

Approved 3-23-90
Date

MINUTES OF THE SENATE COMMITTEE ON TRANSPORTATION AND UTILITIES

The meeting was called to order by Sen. Bill Morris at
Chairperson

9:02 a.m./~~p.m.~~ on March 22, 1990 in room 254-E of the Capitol.

All members were present ~~except~~.

Committee staff present:

Ben Barrett, Legislative Research Department
Hank Avila, Legislative Research Department
Bruce Kinzie, Revisor of Statutes
Louise Cunningham, Committee Secretary

Conferees appearing before the committee:

Lt. Col. Stan Smith
Maj. Gen. Ralph Tice
Sgt. Alfred E. Link, Iola
Judith McConnell, KCC
Mark Wettig, Department of Revenue

Hearing on H.B. 2709 - License plates for retired National Guard.

Lt. Col. Stan Smith said retirees would like to keep their distinctive license plates instead of surrendering them when they retire. It would not cost the state any money and retired members could show their pride in having served with the National Guard. A copy of his statement is attached. (Attachment 1).

Maj. Gen. Ralph Tice introduced several members of the National Guard who were here for the hearing. He talked of the pride that members have in belonging to the Guard and said they would like to advertise their pride by keeping their tags.

Sgt. Alfred Link said as a member of the Guard he had served the state in times of floods and tornados and he was very proud of his service to the state. He would like to keep his license plate when he retired.

There was some discussion regarding spouses keeping the plates after a member was deceased and the consensus seemed to be that it might be possible to keep the plates but they should not be allowed on cars. The same situation would apply to widows of POW's. There was discussion about having a decal on the plate which would designate that it belonged to a retiree.

The discussion then turned the the problems of proliferation of license plates.

Hearing and Action on H.B. 2659 - Authorized into compact for exchange of information on motor vehicle dealers.

Mark Wettig said this compact would allow member states to receive information on a dealer whose license has been suspended or revoked for a civil or criminal conviction in one state and moves to another to set up shop. This would allow them to check on an individual before granting a license. A copy of his statement is attached. (Attachment 2).

A motion was made by Sen. Rock to recommend H.B. 2659 favorable and recommend it be placed on the Consent Calendar. Motion was seconded by Sen. F. Kerr. Motion carried.

CONTINUATION SHEET

MINUTES OF THE SENATE COMMITTEE ON TRANSPORTATION AND UTILITIES,
room 254-E, Statehouse, at 9:02 a.m./~~p.m.~~ on March 22, 1990.

Hearing and Action on H.B. 3025 - Fees for natural gas pipeline inspection and safety supervision.

Judith McConnell said the fee schedule had not been modified since 1973 and said the purpose was not to increase a source of revenue but to allow for a more equitable assessment. A copy of her statement is attached. (Attachment 3).

A motion was made by Sen. Doyen to recommend H.B. 3025 favorable for passage and recommend it be placed on the Consent Calendar. Motion was seconded by Sen. Rock. Motion carried.

Discussion on H.B. 2947 - Local retail sales tax to finance highway enhancements.

The Committee discussed this bill for Finney County and again there was concern expressed that this might open up a bidding situation for the highway enhancements. Small communities are not in a position to get into bidding situations.

Sen. F. Kerr made a conceptual motion to put this into the local option sales tax authority. It should be .25 percent for a fixed period of time and should apply only to Finney County. It should be used for only this purpose and they cannot start collecting until they have a project. Motion was seconded by Sen. Thiessen. Motion carried.

Bruce Kinzie was to prepare a balloon amendment and bring it to the Committee for consideration.

made
A motion was/ by Sen. Sallee to adopt the Minutes of March 20, 1990. Motion was seconded by Sen. Thiessen. Motion carried.

Meeting was adjourned at 10:00 a.m.

SENATE TRANSPORTATION AND UTILITIES COMMITTEE

Date 3/22/90 Place 254-E Time 9:02

GUEST LIST

NAME	ADDRESS	ORGANIZATION
Ralph T. Gie	Topeka, KS	(Ret) KS ARNG
Doug Egan	WATMORE	(Ret) KS ARNG.
Stanley Smith	Topeka, KS	Natl Guard Arm of Kansas
Pam O Toole	Topeka, KS	National Guard Assn. of KS
DON O'TOOLE	TOPEKA, KS	KS ARNG (RETIRED)
ALFRED E. LINK	TOPEKA, KS	KS NATIONAL GUARD
Marye Tuskings	Topeka	Kansas Motor Carriers Assn -
Tom Whitaker	Topeka	KS Motor Carriers Assn
John C Botterby	Topeka	Ethanol Assoc
Jean McDonnell	Topeka	KS Corporation Comm
Matt Truell	Topeka	IAF
Elizabeth Baker		Legislature
PILL WISDOM		LEGISLATURE
Gene Johnson	Topeka	KC ASAP Coordinator

TESTIMONY FOR HOUSE BILL 2709

Presented by

LTC Stanley L. Smith, President

The National Guard Association of Kansas

Introduction

Currently, active members of the Kansas National guard (both Army and Air) have the opportunity to acquire a distinctive license plate for each vehicle that they own which is not required to be licensed by the State Corporation Commission.

