A motion was made by Representative Moomaw that HB-2236 be recommended favorable for passage. The motion was seconded by Representative Shore. Motion passed.

The meeting was adjourned at 2:50 p.m.


Rex Crowell, Chairman

MAX MOOMAW
ASSISTANT MAJORITY LEADER
REPRESENTATIVE, 117TH DISTRICT
HODGEMAN, LANE AND
PARTS OF FINNEY AND
NESS COUNTIES
R.R. 2, BOX 45
DIGHTON, KANSAS 67839-9801



TOPEKA

HOUSE OF
REPRESENTATIVES

COMMITTEE ASSIGNMENTS
MEMBER: ECONOMIC DEVELOPMENT
TRANSPORTATION

TO: Representative Rex Crowell, Chairman
House Transportation Committee

FROM: Representative Max Moomaw

RE: House Bill 2236

DATE: February 18, 1987

Thank you Mr. Chairman and Members of the Committee:

House Bill 2236 deals with vehicles that pass school buses that are stopped to pick up or discharge school children. Under current law, the driver of a vehicle passing a bus must be positively identified before they can be charged. It is difficult for the driver of a school bus to identify the driver of a car that passes the bus.

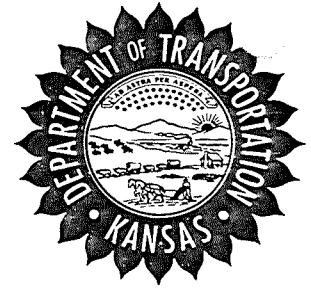
House Bill 2236 allows the driver of a school bus to fill out a form reporting license plate information, description of the vehicle, and the time of the incident. The report is delivered to the County Attorney or the District Attorney of the county where the occurrence happened. Under this bill the owner of the vehicle is then liable for a civil penalty of \$10.00.

The intent of this bill is to bring to the attention of the owner that their vehicle did illegally pass a stopped school bus. If the driver of the vehicle is identified and being prosecuted for the violation, that will be a defense against this penalty. For this section only, the person to whom the vehicle is registered is presumed to be operating the vehicle or to have consented to the operation of the vehicle.

Attach. 1

KANSAS DEPARTMENT OF TRANSPORTATION

DOCKING STATE OFFICE BUILDING — TOPEKA, KANSAS 66612—1568
(913) 296 — 3566



HORACE B. EDWARDS, Secretary of Transportation

MIKE HAYDEN, Governor

February 18, 1987

MEMORANDUM TO: The Honorable Rex Crowell, Chairman
House Committee on Transportation

FROM: Edward R. DeSoignie
Policy Coordinator

REGARDING: House Bill 2236

Thank you Mr. Chairman, members of the Committee. My name is Ed DeSoignie, and I am Policy Coordinator for the Kansas Department of Transportation.

The Department supports the policy espoused in House Bill 2236. The legislation could possibly reduce the problem of unlawful passing of stopped school buses and the dangers posed to students entering or exiting the buses.

The Department respectfully requests the Committee to report House Bill 2236 favorable for passage. Thank you.

Attach. 2

KANSAS
ASSOCIATION



OF
SCHOOL
BOARDS



5401 S. W. 7th Avenue Topeka, Kansas 66606
913-273-3600

TESTIMONY ON H.B. 2236

by

Richard Funk, Assistant Executive Director
Kansas Association of School Boards

February 18, 1987

Mr. Chairman and members of the committee, we appreciate the opportunity to testify today on behalf of the 302 members of the Kansas Association of School Boards. The delegate assembly of the Kansas Association of School Boards has adopted a resolution that opposes legislation which requires school bus drivers to report vehicles which illegally pass stopped school buses.

We are encouraging all of our members to work cooperatively with law enforcement agencies to resolve this problem without placing an undue burden upon the bus driver.

Attach. 3

State of Kansas

REX CROWELL
REPRESENTATIVE, SEVENTY-SIXTH DISTRICT
GREENWOOD, ELK, CHAUTAUQUA COUNTIES
CENTER TOWNSHIP OF LYON COUNTY
R.F.D.
LONGTON, KANSAS 67352



TOPEKA

House of Representatives

COMMITTEE ASSIGNMENTS
CHAIRMAN: TRANSPORTATION
MEMBER: ASSESSMENT AND TAXATION
KANSAS TURNPIKE AUTHORITY
Judiciary

NEGOTIATED SALES IN BOND MARKETING

The two most common methods of underwriting bonds issued by state and local governments are the "negotiated sale" and the "public sale." The negotiated sale is used to market a substantially higher volume of municipal bonds than is the public sale. In 1986, \$102.7 billion in municipal bonds were underwritten by means of negotiated sale and \$34.2 billion in bonds were underwritten by means of a public sale.

