

MINUTES

SPECIAL COMMITTEE ON TRANSPORTATION AND UTILITIES

July 11 and 12, 1977

Room 527-S - State House

Members Present

Representative Lee Hamm, Chairman
Senator Robert Talkington, Vice-Chairman
Senator Mike Johnston
Senator Tom Rehorn
Senator John Vermillion
Representative Arnold Anderson
Representative Clifford Campbell
Representative Arden Dierdorff
Representative James H. Guffey
Representative Ivan Sand
Representative Jack Shriver

Staff Present

Hank Avila, Legislative Research Department
Ron Smith, Legislative Research Department
Alan Alderson, Revisor of Statutes Office

Conferees Present - July 11

Louise Kimberling, American Association of Motor Vehicle Administrators, Washington, D.C.
Charles Kniep, State of Nebraska, Motor Vehicle Department, Lincoln, Nebraska
A.L. Tyree, Interstate Registration Bureau, Topeka, Kansas
Mary Turkington, Kansas Motor Carriers Association, Topeka, Kansas
Damon Webber, Department of Revenue, Topeka, Kansas
James R. Newman, Federal Energy Administration, Kansas City, Missouri
Pat Brough, Yellow Freight System, Overland Park, Kansas
Howard K. Loomis, Kansas Association of Commerce and Industry, Pratt, Kansas
John McNeal, Planning and Development, Kansas Department of Transportation, Topeka, Kansas

Conferees Present - July 12

Sara Langlan, Legal Division, Kansas Department of Transportation, Topeka, Kansas
J. O. Adams, Operations, Kansas Department of Transportation, Topeka, Kansas
W. H. Ogan, State Transportation Engineer, Kansas Department of Transportation, Topeka, Kansas
John McNeal, Planning and Development, Kansas Department of Transportation, Topeka, Kansas
Rick Worner, City of Kansas City, Kansas
Harry K. Mendenhall, City of Kansas City, Kansas
William D. Owens, City Manager, Wamego, Kansas
Jim Gehring, City Clerk, Moundridge, Kansas
Ernie A. Mosher, League of Kansas Municipalities, Topeka, Kansas
Wayne Byrd, Street Department, Topeka, Kansas
Steve Wiechman, Legal Division, Department of Revenue, Topeka, Kansas
Mary Turkington, Kansas Motor Carrier's Association, Topeka, Kansas
Dee Likes, Kansas Livestock Association, Topeka, Kansas
John Gartin, Department of Revenue, Topeka, Kansas

July 11, 1977

Morning Session

Chairman Hamm called to order the meeting of the Special Committee on Transportation at 10:00 a.m. He called on the first conferee Ms. Louise Kimberling of the American Association of Motor Vehicle Administrators (AAMVA) to testify before the Committee on the International Registration Plan. She read from a prepared statement (Exhibit I) which outlined the features of the International Registration Plan (IRP) and the International Registration Information System (IRIS).

With regard to IRIS, it was pointed out that since implementation of the IRP could not take place until the 1978 Legislative Session, Kansas would not qualify for initial federal funds. Ms. Kimberling stated, however, that at the end of two years there was a possibility that AAMVA would conduct a feasibility study to determine whether funding should continue for another year.

In reply to the question of the make-up of the American Association of Motor Vehicle Administrators, Ms. Kimberling replied that each state is a member of the Association. Ms. Kimberling was asked by Representative Sand for an exact estimate based on present activity concerning costs or savings to the State. She replied that it would be difficult to determine but that the New England study presents a formula for a fuel use tax reporting law. She stated that the Federal Highway Administration and the AAMVA had tried to rely on actual figures from IRP states rather than making estimates. The Chairman added that previous testimony from the Division of Vehicles indicated a favorable revenue boost for the State Treasury.

Next to appear before the Committee was Mr. Charles Kniep from the Motor Vehicle Department of the State of Nebraska. (See Exhibit II).

Mr. Kniep pointed out that Nebraska's revenues had increased as the result of IRP. He attributed the increase to reciprocity agreements which allowed Nebraska to grant more reciprocity agreements to foreign based operators than Nebraska carriers operating through other states.

Mr. Tyree asked Mr. Kniep if Nebraska filed an exception on trailers. Mr. Kniep replied that they did not but that Nebraska filed an exception on intrastate movement on a temporary permit.

Chairman Hamm asked Mr. Kniep why the State of Nebraska did not operate under the IRIS computer system. Mr. Kniep replied that its operating budget was \$117,000 and that computerization would not eliminate any operating expenses such as postage, office supplies, personnel, and travel expenses.

Mr. A. L. Tyree was next to appear before the Committee. He offered to answer questions from the Committee.

Senator Talkington asked Mr. Tyree his opinion concerning the benefits of IRP to the State of Kansas. Mr. Tyree responded that he thought the IRP would be very beneficial in terms of (1) costs and (2) because of registration gains in states not currently pro-rating with Kansas.

Representative Dierdorff asked Mr. Tyree if Kansas granted more reciprocity than it received, and Mr. Tyree replied that in this respect Kansas was similar to Nebraska. He stated that the ratio of Kansas carriers operating in other jurisdictions was not as great as foreign carriers going through Kansas. He added that Kansas presently prorates on a similar volume as Nebraska without the IRP.

Representative Shriver raised the question of the computer system used by Kansas compared to the manual system used by Nebraska. Mr. Tyree replied that Kansas is presently computerized but not on the basis of the type of program needed to administer the IRP.

Senator Vermillion expressed concern over the greater tonnage from the State of Oklahoma operating over Kansas Highways than Kansas tonnage operating over Oklahoma highways. Mr. Tyree responded that the Kansas carrier pays Oklahoma for the use of Oklahoma's highways in proportion to the total miles Kansas operates elsewhere.

Next to appear before the Committee was Miss Mary Turkington of the Kansas Motor Carrier's Association. Before presenting her statement (see Exhibit III) Miss Turkington gave background information concerning reciprocity in Kansas. Miss Turkington stated that in 1955 the legislature repealed the ton-mile tax to enable commerce to flow between states. Prior to 1955 commercial trucks paid not only fuel taxes and some kind of qualification on registration, but also ton-mile taxes.

In 1956, Miss Turkington added, Kansas joined the Uniform Compact Agreement. The Uniform Compact was an agreement developed in the Western States and was intended to do what IRP does today, i.e., to establish some kind of uniformity so that commercial motor truck vehicles could move between states, pay their proper share of fees to those states, and yet qualify vehicles to move through the states without undue restrictions.

The Southeastern states later joined together and called their reciprocity the Multi-State Agreement. The Multi-State Agreement operated on an allocation by agreement method. This was done informally by registering the number of vehicles in a state based on the number of miles travelled in that particular state.

Mr. Damon Webber of the Department of Revenue indicated that not all states would make money under the IRP. He stated that Kansas was fortunate because of its geographic location. Alsaska, he said, was considering cancelling its membership because they grant more reciprocity than they receive.

Miss Turkington pointed out that with regard to a revolving fund, the KCMA was opposed to the concept. She stated that it would require statutory authority to accept warrants from other jurisdictions to forward to other IRP jurisdictions.

Miss Turkington closed her remarks by offering the Kansas Motor Carrier's Association's cooperation in working with the Committee in drafting appropriate legislation. The meeting was adjourned until 1:30 p.m.

Afternoon Session

The Committee reconvened at 1:30 p.m. to hear testimony and discuss Proposal No. 69 - Declining Highway Revenues.

Mr. James Newman of the Federal Energy Administration was the first conferee to appear before the Committee. Mr. Newman read a prepared statement concerning the National Energy Act. (See Exhibit IV).

Following Ms. Newman's statement, Representative Dierdorff raised the question of gasoline rationing. Mr. Newman replied that President Carter had given Congress some alternatives, none of which were publicly popular.

Representative Anderson asked Mr. Newman if gasoline consumption had increased nationwide the last two years. Mr. Newman replied that it had increased about 3.5 percent per year.

Chairman Hamm raised the question concerning the federal government's proposal of a 10 percent decrease in gasoline usage. Mr. Newman replied that the 10 percent reduction figure could be accomplished by 1985 by requiring the average automobile to retain 27.5 miles per gallon and by retaining the 55-mile speed limit. He added that the present average mile per gallon is about 15.7.

Mr. Newman stated that based on consumption figures about 50 percent of all motor gasoline in the nation is wasted.

Chairman Hamm raised the question concerning taxation of cars by weight and size. Mr. Newman answered that horsepower was a better tool for gauging the use of gasoline.

Representative Campbell raised the question concerning the future of diesel engines. Mr. Newman replied that except for a few foreign cars presently on the market, he could not foresee any future for diesel engines.

Miss Mary Turkington was next to appear before the Committee. She read from a prepared text. (See Exhibit V). Following her presentation, Miss Turkington introduced Mr. Pat Brough who also read a prepared statement before the Committee. (See Exhibit VI).

With regard to a previous statement made by Mr. Brough concerning the difficulty of administering a percentage tax, Chairman Hamm asked Mr. Brough for his reasoning, since a percentage tax is figured on the pump price. Mr. Brough stated problems would probably arise with fuel in bulk storage throughout the nation. He also stated that the State of Washington went to a percentage tax July 1, but that he was not very familiar with the law.

Mr. Howard Loomis was next to appear before the Committee. He read a prepared statement before the Committee. (Exhibit VII).

Mr. Loomis stated that the ability to prevent inflation was limited and that Kansas legislators must devise a method to allow revenues to respond to inflation.

A member of the Committee commented that the sales tax is the only revenue device that would adjust with the rate of inflation.

Representative Shriver asked Mr. Loomis if his Council had considered the possibility of tolls roads. Mr. Loomis stated that the transportation council of KACI favored a balanced transportation system accomplished by user revenues. Mr. Loomis also added that the Kansas Association of Commerce and Industry supported the 3-R system to maintain existing roads. Mr. Loomis stated that there was a need for an integrated expressway system that gave greater access to the entire state.

Mr. John McNeal was the final conferee to appear before the Committee. Mr. McNeal outlined motor user revenues for the Committee. (See Exhibit VIII).

In addition to written testimony, Mr. McNeal stated that he would address the federal program regarding motor vehicle efficiency. Mr. McNeal said that this program carried important implications for the states. He pointed out that the press, unfortunately reported that savings would amount to ten billion gallons daily instead of annually as correctly reported in the official U.S. Department of Transportation announcement. Ten billion gallons represented 652,000 barrels daily although the official announcement reported 590,000 barrels daily. Mr. McNeal stated that previously federal standards called for an average fuel economy standard of 20 miles per gallon for model year 1980 passenger cars and 27.5 miles per gallon for 1985 cars. He added that the newly announced standards added an average fuel economy of 22 miles per gallon for 1981, increasing to 24 miles per gallon in 1982, to 26 miles per gallon in 1983, and 27 miles per gallon in 1984. Mr. McNeal said that the standards were based on the average fuel consumption of all passenger automobiles in manufacturers' fleet produced in a particular model year. He stated that the actual on-the-road average for all cars in a given year would be less because of older cars. Mr. McNeal stated that about a year ago, when the Department of Transportation made a projection for programming of an average of 17. per fiscal year (compounded) increase in fuel consumption for the period of 1976 to 1985 (items 1, first page of handout), they relied on three studies made by the Federal Highway Administration. DOT chose the most optimistic of the three studies compared to the most pessimistic forecast of a 17. annual decrease. This study took into account increased miles per gallon that could be expected from then known developments, and would have allowed mileage driven to increase according to ordinary demands. According to Mr. McNeal the demand has been rising by 4½ percent to 5 percent a year.

Mr. McNeal stated that the figures quoted for savings by Secretary Adams were based on the reduction from what consumption would have been if the normal increase in miles travelled continued.

Regarding conservation, Mr. McNeal suggested that ridership could be increased in each car.

Representative Shriver pointed out that the decrease in miles driven would correspond with a reduction of revenues.

Senator Vermillion commented that there exists a need for adequate highways for the trucking industry, and for smaller highways for the general population. He raised the question of setting priorities for highway construction.

Mr. McNeal stated that there were certain restraints by law or regulation to the standards that can be used for some highways. For the Interstate System which is not yet completed, there were still about 19 miles on I-435 and I-670 in Kansas City to be constructed. These standards were prescribed by Federal law and regulations. The Interstate must be a freeway with at least four lanes. Mr. McNeal said that Interstate funds (90-10 matching) were the department's major Federal-aid fund class and if the money was not used by Kansas for the Interstate System it was lost to the government.

Mr. McNeal said that the Freeway System also had restraints in that it was originally considered for four or more lanes of freeway or expressway construction and designs for high priority sections started on that basis. He pointed out that the money currently provided for the Freeway System would fund no more than 25 percent of its mileage. He added that the future status of the Freeway System was one of the matters to be considered by the Task Force on Transportation Needs.

Mr. McNeal stated that the Freeway System miles that can be built with available funding. KDOT was not going to standards (number of lanes) beyond those required by capacity needs, i.e., the number of lanes required to carry projected traffic at a good level of service. He said that roads that had been set up as four-lane were being built as two lanes on four-lane right-of-way with full control of access. He stated that in the future, depending on financing and needs, the additional lanes can be added.

Mr. McNeal then read the assumption and principals used in developing the Federal Aid Program. This program included approximately 8,000 miles which was not included in the interstate or the freeway system.

Mr. McNeal stated that a major factor to programming was the replacement of posted narrow bridges. He said that the goal was to replace bridges under 12 tons, but before this goal was reached funds were depleted. Mr. McNeal stated that his point was, that the Department of Transportation viewed the major part of the system using the 3-R approach.

Senator Vermillion asked Mr. McNeal what the effect would be if the \$150 million balance in the freeway construction fund was turned over to the 3-R program for the purpose of securing more federal matching money. Mr. McNeal stated much of that money was already obligated and that the amount of federal funds available had already been apportioned under the Federal Highway Act.

Representative Dierdorff asked Mr. McNeal when the interstate was scheduled to be completed. Mr. McNeal replied that the target date was 1984.

Chairman Hamm then asked each member of the Committee for specific recommendations concerning the revenue problem.

Representative Campbell suggested a schedule of motor fuel tax that would adjust with rising prices.

Representative Sand added that inflation had curtailed revenue substantially. He stated that the needs of counties and cities had to be taken into consideration also. Representative Sand added that new methods for providing revenue were needed, and suggested that the legislature look at the concept of taxing horsepower of the automobile. He concluded by stating that partial toll roads might have to be considered.

Senator Vermillion commented that the legislature had not had to tax cities and counties to maintain city streets and county roads because the State had shared its revenues with the cities and counties. He maintained that the present concept should be continued, and that he was against any tax increase; rather, he stated, the State should maintain the roads it has.

Representative Shriver suggested the possibility of toll roads. He added that perhaps in some areas highways should be viewed as economic development programs because they bring in industry, people, traffic, and tourists. He suggests that the State not totally rely on user fees.

Senator Talkington agreed that additional revenue through higher registration fees and higher motor fuel taxes would have to be considered. He stated that there was no assurance that the federal government would return money to the states from the Trust Fund.

Representative Dierdorff pointed out that in the past there was a recommendation to the legislature to construct roads partly with highway money and partly through tolls. He stated that perhaps toll roads and later turnpikes would have to be considered. He added that no more miles be added to the highway system.

Miss Turkington reminded the Committee not to lose sight of the \$6.9 billion in the Highway Trust Fund. She stated that when the interstate is completed the Trust Fund would be discontinued or perhaps retained by the States.

Chairman Hamm added that the Department of Transportation at a meeting he attended in Washington, D.C. indicated an interest in returning the money to the states on a 80-20 cost sharing ratio.

The meeting was recessed until 10:00 a.m., July 12, 1977.

July 12, 1977

Morning Session

Chairman Hamm called the meeting to order at 10:00 a.m. The proposal to be discussed during the morning session was Proposal No. 61 - City Connecting Links.

The first conferee to appear before the Committee was Mrs. Sara Langlan of the Legal Division of the Kansas Department of Transportation. Mrs. Langlan explained proposed changes in the statutes concerning city connecting links. (See Exhibit I).

Following Mrs. Langlan's presentation, Mr. J. O. Adams of the Department of Transportation answered specific questions from Committee members.

Representative Anderson asked Mr. Adams if it was the City's responsibility to maintain a connecting link after the Department of Transportation resurface^d the route. Mr. Adams replied that if the project received federal aid the Department paid for the costs; if the project did not receive any federal aid, the city paid some percentage by agreement.

Representative Anderson raised the question of curb and gutter maintenance. Mr. Adams answered that it was a State and city responsibility if it was considered a state project; if it was a federal project the State paid for costs.

Representative Anderson asked Mr. Adams if the State removed the snow. Mr. Adams replied that they did not. He added that if the State maintained the route, maintenance consisted of melting the snow with chemicals and sand. He stated that the State did remove the snow on bridges, however.

Chairman Hamm raised the question of the \$1,500 per lane mile as an average of the State's cost. Mr. Adams replied that the figure was total statewide.

Senator Rehorn asked what the rationale was for \$1,500 statewide when a connecting link functioned differently in different areas. Mr. Ogan replied that the Department was not advocating a particular method of payment. He said that several states had considered the difference in cost of maintenance in high traffic areas against those in low density areas. He stated that some states gave high maintenance payments to metropolitan areas and less to smaller rural areas. Mr. Ogan added that consideration be given to different variables such as traffic volume, type of area, and other pertinent factors.

Mr. Ogan then called attention to city maps distributed to the Committee (Exhibit II). These maps showed the mileage of daily traffic outside of the city limits and mileage figures on streets inside the city.

Mr. Ogan stated that in every case there are several thousand more vehicles in the interior part of the system on connecting links than on the routes approaching the city.

Mr. Alderson asked Mr. Ogan if the \$750 per lane mile figure exceeded the needs of some smaller rural cities. Mr. Ogan replied that he believed it did.

Mr. Alderson asked how other states approached the problem. Mr. Ogan replied that Mr. Avila had gathered some information from other states. He added that Nebraska's distribution was done according to population.

Senator Rehorn raised the question of what was included in the \$750 per lane mile figure. Mr. Ogan answered that generally surface maintenance. This included, signs, patching, cleaning, painting stripes and keeping the surface up to standards for public travel. He added that in some cases it included mowing. The statutes stated that signals were the responsibility of the cities, he added.

Senator Johnston asked Mr. Ogan what he recommended as appropriate payment. Mr. Ogan answered that the Department did not have a specific recommendation. He said the Department wanted to point out problems to the Committee, one of which was the accounting of the \$750 payment.

Senator Johnston asked Mr. Ogan if the Department could support one-half of the actual cost. Mr. Ogan replied affirmatively.

Mr. John McNeal was next to appear before the Committee. He referred the Committee to the city maps.

Senator Rehorn asked Mr. McNeal if the \$750 per lane mile rationale was based on one-half the actual cost. Mr. McNeal replied that the figures did not offer any rationale.

Senator Rehorn raised the question of local units of government performing a function on behalf of the State for maintaining connecting links for \$750 per lane mile. Mr. McNeal disagreed and stated that there is a local service involved which should be the city's responsibility.

Senator Johnston asked Mr. McNeal if doubling the \$750 would be a reasonable approximation of cost to the Department if the Department assumed the responsibility of connecting links. Mr. McNeal replied that on the average, it would.

Representative Sand raised the question of origin and destination studies in high traffic areas. He stated that it appeared that such a method was fair at arriving at accurate figures. He added that these studies would be helpful in other areas.

Mr. McNeal replied that the traffic and destination studies the Department had were not current.

Senator Vermillion inquired if the State could perform the maintenance of connecting links cheaper than the cities. Mr. Ogan replied that he did not know. He stated that the Department was equipped for rural-type maintenance and that the Department would be forced to purchase new equipment and add new personnel if maintenance was extended to the cities. He added that initially costs would be a problem.

Senator Vermillion suggested that if the maintenance of connecting links is a burden to cities, the responsibility for maintenance be turned over to the Department of Transportation. The cities would then reimburse the State for the services. Mr. Ogan added that some cities presently operate under that method.

Next to appear before the Committee was Mr. Worner. Mr. Worner addressed the Committee from a prepared statement (Exhibit III).

Mr. Worner stated that Kansas City had the highest tax rate in the State. He added that over the past seven years Kansas City had spent over \$10 million on connecting links.

Representative Campbell raised the question of the local and through traffic in Kansas City.

Mr. McNeal replied that traffic in Kansas City was about one-third through traffic and two-thirds city traffic.

Representative Sands asked Mr. Worner for costs on thoroughfares. Mr. Worner replied that he did not have those figures.

Senator Vermillion raised the question of the amount of revenue from industry.

Representative Campbell asked Mr. Worner the amount Kansas City spent on city streets. Mr. Worner stated that Kansas City had spent \$36 million on city streets over the past seven years.

Mr. Worner closed his remarks by recommending alternatives to the present method of payment for city connecting links. (Exhibit III).

Next to appear before the Committee was City Manager William D. Owens of Wamego, Kansas. Mr. Owens read from a prepared statement. (Exhibit IV).

Following Mr. Owens statement Senator Rehorn asked Mr. Owens if he had figures concerning traffic counts. Mr. Owens replied that he did not but recounted that many trucks traverse the city. He also said that during the fall season Wamego has many vehicles going through to football games at Manhattan.

Senator Rehorn raised the assumption that a connecting link was first a city street. Mr. Owens replied that nonetheless it was still a highway.

Senator Johnston asked Mr. Owens for a specific recommendation on the amount of payment. Mr. Owens replied that it should be doubled.

Representative Dierdorff commented that perhaps snow removal should be made an option.

Next to appear before the Committee was Mr. Jim Gehring of the City of Moundridge. Mr. Gehring told the Committee that in 1972, the Highway Commission came through Moundridge with Highway K-260. The State constructed, including curb and guttering, sidewalks and a four-lane highway through Moundridge from I-35. He stated that the portion within the city limits consisted of about three lane miles for which Moundridge received \$2,337 per year. Mr. Gehring stated that since 1972, the stated amount had been sufficient because Moundridge had virtually no major maintenance. Next year, however, they would face major maintenance and would spend about \$3,000 per lane mile. Mr. Gehring stated that maintenance costs were exceeding the \$750 per lane mile and recommended a change in payment. He also stated that Moundridge could not maintain the route for less than \$750 per lane mile.

Senator Vermillion asked Mr. Gehring what his thoughts were if the State relieved Moundridge of its responsibility. Mr. Gehring replied that he preferred a cost-sharing method.

Chairman Hamm asked Mr. Gehring for the ratio of local traffic versus through traffic. Mr. Gehring replied that the traffic count was 3,900 vehicles per day.

Mr. Ernie Mosher was the final conferee to appear during the morning session. He explained proposed changes to K.S.A. 1976 Supp. 68-416(b)(3), page 2 of H.B. 2058 (Exhibit V).

Representative Sand expressed concern over the question of the general public's responsibility to large cities for the maintenance of connecting links.

Senator Rehorn stated that flexibility was needed when considering the function of a connecting link.

The City of Wichita did not send a representative but sent a letter for the record. (Exhibit VI).

The meeting was recessed until 1:30 p.m.

Afternoon Session

Chairman Hamm reconvened the meeting at 1:30 p.m. All members were present except Senators Talkington and Johnston. The proposals to be considered during the afternoon session were Proposal No. 61 - City Connecting Links and Proposal No. 62 - Motor Vehicle Registration Fees.

Chairman Hamm called on Mr. Wayne Byrd of the Topeka Street Department to be the first conferee before the Committee.

Mr. Byrd gave the Committee an estimate of the City of Topeka's expenses regarding connecting links. Mr. Byrd stated that expenses totaled \$2,750 per lane mile. He stated that these figures were from 1972 to the present and did not include inflation. With inflation, Mr. Byrd estimated that costs came to over \$3,000 per lane mile.

Mr. Byrd remarked that according to previous testimony regarding shared costs based on local traffic versus through traffic, the ratio could fluctuate widely, depending on the criteria of what constitutes local traffic. Mr. Byrd also made reference to a statement during the morning session concerning the industry and increased tax base brought in by the connecting links. Mr. Byrd stated that only 10 percent of the street department budget in Topeka was derived from general revenue. He added that the taxes from new industry would not find their way to the Street department budget for maintenance.

Mr. John McNeal, at the request of Committee members, continued his presentation with further facts and figures. Mr. McNeal outlined the apportionment of Special City and County Highway Funds. (Exhibit VII). He also distributed to the Committee maps of Moundridge, Kansas City, and Wamego, which depicted the traffic counts for each city.

Next to appear before the Committee was Mr. Alan Alderson of the Revisor of Statutes Office. Mr. Alderson presented to the Committee material (Exhibits VIII, IX, and X) from which he made his presentation concerning Proposal No. 62 - Motor Vehicle Registration.

Mr. Alderson outlined different options for truck registration. He referred the Committee to the sheet entitled "Summary of Effect of Changes in Light Truck Registration Fees." In this proposal Mr. Alderson equalized all three pickup truck categories at \$20, \$21, \$25, \$23, \$23.50 and \$24. The effect of this change would have been a revenue loss for the State.

Mr. Alderson stated that there were a great number of regular trucks registered in the 0 to 12,000 pound category. The present fee is \$27.50, therefore by lowering the registration fee to \$20, a \$2,293,215 loss of revenue would ensue. Mr. Alderson stated that \$23.50 for farm, regular and local trucks would about break even.

Mr. Alderson added that the other option was to lower regular and local trucks to \$20, leave farm truck registration fees at \$15, and eliminate farm registration over 24,000 pounds. This option would result in a revenue gain, Mr. Alderson stated.

Mr. Alderson pointed out that surrounding states do not have lower registration fees for heavier weight trucks that Kansas allows.

Mr. Alderson stated that another alternative of raising lost revenue without regard to regular trucks, was to raise farm truck registration fees. Mr. Alderson next referred the Committee to the proposed bill (Exhibit X) and explained the proposed changes.

Mr. Wiechman stated that he and Mr. Alderson had discussed an appropriate definition for farm vehicles. Under the present definition almost anyone registering his or her truck as a farm truck would be issued a farm truck license.

Mr. Alderson added that he would provide the Committee with definitions of a farm vehicle from other states.

Next to appear before the Committee was Miss Mary Turkington. Miss Turkington read from a prepared text outlining the Kansas Motor Carrier's Association's position on Proposal No. 62. (See Exhibit XI). Miss Turkington stated that if revisions to the registration fees were necessary, such revisions should be based on policy decisions that assure compliance with registration requirements and provide equity for vehicle owners.

Following some general comments by members of the Committee and conferees, Senator Vermillion made the motion, and seconded by Representative Dierdorff that the preliminary minutes of the meeting of June 7, 1977 be approved. The motion carried. The meeting was adjourned.