At the time the member becomes eligible to retire from his military position, if that member has licensed any of his vehicles with a distinctive National Guard license plate, he is bound by state statute to surrender the plate upon separation from the Kansas National Guard.

House Bill No. 2709 offers provisions for individuals who have retired - or will retire from the Kansas National Guard - opportunity to obtain a distinctive plate or retain those which they have in their possession.

Fiscal Impact

A distinctive plate is presently available for members of the Kansas National Guard. This proposed legislation would not require any new or altered design, but would permit the amendment to existing provisions to include retired members, should they so desire. Since the financial requirements to obtain the National Guard distinctive plate is equal to that of a regular plate, it is anticipated that the fiscal impact would be negligible - if any at all.

Benefit

Members of the Kansas National Guard are a proud group. For many, to display a distinctive plate offers them an opportunity to exhibit that pride. Esprit de corps is a valuable asset of the Kansas National Guard, and our retirees are an important component of this esprit. From a functional standpoint, display of the plate permits identification of an individual who may be required to drive into an area for official business (examples are the emergencies for which the National Guard is requested to assist, official military functions, etc.). Since retired members of the Guard are often proud of their former service, and similarly may be asked to participate in an official function, we believe that extension of the privilege can only bring positive results.

Our estimates are that initially 250 retired persons will obtain a distinctive plate, and subsequently an approximated 35 person who retire will maintain the plates which they currently possess.

The National Guard Association of Kansas, in a meeting of their general membership on 15 April 1989, unanimously supported the provisions of this proposal.

KANSAS DEPARTMENT OF REVENUE
Office of the Secretary
Robert B. Docking State Office Building
Topeka, Kansas 66612-1588

TO: The Honorable Bill Morris, Chairman
Senate Transportation and Utilities

FROM: Mark E. Wettig,
Special Assistant to the Secretary of Revenue

DATE: March 22, 1990

SUBJECT: House Bill 2659

I appreciate the opportunity to appear before you today in support of legislation requested by the Department of Revenue. House Bill 2659 would authorize the Director of Vehicles to enter into an interstate compact for the exchange of information concerning vehicle dealers.

BACKGROUND

House Bill 2659 would allow the Director to enter an interstate compact to share information between member states in regards to violations or convictions of civil or criminal offences committed by motor vehicle dealers.

This proposal originated in the American Association of Motor Vehicle Administrator's workshop this past summer. It is not uncommon for a dealer who's license has been suspended or revoked for a civil or criminal conviction in one state to move to another state and set up shop. This bill would allow member states to receive this information and consider it before granting a license, thus giving the states a more complete picture of a dealer's background.

Thank you.

ATT. 2
T&U
3/22/90



Kansas Corporation Commission

MIKE HAYDEN
KEITH R. HENLEY
RICH KOWALEWSKI
MARGALEE WRIGHT
JUDITH McCONNELL
FRANK A. CARO, JR.

GOVERNOR
CHAIRMAN
COMMISSIONER
COMMISSIONER
EXECUTIVE DIRECTOR
GENERAL COUNSEL

Fourth Floor, Docking State Office Bldg.
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TOPEKA, KANSAS 66612-1571

MEMORANDUM

TO: Members, Senate Committee on Transportation and Utilities

FROM: Judith McConnell

RE: House Bill 3025

DATE: March 22, 1990

House bill 3025 was introduced by the House Appropriations Committee at the request of the Kansas Corporation Commission. Passage of this legislation would allow the Commission to establish by rules and regulations the fees it presently charges (pursuant to state statute) for the inspection and supervision of natural gas pipelines. The current fee schedule set out in K.S.A. 66-1,154 prescribes an assessment based on the number of active gas meters owned by a public utility. The fee schedule has not been modified since its establishment in 1973. The meter fees are outdated and should be adjusted. Under the current assessment schedule, a disproportionate share of the pipeline safety costs are being borne by the larger companies.

The Commission's pipeline safety program is presently financed at approximately \$240,000 annually. The program is financed from three different funding sources (the above-described meter fee being one of the funding sources). Program costs are financed up to 50 percent by the federal government. The State share is comprised of two assessments: the meter fee and the quarterly assessment of Kansas jurisdictional utilities set out in K.S.A. 66-1503. The meter fee is applied to approximately 75 small jurisdictional utilities and generates annual revenues totalling approximately \$11,000 (roughly 10-12 percent of the State share). The small operators generally require a disproportionate percentage of KCC staffing resources in proportion to either their revenues or the number of meters installed on their system. The present fee schedule does not reflect these expenditure patterns. The ability to adjust the fee schedule by rules and regulations would lessen the difficulty in keeping the fee structure contemporary.

The intent of this legislation is not to increase a source of revenue and subsequently increase the level of program expenditures. All three funding sources for this program are limited or "capped" in the Commission's appropriations bill. Instead, the legislation would allow for a more equitable assessment.