

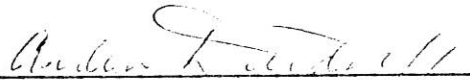
February 20, 1973

TO: Fred Harris, Chairman
Transportation and Utilities Committee

At the meeting of the Roads and Highways Subcommittee on February 26, 1973, the following action was taken:

Rep. McMaster made a motion, second by Rep. Reeves, that H. B. 1391 be amended in line 12 by striking the word "may" and inserting in lieu thereof "shall". The motion carried.

Rep. McMaster made a motion, second by Rep. Reeves, that H. B. 1391 be reported favorably, as amended, to the Transportation and Utilities Committee. The motion carried.


ARDEN DIERDORFF, CHAIRMAN
ROADS AND HIGHWAYS SUBCOMMITTEE

MINUTES OF THE House COMMITTEE ON Roads and Highways Subcommittee

Held in Room 528, at the Statehouse at 1:15 ~~xxx~~ /p.m., on

February 26, 1973.

All members were present except: Dempsey, _____, _____,
_____, _____, _____.

Conferees appearing before the Committee were: Rep. Richard Loux; Harold Turntine, Division of Vehicles; John McNeal, State Highway Department; Rep. John Bower; Greever Allan of Valley Falls; Rep. J. H. Reeves

The Committee considered the following items:

H. B. 1354 - AN ACT RELATING TO THE REGISTRATION OF SPECIAL INTEREST MOTOR VEHICLES. Mr. Loux explained that this bill is patterned after one that was passed in Wisconsin last year. It would allow collectors of old automobiles, not antiques, as a car must be at least 35 years old to be classified as antique, to have a special interest tag. -- Mr. Turntine's comments and fiscal note are attached. -- Mr. McNeal called attention to Section 5, relative to special interest vehicles not being required to pass safety inspection. He would want to be sure that this would not affect highway funds as related to the federal safety act. -- Rep. Dierdorff suggested that if the Highway Department is in doubt, they should get an opinion from Washington. -- Rep. Feleciano has people who desire to be heard on this bill. The chairman suggested he try to have them here Wednesday or Thursday, preferably Wednesday.

H. B. 1401 - AN ACT CONCERNING ROADS AND HIGHWAYS; RELATING TO FINANCING THE CONSTRUCTION, RECONSTRUCTION, MAINTENANCE AND IMPROVEMENT. Rep. Bower called attention to a problem in our disposition of highway funds - a lack of funds to construct, maintain and improve the secondary roads in the state. The four or five thousand miles of highways are used for people to travel to school, market, work and to the freeways. The theory of the bill would be to shift funds on the freeways and have some for improvement and maintenance of these roads. -- Greever Allan spoke in behalf of a dozen other representatives of Mr. Bower's constituency and surrounding area in behalf of this legislation. About the time the first bonds were sold, a group of them met with the Highway Commission to see what could be done for the roads. They were told that practically nothing could be done or would be done in the foreseeable future because of the priorities on funds as established by the legislature. He feels that some new legislation is justified. -- Mr. McNeal explained the changes that had taken place, by legislation, on the distribution of highway funds. He called the attention of the committee to page 11, lines 17 & 18. There are other liens on that fund, and the wording might need to be changed. The bill raises the

The next meeting of the Committee will be held on February 28, 1973, (continued)

at 1:15 a.m./p.m., in Room 528.

(continued)

These minutes were read and approved by the Committee on _____.


Chairman
ARDEN DIERDORFF

Unless specifically noted, the individual remarks recorded herein have not been transcribed verbatim. Individual remarks as reported herein have not been submitted to the individuals appearing before the committee for editing or corrections.

question of bringing the bonds under an arbitrage ruling. The bonds might not be tax free. He doubts that they could get a ruling on this before the end of the session. Mr. McNeal doubts that taking that amount mentioned away from the highway fund would leave actual moneys in the freeway fund to cover debting services. This would have an effect on the next issue of bonds. The bond buyers would be nervous about other changes that might take place. -- After the conferees left the meeting, Dr. Hughes suggested that we might do well if we had a progress report from the Highway Department as to the general plan for roads in the state. The chairman told the committee that is one of the provisions of the legislation that has already been passed - that they report to the legislature.