Prepared by Henry Avila

Approved by Committee on:

Date

REVISED
TENTATIVE
AGENDA

SPECIAL COMMITTEE ON TRANSPORTATION AND UTILITIES

July 11, 1977
(10:00 a.m. - Room 527)

10:00 a.m. -- Proposal No. 63 - International Registration Plan

Louise Kimberling, American Association of Motor Vehicle
Administrators, Washington, D.C.
Charles Kniep, Proration Division, Lincoln, Nebraska
Al Tyree, Department of Revenue
Mary Turkington, Kansas Motor Carriers Association
Pat Brough, Yellow Freight System
Ken Tigges, Yellow Freight System

1:30 p.m. -- Proposal No. 64 - Declining Highway Revenues

James Newman, Federal Energy Administration Office
Mary Turkington, Kansas Motor Carriers Association
, Kansas Association of Commerce and Industry
Pat Brough, Yellow Freight System
, Kansas Petroleum Council
John McNeal, Planning and Development, Kansas Department of
Transportation

July 12, 1977

10:00 a.m. -- Proposal No. 61 - City Connecting Links

Sara Langlan, Legal Division, Kansas Department of Transportation
J.O. Adams, Operations, Kansas Department of Transportation
John McNeal, Planning and Development, Kansas Department of
Transportation
, City of Topeka
, City of Wichita
, Kansas City, Kansas
William D. Owens, City of Wamego
, City of Moundridge
, City of Overland Park

1:30 p.m. -- Proposal No. 62 - Motor Vehicle Registration

Al Alderson, Revisor of Statutes Office
Mary Turkington, Kansas Motor Carriers Association

7-11-77

Special Committee on Transportation

Name	Address	Firm or Corporation Represented
Ray L Frost	Topeka, Ks	Ks Petroleum Carriers
Charles W. Cary	Topeka	K. Motor Carriers Assn.
Ken Jones	O.P. Ks	Yellow Freight System
Pat Brough	O.P. Ks.	Yellow Freight System
Ray W. Kline	Topeka	Kansas Motor Carriers Assn.
1 Louise Kimberling	Washington D.C.	American Assoc of Motor Vehicle Technicians
Edward Weidupp	Topeka	Kas Contrassin
Mike	Topeka	Vehicle Div
3 Al L. Jones	Topeka	Vehicle Div
Shelley Weidman	Topeka	Legal - Dept of Rev.
Paul E Fleener	Manhattan	Kansas Farm Bureau
2 Charles M. Quay	Lincoln Neb.	State of Nebraska Motor Vehicle
Afternoon Session		
4 James R. Newman	1150 Frank, Ks, MO 64106	Federal Energy Admin.
BUD GRANT	TOPEKA	KACI
7 Howard K. Loomis	PRATT	KACI
JDM Neal	Topeka	KDOT

7/12/

Special Committee on Transportation

Morning Session

Name Address Firm or Corporation Represented

- ① Jim Gehring Moundridge Ks. City of Moundridge
- ⑧ A. Mosher Manager of KS Municipalities
- Mrs. Wm. B. O'Connell Wamego Ks.
- ① Wm. M. D. O'Connell Wamego Ks. City of Moundridge
- ② John D. McNeal Topeka KS KDOT
- ③ W. W. Wigan Topeka, Ks. KDOT
- ④ Sara A. England Topeka, Ks. KDOT
- ⑤ J. O. Adams Topeka Ks. KDOT
- ⑥ Wayne Byrd Topeka, Kans. Topeka Street Dept.
- ⑦ Ed W. Lepp " KCA
- David Bond " " KDOT
- ⑧ Rick Woerner KCKs KCKs
- ⑨ Harry K. Mendenhall KCK KCK
- John F. Garton Topeka Dept. of Rev.

Afternoon Session

- Harold B. Swartz Topeka, Kansas Dept of Rev.
- Mary W. King Topeka, Kansas Kansas Motor Carriers Assn.

*Exhibit I 7-11-77
Louise Kimberling*

REMARKS OF LOUISE KIMBERLING
AMERICAN ASSOCIATION OF MOTOR
VEHICLE ADMINISTRATORS
"THE INTERNATIONAL REGISTRATION PLAN
AND THE INTERNATIONAL REGISTRATION
INFORMATION SYSTEM"
TOPEKA, KANSAS
JULY 11, 1977

IRP and IRIS are programs developed in part by the AAMVA. My principle purpose today is to explain to you in brief, what the IRP and IRIS can do for your state.

The IRP, short for International Registration Plan, is a truck registration reciprocity compact among some of the states and provinces. Though presently there are twenty⁴⁰-one members, we anticipate that eventually the IRP will include nearly all the states and provinces. If you will turn to the last page of the white IRP booklet you will see a map of present members. In addition, for the 1978 registration year, Oklahoma, Iowa, and Wisconsin will be in, with a possibility of Washington and Arizona. Washington and Arizona will certainly be in by 1979, at which time West Virginia, Indiana, Maine, and perhaps Ontario, Connecticut, and Pennsylvania may be. That will bring the total to 31 if Kansas decides to participate.

The main features of the IRP include providing license fee payment based upon the number of fleet miles operated in each jurisdiction.

The principle unique feature of this plan is a one vehicle and one cab card, one plate concept. An owner will go to his base state and ask that his fleet be registered. He will give the number of miles operated in each IRP state by each vehicle. The percent of total miles and the fee owed to each state will be calculated. He will pay the fees due and receive one plate and one cab card, the cab card listing the states to whom he has paid fees.

New vehicles can be added by a fleet owner or new fleets established by estimating miles and paying appropriate fees.

Of course, if his vehicles travel into states that are not IRP members, he will have to register them as required. But with twenty-one states joining, much of the duplicity has been reduced.

Many people and groups, the National Governors' Conference, the Federal Highway Administration, and at least twenty-two states, feel the International Registration Plan is the best hope for truck reciprocity that the U. S. and Canada have. In order to help make it work to its maximum efficiency a good information system is necessary. Some states such as Texas have already devised their own. Iowa, about to join the IRP, is working to improve the availability of permits through their regional permit center. In conjunction with the Federal Highway Administration, the AAMVA is studying the feasibility of IRIS--the International Registration Information System.

IRIS is designed as an Administrative service for both the U. S. States and Canadian Provinces. It is computer assistance for calculating IRP apportioned registration fess, and maintaining records for generating reports.

Presently IRIS is a working relationship among jurisdictions that choose to participate, the Federal Highway Administration, NCSS a commercial computer firm, and AAMVA. FHWA's role is to design the overall system and provide for the initial study of IRIS's feasibility. NCSS's role is to actually design the programs and provide computer time. AAMVA's role is to house the IRIS Operation Center and serve as consultant to the states and provinces using the system.

INTERNATIONAL REGISTRATION PLAN

AMERICAN
ASSOCIATION
of
MOTOR VEHICLE
ADMINISTRATORS

Revised 11/76

FOREWORD

The International Registration Plan is a registration reciprocity compact among states of the United States and provinces of Canada providing for payment of license fees on the basis of fleet miles operated in various jurisdictions.

The unique feature of this Plan is that even though license fees are paid to the various jurisdictions in which fleet vehicles are operated, only one (1) license plate and one (1) cab card is issued for each fleet vehicle when registered under the Plan. A fleet vehicle is known as an apportionable vehicle and such vehicle, so far as registration is concerned, may be operated both interstate and intrastate.

The International Registration Plan is a product of the American Association of Motor Vehicle Administrators and, thus, is recommended for adoption by all jurisdictions.

AMERICAN ASSOCIATION OF
MOTOR VEHICLE ADMINISTRATORS
1201 Connecticut Ave., N.W.
Washington, D. C. 20036

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AMERICAN TRUCKING ASSOCIATIONS, INC.



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INTERNATIONAL REGISTRATION PLAN

I — PURPOSE AND PRINCIPLE

A. This reciprocal agreement shall be referred to, cited and known as the International Registration Plan.

B. It is the purpose of this agreement to promote and encourage the fullest possible use of the highway system by authorizing the proportional registration of fleets of vehicles, and the recognition of vehicles proportionally registered in other jurisdictions, thus contributing to the economic and social development and growth of the jurisdictions.

C. It is the purpose of this agreement to implement the concept of one registration plate for one vehicle.

D. It is the purpose of this agreement to grant exemptions from payment of certain fees when such grants are reciprocal.

E. It is the purpose of this agreement to grant reciprocity to proportionally registered fleets of vehicles, and to provide for the continuance of reciprocity granted to those vehicles that are not eligible for proportional registration under the terms of this agreement.

II — DEFINITIONS APPLICABLE TO THIS AGREEMENT

A. "Apportionable Fee" means any periodic recurring fee required for licensing or registering vehicles, such as, but not limited to, registration fees, license or weight fees.

B. "Apportionable Vehicle" means any vehicle, except recreational vehicles, vehicles displaying restricted plates, city pick up and delivery vehicles, buses used in transportation of chartered parties, and government-owned vehicles, used in two or more jurisdictions that allocate or proportionally register vehicles and is used for the transportation of persons for hire or designed, used or maintained primarily for the transportation of property and:

1. has a gross vehicle weight in excess of 26,000 pounds; or
2. has three or more axles, regardless of weight; or
3. is used in combination, when the weight of such combination exceeds 26,000 pounds gross vehicle weight.

Vehicles, or combinations thereof, having a gross vehicle weight of 26,000 pounds or less and two-axle vehicles may be proportionally registered at the option of the registrant.

C. 1. "Base Jurisdiction" means, for purposes of fleet registration, the jurisdiction where the the registrant has an established place of business, where mileage is accrued by the fleet and where operational records of such fleet are maintained or can be made available in accordance with the provisions of Article XIV, A(2).

2. Registrants based in any jurisdiction not a member of this agreement, and who have been licensing vehicles in any member jurisdiction under basing point, allocation or prororation, may declare the member jurisdiction where the most miles have been operated as a base jurisdiction for purposes of this agreement until such time as the registrant's base jurisdiction becomes a member of this agreement.

3. Household Goods Carriers using equipment leased from service representatives may elect, with respect to such equipment, to base such equipment in the Base Jurisdiction of the service representative, or that of the carrier.

For equipment owned and operated by owner-operators, other than service representatives, and used exclusively to transport cargo for the household goods carrier, the equipment shall be registered by the carrier in the Base Jurisdiction of the carrier, but in both the owner-operator's name and that of the carrier as lessee, with the apportionment of fees according to the records of the carrier.

D. 1. "Base Plate" means the plate issued by the Base Jurisdiction and shall be the only registration identification plate issued for the vehicle by any member jurisdiction.

2. Base plates shall be identified by having the word "Apportioned" and the jurisdiction's name on the plate. The numbering system and color shall be determined by the issuing jurisdiction.

E. "Commissioner" means the jurisdiction official in charge of registration of vehicles.

F. "Fleet" means one or more apportionable vehicles.

G. "In-Jurisdiction Miles" means the total number of miles operated by a fleet of proportionally registered vehicles in a jurisdiction during the preceding year. In those cases where the registrant operated a fleet of proportionally registered vehicles in jurisdictions that require no apportionment and grant reciprocity, the base jurisdiction may add such miles to the in-jurisdiction miles.

H. "Jurisdiction" means a state, territory or possession of the United States, the District of Columbia, or a state or province of a country.

I. "Operational Records" means documents supporting miles traveled in each jurisdiction and total miles traveled such as fuel reports, trip sheets and logs.

J. "Preceding Year" means the period of twelve consecutive months immediately prior to September 1st of the year immediately preceding the commencement of the registration or license year for which proportional registration is sought.

K. "Reciprocity" means that an apportionable vehicle properly registered hereunder shall be exempt from further registration by any other member jurisdiction.

L. "Recreational Vehicle" as used in this agreement is one used for personal pleasure or travel by an individual or his family.

M. "Registrant" means a person, firm or corporation in whose name or names a vehicle is properly registered.

N. "Registration Year" means the twelve month period during which the registration plates issued by the base jurisdiction are valid according to the laws of the base jurisdiction.

O. "Restricted Plate" means one that has time (less than a registration year), geographic area, mileage or commodity restriction.

P. "Service Representative" means one who furnishes facilities and services including sales, warehousing, motorized equipment and drivers under contract or other arrangements to a carrier for transportation of property by a household goods carrier.

Q. "Total Miles" means the total number of miles operated by a fleet of proportionally registered vehicles in all jurisdictions during the preceding year.

R. "Chartered Party" means a group of persons who, pursuant to a common purpose and under a single contract, and at a fixed charge for the vehicle in accordance with the carrier's tariff, lawfully on file with the Interstate Commerce Commission, have acquired the exclusive use of a passenger-carrying motor vehicle to travel together as a group to a specified destination or for a particular itinerary, either agreed upon in advance or modified by the chartered group after having left the place of origin.

III — FEES FOR PROPORTIONAL REGISTRATION

A. The registration fee for apportionable vehicles shall be determined as follows:

1. Divide the in-jurisdiction miles by total miles generated during the preceding year.

2. Determine the total fees required under the laws of each jurisdiction for full registration of each vehicle at the regular annual or applicable fees, or for the unexpired portion of the registration year.

3. Multiply the sum obtained under Paragraph 2 of this section by the quotient obtained under Paragraph 1 of this section.

B. This agreement does not waive any fees or taxes charged or levied by any jurisdiction in connection with the ownership or operations of vehicles other than the apportionable fees as defined herein. All other fees and taxes shall be paid to each jurisdiction in accordance with the laws thereof.

IV — APPLICATION FOR PROPORTIONAL REGISTRATION

A. 1. An applicant for proportional registration shall file a uniform application with the Commissioner of the base jurisdiction in lieu of registration under other applicable statutes.

2. Whenever the base jurisdiction of a registrant changes as a result of the conditions described in Article II C 2, the re-registration of the registrant in the new jurisdiction shall be accomplished through orderly and equitable procedures to be established by the Commissioners of the two jurisdictions involved.

B. Applications for proportional registration shall be filed on a date as determined by the base jurisdiction. Every application for proportional registration shall, at the time and in the manner required by the Commissioner, be supported by the payment of the registration fees in the amount determined in Article III, provided, however, the Commissioner may, by regulation, postpone payment of fees until after the Commissioner has computed the fees due.

C. The applicant for proportional registration of trailers, semi-trailers and auxiliary axles shall use the application form for such vehicles and the apportionment of registration fees shall be computed by using the same factor determined by in-jurisdiction and total miles in Article III and this shall be applied to the registration fee. Jurisdictions may waive trailer, semi-trailer and auxiliary axle apportionment. Jurisdictions requiring proportional registration of trailers, semi-trailers and auxiliary axles shall provide for such requirement by filing an exception as described in Article XVII.

D. 1. The application shall contain the number of power units, number of trailers, semi-trailers and auxiliary axles, with such vehicle description as may be required by the jurisdictions concerned and a uniform mileage schedule.

2. The base jurisdiction, after receiving its proportionate fees shall supply the necessary identification plates and prepare cab cards, listing on the front of the cab cards the jurisdictions where the vehicles are proportionally registered, the weight for which registered and other necessary information in each of the jurisdictions. The base jurisdiction may, in its discretion, withhold issuing plates and cards until it has received evidence of payment due other member jurisdictions.

3. The base jurisdiction shall notify the other declared jurisdictions that a proportional registration application has been filed, and shall furnish the declared jurisdiction a uniform mileage schedule.

4. All plates and cards and reciprocal exemptions are subject to cancellation and revocation in the event of erroneous issuance thereof, or if any fees remain unpaid.

5. The base jurisdiction shall cooperate with other declared jurisdictions in connection with applications and fees paid.

E. In those cases where Household Goods Carrier equipment is elected to be registered in the Base Jurisdiction of the service representative, the equipment shall be registered in said service representative's name and that of the carrier as lessee with the apportionment of fees according to the combined records of the service representative and those of the carrier, and such records must be kept or made available in the service representative's base jurisdiction.

If the election is the Base Jurisdiction of the carrier, and such jurisdiction is a member jurisdiction, the equipment shall be registered by and in the name of the carrier and that of the service representative as lessor with the apportionment of fees according to the records of the carrier and the service representative which must include intrastate miles operated by those vehicles applicable under this agreement, and the records must be kept or made available in the base jurisdiction of the carrier. Service representatives properly registered under this election shall be fully registered for operations under their own authority as well as under the authority of the carrier.

V — REGISTRATION OF APPORTIONABLE VEHICLES

A. The Commissioner of the base jurisdiction shall register apportionable vehicles upon application and payment of the registration fees as provided in Articles III and IV. Payment of additional fees for each vehicle so registered may be required by the Commissioner of the base jurisdiction, in an amount provided by statute or regulation of the base jurisdiction for issuance of a plate. A registration card shall be issued for each vehicle registered by the Commission of the base jurisdiction and the card shall appropriately identify the vehicle for which it is issued, list the jurisdictions in which the vehicle has been apportioned, the weight and classification of fee for which registered according to the applications and payments furnished by the applicant. Such registration card shall be carried in or upon the vehicle, for which it has been issued, at all times.

B. Vehicles registered as provided in Section A of this Article shall be deemed fully registered in all jurisdictions where proportionally registered for any type of movement or operation provided the registrant has proper interstate or intrastate authority from the appropriate regulatory agency or is exempt from regulation by the regulatory agency.

C. There shall be no minimum vehicle fees for any apportionable vehicle, except those statutory fees for issuance of identifications or filing of applications.

D. Registrants shall register all owner-operator vehicles on the basis of the registrant's (lessee's) mileage figures for the preceding year.

VI — REGISTRATION OF ADDITIONAL FLEET VEHICLES

A. Vehicles acquired by the registrant after the commencement of the registration year and added to the proportionally registered fleet shall be registered by applying the mileage percentage used in the original application for such fleet for such registration period to the regular registration fees due with respect to such vehicles for the remainder of the registration year.

B. All applications for additional fleet vehicles shall be filed and processed in the same manner as the original application.

VII — WITHDRAWAL OF FLEET VEHICLES, CREDITS, REPLACEMENT VEHICLES AND ACCOUNTING

A. If a vehicle is withdrawn from a proportionally registered fleet during the period for which it is registered, the registrant of such fleet shall so notify the Commissioner on appropriate forms provided by the Commissioner. The Commissioner shall require the registrant to surrender the cab card and identification plates to the base jurisdiction with respect to any such vehicle. If a vehicle is permanently withdrawn from a proportionally registered fleet because it has been destroyed, sold or otherwise completely removed from the service of the registrant, the unused portion of the fees paid with respect to such vehicle, where permitted by statute, shall be refunded by each jurisdiction or be applied against liability of such registrant for subsequent additions to such fleet during such registration year or for additional fees upon audit.

B. If the registrant is replacing a vehicle for one withdrawn from the fleet and such vehicle is of the same weight category as that replaced, the registrant shall file a supplemental application with the base jurisdiction. The base jurisdiction shall in accordance with provisions in Article VI B, issue a new cab card and transfer the identification plates to the new vehicle. When a replaced vehicle is of a greater weight or requires a larger registration fee, the registrant shall file the re-registration with the base jurisdiction in the manner set forth in Article VI for the registration of additional fleet vehicles.

VIII — NEW OPERATIONS

A. Initial application for proportional registration shall state the mileage data in all jurisdictions for the preceding year with respect to such vehicle or vehicles. If no

operations were conducted with such vehicle or vehicles during the preceding year, the application shall contain a full statement of the proposed method of operation and estimates of annual mileage in each of the jurisdictions. The registrant shall determine the in-jurisdiction and total mileage to be used in computing the proportional registration fee for the vehicle or vehicles. The base jurisdiction Commissioner may adjust the estimate in the application if the base jurisdiction Commissioner is not satisfied with its correctness.

IX — REGISTRATION OF OWNER-OPERATOR VEHICLES

A. Proportional registration for owner-operators who lease their vehicles to motor carriers on a long term basis shall be accomplished as follows:

1. The lessee shall be the registrant and the vehicle shall be registered by the carrier, but in both the owner-operator's name and that of the carrier as lessee, with the allocations of fees according to the records of the carrier.

2. The identification plates and cab card shall be the property of the lessee.

3. Should an owner-operator leave the fleet of the lessee, the lessee may proceed in accordance with Article VII.

B. Vehicles of owner-operators that are not proportionally registered or not fully registered in a jurisdiction having a separate reciprocity agreement with the jurisdiction in which the vehicle is being operated shall be subject to the trip permit requirement as set forth in Article XII.

C. Each jurisdiction shall provide a means of registration for owner-operators not operating as a lessor. Such registration shall be a restricted plate or permit issued for a minimum fee and for a registered gross weight not in excess of the empty weight of the vehicle.

X — TRIP LEASING

A. The lessee, except as provided for service representatives in Article II C, is responsible for the proper registration of the vehicle. Except that an apportioned operator may lease equipment to another apportioned fleet operator and the lessor shall be responsible for reporting on the proportional application the miles traveled by the leased equipment. The lessee shall be the person using and operating the equipment by the lease agreement. The leased vehicle must bear proportional credentials and be operated only in the jurisdictions to which fees have been paid or a trip permit will be required. The service representative in Article II C shall have the same responsibility for qualifying his vehicles.

XI — REGISTRATION OF RENTAL VEHICLES

A. Definitions applicable to this Article are:

1. "Rental Owner" means an owner principally engaged, with respect to one or more rental fleets, in renting to others or offering for rental the vehicles of such fleets, without drivers.

2. "Rental Fleet" means five or more vehicles which are rented or offered for rental without drivers, and which are designated by a rental owner as a rental fleet.

3. "Rental Vehicle" means a vehicle of a rental fleet.

4. "Renting and Leasing" means the giving of possession and control of a vehicle for valuable consideration for a specified period of time.

5. "A Rental Transaction" for the rental of a vehicle shall be deemed to occur in the jurisdiction where such vehicle first comes into possession of the user.

B. Rental fleets owned by any person or firm engaging in the business of renting such vehicle, shall be extended full interstate and intrastate privileges, provided that:

1. Such vehicles are part of a rental fleet which are identifiable as being a part of such fleet; and

2. Such person or firm has received approval from the jurisdiction to apportion such rental fleet; and

3. Such person or firm registers the vehicles as described below:

a. Trucks and Truck-Tractors. In accordance with Articles III, IV, V, VI and VII of this agreement.

b. Rental Passenger Cars. Divide the gross revenue received in the preceding year for use of such rental vehicles arising from passenger car rental transactions occurring in the jurisdiction by the total gross revenue received in the preceding year for the use of such rental vehicles arising from passenger car rental transactions occurring in all jurisdictions in which such vehicles are operated. The resulting percentage shall be applied to the total number of passenger cars in the fleet and that figure shall be the number of rental passenger cars that shall be fully registered in the jurisdiction.

c. Trailers and Semi-Trailers. Trailers and semi-trailers not in separate pool fleets and used in normal tractor trailer operations shall be licensed according to Article IV C. Where required, trailers and semi-trailers, over 6,000 pounds gross vehicle weight and used solely in pool fleets shall be licensed as follows:

Divide the gross revenue received in the preceding year for the use of such rental vehicles arising from rental transactions occurring in the jurisdiction by the total gross revenue received in the preceding year for the use of such rental vehicles arising from rental transactions in all jurisdictions. The resulting percentage shall be applied to the number of units in such fleet.

d. Utility Trailers. Utility Trailers, 6,000 pounds gross vehicle weight and under. Every owner of utility trailers engaged in the business of renting such trailers for use in a jurisdiction shall register a number of trailers equal to the average number of such trailers rented in or through the jurisdiction during the preceding year.

e. One-Way Vehicles. Trucks of less than 26,000 pounds gross vehicle weight operated as a part of an identifiable one-way fleet will allocate vehicles to the respective jurisdictions based on the mileage factor procedure in Article III and fully plate said allocated vehicles in such jurisdiction. All trucks of such one-way fleet so qualified will be allowed to perform both interstate and intrastate movements in all jurisdictions.

XII — TRIP PERMIT REGISTRATION

A. Trip permit registration may be issued for any vehicle or combination of vehicles which could be lawfully operated in the jurisdiction if full registration or proportional registration were obtained.

B. A person desiring a trip permit registration shall make application therefor on forms provided by the Commissioner. Every such application shall be accompanied by the required fee. Every trip permit shall be carried in the cab of the vehicle for which such permit is issued.

C. Any vehicle or combination of vehicles for which a trip permit has been issued may be operated in interstate or intrastate commerce in the jurisdiction for the period allowed under such permit.

D. Trip permits shall not be used to evade or circumvent this agreement.

E. Jurisdictions, members to this agreement, may provide a system of issuing trip permits for other jurisdictions, members of this agreement, so that vehicles may move without waiting for telegraphic or other emergency authorization. The issuing jurisdiction shall collect the necessary trip permit fee and forward it to the jurisdiction for which the permit was issued and deliver the registrant the permit for movement in the other jurisdiction or jurisdictions.

XIII — PRESERVATION OF RECORDS AND AUDIT

A. Any registrant whose application for proportional registration has been accepted shall preserve the records on which it is based for a period of the three preceding years.

Such records shall be made available to the Commissioner at his request for audit as to accuracy of computation, payments, and assessments for deficiencies or allowances for credits, during the normal business hours of the day.

B. If any registrant fails to make records available to the Commissioner upon proper request or if any registrant fails to maintain records from which his true liability may be determined, the Commissioner may, thirty days after written demand for an availability of records or notification of insufficient records, impose an assessment of liability based on the Commissioner's estimate of the true liability of such registrant as determined from information furnished by the registrant, information gathered by the Commissioner at his own instance, information available to the Commissioner concerning operations by similar registrants and such other pertinent information as may be available to the Commissioner.

XIV — AUDITS

A. 1. The base jurisdiction shall audit the registrants displaying a base plate of the base jurisdiction as to authenticity of mileage figures derived from operational records and registrations and at such time and frequency as determined by the base jurisdiction.

2. In the event that the registrant's operational records are not located in the base jurisdiction and it becomes necessary for the base jurisdiction to send auditors to the place where such records are normally kept, the base jurisdiction may require the registrant to reimburse the base jurisdiction for per diem and travel expense of its auditors incurred in the performance of such audit.

B. Upon completion of any such audit, the Commissioner shall notify all jurisdictions in which the registrant was proportionally registered on the accuracy of the records of such registrant. Should the registrant have underpaid any jurisdiction in which his vehicles were proportionally registered, such information shall be furnished to the jurisdiction for collection.

C. Audits may be made by the Commissioners of the several jurisdictions.

XV — ASSESSMENT CLAIMS UNDER AUDIT

A. Upon audit, the Commissioner shall assess for any deficiency found to be due. No assessment for deficiency or claim for credit may be made for any period for which records are no longer required.

B. Assessments based on audit, interest on assessments, refunds, or credits on any other amounts including auditor's per diem and travel shall be made in accordance with the statute of each jurisdiction involved with the audit of a registrant.

XVI — ENTRY AND WITHDRAWAL

A. Any jurisdiction may become a party to this agreement by executing the prescribed

adopting resolution and sending it to the American Association of Motor Vehicle Administrators (hereinafter referred to as AAMVA) in Washington, D.C.; however, such resolution must be approved and endorsed by all member jurisdictions using procedures contained in Article XIX.