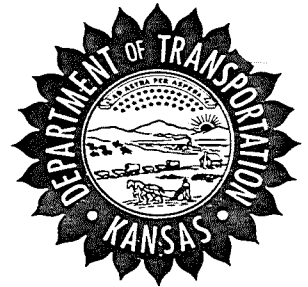
Generally accepted criteria for determining the benefits of negotiated sales are concisely summarized in a book entitled The Price of Advice: Choosing and Using Financial Advisors, published in 1986 by the Government Finance Research Center of the Government Finance Officers Association. According to this publication, "In evaluating the costs and benefits of a negotiated financing, six factors should be reviewed. If any of these factors is present, a negotiated financing, would probably be advantageous." The six factors referred to are as follows:

1. Is the transaction of significant size for the issuer of for the geographic tax-exempt market?
2. Will market timing be a critical factor in garnering the lowest possible interest rate?
3. Does the financing require a particularly complex or innovative structure?
4. Does the issuer have concerns about the rating process?
5. Is this a "story bond?"
6. Is the financing being undertaken by a new issuer or a new administration?

Attach. 4

KANSAS DEPARTMENT OF TRANSPORTATION

DOCKING STATE OFFICE BUILDING — TOPEKA, KANSAS 66612-1568
(913) 296 — 3566



HORACE B. EDWARDS, Secretary of Transportation

MIKE HAYDEN, Governor

February 18, 1987

MEMORANDUM TO: The Honorable Rex Crowell, Chairman
House Committee on Transportation

FROM: Edward R. DeSoignie
Policy Coordinator

REGARDING: House Bill 2306

Thank you Mr. Chairman, members of the Committee. My name is Ed DeSoignie, and I am Policy Coordinator for the Kansas Department of Transportation.

The Department appears before you this afternoon in support of House Bill 2306.

House Bill 2306 broadens the authority of the Secretary of Transportation regarding the sale of highway bonds by providing the Secretary the option of negotiating the private sale of such bonds. Provisions in K.S.A. 68-2304 providing for the public sale of highway bonds remain unchanged. Language appearing on lines 107 through 109 of the bill would permit the Secretary to take advantage of favorable market bond rates by proceeding quickly by combining the functions of financial advisor and purchaser of bonds into a single negotiated contract.

The need which can arise for such quick action can be illustrated by a bond issue for \$605,100,000 at 30 years. A change of as little as one percent (1%) would result in a loss of approximately \$767,000, a two percent (2%) downward change in the market could result in a loss of approximately \$1.5 million.

The optional authority provided the Secretary of Transportation in House Bill 2306 is consistent with the authority provided to the Kansas Turnpike Authority. Other bond issues such as the New Jersey Turnpike Authority and the Oklahoma Turnpike Authority have the ability to privately negotiate the sale of their bonds.

The Department respectfully requests the Committee to recommend House Bill 2306 as favorable for passage. Thank you.

Attach. 5

KANSAS HIGHWAY PATROL

Service—Courtesy—Protection

Mike Hayden
Governor



Col. Bert Cantwell
Superintendent

February 16, 1987

Representative Rex Crowell, Chairman
House Transportation Committee
Room 431-N, Statehouse
Topeka, Kansas 66612

Dear Representative Crowell:

Our agency is highly desirous of introducing legislation to require a two license plate system on passenger vehicles in Kansas, and solicit the support of your committee in that regard.

This request is based on a continuing conviction that the requested system would prove a most valuable tool to the law enforcement community, as well as the victims of and witnesses to, crimes in our state.

Of equal importance, and as you are most aware, the SAM-123 licensing system will be introduced in 1988, leaving the current session of the legislature as the only avenue for adoption of a two license plate system for an extended period of time.

I would be most pleased to meet with you or to answer any additional questions you may have regarding this request. Certainly, any consideration afforded this request will be sincerely appreciated.

Very truly yours,

A handwritten signature in cursive script that reads "Bert Cantwell".

BERT CANTWELL
Superintendent

BC:DLP:wmd

122 SW SEVENTH STREET
TOPEKA, KANSAS 66603-3847 (913) 232-9200

Attach. 6