H. B. 1391 - AN ACT RELATING TO THE ACQUISITION OF RIGHTS-OF-WAY FOR CITY STREETS DESIGNATED AS CONNECTING LINKS IN STATE HIGHWAY SYSTEM. Mr. McNeal said the reason for asking for this legislation is to give them the authority to do this. They can do it now only after the city agrees. Many cities request the highway department to do the acquiring. The department alone is responsible to the federal highway people in seeing that the regulations are complied with, regardless of who does the acquiring. He feels there is a duplication of effort and expense, and the Kansas taxpayers are out the money. -- Rep. McMaster made a motion, second by Rep. Sellers, that H. B. 1391 be amended in line 12 by striking "may" and inserting in lieu thereof "shall". The motion carried. Rep. McMaster made a motion, second by Rep. Sellers, that H. B. 1391 be reported favorably, as amended, to the Transportation and Utilities Committee. The motion carried.

H. B. 1309 - AN ACT RELATING TO TOLL ROADS AND TURNPIKES; PROVIDING FOR ACTIONS FOR RECOVERY OF DAMAGES FROM THE KANSAS TURNPIKE AUTHORITY. Rep. Reeves explained that the bill removes the turnpike from immunity and lets them be subject to suit, just as the highway department is liable. -- Chairman Dierdorff told the committee that a representative of the Kansas Turnpike Authority would appear in opposition to the bill on Thursday, March 1, before the full committee.

The chairman announced that the full Transportation Committee would meet on Tuesday.

Fran Stafford, Recording Secretary

STATEMENT
By The
DIVISION OF VEHICLES

Concerning House Bill No. 1354
Registration of Special Interest
Motor Vehicles

Submitted to the Roads and High-
ways Committee, February 26, 1973.

MR. CHAIRMAN AND MEMBERS OF THE COMMITTEE:

Our interpretation of this bill is that any vehicle twenty (20) years old or older whose manufacturer is now defunct or any specific make or model which is no longer manufactured does not have to be twenty (20) years old or older, and which has not been altered or modified from the original manufacturer's specifications, would be eligible for special interest registration. Provided, that collector must own and have registered one or more vehicles with regular license plates to be used for regular transportation, or vehicle may not be used for hauling passengers or for hauling material in excess of 500 lbs. for hire.

It is impossible to determine on such short notice how many vehicles would be involved, but we estimate 5% of our total automobile and truck registrations as being twenty (20) years old or older and eligible to be registered in this category. This would mean that 100,000 vehicles could be involved. Based on this estimate, this bill would have the following fiscal effect on the Division of Vehicles.

Estimated additional revenue for the registration of these vehicles which includes the initial \$25.00 fee and the \$10.00 fee that would apply to those who are assigned special interest vehicle identification numbers - \$2,600,000.00 .

We now receive annually \$1,500,000.00 or in two years we receive \$3,000,000.00 and in three years we receive \$4,500,000.00. Under the proposed bill we would lose annually after approximately two years \$1,500,000.00 based on our estimated figures of vehicles eligible for registration under this special category.

It is impossible for us to determine the number of vehicles affected under Section 1, Paragraph (c)3 of this bill which specifies any vehicle of a specific make or model no longer manufactured and which has not been altered or modified from the original manufacturer's specifications, except to assure normal running operation and/or to meet specific safety inspection requirements on original equipment. There will definitely be a great number of these vehicles that would fall into this category and be eligible for the special interest vehicle registration.

✓ ADDITIONAL EXPENSE ANNUALLY - \$16,477.00

(For issuing and keeping of records on identification numbers of collectors)