B. This agreement shall continue in full force and effect, after its original adoption, as to each jurisdiction until cancelled or revoked by proper officials of any jurisdiction upon thirty days written notice to AAMVA who shall immediately notify the officials of the other member jurisdictions of this agreement. However, cancellation by one jurisdiction shall not affect the agreement as between other jurisdictions. All credentials issued under this agreement shall be valid until the end of the current registration year of the applicable jurisdiction.

XVII — EXCEPTIONS

A. Each signatory jurisdiction to this agreement shall list its exceptions, if any. These exceptions will be made a part of the adopting resolution and of this agreement by appendix listing and will be effective upon approval by each member jurisdiction using procedures contained in Article XIX.

B. Any jurisdiction may amend its exceptions by serving copies of the proposed changes on AAMVA and all member jurisdictions. Upon approval of all contracting jurisdictions, the amended or proposed exception shall be effective in the next succeeding registration year provided at least 30 days notice has been given.

C. Failure, on the part of a member jurisdiction, to respond to a proposed new or amended exception within 120 days of its receipt shall be deemed to constitute approval of the exception so submitted.

D. The withdrawal or cancellation of an exception shall be accomplished by filing due notice of such action with AAMVA and becomes effective upon notification to all member jurisdictions using the procedures contained in Article XIX. The withdrawal or cancellation of an exception shall not require approval by the member jurisdictions.

E. There shall be no exceptions taken, however, to the following concepts embodied in this agreement:

1. Single registration plate;
2. Single registration (cab) card; and
3. Ability to perform both interstate and intrastate vehicle movements.

XVIII — OTHER AGREEMENTS

A. This agreement shall supercede any reciprocal or other agreement, arrangement or understanding between any two or more of the member jurisdictions covering, in whole or in part, any of the matters covered by this agreement; but this agreement shall not affect

any reciprocal or other agreement, arrangement or understanding between a member jurisdiction and any non-member jurisdiction.

XIX — ADMINISTRATION

A. The AAMVA shall be the official repository of this agreement and shall be responsible for the required duties attendant to the administration of this agreement.

B. When two or more jurisdictions become signatories to this agreement, and as each jurisdiction thereafter joins the agreement, each jurisdiction shall send the prescribed adopting resolution to AAMVA in Washington, D.C. Upon receipt of such resolution, AAMVA shall provide a copy to each member jurisdiction for the purpose of obtaining the required endorsement. Each member jurisdiction shall notify AAMVA as to its endorsement or rejection of the applicant jurisdiction.

C. The AAMVA shall keep all jurisdictions appraised of the current status of the agreement in the manner determined by the Association to best accomplish this purpose.

D. Decisions regarding interpretations of any question at issue relating to this agreement shall be reached by agreement of two-thirds of the member jurisdictions, acting through the Commissioners thereof, and upon determination shall be placed in writing and be retained by AAMVA as a part of the permanent record.

XX — AMENDMENTS

A. This agreement may be amended, subject to approval of three-fourths of the member jurisdictions, acting through the officials thereof authorized to enter this agreement. All proposed amendments shall be placed in writing and shall be presented to each member jurisdiction for approval or rejection.

XXI — EFFECTIVE DATE

A. This agreement shall become effective upon the approval by any two jurisdictions and shall be operative between jurisdictions upon their signing or adopting this agreement.

XXII — AAMVA

The American Association of Motor Vehicle Administrators, AAMVA, hereby accepts the responsibilities herein above assigned to it.

By: _____
Executive Director, AAMVA

Signed this the _____ day of _____, 19____ by the following jurisdictions, acting through their authorized officers:

APPENDIX A

RESOLUTION ADOPTING THE INTERNATIONAL REGISTRATION PLAN

WHEREAS, the International Registration Plan was formed to provide a uniform system for the registration of vehicles used interjurisdictionally, and

WHEREAS, it is the purpose of the Plan to implement the concept of one registration plate and one registration (cab) card for one vehicle;

NOW THEREFORE, in consideration of the mutual and reciprocal benefits to flow therefrom in accordance with the laws of this jurisdiction, the _____,

(Title of the Official)

acting in pursuant to _____,

(Insert statutory authority)

and on behalf of the State/Province of _____, does hereby ratify the INTERNATIONAL REGISTRATION PLAN with no exceptions — exceptions as attached hereto.

(Strike out the phrase that does not apply)

IN TESTOMONY WHEREOF, the State/Province of _____, acting through its duly authorized officials, has caused this resolution to be adopted to make the State/Province of _____ a member of and a party to the agreement herein mentioned, subject to the endorsement by all jurisdictions now party to the agreement.

Adopted this _____ day of _____, 19_____.
FOR the State/Province of _____

BY: _____
Signature Title

Signature Title

ENDORSEMENT: For the State/Province of _____

As required by Section A of Article XVI of the International Registration Plan, this Resolution of Ratification is hereby endorsed on this _____ day of _____, 19_____.

By: _____
Signature Title

APPENDIX B

ROSTER OF PARTY JURISDICTIONS

<i>JURISDICTION</i>	<i>DATE SIGNED</i>	<i>DATE FILED</i>	<i>DATE OF ENTRY</i>
Kentucky	Sept. 13, 1973	Sept. 13, 1973	Sept. 13, 1973
Tennessee	Sept. 13, 1973	Sept. 13, 1973	Sept. 12, 1973
Missouri	Sept. 13, 1973	Sept. 13, 1973	Sept. 13, 1973
Texas	Sept. 13, 1973	Sept. 13, 1973	Sept. 13, 1973
Minnesota	Sept. 13, 1973	Sept. 13, 1973	Jan. 1, 1975
Oregon	Sept. 13, 1973	Sept. 13, 1973	Jan. 1, 1975
Nebraska	Sept. 13, 1973	Sept. 13, 1973	Jan. 1, 1975
Utah	Sept. 13, 1973	Sept. 13, 1973	Jan. 1, 1975
Colorado	Sept. 13, 1973	Sept. 13, 1973	Jan. 1, 1975
South Dakota	Apr. 26, 1974	May 6, 1974	Jan. 1, 1975
Alberta	June 13, 1974	June 17, 1974	Jan. 1, 1975
Mississippi	Sept. 3, 1974	Sept. 9, 1974	Nov. 1, 1975
Virginia	Oct. 21, 1974	Oct. 30, 1974	Mar. 1, 1975
Wyoming	Apr. 9, 1975	Apr. 11, 1975	Jan. 1, 1976
Montana	Aug. 7, 1975	Aug. 11, 1975	Jan. 1, 1976
Arkansas	Aug. 26, 1975	Aug. 29, 1975	1976 Regis. Year (7/1/76)
Louisiana	Aug. 7, 1975	Sept. 3, 1975	1976 Regis. Year (4/1/76)
Idaho	Sept. 17, 1975	Sept. 19, 1975	1976 Regis. Year
Alaska	Oct. 1, 1975	Oct. 27, 1975	Jan. 1, 1977
Illinois	Oct. 16, 1975	Oct. 27, 1975	1977 Regis. Year (1/1/77)
North Carolina	May 13, 1976	May 17, 1976	1977 Regis. Year (1/1/77)
*Oklahoma	Sept. 27, 1976	Oct. 4, 1976	*

*Pending final signatory approval. To be effective for the 1978 registration year (1/1/78).

APPENDIX C

EXCEPTIONS TO THE INTERNATIONAL REGISTRATION PLAN

ALBERTA

Vehicles operating on the highways of Alberta without being proportionally registered as required by this agreement or temporarily registered with Alberta permits will be required to pay the full Alberta Motor Vehicle Registration fees plus any applicable penalties.

IDAHO

I. Article IV, Section C

- A. Registration of trailers required (fee of \$2.00 apportioned), plates not transferable (statutory).

II. Article VII

- A. No credits for replacement vehicles, plates not transferable (statutory).
 - 1. Vehicles destroyed, plates are transferable for a \$5.00 fee.
 - a. Maximum fee charged on power unit, \$100.00 which is apportioned.

ILLINOIS

Pursuant to Article XVII, and in accordance with Article IV, Section C hereof, the State of Illinois herewith files the following exceptions:

All auxiliary axles and trailers are required to be prorationally registered prior to being operated on the highways of the State of Illinois. The fees for auxiliary axles and trailers shall be determined by applying the same apportionment factor as employed in Article III. Miles generated by auxiliary axles and trailers shall not be used in computing the Illinois apportionment factor. The applicant shall include a listing identifying all auxiliary axles and trailers with their proper vehicle identification number. (Reference Section 3-817, 3-819, Chapter 95½, Illinois Revised Statutes, 1975.)

MISSOURI

In the interest of uniformity the Missouri Exception has been withdrawn and as of 9/28/75 allows an intrastate movement on a 72-hour trip permit.

MONTANA

The State of Montana will require all trailers, semitrailers and all other trailing vehicles or combinations of trailing vehicles, except special mobile equipment, be included in the fleet.

NORTH CAROLINA

Vehicles operating on the highways of North Carolina without being proportionally registered as required by this agreement or temporarily registered with North Carolina permits will be required to pay the full North Carolina Motor Vehicle Registration fees plus any applicable penalties.

OREGON

As provided in Article IV, Section C all trailers, semitrailers and auxiliary axles are required to be registered before they may be operated on the highways of the State of Oregon. The fees shall be computed by using the factor determined in the same manner as described by other apportionable vehicle.

The vehicles will be identified by means of an apportioned plate issued by the base jurisdiction in the same manner as any other apportionable vehicle.

Those jurisdictions that do not require identification plates for auxiliary axles may apply the fees to the trailer or semitrailer and withhold issuing any apportionment credentials.

As provided in Article IV, Section D.1., the applicant will include a listing identifying the power units, trailers and semitrailers with the proper vehicle identification serial numbers and the license plate numbers issued by the base jurisdiction.

TEXAS

Vehicles operating on the highways of Texas without being proportionally registered as required by this agreement or temporarily registered with Texas 72-hour permits will be required to pay the full Texas Motor Vehicle Registration fees plus any applicable penalties.

VIRGINIA

Vehicles operating on the highways of Virginia without being proportionally registered as required by this agreement, or temporarily registered with Virginia 10 day permits, will be required to pay the full Virginia Motor Vehicle Registration fees plus any applicable penalties.

WYOMING

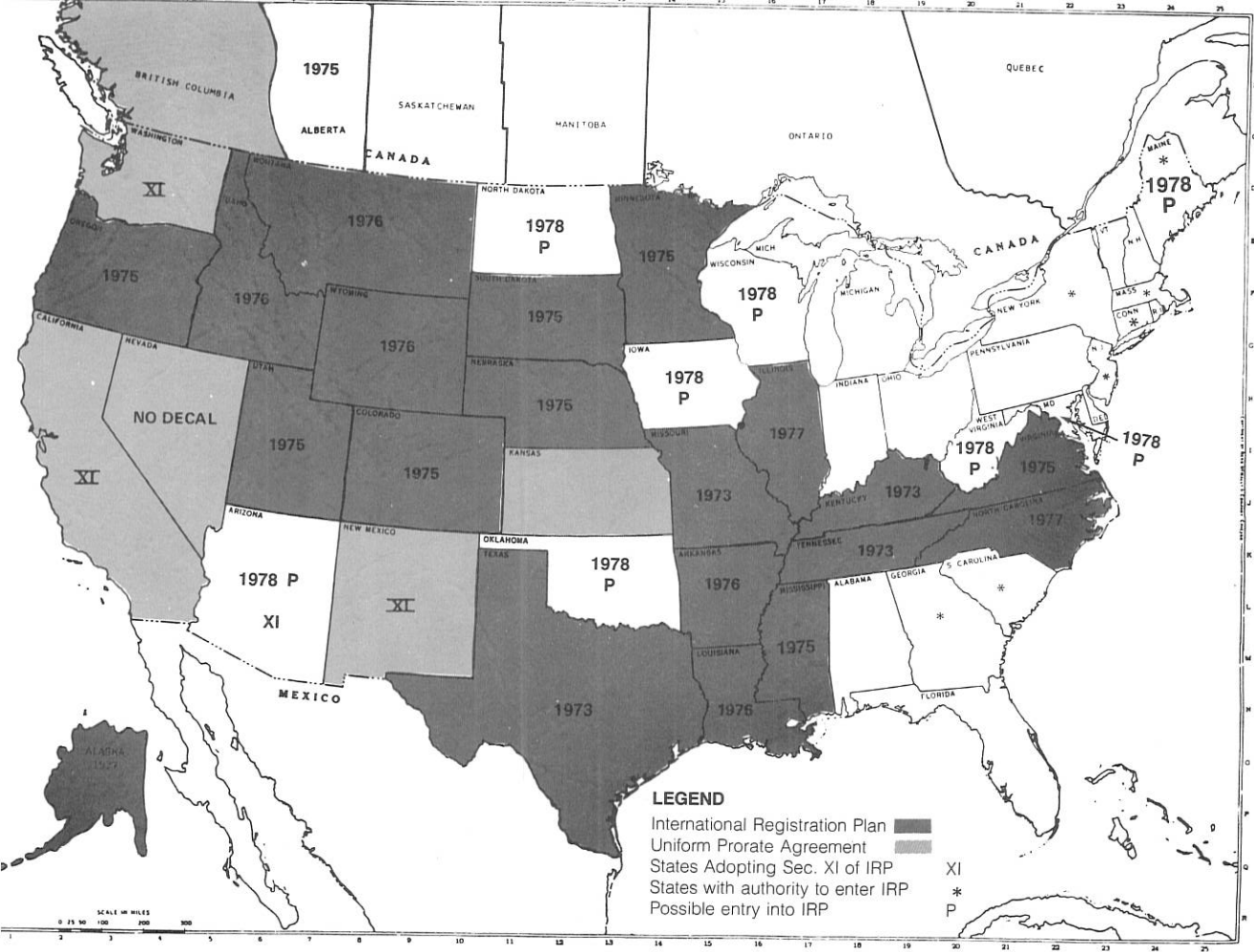
Pursuant to XVII of the International Registration Plan and in compliance with IV (C) thereof, the State of Wyoming requires that all trailers and semitrailers be registered for operation on the highways of the State of Wyoming. Registration fees are the same for trailers and semitrailers as for motor vehicles and are computed in the same manner.

Trailers and semitrailers for which the State of Wyoming is the base jurisdiction will each be issued an apportioned plate similar to those apportioned plates issued to motor vehicles. The State of Wyoming will honor trailer and semitrailer plates of other base jurisdictions issued as provided by their laws.

INTERNATIONAL REGISTRATION PLAN Membership Status

APPENDIX D

MAP OF IRP STATES



One of the best features of IRIS is that it can be geared to the jurisdiction's particular needs and data system level. No jurisdiction is required to participate, but if your jurisdiction chooses to, it can receive these various levels of service:

1. Receive accurate current rate tables of all IRP jurisdictions,
2. Calculate base jurisdictions and all other apportioned jurisdictions fees,
3. Produce cab cards,
4. Generate reports such as how much revenue is due your jurisdiction, how much due to other apportioned jurisdictions as well as other special reports you may determine yourself,
5. Maintain an accurate file of all carriers with a thorough audit trail,
6. Produce the IRIS software for use on your own computer, and
7. Plan, train and assist your jurisdiction in determining how you can best take advantage of IRIS.

Your jurisdiction can decide to use none, all or part of these services as you determine your needs.

If you choose to use the full package you would participate in time-sharing through NCSS. They have two computers, one in Connecticut and one in California. Its telecommunication network has local dial up in over 60 cities in the U. S. and Canada. Basic hardware consists of IBM 360 and 370 computers using high and low speed terminals. NCSS uses NOMAD, a sophisticated Data Base Management System

providing maximum maintenance and retrieval efficiency. It also provides a complete, easy to learn language for handling transactions and extracting reports. NCSS also provides a security system protecting the privacy of your files.

Missouri will be operating with IRIS at the end of this month. An rfp has been sent out by the FHWA to all jurisdictions asking for IRIS participants. We, the AAMVA, FHWA and NCSS will consult with you to see how we can serve you best.

Your states business and income will grow with IRP, and to handle the work, IRIS can reduce the work load and keep costs low. If you desire, instant cab cards can be produced for walk-in customers to save your truckers time and money.

Speaking of saving money, I am sure you would like some information on IRP cost-benefits.

There are two major studies that I will site concerning the facts, figures, and fiscal impact of the IRP. One is "Effects of Current State Licensing, Permit and Fee Requirements on Motor Trucks Involved in Interstate Commerce", done for the U. S. Department of Transportation by the Midwest Research Institute which I will call the "Midwest Study." The second is the "Truck Registration, Reciprocity, and Tax Proration Study of New England States", done for the New England Regional Commission by Vermont Associates which I will call the "New England Study."

In addition to these general studies, a Canadian study is in process and several jurisdictions have begun or completed studies concerning the facts, figures, and fiscal impact of the IRP. Indiana and New York are two. In addition, revenue figures are available from some states.

Lets first examine figures from the Midwest Study in relation to cost savings to the trucker. The potential direct cost savings through the elimination of tax identification permits and in indirect cost savings through a decrease in reporting requirements, could average a minimum of 9.1 dollars to a maximum of 20.5 dollars per vehicle depending on the type and size of carrier.

Time and headaches can also be saved to the trucker by the IRP through

1. Having only one set of identification per vehicle-- the one cab card and one plate principle.
2. Reporting requirements being consolidated.
3. Fewer difficulties with enforcement requirements.
4. Only one instead of multiple audits being necessary.

Now what does the Midwest Study have to say about jurisdictions cost benefits?

It is the study's estimate that IRP's administrative costs are roughly the same overall as prorating. But "quantitative analysis shows that implementation of any system will impact the various states (or jurisdictions) differently with respect to registration tax revenues." However, jurisdictions actually having experience in both, prorated and IRP feel IRP's administrative cost is definitely less. Missouri has

experienced a definite cost reduction in relation to the number of credentials issued.

In addition, what the study could not show is that some jurisdiction's overall revenue is increasing. Indeed some jurisdictions expected to lose revenue, joined anyway and actually gained revenue. One in particular expected to lose \$2 million and instead gained \$1½ million. Missouri's tax revenues have gone from just over \$8 million before IRP in 1972 to an estimated \$15 million for 1977--an increase of \$2 to \$3 million per year. Wyoming has also shown increases.

The Midwest Study makes quantitative and qualitative comparisons among the alternatives of nationwide reciprocity, nationwide proration, the possibility of Federal administration and also nationwide apportionment including the IRP. In conclusion, the study compares and assesses the overall characteristics of the alternative systems.

"1. Nationwide reciprocity of privileges is an unacceptable alternative owing to the inequity of 2nd structure taxes and disruption of 3rd structure taxes.

2. Under either state administered allocation alternative (prorate or IRP) registration revenues in each reciprocity state would be uniquely altered up or down. Though outside the study there is a trend toward improvement in IRP revenues over past systems.

3. Federal administration is the least desirable alternative to administrators.

4. The study showed that administrative costs of proration and IRP are approximately equal though more evidence shows IRP cost is less."

5. State officials tend to prefer the system currently in effect in their own state, but as an alternative, they prefer nationwide apportionment.

The Midwest Study was completed in 1975. A more recent one, "The New England Study" was completed in 1976. I will just give you a brief summary of this study as it is quite readable and much can be gained through reading the first 59 pages and examining the accompanying exhibits.

A major question this Study examines is how much revenue will each New England State gain or lose as a result of participating in the IRP? Exhibits I-1 through I-11 present formulas for estimating the gain or loss.

In general studies can be made through using the fuel use tax reporting system for based and non-based vehicles in your jurisdiction.

The major conclusions that the New England Study reach are these:

1. The result of the study showed that none of their staff through diligent work could accurately determine everything precisely required to register trucks in each state studied. And as a result, some kind of greater uniformity must be made in that area of the country.

2. Another recommendation is that "enabling legislation be passed in those states not already having done so that will provide the Motor Vehicle Commission the authority to enter the IRP."

3. And finally that "After having examined closely other plans and methods of attempting uniformity regarding the trucking industry as well as the IRP, the staff agrees that the IRP is probably the best and most fruitful attempt at organizing the individual state regulation..."

The New England Study clearly pointed out that the IRP is the best choice.

Quantitatively and qualitatively all jurisdictions, all industry both the United States and Canada can gain through this chance for cooperation.

Truckers, bus operators and household goods movers will all be helped by the ease of movement across the country under the IRP. Your state will be helped by decreased administrative costs, ease of enforcement and by the IRIS computer service. In addition, AAMVA is in the process of developing a procedures manual and has a continually ongoing educational system for your personnel through our system of Regional Conferences and Workshops. We are constantly striving to improve the scope of the IRP and make it as easy as possible for both industry and administrators to operate under the IRP. We have a complete system for you and hope you will join.

MIDWEST STUDY

National Technical Information Service
5285 Port Royal Road
Springfield, Virginia 22151

Report No. FHWA-RD-75-40

NEW ENGLAND STUDY

New England Regional Commission
53 State Street
Boston, Massachusetts 02108

Truck Registration, Reciprocity and Tax Proration Study,
New England States

INTERNATIONAL REGISTRATION PLAN
APPLICATION
SCHEDULE A

APPLICANT
Need on Trucking Lease Co., Inc.
BUSINESS STREET ADDRESS (WHERE RECORDS ARE MAINTAINED)
110 Green Grass Street
CITY COUNTY STATE ZIP CODE
Nashville, Davidson TN 37200

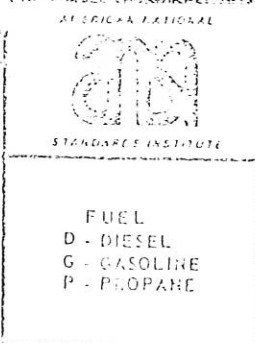
MAILING STREET ADDRESS
P. O. Box 202
CITY COUNTY STATE ZIP CODE
Nashville, Davidson TN 37200

LICENSE YR 1977 FLEET NO. N/A ACCOUNT NO. 00711 PAGE 1 OF 1
PERSON TO CONTACT REGARDING APPLICATION
Ron Smith
CITY STATE PHONE NO.
Nashville TN 615/741-1071

STATE OFFICE USE

JURISDICTION USE																	
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18
STATE	OWNER'S EQUIP. NO.	YEAR	MAKE OF YEH.	VEHICLE IDENTIFICATION NUMBER	TYPE	AXLE S S	MODEL NUMBER	UNLADEN WEIGHT	FUEL	GROSS WEIGHT	COMB. GROSS WEIGHT	PURCHASE PRICE OF VEHICLE	DATE OF PURCH.	NAME OF LESSOR	TITLE NUMBER	LICENSE PLATE NO.	FEES
TN	2112	70	Ken	K12 595 268	TT	3	K125	14,500	D	42,000	73,280	25,000.00	12/75	Steve Wright 500 Deaderick, Nash.	20020020		
"	2113	74	Int	259471034072	TT	3	COE10704	15,000	D	32,000	62,000	26,000.00	9/74	Ron Smith 201 S. Broad, Nash.	19567223		
"	S-15	71	Fru	51234	TL	2	Van	9,000		32,000		14,000.00	5/71		12569101		
"	S-16	73	Dor	43215	TL	2	F785	10,000		32,000		12,000.00	6/72		10908070		
"	1010	75	For	8673BX05Y4013	ST	3	8673BX	12,000	G	24,000	36,000	11,500.00	6/75		22346571		

CODE KEY
TYPE
TT - TRUCK TRACTOR
TR - TRACTOR
ST - SINGLE TRUCK
TL - TRAILER
TL - TRAILER (SEMI)
BUS
CONVERTER GEAR



NO. OF TRUCKS IN FLEET: 3
NO. OF TRAILERS IN FLEET: 2
TOTAL NO. OF VEH. IN FLEET: 5

SUBSCRIBED AND SWORN TO BEFORE ME
This 15th Day of April 19 77
By Ron Smith Title President
City Nashville State TN

NOTARY PUBLIC MY COMMISSION EXPIRES
NOTE: NOTARY NOT REQUIRED IN CALIFORNIA
UP-10 (7-75)

STATE OFFICE USE ONLY

TOTAL FEES THIS APPLICATION	2,100.00
MILEAGE PERCENT	.08100
DOLLAR PRO-RATION	170.10
CAB CARDS	
Lessee Fees	4.00
TOTAL FEES DUE	174.10

MODULE B AND RECAP SHEET

For the state of Kentucky, Date filed 4-15-1977

NAME OF APPLICANT (PRINT OR TYPE)
Keep on Trucking Lease Co., Inc.
 BUSINESS STREET ADDRESS (WHERE RECORDS ARE MAINTAINED)
110 Green Grass Street
 COUNTY STATE ZIP CODE
Davidson TN 37200
 LIC. YR. FLEET NO. ACCOUNT NO. ORIGINAL SUPPLEMENT
1977 N/A 00711

VEHICLES IN FLEET

BUSES		TRACTORS		TRUCKS		TRAILERS
Gas	Diesel	Gas	Diesel	Gas	Diesel	
			2	1		2

TYPE OF OPERATION

- Canadian Province Authorization Permit No. _____
- Common Carrier I.C.C. Permit No. _____
- Contract Carrier I.C.C. Permit No. _____
- Common Carrier Exempt Commodities
- Back Haul Commodity Exempt Commodity Livestock
- Private Carrier Household Goods Mover
- Owner Operator Rental Company
- Produce Grain Logs Ore Other

A Mark "X" in circle for each state where you are filing for proportional registration
 B List mileage and percent for each jurisdiction in which this fleet traveled September 1, 19__ through August 31, 19__

STATE	MILEAGE	PERCENT	STATE	MILEAGE	PERCENT	STATE	MILEAGE	PERCENT
X AL Alabama	15,674	.15674	VA Massachusetts			X TN Tennessee	8,100	.08100
AK Alaska			MI Michigan			X TX Texas	7,711	.07711
AZ Arizona			MN Minnesota			UT Utah		
X AR Arkansas	12,459	.12459	X MA Missouri	5,737	.05737	VT Vermont		
BC British Columbia			X MO Missouri	3,804	.03804	X VA Virginia	3,172	.03172
CA California			MT Montana			WA Washington		
CO Colorado			NE Nebraska			WV West Virginia	6,667	.06667
CT Connecticut			ND New Dakota			WI Wisconsin		
DE Delaware			RI Rhode Island			WY Wyoming		
DC District of Columbia			NJ New Jersey			AB Alberta		
FL Florida			NM New Mexico			AK Alaska		
X GA Georgia	2,341	.02341	NY New York			NB New Brunswick		
ID Idaho			NC North Carolina			NF New Foundland		
IL Illinois			ND North Dakota			NS Nova Scotia		
X IN Indiana	4,637	.04637	OH Ohio			ON Ontario		
IA Iowa			X OK Oklahoma	8,666	.08666	PE Prince Edward Island		
KS Kansas			OR Oregon			QC Quebec		
X KY Kentucky	13,013	.13013	PA Pennsylvania			SK Saskatchewan		
X LA Louisiana	8,019	.08019	RI Rhode Island			NT Northwest Territory		
ME Maine			SC South Carolina			NZ Mexico		
MD Maryland			SD South Dakota			TOTAL 100% FLEET MILES	100,000	100%

VEHICLE TYPE *	WEIGHT	NUMBER	FEE PER VEHICLE	TOTAL DOLLARS
TT	80,000	1	x 840.00	= 840.00
TT	62,000	1	x 588.00	= 588.00
ST	38,000	1	x 300.00	= 300.00
			x	=
			x	=
			x	=
			x	=
			x	=
			x	=
			x	=
			x	=
Total		3	Total Dollars	1,728.00

CODE KEY

- TT = TRUCK TRACTOR
- TR = TRACTOR
- ST = SINGLE TRUCK
- TL = TRAILER
- TS = TRAILER (SEMI)
- BS = BUS
- CG = CONVERTER GEAR

Percent .13013
 Total Fees Due 224.86

Explain in detail scope of your operation covering any estimated mileage:

INTERNATIONAL REGISTRATION PLAN SUMMARY OF APPORTIONED AUDIT

STATE OF Tennessee FOR THE 1977 REGISTRATION YEAR1. Name of Firm Keep on Trucking Lease Co., Inc. Fleet No. N/A Account No. 00711Mailing Address P. O. Box 292 Nashville, TN 37200Telephone No. Area Code 615 741-1071

2. Type Records Kept by Firm: (Pertaining to Mileage and Movement of Vehicle.)

Driver's daily trip manifest listing origin/destination, date, hwy. routes, ports of entry/exitodometer readings

STATE	ORIGINAL MILEAGE	MILEAGE PER AUDIT	%	STATE	ORIGINAL MILEAGE	MILEAGE PER AUDIT	%	STATE	ORIGINAL MILEAGE	MILEAGE PER AUDIT	%
AB				MB				OH			
AK				MD				OK	8,666	8,666	
AL	15,674	14,911		ME				ON			
AR	12,459	13,672		MI				OR			
AZ				MN				PA			
BC				MO	3,804	3,804		PE			
CA				MS	5,737	5,737		PQ			
CO				MT				RI			
CT				MX				SC			
DC				NB				SD			
DE				NC				SK			
FL				ND				TN	8,100	8,413	
GA	2,341	2,341		NE				TX	7,711	7,711	
IA				NF				UT			
ID				NH				VA	3,172	3,212	
IL				NJ				VT			
IN	4,637	4,637		NM				WA			
KS				NS				WI			
KY	13,013	13,512		NT				WV	6,667	6,667	
LA	8,019	7,940		NV				WY			
MA				NY							
TOTAL 100% FLEET MILES									100,000	101,223	

3. Period Audited September 1, 1974 thru August 31, 1975 Total Miles All States 101,2234. No. of Tractors Apportioned 2 No. of Trucks Apportioned 1 No. of Trailers Apportioned 25. Remarks and Recommendations Records maintained in good order, all miles easily traceable to vehicle movements.6. Date 4-20-77

Signature _____

EXHIBIT 4

NAME OF APPLICANT Keep on Trucking Lease Co., Inc.
 BUSINESS ADDRESS 110 Green Cross Street
 CITY, STATE Nashville, TN



INTERNATIONAL REGISTRATION PLAN
 LICENSING BASE SCHEDULE

APPORTIONED ACCOUNT #: 00711
 ORIGINAL
 SUPPLEMENT NO. _____

UNIT NO.	Arkansas	Kentucky	Missouri	Texas	Virginia						
2112	73,280	80,000	73,280	30,000	76,000						

(* Must contain the required weight identification (GVW, MIN, MAX, etc.) for that jurisdiction, and this weight will be shown on the IRP cab card for the jurisdiction listed.

