

SESSION OF 2008

SUPPLEMENTAL NOTE ON SENATE BILL NO. 693

As Amended by Senate Committee of the Whole

Brief*

SB 693 would create an Intermodal Transportation Revolving Fund within the Department of Transportation to provide assistance to government units for intermodal transportation projects. In order to be eligible for assistance from the fund, a governmental unit would have to have an intermodal facility project within its jurisdiction with a cost of a minimum of \$150 million. Neither the state nor the governmental unit would be authorized to pledge its full faith and credit to support the bonds issued through the fund.

Background

At the hearing before the Senate Committee on Commerce, the bill was supported by representatives from the City of Gardner, the Johnson County Economic Development Council, the Gardner Chamber of Commerce, the Allen Group, the Kansas Department of Transportation, the business SmartPort, and the Johnson County Board of County Commissioners. The bill also was supported in writing by the Gardner City Council, the Kansas City Area Development Council, BNSF railroad, and several Gardner citizens and developers. The bill was opposed by Bryan DeMars, a citizen of Gardner. The bill also was opposed in writing by the Gardner-Edgerton School District and another citizen of Gardner.

The Senate Committee amended the bill to clarify the definitions of some terms, to reduce the minimum costs

*Supplemental notes are prepared by the Legislative Research Department and do not express legislative intent. The supplemental note and fiscal note for this bill may be accessed on the Internet at <http://www.kslegislature.org>

facilities must meet to qualify for assistance to \$150 million, to clarify that no governmental unit is authorized to pledge its full faith and credit under the act, and to clarify when the state would be obligated to repay bonds issued under the act.

The Senate Committee of the Whole made technical amendments.

The fiscal note provided by the Department of Budget indicates the Department of Transportation would issue approximately \$41 million in bonds from FY 2009 through FY 2015. Assuming the qualified borrowers are able to meet their loan repayment schedules, there would be no net effect on state revenues.