NOTE: If an entry for jurisdiction is missing, it is assumed that the unit is not licensed to operate in that jurisdiction and no entry for that jurisdiction will appear on the cab card for that unit.

SUPPLEMENT

TO

INTERNATIONAL REGISTRATION APPLICATION

NAME OF APPLICANT
Keep on Trucking Lease Co., Inc.

BUSINESS ADDRESS (WHERE RECORDS ARE MAINTAINED)
110 Green Grass Street

CITY COUNTY STATE ZIP CODE
Nashville, Davidson TN 37200

MAILING STREET ADDRESS
P. O. Box 292

CITY COUNTY STATE ZIP CODE
Nashville Davidson TN 37200

LICENSE YR 1977 FLEET ID N/A ACCOUNT NO 00711 PAGE 1 of 1

PERSON TO CONTACT REGARDING APPLICATION
Ron Smith

CITY STATE PHONE NO
Nashville, TN 615/741-1071

STATE OFFICE USE

JURISDICTION USE

1. STATE	2. OWNER'S EQUIP. NO.	3. YEAR	4. MAKE OF VEH.	5. VEHICLE IDENTIFICATION NUMBER	6. TYPE	7. AXLES	8. MODEL NUMBER	9. UNLADEN WEIGHT	10. FUEL	11. GROSS WEIGHT	12. COMB. GROSS WEIGHT	13. PURCHASE PRICE OF VEHICLE	14. DATE OF PURCH.	15. NAME OF LESSOR	16. TITLE NUMBER	17. LICENSE PLATE NO.	18. FEES
TN	2112	77	Ken	K12 591 977	TT	3	K125	14,500	D	42,000	73,280	37,500.00	4-77	Steve Wright 500 Leaderick St. Nash.	20051977	1977-PX	

DELETIONS

1. ORIG. OR SUFF. NO.	2. OWNER'S EQUIPMENT NUMBER	3. YEAR	4. MAKE OF VEH.	5. VEHICLE IDENTIFICATION NUMBER	6. GROSS WEIGHT	7. APPORT. LICENSE NO.	8. REPLACEMENT EQUIPMENT NO.	9. REASON REMOVED
Orig.	2112	70	Ken	K12 595 268	73,280	1977-PX	2112	Replaced



STATE OFFICE USE ONLY	
TOTAL FEES THIS SUPPLEMENT	
MILEAGE PERCENT	.08100
DOLLAR PRORATION	
CAB CARDS	2.00
Re-Assignment	1.00
TOTAL FEES DUE	3.00

The undersigned, under oath, swears under penalty of perjury that the information furnished in this application and the attached schedules are true and correct.

Ron Smith President
SIGNATURE TITLE

SUBSCRIBED AND SWORN TO BEFORE ME

This 18th Day of April 19 77

CODE KEY

TOTAL NUMBER OF UNITS ADDED	1	TYPE		FUEL
TOTAL NUMBER OF UNITS DELETED	1	TT - TRUCK TRACTOR	TL - TRAILER	D - DIESEL
		TR - TRACTOR	TS - TRAILER (SEMI)	G - GASOLINE
		ST - SINGLE TRUCK	BS - BUS	P - PROPANE
			CG - CONVERTER GEAR	

INTERNATIONAL REGISTRATION PLAN APPORTIONED CAB CARD

OPERATOR (<input type="checkbox"/> LESSEE <input type="checkbox"/> LESSOR)		LICENSE PLATE NO.	
STREET ADDRESS		CITY	STATE
OWNER (LESSOR)		CITY	STATE
UNIT NO.	YEAR	MAKE	VEHICLE IDENTIFICATION NO.
FILE NO.		TITLE NUMBER	
EMPTY WEIGHT	GROSS WEIGHT	% FACTOR	
FUEL	APPORTIONED	DATE REGISTERED	

EXPIRES _____

VEHICLE DESCRIBED HEREIN HAS BEEN PROPORTIONALLY REGISTERED BETWEEN THE STATE OF _____ AND OTHER JURISDICTIONS AS SHOWN BELOW.

1	2	3	4
5	6	7	8
9	10	11	12
13	14	15	16
17	18	19	20
21	22	STATE	23 LOGO
25	26	27	28
29	30	31	32
33	34	35	36
37	38	39	40
41	42	43	44
45	46	47	48



SEE REVERSE SIDE

ANSI D-19.4
UF-9

SUGGESTED LEGISLATION

by

COUNCIL OF STATE GOVERNMENTS

(Model Enabling Legislation)

INTERNATIONAL REGISTRATION PLAN

The International Registration Plan (IRP) is an operational system for the payment of commercial interstate vehicle registration fees on the basis of fleet miles operated in the various participating member jurisdictions. The Plan, developed by the American Association of Motor Vehicle Administrators (AAMVA), now has twenty-one jurisdictions participating in the reciprocal agreement. The unique feature of the Plan is that a vehicle registered under the Plan is required to have only one license plate and one cab card to operate in each participating member jurisdiction.

Since the Plan, in essence, provides for discounting registration fees on a fleet mileage percentage basis, it is essential that a jurisdiction which desires to participate in IRP be endowed with proper authority to join and to register commercial vehicles for less than the full registration fee. In addition, it is imperative that the enabling legislation for entry into the Plan clearly indicate that, in areas of possible conflict between other provisions of a jurisdiction's statutes, the provisions of the Plan will prevail.

The proposed model International Registration Plan enabling legislation was drafted by the Legal Services Committee of AAMVA. It authorizes a jurisdiction to enter into reciprocal agreements for the registration of commercial vehicles on a mileage apportionment basis. In effect, the proposed legislation authorizes a jurisdiction to become a member of the International Registration Plan, or such other designation as may be given to it. Central to such membership is the authority provided in this legislation to make and enforce rules and regulations to carry out the provisions of IRP.

The suggested legislation also specifies that where provisions of the Plan, or rules and regulations issued under it, differ from other registration laws of the jurisdiction, the provisions of the Plan, or rules and regulations issued under it, shall prevail. In summary, the proposed legislation constitutes complete authority for the registration of commercial vehicles, including the registration of fleet vehicles, upon an apportionment basis without reference to or application of any other statute.

The American Association of Motor Vehicle Administrators and the Council of State Governments have worked together closely and cooperatively for many years. Both organizations are dedicated to the development of intergovernmental mechanisms, of which the International Registration Plan is a good example, for the purpose of smoothing out interstate and international administrative procedures. The following suggested legislation should add effectiveness to the already proven utility of IRP. The time has come to regularize, standardize and enhance the number of jurisdictions that participate in the agreement.

Suggested Legislation

(Title, enacting clause, etc.)

1 Section 1. Notwithstanding any other provisions set forth as pre-
2 scribed by statute [or other appropriate reference], the Commissioner of
3 Motor Vehicles [or other designated official or body] is hereby authorized
4 and empowered to enter into reciprocal agreements on behalf of this
5 [State, Province or other jurisdiction] with the duly authorized repre-
6 sentatives [or authorities] of any State of the United States, the District
7 of Columbia, or a State or Province of a foreign country, or a territory
8 or possession of either the United States or of a foreign country, pro-
9 viding for the registration of vehicles on an apportionment or allocation
10 basis.

1 Section 2. In exercising the authority granted herein, the Commis-
2 sioner [or other designated official or body] is expressly authorized
3 and empowered to enter into and to become a member of the International
4 Registration Plan, or such other designation that may, from time to time,
5 be given to such Plan, developed by the American Association of Motor
6 Vehicle Administrators.

1 Section 3. The Commissioner [or other designated official or body]
2 is further authorized and empowered to promulgate and to enforce such
3 rules and regulations as may be necessary to carry out the provisions
4 of the International Registration Plan or any other agreement entered
5 into under the authority herein set forth [or other appropriate reference].

1 Section 4. If the Commissioner [or other designated official or
2 body] enters into the International Registration Plan or into any other
3 agreement under the authority herein set forth [or other appropriate

4 reference], and if the provisions set forth in said International
5 Registration Plan or other agreements are different from provisions
6 prescribed by statute [or other appropriate reference] or any rules
7 or regulations promulgated by the Commissioner [or other designated
8 official or body] pursuant to the authority granted hereunder to the
9 Commissioner [or other designated official or body], then the agreement
10 provisions shall prevail.

1 Section 5. The provisions set forth herein [or other appropriate
2 reference] shall constitute complete authority for the registration of
3 vehicles, including the registration of fleet vehicles, upon an appor-
4 tionment or allocation basis without reference to or application of
5 any other statutes of this [State, Province, or other jurisdiction].

1 Section 6. [Insert effective date.]

PRESENTATION

by

Douglas A. Hughes
Director
Department of State Laws, Taxation & Reciprocity
American Trucking Associations, Inc.

before the

IRP Orientation Conference
San Francisco, California

April 18, 1977

Many industries in these United States are relatively homogeneous. . .one company within the industry functions much like other companies within the group. As a result, anyone understanding the operations of one firm has a pretty good understanding of the entire industry.

Our nation's trucking industry, however, is quite different in that truck operators serving different shippers use different types of operations. Common carriers operate differently than contract carriers or private carriers. . .irregular route carriers use different methods than regular route carriers. . . household goods carriers operate differently than oilfield carriers. These variations, in fact, reflect the entire spectrum of differences that you'll find in America's diversified economy. The relevance here today is simply that a single national plan for defining

relationships between different state motor vehicle registration systems must respond to these variations within the trucking industry. . .as well as to regional differences. . .if national uniformity is, indeed, to be achieved giving the truck operator the necessary flexibility to meet our freight transportation needs.

We believe that the International Registration Plan is such a program and we endorse its adoption in all contiguous jurisdictions.

The Plan recognizes that some truck operators own their own equipment while others lease their equipment and still others lease their equipment with drivers.

The Plan recognizes further that the relationships within the household goods segment of the industry are unique and, accordingly, special provisions in the Plan allow these operations.

The Plan also recognizes the various fleet operations that may be conducted within any single motor carrier firm and allows that carrier flexibility to register his equipment in several different fleets.

And the Plan recognizes the truck operator's need to control administrative cost and allows for multistate apportioned fleet registration with a single plate and a single cab card.

But. . .the experienced observer might say, what relevant differences exist between the western Prorate Agreement and the IRP that would lead to your supporting the IRP over our operational program in the western states? This is a valid question deserving of our attention.

To fully understand our industry view of the question requires that it be placed in its proper historic perspective. Following the second world war

aggressive highway program led to the need for additional highway user revenues in many states which, in turn, led to registration and reciprocity problems among and between the several states. In the southeastern states the reaction to the problem was creation of the Multistate Reciprocal Agreement in 1949 which, effectively, granted interstate reciprocity to vehicles registered in their proper base state (which precluded vehicles from gravitating to the lower-fee states). In other parts of the country the problem led to third structure taxes on motor carrier operations.

In many western states, however, the basing point solution would not solve the funding problem where highways had to be built over great distances and the resident commercial vehicle population was relatively small. A "fair share" of each registration dollar paid by truck operators from out-of-state have had to be

id to these western states if (a) a third structure tax was to be avoided and (b) an aggressive highway program was to be conducted within the state.

Proportional registration systems were the answer for these western states which, with no previous blueprint to follow, forged the provisions of the Uniform Proration & Reciprocity Agreement among most western jurisdictions which, even today, is operable among its 22 signatory jurisdictions having weathered over 20 years of operational experience!

In the late 1960's the trucking industry recognized that a uniform national plan was necessary if we were to have the future flexibility necessary for our expanding operations. We also recognized that some form of proportional registration would have to be the cornerstone in such a plan if it would have any

acceptability among the western states.

The existing western agreement, however, was avoided due to the multiple identification requirements. plates, decals and cab cards from each state for each vehicle. . . .and the multiplicity of individual state exceptions to the plan. The western plan, for example, consumes 11 pages in our reference publication BULLETIN ADVISORY SERVICE. State exceptions to the plan consume over 25 pages in the same publication! If the western plan were adopted on a nationwide basis the exceptions would, at this rate, consume about 60 pages! An examination of the IRP booklets which you each have. . . published in exactly the same format. . . will show the IRP requiring 12 pages and the state exceptions requiring less than 3 pages!

The identification devices, as mentioned, also create problems for the carrier with equipment operating

in several states. When each state returns the identification device to the carrier. . .and they do so under different schedules. . .each unit must be found and the device attached. Recognizing the personnel costs which we all incur today, these costs are high; as high as \$15 per unit per device merely to find the vehicle which normally is operating on the highway and affix the device! If 50 states operated under such a plan many carriers would need 50 devices on each unit! The costs and complications would be enormous.

So. . .we in the trucking industry opted to take the western experience with your existing plan. . . extract the best features and (hopefully) discard the worst features. . .and develop a new plan in concert with the AAMVA.

The trucking industry endorses the International Registration Plan and urges each state represented here today to consider joining the Plan. We do NOT, however,

commend a wholesale joining of all states without careful consideration. Careful consideration is recommended because we don't want any state to join the Plan expecting certain results and finding a different package of results, perhaps disappointing results, 18 months later. Today the IRP is the largest such plan in existence governing 462 state-to-state relationships. The western prorate agreement governs 306 state-to-state relationships and the Multistate Reciprocal Agreement governs 168 such relationships.

Today we ask that you learn about the Plan and, with the advise of your individual state trucking association, study the Plan in the coming months to determine its value to your residents and industry with an eye towards participation in the near future. After all, the broadest possible operating flexibility in the trucking industry serving your state is a key factor towards future economic development.

REMARKS OF RUTH RACKERS
ASSISTANT SECRETARY
MISSOURI RECIPROCITY COMMISSION
INTERNATIONAL REGISTRATION PLAN
ORIENTATION CONFERENCE
DUNFEY'S PARKER HOUSE
BOSTON, MASSACHUSETTS
MAY 12, 1977

COMPARISON OF IRP WITH OTHER

INTERSTATE COMPACTS

First, I want to say that it is a pleasure and distinct privilege to be here and have the opportunity of saying a few words.

Being a Missourian and from the "Show Me" state we seem to be a first when trying to coordinate agreements. Back in 1960 we were the only state to be a party to the Uniform Compact and the Multistate Agreement. With the birth of the International Registration Plan, of course, we had to be a first in all three interstate agreements.

I am going to start today with the simple definition of reciprocity: simply stated, "You can drive your vehicles in and through my state if I can drive my vehicles in and through you state". This is the concept followed by the Multistate Reciprocal Agreement. Prorate is defined as: To divide or distribute proportionally which applied to both the Uniform and International Registration Plan.

I would at this time, like to take a minute and explain the various types of interstate agreements.

MIRROR

The purest form of reciprocity is, of course, the automatic and complete type of reciprocity on all fees and taxes. It is considered more of a right than a privilege.

Automatic reciprocity granted only to vehicles operated by residents of the other jurisdictions might result in no reciprocity at all for some carriers.

The same thing is true where automatic reciprocity is extended to vehicles properly registered in another jurisdiction, when properly registered is not defined.

Some states grant reciprocity to a corporation only if its vehicles are licensed in the state where it is incorporated. This also proves to be impractical, particularly for those firms which are physically located miles

from the state of incorporation but incorporate in a particular Eastern state noted for its favorable laws on incorporation.

Under automatic reciprocity, there is no need for agreements, formal or informal.

BILATERAL

Many states have entered into written agreements or arrangements with other states. Under this type of bilateral reciprocity, the officials of two states will get together and spell out in definite terms the extent of the reciprocity and the specific exemptions.

These agreements also vary. Some cover only residents of the other states or those having a principal place of business there. Some specify vehicle, others specify owners and some are limited to owners incorporated in the other state.

Bilateral agreements do permit a measure of discretion in seeing that the intent of the law is carried out.

Finally, there is another method to accomplish reciprocity under which several states enter into a mutual agreement. Such agreements are the Multistate Reciprocal Agreement, the Uniform Vehicle Registration Proration and Reciprocity Agreement and the International Registration Plan.

I will first explain the Multistate Reciprocal Agreement (formed in 1948) since it is one of a kind and employs the "Basing Point Theory" and operates on the principle that reciprocal benefits and privileges should not be limited or restricted to the single residence, single place of business, or situs of incorporation.

The two prime factors in granting reciprocity under the agreement are: (1) where or in which jurisdiction does the vehicle have a base? and (2) is the vehicle properly registered and/or licensed in the same contracting jurisdiction?

The term base shall mean the place where the vehicle is most frequently dispatched, garaged and serviced, maintained, operated or otherwise controlled, or in the case of a fleet vehicle, the jurisdiction to which it is allocated for registration under statutory requirements. The owner of the vehicle or the carrier operating the vehicle shall designate the jurisdiction in which

he considers the vehicle based, but such carrier must have a place of business at such location and must use the vehicle in connection with such place of business.

If any vehicle is located in or operated from a base in the jurisdiction other than that in which originally registered for a period of 30 days, it shall be conclusively presumed that the base has been changed, and the owner of the vehicle or the carrier operating the vehicle shall be required to register such vehicle in the jurisdiction in which the vehicle is last located.

I might add that proving a change of base can be rather difficult. It seems that this would mean the vehicle would have to be based and operated from a definite jurisdiction for thirty days to change the base. If this vehicle operates in several states, or all the states in this thirty-day period but does not stay in one state for thirty days, you cannot pick out a jurisdiction to base it in and require it to be registered there. If you use the jurisdiction in which the vehicle was last located, you need to prove it had been based there thirty days.

Maintaining a place of business in one of the member jurisdictions to the agreement entitles the owner to operate a vehicle properly licensed in that jurisdiction between it and the other (15) jurisdictions. Maintaining a place of business or terminal in more than one jurisdiction requires the operator to license or allocate a portion of his interstate fleet to those jurisdictions.

This agreement only provides for operations in interstate commerce and only interstate movement of vehicles operating in interstate commerce. None of the jurisdictions in the agreement grant reciprocity to vehicles operating in intrastate commerce, but some recognize intrastate movement of vehicles licensed in another jurisdiction and performing intrastate commerce.

Under this concept no monies are paid other member jurisdictions for the use of its highway system.

Basically, the Multistate Reciprocal Agreement is a very informally written document and is exceedingly brief. Parties to the agreement usually meet once a year to work out their mutual problems.'

Now I would like to discuss the first Proration Agreement.

In 1956, a group of Western states developed a new concept which was not reciprocity, but is a method of registering vehicles to permit their uninterrupted movement through the states. This compact goes by the name of Uniform Vehicle Registration Proration and Reciprocity Agreement and follows the basic premise of license reciprocity in that not more than one registration should be required to be purchased for each vehicle.

Proportional registration or proration simply means proportionately licensing vehicles in all member jurisdictions in which they are used. According to this theory, each jurisdiction receives that percentage of a vehicle's registration fee to which it is entitled. Member jurisdictions arrive at the proper registration fees by a "dollar proration" system. This system provides that regular base license plates be issued to the fleet vehicles by the jurisdiction(s) in which they are actually based and a proportionate amount of the total fleet registration fees be paid to each member jurisdiction through which the fleet operates.

Base is construed as the state where it is "most frequently dispatched, garaged, serviced, maintained, operated or otherwise controlled." You will note this is the same definition as used by Multistate Group. Since the base is determined by physical operating characteristics, a fleet operator may have all of this vehicles based in a single state or he may base vehicles in several states.

A "Fleet", under this agreement, is three (3) or more commercial vehicles, two (2) of which are power units, and all of which travel in more than one jurisdiction. Those operators not having a fleet are permitted to operate on license reciprocity.

Exceptions to this fleet definition have been filed and approved by member jurisdiction whereby there is no longer any consistency as to this fleet definition.

Basically, the prorated system operates as follows:

1. The interstate operator lists on a prorated application each fleet vehicle and the information required for registering that vehicle in each of the member jurisdictions to which the application is to be submitted.
2. A computation is made for each jurisdiction, using each respective jurisdiction's registration fee schedule, to determine the total fees that would be due if all the fleet vehicles were to be licensed in each one of the member jurisdictions.
3. The operator includes in the application the total number of fleet miles operated in each of the jurisdictions and a total of all miles traveled by the fleet in all jurisdictions, during a twelve month period ending August 31st. Then for each jurisdiction, the operator computes the percentage of total miles which were operated by his fleet in that jurisdiction during the previous year.
4. This percentage is then applied to the total cost of registering his fleet in that jurisdiction and the result is known as the "prorated dollar", which is that jurisdiction's share of the fleet operator's registration fees.

It is possible under pure proration for a carrier to pay only a portion of his full registration obligation. This could happen when a carrier operates in both prorated and reciprocity states. A carrier, for instance, may operate 50% in prorated states and 50% in reciprocity states. He pays 50% of the cost of full registration in the prorated states and operates under reciprocity in the other states because they extend reciprocity on his base license plate. Some

prorate states are satisfied as long as they are receiving their fair share of the fee. Other states have developed a formula to insure that their base plated carriers pay 100% registration fees by taking credit for all miles operated in reciprocity states. These miles are added to the miles actually operated in the base states and gives the base state a larger instate mileage and a larger fraction of the total. This larger percentage is justified by the base state on the grounds that it issues state plates to all carriers based there and they receive reciprocity from non-prorate states on those plates. The same formula holds true under the IRP.

Under proration, only the registration and annual fees are used in computation. Mileage taxes, or other third structure taxes, computed on a mileage or gross receipts basis are extra.

When the fleet owner has filed his proration application with each member jurisdiction in which he operates and has paid the jurisdictions their "prorate dollar", most jurisdictions in the compact issue a "decal sticker" and "cab card" to the operator, for each fleet vehicle included in the prorate application. The owner then displays the decals on each of the fleet vehicles on a "prorate backing plate", which signifies to enforcement personnel that registration fees have been paid and the vehicle is permitted to operate in that jurisdiction.

There are a few member jurisdictions that do not issue the decal stickers; however, all members require that a cab card be carried to identify the vehicle as part of a prorate fleet.

As mentioned earlier, a base license plate is issued by the jurisdiction in which the vehicle is based, and serves as a means of identifying the vehicle to the owner; however, the base or home jurisdiction does not receive full registration fees for the plates, but only their proportional share of the

orate dollar. Since an operator's registration fees are proportionately divided among the member jurisdictions, not much emphasis is attached to the base license plate other than for identification purposes.

The proration agreement states that prorated vehicles are fully licensed for all operations in the state. However, some states have adopted variations on the agreement. Some recognize a proportionally registered vehicle as fully registered for all types of operation - interstate and intrastate - provided the carrier has proper operating authority; other states recognize only interstate operations and those intrastate operations incidental to such interstate operations; some recognize only interstate operations (B.C.).

The Uniform Vehicle Registration Proration Reciprocity Agreement is a formal contract and sets forth, in detail, the provisions of the agreement. It is important that member jurisdictions' laws contain statutory authority for the reciprocity officials to act in behalf of their jurisdictions in administering proportional registration. It is, also, important that uniformity of proportional registration laws exist among the member jurisdictions.

The last, but in my opinion most important agreement, is known as the "International Registration Plan".

I would at this time like to take a few minutes to give a little background of IRP. The plan is a project of the American Association of Motor Vehicle Administrators. It was developed by an Ad Hoc Committee of administrators from each of the four AAMVA regions, together with representatives from all segments of the truck and bus industry.

At the time AAMVA adopted the Ad Hoc Committee Report, in 1973, it was only a policy plan of the Association. Following adoption by the Association at their annual meeting in Miami, it became a binding contract among the signator jurisdictions. Each jurisdiction that has signed the adopting resolution had the statutory authority to become a party to the agreement.

At the outset of the Ad Hoc Committee's efforts to draft a Uniform Reciprocity Agreement that would be acceptable to all jurisdictions and industry, it realized that it would be an impossible task to draft a plan that would be totally compatible with all existing jurisdictional statutes. Thus, the committee adopted the principle or concept that it would draft the most equitable and acceptable plan possible and subsequently recommend that all jurisdictions amend their respective statutes if in conflict with the Plan. However, realizing that statutory revisions take time, the Plan was drafted to provide for exceptions under certain controlled conditions. For example, the plan provides that no exceptions shall be taken to the concepts of a single registration plate, a single registration (cab) card and the ability to perform both interstate and intrastate vehicle movements. To further control the exceptions in the interest of uniformity, the Plan provides that any jurisdiction desiring to file an Exception must have the approval of all signator jurisdictions. Thus, through this process, one must conclude that all signators are bound by the provisions of the contract, including approved exceptions. This is essentially the same procedure followed under the Uniform Agreement for filing exceptions.

Exceptions thus far have been limited to trailers when split fee states are involved or their fee structure is other than a combined gross weight factor. Also, the prorating of auxiliary axles, converter gears and dollies are required by . Even though Missouri does not register auxiliary axles, converter gears or dollies, this is statutorily required by some jurisdictions. Several jurisdictions require vehicles operating on their highways without being proportionally registered, as required by the Plan, or temporarily registered to pay their jurisdiction's registration fees plus any applicable penalties.

This Plan embraces the same basic concept of interstate registration as employed by the Western Prorate States; that is, registration fees are apportioned by the interstate operator to each member jurisdiction into which

operates, based on the percentage of miles traveled.

Under the International Registration Plan, the interstate operator is required to file a uniform application with the administrator in the jurisdiction in which he is based. The base jurisdiction administrator, in turn, issues a base "apportioned" license plate and cab card. The base plate and cab card are the only identification or credentials required to qualify the operator to operate interstate or intrastate in member jurisdictions. The cab card will list those jurisdictions to which the operator has apportioned his registration fees.

The base administrator is provided with two options in regard to processing the applications with respect to collecting apportioned fees and issuance of base plates. By regulation, the administrator may postpone the payment of fees until the application has been audited and the fees computed, or the operator may be required to submit the apportioned fees with the application. The second option is that the administrator may withhold the issuance of the base plates and cab cards until he has received evidence from other member jurisdictions that the operator has paid the proper apportioned fees due such jurisdictions.

The Plan is specific in requiring that all member jurisdictions must comply with three basic concepts embodied in the Plan and they are:

1. Single registration plate;
2. Single registration (cab) card; and
3. Ability to perform both interstate and intrastate vehicle movements.

GENERAL RECIPROCIITY EXCEPTIONS

In summarizing the various existing interstate reciprocity plans, we find that it is necessary to make reference to a few "exceptions to the rule", as applied to certain segments of the trucking industry with respect to bilateral reciprocity agreements or under the Uniform and Multistate Agreements.

Buses, in particular, by nature of their operation, must be able to operate intrastate as well as interstate on a nationwide basis. To acquire this privilege, registration fees are distributed among the various jurisdictions on the basis of a proration application or allocation by mileage.

Another type of operation, which is unique to the trucking industry, is referred to as the "one-way truck rentals". To determine a base for registration on this type of vehicle is virtually impossible, as these vehicles are constantly moving from one state to another. The one-way truck rental industry is currently handling the registration of their vehicles in much the same way that bus registration is handled, in that, registration fees are also distributed through proration and allocation.

Another situation that contradicts the basic rules of reciprocity applies to the household goods carriers. Normally, reciprocity is extended to the "lessee" of a vehicle, but in this case, the "lessor" is responsible for being properly registered in his home jurisdiction. As an example to illustrate the reason for his exception, a local agent for a nationwide household goods carrier contracts to move a load of household furnishings across the United States, but has only authority from his own jurisdiction's regulatory commission to proceed to the state line. In order to complete the interstate move, he must then lease his vehicle to a nationwide carrier that has the proper authority to move interstate, and thus completes the move.

In this case, even though the vehicle has been leased to a possible non-resident and the owner or agent has now become the "lessor", reciprocity is extended nevertheless.

While this is the generally accepted policy for handling "agent-lessors", there are a few jurisdictions that do not extend such privileges and apply reciprocity strictly to the "lessee".

The Uniform Agreement and Multistate Agreement, like the International Registration Plan, combine under one document that which would take many bilateral agreements. Unlike the Multistate Agreement, the Uniform Agreement and International Registration Plan are formally written and are comparatively long. The proportional agreements recognizes the annual registration fee, properly proportioned to use, as the important contribution to each state for the vehicle's use of the road.

All three agreements result in a distribution of registration fees, the proration agreements in a precise mathematical manner and the Multistate Agreement by registration according to where a vehicle is based.

Philosophies may differ over what kind of reciprocity works best but with Missouri's experience under the Multistate, Uniform and IRP, I can honestly say I prefer the IRP.

Why?

First of all, Missouri is getting its fair share of registration fees for the use of its highway system.

Secondly, it simplifies workload since we assume the responsibility of only the Missouri carriers when computing fees due, issuing billings and credentials. Under the Uniform Agreement the industry is on a "scouts honor" system and we must verify that the carrier in fact filed and paid each state they indicated they were to be prorated. If they did not actually pay the other prorate states an adjustment is made to equal 100% registration.

For a carrier based in a Uniform state staff is required to compute fees, bill the carrier, type their credentials and mail the proper credentials upon receipt of payment.

Under the IRP we receive a copy of the recap with check attached, if the other member state is computing fees for the member jurisdictions. All we

nd to do is verify the calculations are correct and deposit the monies received. Under the IRP we do not need to issue credentials since the cab card issued by the base state qualifies the vehicle in all member IRP jurisdictions.

Also the intrastate privilege is very beneficial to industry since many carriers have intrastate operating authority in a state other than where the vehicles are base licensed.

The single vehicle concept eliminates the need to issue Reciprocity Cab Cards to assure all fleet operators have complied with the apportionment requirements. When all the Uniform jurisdictions become a member of IRP, this workload can be eliminated completely.

The one cab card concept is probably the greatest asset to industry since under the Uniform Agreement a cab card or registration receipt is issued to each vehicle by each member jurisdictions. This one card concept again cuts workload since the cards are issued only to vehicles registered in the base state. We have found less credentials are lost or reported stolen, especially when leased operators are involved, since one card could qualify for 21 jurisdictions.

The ultimate goal of the International Registration Plan is for all jurisdiction to belong because of this voluntary choice to participate.

Thank you for coming--I hope it will be a meaningful day for each of you.

REMARKS OF LOUISE KIMBERLING
AMERICAN ASSOCIATION OF MOTOR
VEHICLE ADMINISTRATORS
RESEARCH ANALYST
FACTS, FIGURES, AND FISCAL IMPACT
INTERNATIONAL REGISTRATION PLAN
ORIENTATION CONFERENCE
DUNFEY'S PARKER HOUSE HOTEL
BOSTON, MASSACHUSETTS
MAY 12, 1977

You have seen why the IRP developed, how it developed, how it compares to other interstate commercial reciprocity plans and what the IRP itself is. Joanna Lehane will present considerations to you on enabling legislation. The next step that is increasingly becoming a requirement by most legislatures is a fiscal impact statement.

There are two major studies that I will site concerning the facts, figures, and fiscal impact of the IRP. One is "Effects of Current State Licensing, Permit and Fee Requirements on Motor Trucks Involved in Interstate Commerce", done for the U. S. Department of Transportation by the Midwest Research Institute which I will call the "Midwest Study". The second is the "Truck Registration, Reciprocity and Tax Proration Study of New England States", done for the New England Regional Commission by Vermont Associates which I will call the "New England Study".

In addition to these general studies, a Canadian study is in process and several jurisdictions have begun or completed studies concerning the facts, figures, and fiscal impact of the IRP. Indiana and New York are two. In addition, revenue figures are available from some states.

Let's first examine figures from the Midwest Study in relation to cost savings to the trucker. The potential direct cost savings through the elimination of tax identification permits and in indirect cost savings through a decrease in reporting requirements, could average a minimum of 9.1 dollars to a maximum of 20.5 dollars per vehicle depending on the type and size of carrier.

Time and headaches can also be saved to the trucker by the IRP through

1. Having only one set of identification per vehicle--the one cab card and one plate principle.
2. Reporting requirements being consolidated.
3. Fewer difficulties with enforcement requirements.
4. Only one instead of multiple audits being necessary.

more.....

Now what does the Midwest Study have to say about jurisdictions cost benefits?

It is the study's estimate that IRP's administrative costs are roughly the same overall as prorating. But "quantitative analysis shows that implementation of any system will impact the various states (or jurisdictions) differently with respect to registration tax revenues." However, jurisdictions actually having experience in both, prorate and IRP feel IRP's administrative cost is definitely less.

In addition what the study could not show is that some jurisdiction's overall revenue is increasing. Indeed some jurisdictions expected to lose revenue, joined anyway and actually gained revenue. One in particular expected to lose \$2 million and instead gained \$1½ million. Missouri's tax revenues have gone from just over \$8 million before IRP in 1972 to an estimated \$15 million for 1977--an increase of \$2 to \$3 million per year. Wyoming has also shown increases.

The Midwest Study makes quantitative and qualitative comparisons among the alternatives of nationwide reciprocity, nationwide proration, the possibility of Federal administration and also nationwide apportionment including the IRP. In conclusion, the study compares and assesses the overall characteristics of the alternative systems.

- "1. Nationwide reciprocity of privileges is an unacceptable alternative owing to the inequity of 2nd structure taxes and disruption of 3rd structure taxes.
2. Under either state administered allocation alternative (prorate or IRP) registration revenues in each reciprocity state would be uniquely altered up or down. Though outside the study there is a trend toward improvement in IRP revenues over past systems.
3. Federal administration is the least desirable alternative to administrators.

more.....

4. The study showed that administrative costs of proration and IRP are approximately equal though more evidence shows IRP cost is less."

5. State officials tend to prefer the system currently in effect in their own state, but as an alternative, they prefer nationwide apportionment.

The Midwest Study was completed in 1975. A more recent one, "The New England Study" was completed in 1976. I will just give you a brief summary of this study as it is quite readable and much can be gained through reading the first 59 pages and examining the accompanying exhibits.

A major question this Study examines is how much revenue will each New England State gain or lose as a result of participating in the IRP? Exhibits I-1 through I-11 present formulas for estimating the gain or loss. Again as in the Midwest Study, because the traffic patterns and other factors are different you must take each into account--no one formula is complete or foolproof. This, does provide jurisdictions wishing to make fiscal studies with an idea of how to proceed from here and what information is already available.

In general studies can be made through using the fuel use tax reporting system for based and non-based vehicles in your jurisdiction.

The conclusions that the New England Study reaches are several:

1. The result of the study showed that none of their staff through diligent work could accurately determine everything precisely required to register trucks in each state studied. And as a result, some kind of greater uniformity must be made in that area of the country.

2. Some jurisdictions would receive fewer dollars under the IRP than under current fee structures and under current registration practices. North Carolina, for example, estimated that if they entered into the IRP they would lose a substantial amount. The legislature still agreed to the IRP.

3. Some jurisdictions may gain under the IRP. But those who will lose should reconsider their fee structures "by raising (or lowering as the case may be) registration charges; each state can adjust its registration revenue to result in the same or similar amounts as it now collects. The trucking industry is not ecstatic about having to pay higher registration fees in any state or province but after having consulted several members of the trucking industry, we have noted the feeling that if they could have a choice, they would pay higher registration if they felt that there would be less red tape as a result."

4. Another recommendation is that "enabling legislation be passed in those states not already having done so that will provide the Motor Vehicle Commission the authority to enter the IRP."

5. And finally that "After having examined closely other plans and methods of attempting uniformity regarding the trucking industry as well as the IRP, the staff agrees that the IRP is probably the best and most fruitful attempt at organizing the individual state regulation..."

The New England Study clearly pointed out that the IRP is the best choice.

As I mentioned previously, individual jurisdictions are doing studies. Indiana did it through a questionnaire distributed to all holders of Indiana Motor Fuel Road Tax Permits and obtained a good number of responses. New York is considering the development of a mathematical model for estimating the impact of IRP on their revenue.

If you feel the need to make a study for your own jurisdiction, I feel it could be of great value to you to obtain the Midwest and New England Studies. They won't give you pat answers but may give you good ideas. Also I don't like taking a lot of this material out of context from the whole studies. As stated in the Midwest Study the individual characteristics of the jurisdiction such as traffic patterns and

more.....

loads must be considered. Nonetheless several jurisdictions are already gaining revenue and others will not lose with proper adjustments.

Quantitatively and qualitatively all jurisdictions, all industry both the United States and Canada can gain through this chance for cooperation.

Please contact me in AAMVA's headquarters in Washington if I can be of service to you and your consideration of any aspect of the IRP.

Thank you.

IRP ORIENTATION CONFERENCE
REMARKS OF R. W. TOWNSLEY, AAMVA PRESIDENT
"HISTORY AND BACKGROUND OF RECIPROCITY AND THE IRP"
MAY 12, 1977 - PARKER HOUSE
BOSTON, MASSACHUSETTS

I AM NOT TOO SURE WHETHER IT WAS MY AGE, TENURE AND/OR EXPERTISE THAT LED THE FACULTY OF THIS CONFERENCE TO THE CONCLUSION THAT THE TOPIC OF MY REMARKS SHOULD RELATE TO HISTORY. HOWEVER, MY ASSIGNED TOPIC IS "THE HISTORY AND BACKGROUND OF RECIPROCITY AND THE IRP."

BACK IN 1958, WHEN I WAS APPOINTED CHIEF OF REGISTRATION, I RECOGNIZED THE IMMEDIATE CHALLENGE THAT I SHOULD LEARN ALL I COULD ABOUT INTERSTATE RECIPROCITY. I CAN REMEMBER GOING BACK TO THE OFFICE AT NIGHT, SO AS TO HAVE THE IDEAL STUDY CONDITIONS TO READ AND UNDERSTAND ALL I COULD ABOUT THE SOUTHEASTERN BASING COMPACT, THE WESTERN PRORATE COMPACT, AS WELL AS THE VARIOUS BILATERAL RECIPROCITY AGREEMENTS SUCH AS WE STILL MAINTAIN HERE IN THIS AREA OF THE COUNTRY.

IN 1960, AFTER BECOMING DIRECTOR OF THE TEXAS MOTOR VEHICLE DIVISION, AS I PARTICIPATED IN THE RECIPROCITY COMMITTEE WORKSHOPS AND CONFERENCES OF THE AAMVA, I WAS CONTINUOUSLY BEING INVITED BY MY GOOD FRIENDS, LIKE ELMER BROWN IN CALIFORNIA, AND MURRAY CHAPPELL IN GEORGIA, TO JOIN THEIR RESPECTIVE COMPACTS. I CAN REMEMBER ABOUT THAT TIME, JUDGE FRANK EWING OF MISSOURI DECIDED THAT MISSOURI

SHOULD JOIN BOTH COMPACTS. LATER, I ASKED THE JUDGE IF TEXAS SHOULD DO THE SAME, AND HIS ANSWER WAS, "HELL, NO, BOB, GET IN ONE CAMP OR THE OTHER!"

AT THAT TIME, MY EVALUATION OF THE TWO COMPACTS LED ME TO FAVOR THE FREE RECIPROCITY CRITERION OF THE BASING COMPACT. WESTERN PRORATION WAS MUCH TOO EXPENSIVE TO ADMINISTER. HOWEVER, WE COULD NOT OVERLOOK WHAT HAPPENED TO US IN 1956, WHEN OUR NEIGHBORING STATE, NEW MEXICO, CANCELLED RECIPROCITY AND OFFERED PRORATION AS THE ONLY ALTERNATIVE TO DOUBLE TAGGING FOR OUR TEXAS TRUCKERS.

SINCE THESE EARLY DAYS OF DEBATE AS TO WHICH WAS THE BETTER OF THE TWO CONCEPTS, WE HAVE, IN MY OPINION, FOUND THE BEST POSSIBLE PLAN, WHICH -- AS A MATTER OF FACT -- EMBRACES THE TWO MAJOR CONCEPTS FROM EACH AGREEMENT THAT HAS HELD THE TWO APART FOR SO MANY YEARS. TAKE THE ONE-PLATE ONE-CAB-CARD PER VEHICLE CRITERIA, AS USED IN THE SOUTHEAST, AS WELL AS THE SEVERAL "FREE INTERSTATE RECIPROCITY" TYPE AGREEMENTS HERE IN THIS AREA, AND COMBINE IT WITH THE PRORATE CONCEPT OF THE WEST, CALL IT APPORTIONMENT (NOT ALLOCATION OR PRORATE) AND NAME IT THE INTERNATIONAL REGISTRATION PLAN (IRP).

AT THE AAMVA ANNUAL INTERNATIONAL CONFERENCE, HELD IN KANSAS IN 1972, THE PLAN, AS DEVELOPED AT THAT TIME, WAS PRESENTED IN THE RECIPROCITY COMMITTEE. THE AAMVA STANDING COMMITTEE ON LEGAL AFFAIRS HAD STUDIED THE PAPER AND REPORTED THAT MUCH WORK NEEDED TO BE DONE BEFORE THE PLAN COULD BE ADOPTED. HOWEVER, THE EFFORTS

OF THOSE THAT HAD WORKED ON THE PROPOSAL -- INCLUDING HARRY BOOT OF THE AMERICAN TRUCKING ASSOCIATIONS (ATA) -- WERE NOT IN VAIN, BECAUSE IT WAS AT THIS CONFERENCE THAT THE AAMVA, THROUGH ITS "LEGISLATIVE PROCESS", ADOPTED THE "CONCEPT OF PRORATION OR APPORTIONMENT OF REGISTRATION FEES FOR TRUCKS AND BUSES OPERATING IN INTERJURISDICTIONAL COMMERCE."

IN ADDITION, A PART OF THE RESOLUTION WAS THAT THE ASSOCIATION PRESIDENT APPOINT AN AD HOC COMMITTEE TO FURTHER DEVELOP THE PLAN AND REPORT ITS FINDINGS TO THE NEXT AAMVA ANNUAL CONFERENCE. THE AD HOC COMMITTEE WAS APPOINTED, WITH EQUAL REPRESENTATION FROM EACH OF THE FOUR REGIONS. THE CHAIRMAN OF THIS COMMITTEE WAS MR. TOM WIDERMAN FROM THE STATE OF MARYLAND. TOM PROVIDED OUTSTANDING LEADERSHIP DURING THE FOUR MEETINGS THAT YEAR AND SHOULD BE REMEMBERED AS ONE OF THE FRAMERS OF THE PLAN ITSELF.

IT IS A MATTER OF AAMVA LEGISLATIVE HISTORY THAT AT THE ANNUAL CONFERENCE OF THE ASSOCIATION IN 1973, HELD IN MIAMI BEACH, FLORIDA, THE INTERNATIONAL REGISTRATION PLAN WAS ADOPTED. NINE STATES SIGNED THE ADOPTING RESOLUTION. I TAKE A GREAT DEAL OF PRIDE IN SAYING TO YOU THAT THE STATE OF TEXAS WAS ONE OF THE "CHARTER MEMBERS" OF THE IRP.

TODAY, 21 JURISDICTIONS HAVE JOINED THE PLAN, AND IT IS EXPECTED THAT ANOTHER FIVE WILL BE IN BY 1978. INCIDENTALLY, AFTER THE 1972 KANSAS CONFERENCE, IN WHICH THE AAMVA ADOPTED THE CONCEPT OF

PRORATION OR APPORTIONMENT, I CAME BACK HOME AND STARTED SIGNING BILATERAL PRORATE AGREEMENTS WITH EVERY JURISDICTION THAT WAS WILLING TO SIGN -- THE FIRST OF WHICH WAS WITH THE GREAT STATE OF CALIFORNIA.

(SEE TEXAS MAP)

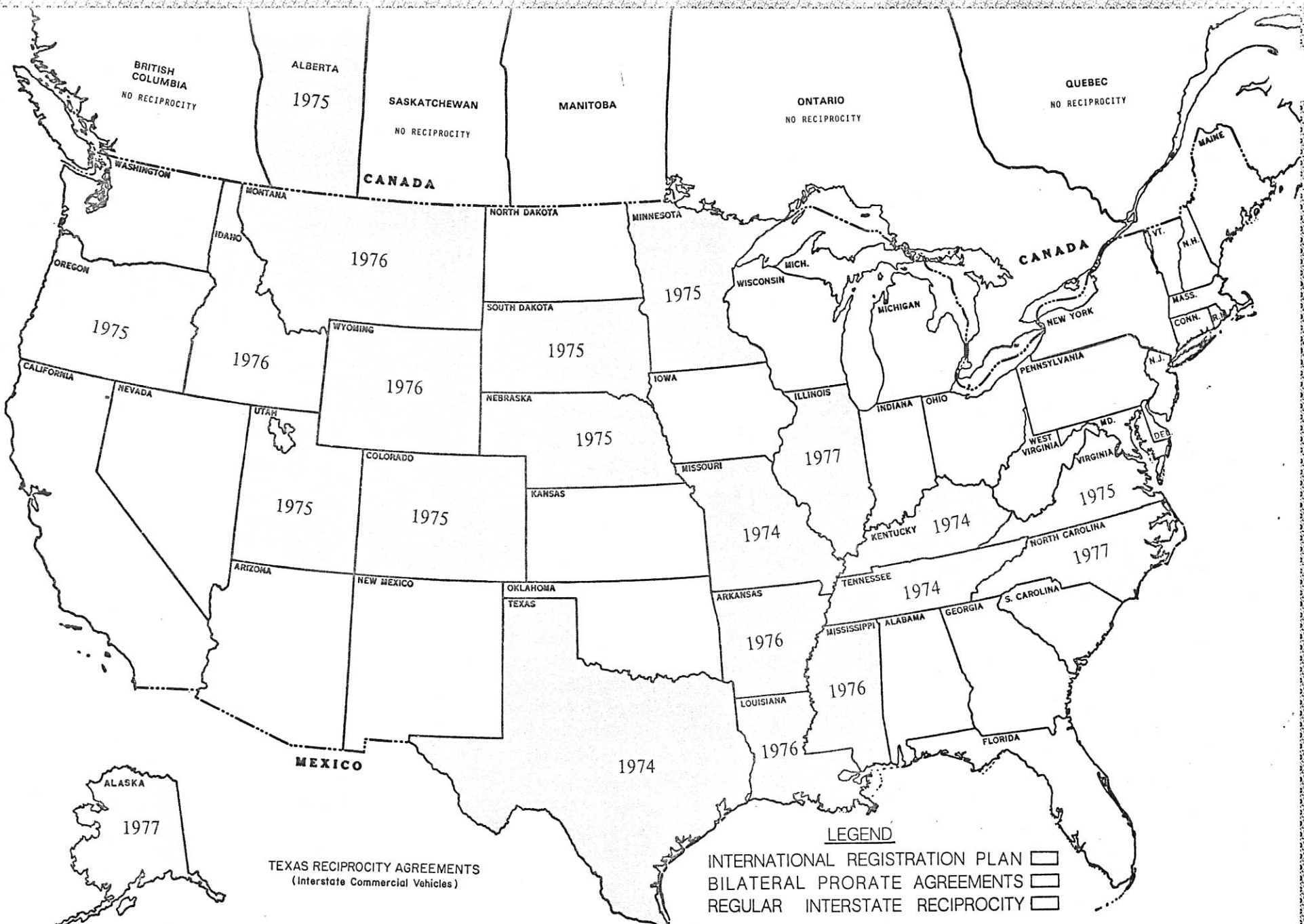
PRIOR TO 1972, I APPOINTED A COMMITTEE ON MY STAFF TO CONDUCT A FISCAL IMPACT STUDY -- A COMPARISON OF THE NUMBER OF MILES TEXAS REGISTERED TRUCKS OPERATED IN PRORATE STATES (PRINCIPALLY WESTERN PRORATE COMPACT STATES) VS. THE NUMBER OF MILES SUCH VEHICLES FROM THESE COMPACT STATES OPERATED IN TEXAS. FROM THE SURVEY, WE CONCLUDED THAT "ON ITS FACE" WE WOULD MAKE MONEY ON SOME STATES, SUCH AS CALIFORNIA, AND LOSE MONEY ON OTHERS, SUCH AS NEW MEXICO AND ARIZONA. THE BOTTOM LINE INDICATED SOME LOSS OF REVENUE. TRUTHFULLY, WE HAVE BEEN ON THE MINUS SIDE OF THE LEDGER EVER SINCE WE STARTED, BUT THERE ARE OTHER OFFSETTING FACTORS THAT LEAVE US IN A POSITION OF SAYING THAT THE PROGRAM IS INDEED WORTHWHILE. FOR EXAMPLE, CONSIDER IF YOU WILL, THE FLEXIBILITY OF THE TEXAS CARRIER IN BEING ABLE TO OPERATE TROUBLE-FREE (INTERSTATE AND INTRASTATE) IN OTHER JURISDICTIONS. THROUGH THE MILEAGE CRITERIA, HE IS TREATED LIKE "HOME FOLKS" IN ALL JURISDICTIONS BECAUSE EVEN THE STATE POLICE KNOW THAT HE IS PAYING HIS FAIR SHARE FOR THE USE OF THE HIGHWAY SYSTEM. THIS FLEXIBILITY ALONE HAS, IN FACT, ATTRACTED NEW INDUSTRY TO OUR STATE THAT HAS, WITHOUT A DOUBT IN MY MIND, OFFSET ANY REVENUE LOSS FROM THE "LEDGER OF ACCOUNTS" POINT OF VIEW.

I, FOR ONE, FEEL THAT EVERY STATE AND PROVINCE MUST DECIDE FOR ITSELF, ALONG WITH ITS TRUCKING INDUSTRY, WHAT TYPE OF RECIPROCITY IT WANTS TO ADOPT. HOWEVER, IT COULD BE THAT AS LONG AS EVEN ONE STATE STANDS UPON ITS SOVEREIGN RIGHTS -- IRRESPECTIVE OF THE DESIRES OF OTHERS -- THE U. S. FEDERAL GOVERNMENT, THROUGH THE CONGRESS, MIGHT DECIDE TO LEGISLATE TO OUR DETRIMENT (I.E., THE STATES, AS WELL AS THE TRUCKING INDUSTRY).

IN CONCLUSION, MAY I SAY WE ARE NOT HERE TO ADVISE YOU WHAT TO DO, IF ANYTHING, ABOUT YOUR OWN RECIPROCITY PROGRAM -- OTHER THAN TO SAY THAT IT IS OUR OPINION THAT THE INTERNATIONAL REGISTRATION PLAN (A PLAN THAT YOU, IN FACT, HELPED DEVELOP) IS THE MOST EQUITABLE RECIPROCITY AGREEMENT AVAILABLE TODAY.

AS STATED IN ARTICLE I OF THE PLAN: ITS PURPOSE IS TO PROMOTE AND ENCOURAGE THE FULLEST POSSIBLE USE OF THE HIGHWAY SYSTEMS THUS CONTRIBUTING TO THE ECONOMIC AND SOCIAL DEVELOPMENT AND GROWTH OF THE JURISDICTIONS.

THANK YOU.



TEXAS RECIPROcity AGREEMENTS
(Interstate Commercial Vehicles)

LEGEND
 INTERNATIONAL REGISTRATION PLAN
 BILATERAL PRORATE AGREEMENTS
 REGULAR INTERSTATE RECIPROcity

OCTOBER 1976

PREPARED BY
 TEXAS DEPARTMENT OF HIGHWAYS
 AND PUBLIC TRANSPORTATION
 MOTOR VEHICLE DIVISION

REMARKS BY FRANK E. SHAW
ILLINOIS VEHICLE SERVICES
INTERNATIONAL REGISTRATION PLAN
ORIENTATION CONFERENCE
DUNFEY'S PARKER HOUSE HOTEL
BOSTON, MASSACHUSETTS
MAY 12, 1977

THE INTERNATIONAL REGISTRATION PLAN AN ANALYSIS

THE IRP IS IN A TECHNICAL SENSE, A PLAN, IN THAT IT PROVIDES AN ORDERLY METHOD OF CARRYING OUT AN OBJECTIVE-----HOWEVER, IN COMMON USAGE, THE TERM "PLAN" MAY HERE BE A MISNOMER IN THE SENSE THAT A PLAN ONCE EXECUTED AND PUT INTO ACTION BECOMES SOMETHING MORE THAN A PLAN ONLY! IT IS PERHAPS MORE CORRECTLY DESIGNATED AS A PROCEDURE OR AN ESTABLISHED COURSE OF CONDUCT CARRIED OUT WITH SOME DEGREE OF UNIFORMITY.

THE OBJECTIVE OF THE DRAFTERS OF THE PLAN WE ARE DISCUSSING WAS, TO ESTABLISH A PROCEDURE PERMITTING THE GREATEST DEGREE OF VEHICLE MOBILITY WITH A SIMPLE AND EQUITABLE FROMULA FOR PAYMENT OF REGISTRATION FEES. THE FORMER PERMITS TOTAL INTER AND INTRASTATE MOVEMENTS-----THE LATTER IS DETERMINED ON THE BASIS OF FLEET MILEAGE. WHY, WE MIGHT ASK, SHOULD SUCH A PLAN WITH SIMPLE OBJECTIVES REQUIRE ANALYSIS AT ALL?

WELL, WE HAVE SEEN THAT WE MAY FIND A BASIS FOR DISAGREEMENT OR A DIFFERENCE OF INTERPETATION BEFORE WE EVEN LEFT THE TITLE OR NAME ASSIGNED TO THIS JURISDICTIONAL AGREEMENT,

LITTLE WONDER, WHEN WE LEAVE THE PLANNING STATE AND BEGIN TO IMPLEMENT THE PROCEDURAL AGREEMENT, THAT WE FIND FERTILE GROUND FOR A DIFFERENCE OF OPINION.

IN FACT, THERE IS PRESENTLY A SUB-COMMITTEE ENGAGED IN DRAFTING A COMMENTARY OR INTENT MANUEL TO ACCOMPANY THE IRP, WITH A VIEW OF INDICATING WHAT THE ORIGINAL INTENT OF THE DRAFTERS OF THIS PLAN ACTUALLY WAS AT THE TIME IT WAS REDUCED TO WRITING.

FORTUNATELY OR UNFORTUNATELY, THERE WERE SEVERAL LAWYERS INVOLVED IN THE DRAFTING OF THE LANGUAGE IN THE IRP AND SO THE INTENT MANUAL IS REQUIRED AS AN INTERPETATION GUIDE OF WHAT THE DRAFTERS OF THE PLAN REALLY MEANT OR INTENDED TO SAY.

THIS SEEMS RATHER SIMPLE, YET, WE KNOW SELDOM IS IT A SIMPLE MATTER TO INTEPRET TERMS WHEN THE LAWS OF SEVERAL JURISDICTIONS ARE BROUGHT INTO OPERATION.

TO ILLUSTRATE THE COMPLEXITY OF A SIMPLE TRANSACTION, I WOULD LIKE TO BORROW AN EXAMPLE PRESENTED AT THE MARCH IRP NATIONAL WORKSHOP IN SPRINGFIELD, ILLINOIS BY ATTORNEY CHARLES BACH OF WESTERN HIGHWAYS INSTITUTE, AND I BELIEVE THAT HE STOLE THE STORY FROM A SPEAKER AT A RECENT TEXAS CONSTITUTIONAL CONVENTION.

"NOW IF A MAN WERE TO GIVE ANOTHER AN ORANGE, HE WOULD SAY, "HAVE AN ORANGE," BUT WHEN THE TRANSACTION IS ENTRUSTED TO A LAWYER, TO BE PUT INTO WRITING, HE ADOPTS THIS FORM:

"I HEREBY GIVE AND CONVEY TO YOU, ALL AND SINGULAR MY ESTATE AND INTERESTS, RIGHT, TITLES, CLAIM, AND ADVANTAGES IN AND TO SAID ORANGE, TOGETHER WITH ITS RIND, SKIN, JUICE, PULP, AND PIPS AND ALL RIGHTS AND ADVANTAGES THEREIN WITH FULL POWER TO BITE, CUT, SUCK AND OTHERWISE TO EAT THE SAME, OR GIVE THE SAME AWAY IN WHOLE OR PART WITH OR WITHOUT THE RIND, SKIN, JUICE, PULP OR PIPS; ANYTHING HEREINBEFORE OR HEREINAFTER, OR IN ANY OTHER MEANS OF WHATEVER NATURE OR KIND WHATSOEVER; TO THE CONTRARY IN ANY WISE

NOT WITHSTANDING, AS NOW OR HEREAFTER PROVIDED BY LAW."

FORTUNATELY, WE WILL NOT HAVE TO DEAL WITH THIS TYPE OF LEGAL DOUBLE TALK IN THE IRP, BUT THE INTERPETATION OF SOME OF THE LANGUAGE OF THE IRP MAY BE JUST AS DIFFICULT FOR ADMINISTRATORS AND INDUSTRY REPRESENTATIVES, WHO WERE NOT INVOLVED IN THE ORIGINAL DRAFTING OF THE IRP.

WITH THIS POSSIBLE JUSTIFICATION, THEREFORE, WE WILL ATTEMPT TO ANALYZE THE IRP.

THE PURPOSE OF THE IRP ENCOMPASSES THE CONCEPT OF FULL USE OF OUR HIGHWAY SYSTEM WITH THE AVOIDANCE OF DOUBLE PLATING AND IN FACT, WITH AVOIDANCE OF PAYMENT OF MORE THAN 100% REGISTRATION FEES FOR AN APPORTIONABLE VEHICLE; THE CONCEPT OF ONE ID CARD AND ONE REGISTRATION PLATE, FOR ONE VEHICLE; THE CONCEPT OF FULL RECIPROCITY TO AN APPORTIONED VEHICLE AND A CONTINUANCE OF RECIPROCITY FOR VEHICLES EXEMPT FROM OR INELEGIBLE FOR APPORTIONMENT UNDER THE IRP.

THIS PURPOSE AND PRINCIPLE IS SET FORTH IN ARTICLE I OF THE PLAN.

ARTICLE II PROVIDES THROUGH DEFINITION THE MEANING ASCRIBED BY THE DRAFTERS TO TERMS EMPLOYED IN THE SEVERAL PROVISIONS OF THE IRP. TO SUCH TERMS AS "APPORTIONABLE FEES," "APPORTIONABLE VEHICLES", "BASE JURISDICTION," "FLEET," "OPERATIONAL RECORDS," AND SO FORTH---

IN ONE SUCH DEFINITION UNDER ARTICLE II, B "APPORTIONABLE VEHICLES", WE MAY READILY FIND THAT THE AUTHORS OF THE IRP IN ATTEMPTING TO INCLUDE ALL VEHICLES WITHIN THE DEFINITION AND TO EXEMPT, OR EXCLUDE THOSE VEHICLES NOT PROPERLY WITHIN THE PURVIEW OF THE TERM, HAVE ASSUMED FOR THEMSELVES NO EASY TASK.

ARTICLE III SETS FORTH THE FORMULA FOR COMPUTATION FOR APPORTIONABLE FEES. THOSE JURISDICTION THAT WERE INTO PRORATION HAVE LITTLE DIFFICULTY IN IDENTIFYING WITH THIS METHOD OF FEE COMPUTATION, WHILE THOSE

JURISDICTIONS OPERATING UNDER FULL RECIPROCITY OR BASING POINT HAVE FOUND AN ENTIRELY NEW EXPERIENCE UNDER THE IRP.

IN-JURISDICTION MILES ARE DIVIDED BY TOTAL MILES GENERATED BY THE FLEET DURING THE PRECEDING YEAR. THIS DIVISION MIGHT INDICATE A CARRIER OPERATING 18% OF THE TOTAL MILES IN THE STATE OF NEVADA, WE MUST THEN DETERMINE WHAT THE FULL REGISTRATION COST WOULD BE TO PLATE THIS CARRIER UNDER A NEVADA FEE SCHEDULE; AND 18% OF THAT AMOUNT IS THE APPORTIONABLE FEE, THE CARRIER WOULD PAY TO THE STATE OF NEVADA FOR THE PRIVILEGE OF OPERATING THEIR FLEET IN NEVADA.

ARTICLES IV AND V DEAL WITH APPLICATIONS FOR REGISTRATIONS OF APPORTIONABLE VEHICLES. THE UNIFORM APPLICATION MUST BE FILED BY THE APPLICANT WITH THE BASE STATE AND PAYMENT OF FEES ARE MADE IN THE MANNER PRESCRIBED BY THE BASE STATE.

THE BASE STATE IS REQUIRED TO FURNISH THE NECESSARY REGISTRATION PLATES AND CAB CARDS, INDICATING ON THE CAB CARD THE JURISDICTION AND THE WEIGHT FOR WHICH THE APPORTIONED VEHICLES ARE PROPERLY REGISTERED.

THE BASE JURISDICTION MAY WITHHOLD ISSUANCE OF CREDENTIALS UNTIL SATISFIED THAT ALL REQUIRED FEES HAVE BEEN PAID TO THE SEVERAL JURISDICTIONS INVOLVED. THE BASE JURISDICTION FORWARDS A COPY OF THE APPLICATION AND MILEAGE SCHEDULE TO THESE OTHER JURISDICTIONS. PROVISION IS MADE HERE FOR REGISTRATION OF HOUSEHOLD GOODS CARRIER AND THEIR SERVICE REPRESENTATIVES AND FOR THE DETERMINATION OF THE BASE JURISDICTION.

ARTICLE IV REQUIRES THAT THE ID CARD ISSUED BE CARRIED IN OR UPON THE VEHICLE FOR WHICH IT WAS ISSUED AT ALL TIME TIMES.

AS THIS IS A QUALIFYING DOCUMENT TO BE EXAMINED BY ENFORCEMENT OFFICIALS, THE ORIGINAL CARD MUST BE CARRIED. THE VEHICLE DISPLAYING THE APPORTIONMENT PLATE IS DEEMED FULLY REGISTERED FOR ALL MOVEMENTS IN ALL IRP JURISDICTIONS WHERE SO INDICATED ON THE CAB CARD; PROVIDED, OF COURSE, THAT PROPER AUTHORITY EXISTS IN THE CARRIER.

NO MINIMUM VEHICLE FEES ARE PERMITTED AND ONLY THE BASE STATE, WHERE REQUIRED BY STATUTE, MAY CHARGE A MINIMUM FEE FOR ISSUING CREDENTIALS AND FILING THE APPLICATIONS.

ALL OWNER-OPERATOR VEHICLES ARE REGISTERED ON THE BASIS OF THE LESSEE'S MILEAGE FOR THE PRECEDING YEAR.

ARTICLES VI AND VII COVER ADDITIONS AND DELETIONS TO THE FLEET. ADDITIONS TO THE FLEET DURING THE REGISTRATION YEAR ARE MADE ON THE BASIS OF THE APPORTIONMENT FACTOR OR PERCENTAGE REFLECTED IN THE ORIGINAL APPLICATION. IF PERMANENT WITHDRAWAL OR DELETIONS ARE REPORTED TO THE BASE JURISDICTION, THE UNUSED PORTION OF THE FEE IS REFUNDED, WHERE PERMITTED BY STATUTE, OTHERWISE A CREDIT OR TRANSFER MAY BE ALLOWED. SUPPLEMENTAL APPLICATIONS ARE REQUIRED TO REFLECT AN ADDITION, DELETION, REFUND, CREDIT, OR RECLASSIFICATION OF A UNIT IN THE FLEET.

NEW CARRIER OPERATIONS FROM A NEW MEMBER JURISDICTION, OR OPERATIONS INTO A JURISDICTION WHERE THE CARRIER HAS NO PRIOR MILEAGE EXPERIENCE ARE PROVIDED FOR IN ARTICLE VIII AND THE CARRIER IS PERMITTED TO FILE AN ESTIMATED MILEAGE FOR THE FIRST YEAR OF OPERATIONS IN THE NEW JURISDICTION.

UNDER ARTICLE IX IF AN OWNER-OPERATOR IS ON A LONG TERM LEASE TO THE CARRIER THE CARRIER, (LESSEE) SHALL BE THE REGISTRANT AND THE VEHICLE SHALL BE REGISTERED BY THE CARRIER IN BOTH THE NAME OF OWNER-OPERATOR AND THE CARRIER WITH THE FEES COMPUTED ON THE RECORDS OF THE CARRIER.

THE LESSEE IS RESPONSIBLE FOR PROPER REGISTRATION OF THE VEHICLE, EXCEPT FOR SERVICE REPRESENTATIVE PREVIOUSLY COVERED.

ARTICLE X PROVIDES FOR APPORTIONED OPERATORS TO LEASE EQUIPMENT TO ANOTHER APPORTIONED OPERATOR AND THE LESSOR IS RESPONSIBLE FOR REPORTING THE MILEAGE. THE VEHICLE MUST BEAR APPROPRIATED CREDENTIALS AND BE OPERATED ONLY INTO JURISDICTION TO WHICH APPORTIONED FEES HAVE BEEN PAID; OTHERWISE A TRIP PERMIT IS REQUIRED.

REGISTRATION OF RENTAL VEHICLES IS COVERED WITH PARTICULARITY IN ARTICLE XI.

A "RENTAL -OWNER" IS AN OWNER PRINCIPALLY ENGAGED IN RENTING VEHICLES OR FLEETS OF VEHICLES WITHOUT FURNISHING DRIVERS. SUCH RENTAL FLEETS ENJOY FULL INTER AND INTRASTATE PRIVILEGES PROVIDED THAT SUCH VEHICLES ARE IDENTIFIED AS PART OF A RENTAL FLEET OF 5 OR MORE VEHICLES. TRUCKS AND TRUCK TRACTORS ARE APPORTIONED UNDER THE GENERAL PROVISIONS OF THE IRP. RENTAL PASSENGER CARS ARE APPORTIONED ON THE BASIS OF GROSS REVENUE RECEIVED IN THE JURISDICTION DIVIDED BY TOTAL GROSS REVENUE FROM ALL OTHER JURISDICTIONS. THE RESULTING PERCENTAGE INDICATES THE PORTION OF THE TOTAL FLEET THAT IS TO BE FULLY REGISTERED IN A PARTICULAR JURISDICTION.

TRAILERS AND SEMITRAILER NOT IN A POOL FLEET ARE REGISTERED UNDER THE SAME FACTOR OR PERCENTAGE AS THE POWER UNITS OF THE CARRIER, WHERE REQUIRED TRAILERS AND SEMITRAILER IN EXCESS OF 6,000 POUNDS GROSS WEIGHT USED SOLELY IN POOL FLEETS SHOULD BE LICENSED ON THE BASIS OF GROSS REVENUE.

UTILITY TRAILERS UNDER 6,000 POUNDS GROSS WEIGHT ARE TO BE REGISTERED ON THE BASIS OF THE NUMBERS OF RENTAL TRANSACTIONS EXPERIENCED IN THE JURISDICTION DURING THE PRECEDING YEAR.

ONE WAY VEHICLES, I.E., TRUCKS OF LESS THAN 26,000 POUNDS GROSS WEIGHT, ALLOCATE ON A MILEAGE FACTOR, AND THE APPLICANT MUST FULLY PLATE SUCH ALLOCATED VEHICLES IN THE RESPECTIVE JURISDICTIONS WITH IRP PLATES SO THAT BOTH INTER AND INTRASTATE PRIVILEGES ARE AFFORDED THESE VEHICLES.

TRIP PERMITS ARE ALLOWABLE UNDER THE IRP THROUGH ARTICLE XII. THE TRIP PERMIT IS ISSUED FOR FULL INTER AND INTERSTATE MOVEMENTS. FEES ARE DEPENDENT UPON THE STATUTE OF THE PARTICULAR JURISDICTION. THIS PERMIT IS TO BE USED ONLY ON AN OCCASSIONAL OR EMERGENCY BASIS AND NOT TO EVADE REGISTRATION.

ARTICLES XIII, XIV, AND XV PERTAIN TO PRESERVATION OF RECORDS AND CONDUCTING OF AUDITS. WHILE LAW ENFORCEMENT AGENCIES WILL CONTINUE TO ENFORCE REGISTRATION OF THE IRP JURISDICTIONS. IT IS FELT THAT THE MOST EFFECTIVE MEANS OF ENFORCEMENT AND COLLECTION OF FEES WILL BE ACCOMPLISHED THROUGH COMPETENT AND EXPERIENCED AUDITORS EMPLOYED IN ADEQUATE NUMBERS. A RECENT SUB-COMMITTEE MEETING OF AUDITORS WAS HELD IN BATON ROUGE, LOUISIANA AND A REPORT ON UNIFORM AUDIT PROCEDURES PRESENTED BY THE SUB-COMMITTEE AT THE NATIONAL

WORKSHOP, THE REPORT WAS ACCEPTED AND APPROVED.

THE REGISTRANT UNDER THE IRP IS REQUIRED TO PRESERVE AND MAINTAIN RECORDS FOR A PERIOD COVERING THE 3 PRECEDING YEARS. THE PLAN CONTEMPLATES AUDITS BY THE BASE JURISDICTIONS OF ALL APPORTIONED VEHICLES LICENSED BY THE BASE JURISDICTION. THE AUDITS INCLUDE OPERATIONAL RECORDS AS WELL AS MILEAGE RECORDS. THE AUDITORS WILL DETERMINE THE AUTHENTICITY OF MILEAGE FIGURES SUBMITTED ON THE APPLICATIONS BY EXAMINATION OF THE SOURCE DOCUMENTS AND OPERATIONAL RECORDS. IF THE REGISTRANT FAILED TO PRESERVE THE RECORDS ON WHICH ITS APPLICATION IS BASED OR FAILED TO MAKE SUCH RECORDS AVAILABLE UPON PROPER DEMAND; THE ADMINISTRATORS MAY IMPOSE AN ASSESSMENT BASED UPON THE AVAILABLE RECORDS AND SUCH PERTINENT INFORMATION AS MAY BE AVAILABLE. THE BASE JURISDICTION MAY REQUIRE REIMBURSEMENT FOR PER DIEM AND TRAVEL EXPENSES INCURRED IN THE CONDUCT OF THE AUDITS.

THE ADMINISTRATOR IS REQUIRED TO NOTIFY ALL JURISDICTIONS INVOLVED OF THE RESULTS OF THE AUDIT. WHILE THE BASE JURISDICTION NORMALLY CONDUCTS THE AUDIT, A JURISDICTION IS NOT PRECLUDED FROM CONDUCTING ITS OWN AUDIT. ASSESSMENTS, INTEREST, REFUNDS, AND CREDITS ARE MADE IN ACCORDANCE WITH THE STATUTES OF THE JURISDICTIONS INVOLVED.

NEW JURISDICTIONS UNDER ARTICLE XVI MAY BECOME A PARTY TO THE IRP BY EXECUTING THE PRESCRIBED ADOPTING RESOLUTION. THE RESOLUTION IS TO BE FORWARDED TO THE AAMVA IN ITS WASHINGTON, DC, OFFICE. THE AGREEMENT "MUST" BE APPROVED AND ENDORSED BY "ALL" MEMBER JURISDICTION PURSUANT TO ARTICLE XIX.

SINCE THE AGREEMENT IS ACTUALLY A SERIES OF BI-LATERAL CONTRACTS BETWEEN MEMBER JURISDICTION, THE REQUIREMENTS THAT ALL MEMBERS APPROVE THE RESOLUTION OF A NEW MEMBER IS AN ESSENTIAL AND MATERIAL PART OF THE CONTRACT.

AFTER APPROVAL OF ALL MEMBERS, THE AGREEMENT REMAINS IN EFFECT AS TO EACH JURISDICTION UNLESS CANCELLED OR REVOKED BY THE PROPER OFFICIALS THROUGH GIVING A 30 DAY WRITTEN NOTICE FILED WITH THE AAMVA. THE CANCELLATION OR WITHDRAWAL BY ONE JURISDICTION DOES NOT AFFECT THE AGREEMENT AS BETWEEN OTHER MEMBERS, MOREOVER, ALL CREDENTIALS ISSUED UNDER THE IRP WILL REMAIN VALID UNTIL THE END OF THAT CURRENT REGISTRATION YEAR.

EXCEPTIONS TO SOME OF THE PROVISIONS OF THE IRP ARE PERMITTED AS DISCUSSED IN ARTICLE XVII OF THE PLAN. IN THE EVENT THAT A STATUTE IN A NEW JURISDICTION SEEKING MEMBERSHIP IN THE IRP IS IN CONFLICT WITH THE REQUIREMENTS OF THE PLAN ITSELF, THE JURISDICTION IS URGED TO MAKE EVERY EFFORT TO AMEND ITS STATUTES PRIOR TO BECOMING A MEMBER FOR PRESERVATION OF UNIFORMITY IN THE ADMINISTRATION OF THE AGREEMENT.

IT IS ESSENTIAL THAT NEW JURISDICTIONS CONFORM THEIR LAWS OR REGULATIONS IF POSSIBLE, TO THE IRP RATHER THAN ATTEMPTING TO ADAPT THE IRP TO THE STATUTES OF THE JURISDICTION BY WAY OF FILING EXCEPTIONS.

IF THE CONFLICT IS NOT SIGNIFICANT OR CAN NOT BE READILY RESOLVED BY LEGISLATIVE ENACTMENT, THE JURISDICTION MAY FILE ITS ADOPTING RESOLUTION BUT MUST SPECIFY THE CONFLICT BY EXPRESS EXCEPTIONS TO THE PLAN AS A PART OF ADOPTING RESOLUTIONS WHICH WILL BE

EFFECTIVE UPON THE APPROVAL OF EVERY MEMBER JURISDICTION, THIS EXCEPTION MAY BE AMENDED, AGAIN SUBJECT TO APPROVAL OF ALL CONTRACTING MEMBERS, AND AN AMENDED EXCEPTION WILL BECOME EFFECTIVE IN THE NEXT SUCCEEDING REGISTRATION YEAR.

FAILURE OF A MEMBER JURISDICTION TO RESPOND, PRO OR CON, TO AN AMENDED EXCEPTION WITHIN 120 DAYS OF THE RECEIPT OF SAME IS DEEMED TO CONSTITUTE APPROVAL. THIS IMPLIED APPROVAL, THOUGH, IS NOT APPLICABLE TO THE ORIGINAL ADOPTING RESOLUTION WHICH REQUIRES THE AFFIRMATIVE ACTION OF ALL MEMBERS.

THERE ARE EXPRESS LIMITATIONS IN THE PLAN ON EXCEPTIONS . TO THE FOLLOWING THREE CONCEPTS, NO EXCEPTION IS ALLOWED:

1. SINGLE REGISTRATION PLATE;
2. SINGLE REGISTRATION (CAB) CARD; AND
3. ABILITY TO PERFORM INTRASTATE AND INTERSTATE MOVEMENTS.

UNDER ARTICLE XVIII, AS BETWEEN MEMBER JURISDICTIONS ENTRY INTO THE IRP PLAN SUPERCEDES ANY PRIOR RECIPROCAL AGREEMENT OR OTHER ARRANGEMENTS AS TO ALL SUCH MATTERS COVERED IN THE IRP.

THE PLAN DOES NOT AFFECT THE RECIPROCAL AGREEMENT OR OTHER EXISTING ARRANGEMENTS BETWEEN MEMBER JURISDICTIONS AND A NON-MEMBER JURISDICTION. AS BETWEEN MEMBER JURISDICTIONS, THE RECIPROCAL AGREEMENTS NOT COVERED IN THE IRP MAY BE CANCELLED OR MAY BE CONTINUED AT THE OPTION OF THE TWO MEMBER JURISDICTIONS INVOLVED.

THE AAMVA IS DESIGNATED AS THE OFFICIAL REPOSITORY OF THE IRP AND THE ADMINISTRATIVE DUTIES ATTENDENT TO THE AGREEMENT ARE MADE THE RESPONSIBILITY OF THE AAMVA BY ARTICLE XIX. SUCH DUTIES INCLUDE THE PROPER NOTIFICATION OF MEMBER JURISDICTIONS AS TO THE FILING OF NEW ADOPTING RESOLUTIONS, ENDORSEMENTS, OR REJECTIONS

THEREOF AND GENERALLY TO KEEP ALL MEMBERS APPRAISED OF THE CURRENT STATUS OF THE IRP AND ITS ACTIVITIES.

AAMVA HAS, IN FACT, BEEN ONE OF THE CHIEF ADVOCATES OF THE PLAN AND HAS BEEN OF INVALUABLE SERVICE TO THE MEMBERS IN THE GENERAL OPERATION, IMPLEMENTATION, AND GROWTH OF THE IRP.

THE INTERPETATION OF ANY QUESTION OR ISSUE ARISING OUT OF THE LANGUAGE CONTAINED IN THE PLAN IS EXPRESSLY RESERVED TO THE MEMBERSHIP AND IS TO BE RESOLVED BY $2/3$ VOTE OF SUCH MEMBERSHIP WITH ITS DETERMINATION BEING REDUCED TO WRITING AND DEPOSITED WITH THE AAMVA AS PERMANENT RECORD.

ARTICLE XX MAKES PROVISIONS FOR AMENDMENT OF THE THE SEVERAL IRP ARTICLES THROUGH APPROVAL OF $3/4$ OF THE MEMBER JURISDICTIONS. ALL SUCH AMENDMENTS MUST, OF COURSE,, BE PRESENTED IN WRITING, AND SUBMITTED TO EACH MEMBER FOR APPROVAL OR REJECTION, THROUGH THE AAMVA.

WE HAVE, OBVIOUSLY, SKIMMED RATHER HURRIEDLY OVER THESE 20 ARTICLES IN THE INTEREST OF TIME---

I HAVE EXPERIENCED SITUATIONS IN THE PAST WHERE AN ENTIRE MORNING WAS SPENT DISCUSSING ONE, OR EVEN PART OF ONE ARTICLE OF THE PLAN. WE ARE THEN BACK WITH THE ADMINISTRATORS AND LAWYERS IN THE EXCHANGING OR CONVEYING OF ORANGES, AND WE WILL LEAVE THAT SUBJECT IMMEDIATELY.

I BELIEVE WE NOW HAVE 24 JURISDICTIONS IN THE IRP FOR 1978, WITH THREE ADDITIONAL STATES LISTED AS TENTATIVE FOR 1978 REGISTRATION YEAR. IT IS HOPED THAT THIS AUDIANCE WITH US TODAY WILL BE PERSUADED TO RETURN TO THEIR OFFICES AND JURISDICTIONS WITH A POSITIVE REPORT.

ON THE IRP AND THAT WE MAY LOOK TO YOUR PARTICIPATION IN THE PLAN
IN THE VERY NEAR FUTURE.

I THANK YOU FOR YOUR PRESENCE AND ATTENTION TODAY, AGAIN,
I HOPE THAT WE HAVE LEFT YOU WITH A MORE INFORMED AND MORE FAVORABLE
OPINION OF THE IRP THAT YOU MIGHT HAVE PREVIOUSLY HELD.

REMARKS OF JOANNA LEHANE
MARYLAND ASSISTANT ATTORNEY GENERAL
AND MEMBER, AAMVA LEGAL SERVICES COMMITTEE
LEGAL BACKGROUND AND ENABLING LEGISLATION
INTERNATIONAL REGISTRATION PLAN
ORIENTATION CONFERENCE
DUNFEY'S PARKER HOUSE HOTEL
BOSTON, MASSACHUSETTS
MAY 12, 1977

I. PURPOSE OF RESEARCH

Over the past eight months, I have read more motor vehicle registration reciprocity statutes than I would care to mention. What began as a rather simple and straightforward research project for the AAMVA (at least I thought that it was going to be simple when I started) ended up being a somewhat complicated and complex undertaking.

The purpose of my research was to review the motor vehicle registration reciprocity statutes of the fifty States in order to determine which States had the statutory authority to enter into the IRP and which did not, with a view towards proposing various methods by which the latter group could acquire the requisite authority via legislation if it chose to do so.

I apologize to our Canadian neighbors for not also reviewing their motor vehicle registration reciprocity statutes, but time constraints and lack of familiarity with Provincial law precluded me from doing so prior to these IRP Orientation Conferences.

Before I get into the results of my research and of the AAMVA recommendations which have flowed therefrom, I would like to take this opportunity to express my appreciation and the appreciation of the AAMVA for the assistance given by Attorney General's Offices and Motor Vehicle Bureaus throughout the country in furnishing us with copies of their respective motor vehicle registration reciprocity statutes. Absent such wholehearted cooperation, Joe Hennessee and I would still be buried somewhere down in the law library stacks, picking our way through Code Indicies, wondering if we would ever surface.

As I mentioned previously, what appeared to be a simple research project at the beginning soon manifested itself as being not so simple. One may well ask "why"? Well, to begin with, as any lawyer in this room can tell you, whenever you get two attorneys together, you can expect to come up with a minimum of three legal opinions. Add a few more attorneys, and you can watch the legal opinions proliferate in geometric progression. As I promptly discovered in doing my IRP research, this same basic principle holds true for sovereign States. This is not at all surprising given the fact that most State Legislatures are heavily populated by attorneys. The basic difference, of course, between the varying approaches to problem solving by an informal group of lawyers and by a State Legislature is the fact that the latter body is required to pick and choose among all possible alternatives in order to enact into law that alternative which will best suit its legislative purpose.

Being an attorney, I personally fall into that first category, i.e., give me a question, and I'll give you not one answer, but many (each with its own price tag, of course!). What I am trying to illustrate is the very basic principle that there is more than one way to solve a problem. No one solution is necessarily "the" correct one. In the area with which we are concerned right here, i.e., enacting enabling legislation for the purpose of authorizing entry into the IRP, the same is just as true. However, in this instance, the AAMVA has tried to help by drafting enabling legislation which should ease the draftsman's burden by serving as a model upon which a sovereign jurisdiction can tailor its own legislation concerning entry into the IRP. The AAMVA has attempted to smooth the transition between the rendering of legal opinions and the selection of which to follow by studying the IRP entry problem on a nationwide basis, by comparing the various approaches taken by each State in authorizing

entry into the IRP as well as into other types of motor vehicle registration reciprocity agreements, by identifying the strong points and the weak points in each such approach, and by finalizing and condensing the results of its study into the model draft of enabling legislation which I will review and explain in a few minutes.

Before I get into the model draft itself, however, I would like to take a few moments to impress upon each and everyone of you why the AAMVA believes that adequate enabling legislation is necessary prior to entry into the IRP.

II. NEED FOR ENABLING LEGISLATION

The IRP is essentially a contract between member jurisdictions. In order for the IRP to be a legal, binding and enforceable contract, it is essential that all party members have the legal capacity and authority to bind themselves to its provisions. Accordingly, when a jurisdiction elects to enter into the IRP, it must request its appropriate Assistant Attorney General or other legal officer to review its existing statutes to determine if that jurisdiction does, in fact, have the statutory authority to enter into the IRP. If a determination is made that such statutory authority does not exist, or if existence of the same is doubtful, the jurisdiction in question should proceed to enact enabling legislation, giving the appropriate official or officials the statutory authority to enter into the Plan and to become a full participant therein.

The ultimate responsibility for determining whether or not a jurisdiction does, in fact, have statutory authority to enter into the IRP rests upon the jurisdiction itself. Only its legal counsel can make this determination for only he or she is the individual charged with the duty of rendering such legal

advice and is, presumably, the individual best qualified to do so by virtue of familiarity with the jurisdiction's statutes. Here, again, there is room for diversity of opinion as to whether or not the requisite statutory authority exists. One may well say at this point "So, who cares?". Disgruntled parties and the Courts care, that's who. As long as the IRP system is functioning smoothly, chances are that no one is going to question whether or not the Plan was legally entered into in the first instance, but wait until that first major "disagreement" or "misunderstanding" comes along. And come along it might - and not just from the direction of other member jurisdictions or of vehicle registrants regulated thereunder.

Consider, for example, the possibility of a class action suit being instituted by a taxpayer, on behalf of himself and all other taxpayers similarly situated, alleging that his jurisdiction lacks statutory authority to collect motor vehicle registration fees on an apportionment or allocation basis. The suit alleges that such action has a direct and adverse economic impact on his jurisdiction's fiscal well-being because it depletes the revenues which the jurisdiction would otherwise receive were it not for the registration of certain vehicles on an apportionment or allocation basis. The suit alleges that any agreement entered into between the subject jurisdiction and another jurisdiction or jurisdictions which specifically authorizes the registration of certain vehicles on an apportionment or allocation basis is null and void and of no effect because the subject jurisdiction had no statutory authority to enter into the agreement in the first place, and that, consequently, all actions taken by the subject jurisdiction under the authority of such agreement are unauthorized and are of

no legal force and effect. A Court would then have to decide whether or not any of these allegations were legally true, and if so, what the consequences thereof would be. The Court would also have to decide whether these consequences would be applied both retroactively and prospectively or whether they would be applied only to future transactions.

Why risk the possibility of such a lawsuit if the potential for this type of litigation can be avoided at the outset by clearly and unequivocally legislating the requisite authority to enter into the IRP? Embarrassment and a "slap on the wrist" would be the least consequential effects of an adverse judicial determination. Imagine the administrative burden of "undoing" all that had been done under the IRP. It could be a real "mess", to say the least.

One other point that I would like to mention on the subject of the need for IRP enabling legislation is the concomitant need to deal with possible inconsistencies between a jurisdiction's existing motor vehicle registration statutes and the provisions of the IRP. When a jurisdiction requests its legal counsel to determine whether or not it has the requisite statutory authority to enter into the IRP, it should also ask counsel to review existing motor vehicle registration statutes to determine if there are any inconsistencies between those statutes and the provisions of the IRP. If any such inconsistencies or potential inconsistencies are discovered, the jurisdiction should consider amending its existing statutes in order to remove those inconsistencies. The purpose underlying such an approach is to eliminate the potential for litigation at a future date if and when it is "discovered" that the provisions of the IRP are either in conflict with or are incompatible with other motor vehicle registration provisions contained in that jurisdiction's statutes.

If and when inconsistencies between existing statutes and provisions of the IRP are actually identified, specific legislation should be drafted to remedy the particular situation in question by amending the existing statute with which the provisions of the IRP are in conflict. As I will explain shortly, the fourth paragraph of the draft of the IRP enabling legislation contains language specifically designed to alleviate the "inconsistency" problem. However, even if this particular paragraph of the draft is enacted into law by a jurisdiction, it is still recommended that the jurisdiction attempt to legislate the necessary amendments at the earliest practicable date so that all of its statutory provisions which relate to this area will, in fact, be consistent with each other.

The AAMVA strongly recommends that each jurisdiction give serious consideration to amending its existing motor vehicle registration statutes when the same are found to be in conflict with the provisions of the IRP rather than file exceptions to the Plan. Such an approach will help to provide the uniformity which is so essential to the smooth functioning of the Plan on a day to day basis. The filing of exceptions, although permissible, may lead to unnecessary complications in a program designed to simplify procedures. For this reason, all jurisdictions are urged to work with the Plan as written in the interest of promoting and maintaining consistency and harmony between and among member jurisdictions.

Regardless of which approach is followed, i.e., amendments to existing statutes or the filing of exceptions to the IRP, the important point is that a jurisdiction should take due care not to inadvertently restrict the authority that it is attempting to give vis a vis the IRP when enacting the appropriate

enabling legislation authorizing entry into the Plan. Such inadvertent restriction could result if the jurisdiction has either overlooked or has ignored existing statutory provisions which could impede or even prohibit full and effective implementation of Plan provisions. The statutory scheme must be considered in its entirety if the desired results are to be fully realized.

III. MODEL DRAFT OF ENABLING LEGISLATION

The following draft of IRP enabling legislation was prepared by a special sub-committee of the Legal Services Committee of the AAMVA. The draft was approved by the AAMVA 1977 Reciprocity/IRP Workshop at its meeting held in Springfield, Illinois during the last week in March, 1977.

Before I explain the provisions of the suggested enabling legislation, I would like to point out that this draft is only a model. It should be submitted to the local draftsmen of each jurisdiction for appropriate modification as to style and terminology prior to submission to the legislature for enactment.

The draft of suggested IRP enabling legislation is set forth herein, as follows:

Notwithstanding any other provisions of this Chapter (or other appropriate reference), the Commissioner (or other designated official or Board) is hereby authorized and empowered to enter into reciprocal agreements on behalf of this State with the duly authorized representatives (or authorities)

of any of the States of the United States, the District of Columbia, or a State or Province of a foreign country, or a territory or possession of either the United States or of a foreign country, providing for the registration of vehicles on an apportionment or allocation basis.

In exercising the authority granted to him by this Section, the Commissioner (or other designated official or Board) is expressly authorized and empowered to enter into and to become a member of the International Registration Plan, or such other designation that may, from time to time, be given to such Plan, developed by the American Association of Motor Vehicle Administrators.

The Commissioner (or other designated official or Board) is further authorized and empowered to promulgate and to enforce such rules and regulations as may be necessary to carry out the provisions of the International Registration Plan or any other agreement entered into under the authority of this Section (or other appropriate reference).

If the Commissioner (or other designated official or Board) enters into the International Registration Plan or into any other agreement under the authority of this Section (or other appropriate reference), and if the provisions set forth in said International Registration Plan or other agreements are different from the provisions prescribed by this Chapter (or other appropriate reference) or any rules or regulations promulgated by the Commissioner (or other designated official or Board) pursuant to the authority granted hereunder to the Commissioner (or other designated official or Board), then the agreement provisions shall prevail.

The provisions of this Section (or other appropriate reference) shall constitute complete authority for the registration of vehicles, including the registration of fleet vehicles, upon an apportionment or allocation basis without reference to or application of any other statutes of this State.

The first paragraph of the draft is specifically designed to give a jurisdiction the statutory authority to enter into reciprocal agreements with other jurisdictions providing for the registration of vehicles on an apportionment or allocation basis. The draft contains a rather detailed enumeration of those jurisdictions with which such reciprocal agreements can be entered into. In reviewing the existing motor vehicle registration reciprocity statutes of the fifty States, I noticed that some State statutes only authorized the making of reciprocal agreements with "other States". The phrase "other States" is not broad enough to encompass the Canadian Provinces. For this reason, care must be taken to ensure that the enabling legislation is all inclusive insofar as it pertains to those jurisdictions with which these reciprocal agreements can be made.

The first paragraph of the draft also provides for the designation of the official or Board, or both, who is to be given authority to enter into the specified reciprocal agreements. Each jurisdiction must make this determination so as to best serve its individual administrative scheme.

The first paragraph of the draft also attempts, in a general way, to deal with the "inconsistency" problem which I previously referred to. The AAMVA recommends that the opening phrase, i.e., "Notwithstanding any other provisions of this Chapter" (or other appropriate reference) be included in

each jurisdiction's enabling legislation to serve as an added "safeguard" should any inconsistencies between existing or future motor vehicle registration statutes and provisions of reciprocal agreements manifest themselves in the present or in the future.

The second paragraph of the draft gives the designated official the specific authority to enter into the International Registration Plan, or such other designation that may, from time to time, be given to such Plan, developed by the American Association of Motor Vehicle Administrators. The AAMVA believes that such a specific reference to the IRP will eliminate any question as to whether or not the subject jurisdiction has or had the authority to become a member of this particular agreement. The AAMVA also believes that flexibility regarding the name by which this agreement is known should be incorporated into the statute so as to obviate amendment of said statute should the designation "International Registration Plan" be changed to a different designation in the future.

The third paragraph of the draft vests broad discretion in the designated official concerning implementation of the Plan on a day to day basis. It gives such designated official the authority to promulgate and to enforce such rules and regulations as may be necessary to carry out the provisions of the IRP or any other agreement entered into under the authority of this legislation. Such an approach should allow the designated official to deal with administrative procedures as need be, without having to return to the legislature for specific authority to implement certain procedures should said official question his authority to do so under his jurisdiction's existing statutes.

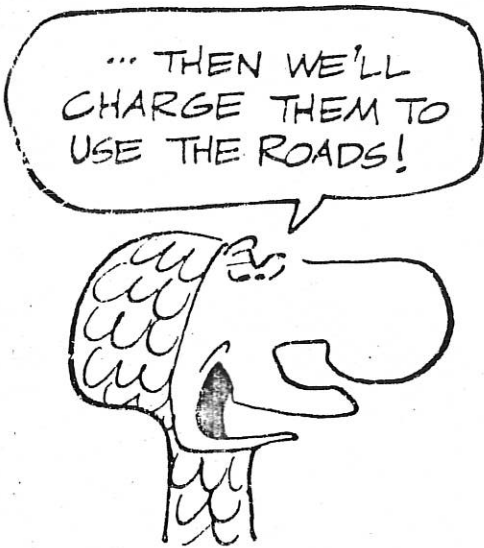
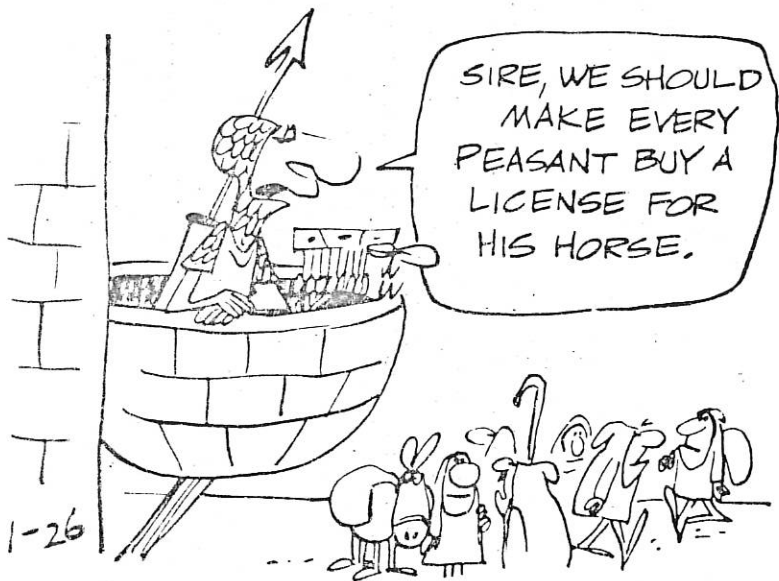
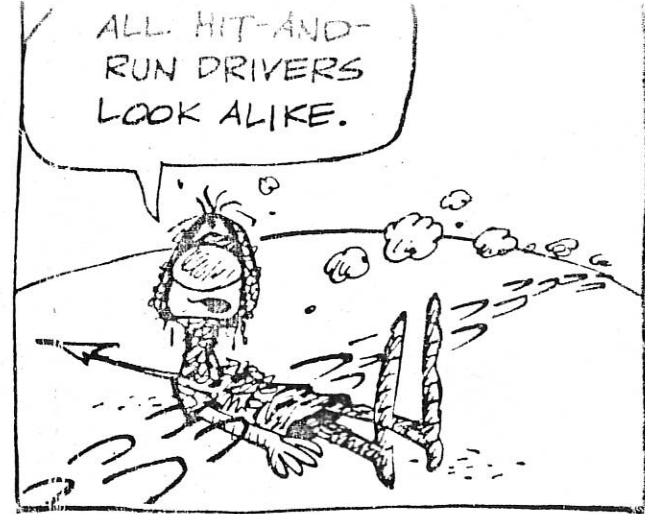
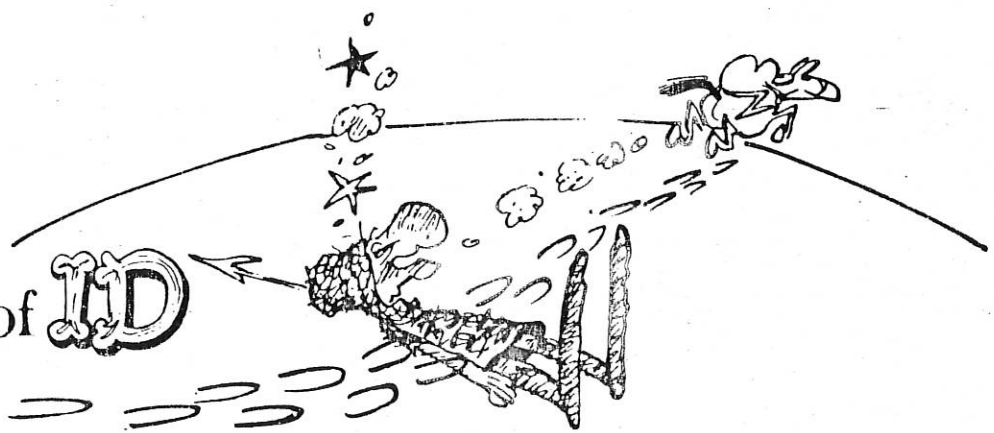
The fourth paragraph of the draft is specifically designed to deal with the "inconsistency" problem referred to previously. It provides that the International Registration Plan or other agreements entered into under the authority of this legislation shall control in all instances where there may be provisions in such agreements which differ from the provisions prescribed by the designated statute. It also provides that the provisions of such agreements shall control if the provisions of such agreements are different from the provisions prescribed by any rules or regulations promulgated by the designated official pursuant to the authority of this legislation.

The final paragraph of the draft provides that the provisions of the enabling legislation shall constitute complete authority for the registration of vehicles, including the registration of fleet vehicles, upon an apportionment or allocation basis without reference to or application of any other statutes of that jurisdiction. The AAMVA believes that the inclusion of such language will help to ensure that the jurisdiction has full, adequate, and complete statutory authority to implement the provisions of the International Registration Plan or any other agreement entered into under the authority of this legislation.

Once the enabling legislation has been drafted, care should be taken to ensure that such legislation is given an effective date which pre-dates any administrative action to be undertaken pursuant thereto. Attention should also be given to implementing the Plan according to the procedures specified in the statute, including entry into the Plan under signature of the designated official.

the WIZARD of ID

by Brant parker and Johnny hart



*Exhibit II A.M.
Charles Knezy*

The International Registration Plan is an Apportioned Registration Plan whereby an interstate carrier pays a portion of his registration fees to each member jurisdiction he travels into.

The basic concepts embodied in this plan are threefold:

- 1) Single Registration Plate
- 2) Single Registration cab card, and;
- 3) Ability to perform both interstate and intrastate vehicle movement.

The concept of the IRP not only benefits the interstate carrier by simplifying the legalization process, but it is also successful in reducing the amount of work required to properly register a vehicle for operation within the state.

The plan also provides a chance for the similar treatment of commercial vehicles entering the state from foreign jurisdictions. For example, "Any vehicle with three or more axles and grossing in excess of 26,000 pounds or any combination of vehicles grossing in excess of 26,000 pounds shall be subject to the terms of the IRP."

This brief paragraph may be used to describe who is subject to apportioned registration in any one of the 23 member jurisdictions.

The concept of the IRP, is basically a good and viable concept but how does it effect the budget of each state? With respect to budget, I can only speak for the State of Nebraska; however, the IRP has not cost the State of Nebraska any additional cost, but rather has prevented us from having to add additional personnel. It has also proven to be most profitable with regard to our revenue generated through Interstate Registration.

Nebraska is currently operating the licensing of interstate carriers under an entirely manual system. We rely upon the nine full-time personnel of my office to accomplish the tasks. We have approximately 1,600 Nebraska based carriers for 1977 and will have at least 8000 more for the 1978 registration year due to the cancellation of reciprocity with Iowa regarding the single vehicle operator. Even with this increase in the number of Nebraska carriers, we will still be ahead, because we will not be issuing any cab cards to the Iowa based carrier and nor will we have to concern ourselves with the billing of these carriers.

The following is a brief resume of areas I feel will be of interest to you.

CONSEQUENCES OF INTERNATIONAL REGISTRATION PLAN

1. Revenue:	1972	5,955,458
	1973	7,076,525
	1974	7,292,966
	1975	8,132,679
	1976	8,516,267
	1977	9,032,119

2. Budget: Current Budget of approximately 117,000 to operate the Apportioned Registration & Reciprocity Division.

This would include such expenditures as:

90,000	Personal Service
10,000	Postage
11,600	Operating Expenses
2,400	Office Supplies
3,000	Travel Expenses

I have not includes such items as Audit Staff, License Plates and Office Equipment because I feel they do not represent a true cost of operation in this office. We feel that had we not been in the International Registration Plan, the cost for operating our office would have exceeded the 150,000 figure. Increasing costs would have occurred in the area of printing and postage. Currently we are distributing the Nebraska Instruction Manual to 1,500 Nebraska carriers, whereas under the Uniform Compact we were required to contact every carrier operating in Nebraska under a prorate agreement. That would have resulted in additional mail out of over 10,000 instruction manuals.

Also under the I.R.P., Nebraska bills the Nebraska based carrier for any IRP member states that we are able to figure the registration fees for. At the present time we are figuring registration fees for 17 and will figure the registration fees for 20 member jurisdictions next year.

We feel the IRP has assisted us in better serving the Nebraska carrier by allowing us to act as their agent in dealing with the member jurisdictions.

3. Office Procedure: The IRP has assisted us in eliminating many unnecessary steps in processing the Apportioned Registration Application. It has also helped to eliminate much of the paper work formerly required of the interstate carrier. Now he may file one application with the base jurisdiction for all IRP member jurisdictions rather than filing a separate application with each jurisdiction.

4. Audit: The nature of the IRP, has helped to eliminate the chance of a carrier not filing an application with every jurisdiction. The Audit program is an essential aspect of the IRP.

1977

NEBRASKA APPORTIONED CAB CARD

EXPIRES DECEMBER 31, 1977

5222

OPERATOR (LESSEE)				ACCOUNT NO.		VEHICLE DESCRIBED HEREIN HAS BEEN PROPORTIONALLY REGISTERED BETWEEN THE STATE OF NEBRASKA AND OTHER JURISDICTIONS AS SHOWN BELOW.			
JOHN T. TRUCKER				NE-23434					
STREET ADDRESS		CITY	STATE	AB 72,000	AR 72,000	CO QUAL.	ID 72,000		
741 BLOWOUT LANE		LOOKOUT,	NE	KY 73,280	LA 62,000	MN 75,000	MS 72,000		
OWNER (LESSOR)				MO 72,000	MT 30,000	OR 30,000	SD 72,000		
JACK O. OWNER				TN 73,280	TX 80,000	UT 72,000	VA 72,499		
PLATE NO.	UNIT NO.	YEAR	MAKE	WY QUAL.	*	*	*		
APP 4620	1	73	PBT	*					
VEHICLE IDENTIFICATION NO.				TITLE NO.					
824967P									
COMB. GROSS WEIGHT		GROSS WEIGHT		UNLADEN WEIGHT					
36T									
DATE REGISTERED	FLEET NO.	SUPP. NO.	APPORTIONED %						
1-1-77	1	OR	21.225						

ORIGINAL

1977

NEBRASKA APPORTIONED CAB CARD

EXPIRES DECEMBER 31, 1977

52227

OPERATOR (LESSEE)				ACCOUNT NO.		VEHICLE DESCRIBED HEREIN HAS BEEN PROPORTIONALLY REGISTERED BETWEEN THE STATE OF NEBRASKA AND OTHER JURISDICTIONS AS SHOWN BELOW.			
JOHN T. TRUCKER				NE-23434					
STREET ADDRESS		CITY	STATE	CO QUAL.	MT 32,000	OR 32,000	WY QUAL.		
741 BLOWOUT LANE		LOOKOUT,	NE	*	*	*	*		
OWNER (LESSOR)									
JACK O. OWNER									
PLATE NO.	UNIT NO.	YEAR	MAKE						
APP 8063	5	72	FRU						
VEHICLE IDENTIFICATION NO.				TITLE NO.					
SWP156507									
COMB. GROSS WEIGHT		GROSS WEIGHT		UNLADEN WEIGHT					
DATE REGISTERED	FLEET NO.	SUPP. NO.	APPORTIONED %						
1-1-77	1	OR	21.225						

ORIGINAL

LINCOLN 365990 CDC CONTROL DATA

LINCOLN 365990 CDC CONTROL DATA

BILLING NOTICE

STATE OF NEBRASKA
INTERNATIONAL REGISTRATION PLAN

STATE OFFICE USE ONLY	
PAID _____	_____
REG. NO. _____	_____

NEBRASKA DEPARTMENT OF MOTOR VEHICLES
PRORATION DIVISION
P. O. BOX 94789, STATE OFFICE BUILDING
LINCOLN, NEBRASKA 68509

ACCOUNT # NE-23434
John T. Trucker
P. O. Box 123
Lookout, Nebraska 36253

DATE: 1-1-77

ORIGINAL: XX Ft. 1

SUPPLEMENT NO. _____

ALL CHECKS OVER \$50.00 MUST BE CERTIFIED!
PAYMENT DUE WITHIN 15 DAYS

NOTICE: PLEASE RETURN ALL COPIES OF THIS BILLING AND ALL FEES DUE EACH JURISDICTION TO: NEBRASKA DEPARTMENT OF MOTOR VEHICLES, PRORATE DIVISION.

MAKE CHECK PAYABLE TO:

		CHECK NO.	PERCENTAGE FACTOR	FEES DUE (Subject to Audit)
NEBRASKA	- NEBRASKA MOTOR VEHICLE DEPARTMENT	# _____	<u>21.225</u> %	\$ <u>836.26</u>
ALASKA	- ALASKA MOTOR VEHICLE DIVISION	# _____	_____ %	\$ _____
ALBERTA	- ALBERTA PROVINCIAL TREASURER (in Canadian Funds)	# _____	<u>1.799</u> %	\$ <u>65.12</u>
ARKANSAS	- ARKANSAS DEPT. OF FINANCE & ADMINISTRATION	# _____	<u>9.801</u> %	\$ <u>249.24</u>
ILLINOIS	- ILLINOIS SECRETARY OF STATE	# _____	_____ %	\$ _____
KENTUCKY	- KENTUCKY STATE TREASURER	# _____	<u>5.034</u> %	\$ <u>125.85</u>
LOUISIANA	- LOUISIANA DEPT. OF PUBLIC SERVICE	# _____	<u>1.972</u> %	\$ <u>64.68</u>
MINNESOTA	- MINNESOTA COMMISSION OF PUBLIC SAFETY	# _____	<u>2.558</u> %	\$ <u>84.72</u>
MISSISSIPPI	- MISSISSIPPI MOTOR VEHICLE COMPTROLLER	# _____	<u>2.685</u> %	\$ <u>72.36</u>
MISSOURI	- MISSOURI DEPARTMENT OF REVENUE	# _____	<u>11.326</u> %	\$ <u>354.73</u>
NORTH CAROLINA	- NORTH CAROLINA DIV. OF MOTOR VEHICLES	# _____	_____ %	\$ _____
OREGON	- OREGON MOTOR VEHICLE DIVISION	# _____	<u>1.388</u> %	\$ <u>8.12</u>
SOUTH DAKOTA	- SOUTH DAKOTA DEPT. OF PUBLIC SAFETY	# _____	<u>6.894</u> %	\$ <u>365.37</u>
TENNESSEE	- TENNESSEE MOTOR VEHICLE DIVISION	# _____	<u>4.170</u> %	\$ <u>145.11</u>
TEXAS	- TEXAS HIGHWAY DEPARTMENT	# _____	<u>9.331</u> %	\$ <u>241.19</u>
VIRGINIA	- VIRGINIA DIVISION OF MOTOR VEHICLES	# _____	<u>1.049</u> %	\$ <u>29.47</u>
OKLAHOMA	- OKLAHOMA TAX COMMISSION	# _____	_____ %	\$ _____

NOTICE: A COPY OF YOUR APPLICATION HAS BEEN FORWARDED TO THE FOLLOWING STATES AND YOU WILL BE BILLED DIRECTLY BY THEM:

- COLORADO
- IDAHO
- MONTANA
- UTAH
- WYOMING

ORIGINAL

INTERNATIONAL REGISTRATION PLAN

Pr 1
 Name of Applicant John T. Trucker
 Business Address 741 Blowout Lane
 City, County, State Lookout Herewecum Nebraska
 (Must Be Nebraska Address On All Nebraska Based Units)

LICENSING WEIGHT SCHEDULE

Account Number NE-23434
 Orig. Fleet # 1
 Supplement # _____ Fleet # _____

(ONLY THE UNITS LISTED BELOW WILL BE SHOWN AS BEING PRORATED IN ANY OTHER JURISDICTION OTHER THAN NEBRASKA)

UNIT #	Alaska	Alberta	Ark.	Colo.*	Idaho	Ill.	Kent.	Louis.**	Minn.	Miss.	Mo.	Mont.***	N. Caro.	Oreg.****	S. D.	Tenn.	Tex.	Utah	Virg.	Wyo.*	Okla.
	\$	\$65.12	\$249.24	\$	\$	\$	\$125.85	\$64.68	\$84.72	\$72.36	\$354.73	\$	\$	\$8.12	\$365.37	\$145.11	\$241.19	\$	\$29.47	\$	\$
	%	%1.799	%9.801	%4.768	%5.731	%	%5.034	%1.972	%2.558	%2.685	%11.326	%1.834	%	%1.388	%6.894	%4.170	%9.331	%2.367	%1.049	%6.066	%
1 & 2		72,000	72,000	Qual.	72,000		73,280	62,000	75,000	72,000	72,000	30,000		30,000	72,000	73,280	80,000	72,000	72,499	Qual.	
3		78,000	73,280	Qual.	76,000		80,000	66,000	76,000	73,280	73,280	44,000		44,000	76,000	73,280	80,000	76,000	76,000	Qual.	
4		24,000	24,000	Qual.	24,000		26,000	18,000	27,000	26,000	24,000	24,000		24,000	24,000	24,000	24,000	24,000	24,000	Qual.	
5				Qual.								32,000		32,000							Qual.
6				Qual.								32,000		32,000							Qual.
7				Qual.								32,000		32,000							Qual.

The above schedule must be completed by all Nebraska Based Carriers and should indicate the weight you wish to prorate in that jurisdiction. Vehicles must be listed in the same unit number order as on the Original application or Supplemental application. This schedule should include power units and trailer units as indicated by each jurisdiction.

*For **Colorado & Wyoming**: List the unladen weight of the vehicles (Both Power Units and Trailers).
 : **Louisiana**: List the Gross Weight of the load carrying axles. This shall be calculated by subtracting the weight of the steering axles from the total Combined Gross Weight (Power Units only).

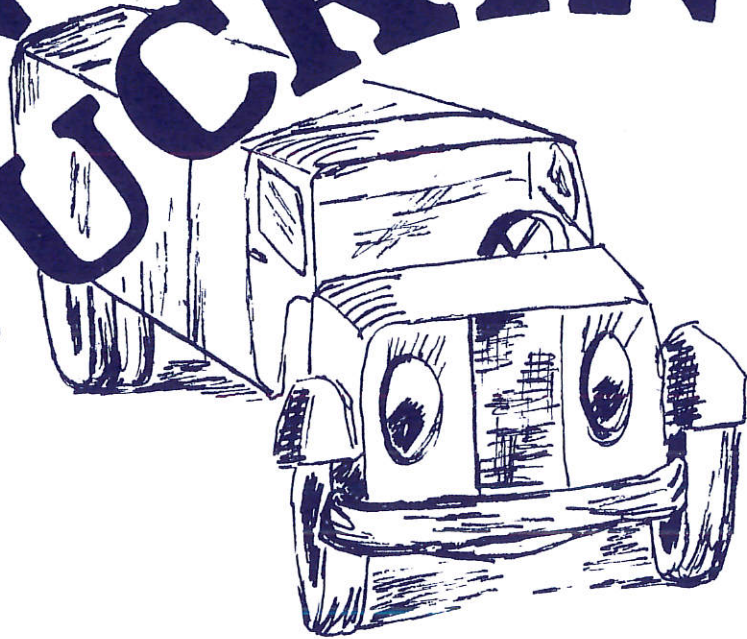
***For **Montana**: List the Gross Weight of the vehicles (Both Power Units & Trailers), unless the registration fees for these units are based upon the Combined Gross Weight fee schedule.

****For **Oregon**: List the Gross Weight of the vehicles (Both Power Units & Trailers). Gross weight shall mean the weight transmitted to the road surface through the axles.

For **All Other Jurisdictions**: List the Total Combined Gross Weight of the power vehicles or combination of vehicles. (Power Units Only).

Exhibit II - 7-11-77
Kneip

**KEEP
ON
TRUCKIN'?**



NEBRASKA

APPORTION
REGISTRATION
MANUAL

1977

COMPILED AND ISSUED BY
PRORATION DIVISION
DEPARTMENT OF MOTOR VEHICLES

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These instructions have been compiled by the Nebraska Department of Motor Vehicles, Prorate and Reciprocity Division, to assist you in the apportioned registration of your vehicles. If there is any part of these instructions you do not understand or any part of the forms you do not understand, please contact this department by writing to the:

Department of Motor Vehicles
Prorate and Reciprocity Division
P. O. Box 94789 State Office Bldg.
Lincoln, Nebraska 68509

Telephone 402/471-2281

Carriers may also be required to qualify with the following regulatory agencies to obtain the proper operating authority for the State of Nebraska.

1. Intra-state Operating Authority

Nebraska Public Service Commission
1342 "M" Street
Lincoln, Nebraska 68508

475-2641

2. Motor Fuel Tax

Department of Revenue
Motor Fuel Tax Division
P. O. Box 94818 State Office Bldg.
Lincoln, Nebraska 68509

402/471-2971

3. Overdimensional Permits

Department of Roads
Traffic Scale & Permit Section
P. O. Box 94759
Room 151, Hwy 2 & 77
Lincoln, Nebraska 68509

402/473-4775

INSTRUCTIONS FOR APPORTIONED REGISTRATION

Enclosed are a set of instructions which will assist carriers in filing Apportioned Registration Applications. This manual contains the information required to apportion with Nebraska and other jurisdictions aparty to the IRP. You will be receiving a separate set of forms and instructions upon request from jurisdictions that are members of the Uniform Prorate Agreement.

Apportioned Registration is an optional method of registration that provides for the registration of a fleet of apportionable vehicles, operating in two or more jurisdictions, by the payment of apportioned fees under the provisions of either the International Registration Plan or the Uniform Prorate and Reciprocity Agreement.

Any carrier engaged in operating a fleet of one or more apportionable vehicles in the State of Nebraska may, in lieu of full county registration, license such a fleet for operation in this state by filing a sworn statement with the Department of Motor Vehicles declaring the Total Fleet Mileage operated by such vehicles in all states and the total in-state miles operated during the preceding Mileage Reporting Period and describing and identifying each such vehicle to be operated in this state during the ensuing license year.

Upon receipt of such statement, this department shall determine the total fee payment which shall be equal to the amount obtained by applying the proportion of In-state Fleet Miles to the Total Fleet Miles, to the fees which would otherwise be required for total registration in this state.

Vehicles eligible for apportioned registration, but not registered as such, shall be required to meet their registration responsibilities by alternative means provided for in that particular jurisdiction, such as Trip Permits, Temporary Authority, or Reciprocity.

Vehicles apprehended operating in a jurisdiction, without being properly registered, may be required to fully license the apprehended vehicle in that jurisdiction.

Nebraska is a member of the following apportioned registration agreements:

International Registration Plan (IRP)

Alaska	Illinois	Mississippi	North Carolina	Texas
Alberta	Kentucky	Missouri	Oregon	Utah
Arkansas	Louisiana	Montana	South Dakota	Virginia
Colorado	Minnesota	Nebraska	Tennessee	Wyoming
Idaho				

Uniform Vehicle Registration Proration and Reciprocity Agreement

Arizona	Iowa	New Mexico	*Oklahoma
British Columbia	Kansas	North Dakota	Washington
California	Nevada		

* Oklahoma is not currently a member of the Uniform Vehicle Registration Proration and Reciprocity Agreement, however the State of Nebraska and the State of Oklahoma have a bilateral prorate agreement that is very similar to this agreement, which will be effective with the 1977 registration year.

INTERNATIONAL REGISTRATION PLAN

Under the International Registration Plan, the interstate operator is required to file all applications with the jurisdiction where he is based. The base jurisdiction, in turn, issues a base "apportioned" license plate and cab card. The base plate and cab card are the only identification or credential required to qualify the operator to operate interstate or intrastate in member jurisdictions. The cab card will list those jurisdictions to which the operator has apportioned his registration fees and the weight for which the vehicle is properly registered.

The plan is specific in requiring all member jurisdictions to comply with three (3) basic concepts embodied in the Plan and they are:

1. Single registration plate;
2. Single registration cab card; and
3. Ability to perform both interstate and intrastate vehicle movements.

The base administrator is provided with two options in regard to processing the applications, collecting apportioned fees, and issuing of base plates. By regulation, the administrator may postpone the payment of fees until the application has been audited and the fees computed, or the operator may be required to submit the apportioned fees with the application. The second option is that the administrator may withhold the issuance of the base plates and cab cards until he has received evidence from other member jurisdictions that the operator has paid the proper apportioned fees due such jurisdictions.

Nebraska exercises the second option and will audit, compute the fees due, and bill the carriers. Money should not be sent with the registration application.

Definition of Fleet:

"Fleet" is defined as one (1) or more apportionable vehicles.

"Apportionable Vehicle" means any vehicle except recreational vehicles, vehicles displaying restricted plates, city pick up and delivery vehicles, buses used in transportation of chartered parties, and government owned vehicles, used in two or more jurisdictions that allocate or proportionally register vehicles and is used for the transportation of persons for hire or designed, used, or maintained primarily for the transportation of property and:

1. has a gross vehicle weight in excess of 26,000 pounds; or
2. has three or more axles, regardless of weight; or
3. is used in combination, when the weight of such combination exceeds 26,000 pounds gross vehicle weight.

Vehicles or combinations thereof, having a gross vehicle weight of 26,000 pounds or less and two-axle vehicles may be proportionally registered at the option of the registrant.

UNIFORM VEHICLE REGISTRATION PRORATION AND RECIPROCITY AGREEMENT

It is the purpose of this agreement to set up a system whereby any member jurisdiction may permit owners of fleets of commercial vehicles operating in two or more states to prorate the registration of vehicles in such fleets in each jurisdiction in which the fleets operate on the basis of the proportion of miles operated within such jurisdiction to total fleet miles.

Under the Uniform Agreement, the interstate operator is required to contact the administrator in each jurisdiction in which the fleet operates for the annual application forms. The fleet owner must file his proration application with each member jurisdiction in which he operates and pay the jurisdictions their "prorate dollars." Each jurisdiction in the agreement issues a cab card (and some a decal sticker) to the operator, for each vehicle included in the prorate application. The owner then displays the decals on each of the fleet vehicles on a "prorate backing plate," which signifies to enforcement personnel that registration fees have been paid and the vehicle is permitted to operate in that jurisdiction. There are a few member jurisdictions which do not issue the decal stickers, however all members require a cab card be carried to identify the vehicle as part of a prorate fleet. Nebraska issues a cab card and a decal.

Definition of Fleet:

"Fleet," under this agreement, means one (1) or more "Apportionable Vehicles" for the purpose of registering in Nebraska by carriers in the following states in the Uniform Agreement: Kansas, Nevada, New Mexico, North Dakota, Oklahoma, and Washington, as well as for Nebraska carriers registering in these states.

"Apportionable Vehicle" means motor vehicles except recreational vehicles, vehicles displaying restricted plates, city pick up and delivery vehicles, and government owned vehicles, used in two or more jurisdictions that proportionally register vehicles and is used for the transportation of persons, or designed, used or maintained primarily for the transportation of property and:

1. has a gross weight in excess of 26,000 pounds; or
2. has three or more axles, regardless of weight; or
3. is used in combination, when the weight of such combination exceeds 26,000 pounds gross vehicle weight.

Vehicles, or combinations thereof, having a gross vehicle weight of 26,000 pounds or less and two-axle vehicles may be proportionally registered at the option of the registrant.

The following jurisdictions have a different "Fleet" definition for Apportionable Vehicle under the Uniform Vehicle Registration Proration and Reciprocity Agreement:

Arizona, California, and Iowa: 3 or more vehicles, 2 of which are power and grossing in excess of 12,000 pounds. Iowa will allow a carrier to prorate (at the carrier's option) any vehicle grossing more than 26,000 pounds.

British Columbia: 1 or more vehicles grossing in excess of 12,000 pounds.

If a vehicle is not part of an Apportioned Fleet in these jurisdictions, the operator must have a Reciprocity Cab Card or Trip Permit to enter the State of Nebraska. A Nebraska resident carrier must also have a Reciprocity Cab Card or Trip Permit to legally operate in these jurisdictions.

COMMERCIAL VEHICLE RECIPROCIITY

A vehicle that is not eligible for proratinal registration shall be granted full-license reciprocity to travel in Nebraska as long as that vehicle's base jurisdiction is able to grant a similar reciprocity to a Nebraska resident. Full-license reciprocity does not apply to Restricted Plates unless the base jurisdiction has negotiated a bilateral agreement to include these vehicles.

For IRP Member Jurisdictions

Vehicles or combinations of vehicles having a gross weight of less than 26,000 pounds shall be granted full-license reciprocity for operation through any IRP jurisdiction.

Vehicles classified as Mobile Home Toters shall be granted full reciprocity by all IRP jurisdictions providing the unladen weight of the towing unit has two axles and is grossing less than 26,000 pounds (excluding the Mobile Home).

For Uniform Prorate and Reciprocity Agreement Member Jurisdictions

Arizona: Grants full-license reciprocity on vehicles with a gross weight of less than 6,000 pounds.

California and Iowa: Grant full-license reciprocity on vehicles with a gross weight of less than 12,000 pounds. These jurisdictions will also allow either two straight trucks or one tractor-trailer to obtain a reciprocity permit if the units gross over 12,000 pounds.

British Columbia, Nevada, New Mexico, and Washington: Grant full reciprocity to vehicles under 12,000 pounds total combined gross weight. These jurisdictions will also allow vehicles between 12,000 pounds and 26,000 pounds and with two axles to apply for reciprocity permits or proratinal registration, at the discretion of the owner.

Kansas, North Dakota, and Oklahoma: Grant full-license reciprocity to any two-axle vehicles grossing less than 26,000 pounds.

INTERSTATE AND INTRASTATE AUTHORITY

Both the International Registration Plan and the Uniform Prorate Agreement provide that vehicles which are proportionally registered shall be deemed fully registered for both Intrastate and Interstate movements, providing the registrant has obtained the proper interstate and intrastate authority from the appropriate regulating agency, or is exempt from regulation by the regulatory agency. The regulating agency for intrastate movement is the Nebraska Public Service Commission, 1342 M Street, Lincoln, Nebraska 68508.

APPLICATIONS

Completed applications are accepted after September 1, however the applications must be filed by December 1 of each registration year. Once the Original application is filed with this office, a supplemental application must be filed to make any changes.

Fees due for apportioned registration should be paid by February 1 to assure issuance of credentials by the deadline date for display of credentials, which is February 28.

Carriers are requested to properly complete all the necessary forms to register a fleet of vehicles under apportioned registration. The Original application must bear an original signature and notary seal. Incorrect or incomplete applications shall be returned or the carrier will be called collect for correction or completion.

Nebraska Based Carriers: operating in one or more jurisdictions that are members of the Uniform Proration and Reciprocity Agreement must file separate prorate registration applications directly to the respective jurisdictions. The prorate application for these jurisdictions should be filled out in accordance with the instructions provided by the Uniform Prorate and Reciprocity Agreement member jurisdiction.

A Nebraska Based Carrier: may be required to file prorate applications under both the provisions of the International Registration Plan (IRP) and the Uniform Proration and Reciprocity Agreement, depending upon the jurisdictions in which that carrier registers.

Nebraska carriers operating in IRP jurisdictions must file for prorate registration authority under the IRP plan; however, if a carrier is also operating in states that are not members of the IRP, but rather members of the Uniform Prorate and Reciprocity Agreement, that carrier will be required to file registration applications under both plans.

Under the IRP, the member jurisdictions will not honor applications mailed directly to them by out of state carriers based in another IRP member jurisdiction.

Non-Resident Carriers: based in Uniform Prorate member jurisdictions will be required to file their registration forms with the instructions provided in the Uniform Prorate and Reciprocity Agreement section of this manual. The completed application forms should be mailed directly to the Nebraska Department of Motor Vehicles, Prorate Division, Lincoln, Nebraska 68509.

Number and Type of Application Required to File Under IRP

Under the IRP, complete copies of the Original and supplemental applications must be submitted for the following jurisdictions if a Nebraska carrier is apportioning with these jurisdictions.

Alaska (1 copy)	Idaho (2 copies)	Utah (2 copies)
Alberta (1 copy)	Montana (1 copy)	Wyoming (1 copy)
Colorado (1 copy)	Oregon (1 copy)	

Nebraska carriers apportioning with the following jurisdictions must file photo-copies of the reverse side of the Original application (Schedule B) which is used as a Recap Sheet for both Original and Supplemental applications.

One Copy For Each Jurisdiction

Alaska	Kentucky	Missouri	Tennessee
Alberta	Louisiana	North Carolina	Texas
Arkansas	Minnesota	Oregon	Virginia
Illinois	Mississippi	South Dakota	

PROCEDURE FOR COMPLETING APPORTIONED REGISTRATION APPLICATION

Uniform Prorate Application, (Schedule B and Recap Sheet)

Complete the information regarding: "Name of Applicant," "Business Address," "Account Number," "License Year," "Fleet Number" and any needed information pertaining to the "Type of Operation."* Do not fill in any information in the lower right-hand corner of this form.

Mark an (X) in the circle beside all jurisdictions, both IRP and Uniform Prorate Agreement Members, with which you are proportionally registering your vehicles.

The reporting period for miles to be included in the apportioned registration application shall cover the period of September 1 through August 31 of the year immediately preceding the new registration year. For example, for registration year 1977, use the period of September 1, 1975, through August 31, 1976.

On the Mileage Schedule, list the total in-state fleet miles traveled in each jurisdiction during the mileage reporting period. In-state miles shall include all miles generated by any truck or truck-tractor which was part of the apportioned fleet during the mileage reporting period.

If this is the first year an apportioned registration application has been filed and mileage percentage cannot be computed for a particular fleet on the basis of actual operation during the reporting period, estimated mileage will be acceptable.

Estimated mileage shall be based on the proposed operation of the fleet during the entire year for which registration is sought. Mileage must be clearly marked "ESTIMATE." Explain the estimated mileage by giving type of operation, its location, routes, frequency, and any additional information which will explain the basis for estimated miles, in the space provided. Estimated mileage will not be accepted for second apportioned registration year unless the operation has not operated for the entire twelve months of the mileage reporting period.

Total Fleet Miles shall include the total miles generated by all vehicles apportioned with that fleet during a particular mileage reporting period.

Complete required information for "Vehicles in Fleet" chart.

Sign and notarize application and mail this application, along with the proper number of photo-copies for each IRP jurisdiction with which you wish to prorate, to this department.

* If a carrier is operating in the Province of Alberta, Canada, he will be required to obtain an Extra Provincial Operating Authority Number directly from the Alberta Transportation Department, Motor Transport Branch, 2nd floor Boardwalk Bldg., 10220B - 103rd Street, Edmonton, Alberta T5J 0Y8, to operate in that jurisdiction.

Uniform Proration Application - Schedule A

The front side of the apportioned registration application contains the information needed by each prorate jurisdiction to determine the amount of fees due for registering in that jurisdiction.

The upper portion of this prorate schedule must be filled out completely by the carrier to enable this office to identify the carrier and the person to contact concerning the application.

The following is a summary of the information required to process the apportioned application.

NAME OF APPLICANT - Applicant's name shall be the full name of operating carrier or name under which individual does business.

BUSINESS ADDRESS - The address where the registrant has an established place of business, maintains operational records of that fleet, and accrues mileage.

MAILING ADDRESS - The address where the applicant desires his registration credentials to be mailed and/or where the applicant desires correspondence to be mailed or directed. Zip code must be shown.

ACCOUNT NUMBER - A number will be assigned to each carrier beginning with the 1977 registration year and must be used in all correspondence relating to the carrier.

LICENSE YEAR - Registration year for which applying.

FLEET NUMBER - If more than one fleet submitted in same name, designate as 1, 2, or East, West, etc.

PERSON TO CONTACT - Person who handles the paperwork or who is familiar with requirements of application. Be sure to include telephone number and area code.

SALES TAX EXEMPTION NUMBER - Carriers exempt from sales tax must show the Tax Exemption Number. Carriers who are not exempt will be required to show proof that the sales tax has been paid to the County Treasurer by submitting a copy of the paid Sales Tax Statement (TC-64) to this department. This proof must be attached to each application where sales tax is required to be paid.

Column 1. APPORTIONED PLATE NUMBER - Indicate the previous year's (1976) license number on the Original application. On supplemental applications, indicate the license plate number that will appear on the vehicle in the case of a transfer.

Column 2. BASE STATE - Name of jurisdiction to issue base license plates. Nebraska licensed, as well as vehicles to be licensed in an IRP state, must comprise separate fleets. Applications for IRP fleets must be filed directly with the base jurisdictions.

Column 3. OWNER'S EQUIPMENT NUMBER - Show the equipment or unit number assigned by applicant.

Column 4. YEAR - The year the vehicle was manufactured.

Column 5. MAKE - The make of the vehicle.

- Column 6. VEHICLE IDENTIFICATION NUMBER - Show complete VIN number.
- Column 7. TYPE - Use code key on bottom of form.
- Column 8. AXLES, SEATS - Includes steering axle or rated capacity of bus.
- Column 9. FUEL - Use code key on bottom of form.
- Column 10. DECLARED COMBINED GROSS WEIGHT - Includes the total unladen weight of any vehicle or combination of vehicles plus the maximum load to be carried on that vehicle or combination of vehicles at any one time.
- Column 11. GROSS WEIGHT - Includes the unladen weight of a vehicle plus the weight of the maximum load to be carried on the vehicle at any one time.
- Column 12. UNLADEN OR CHASSIS WEIGHT - 1) Unladen Weight shall include the actual weight of the vehicle including the cab, body, and all accessories with which the motor vehicle, trailer, or semi-trailer is equipped for normal use on the highway, excluding the weight of any load. 2) Chassis Weight shall include the weight of the supporting framework of the motor vehicle, trailer, or semi-trailer. This supporting framework shall consist of the frame, with the wheels and machinery (used by South Dakota on the power units).

(DIFFERENTIAL REGISTRATION WEIGHTS)

An applicant may elect to register a vehicle at a higher or lower combined gross weight in other jurisdictions that are members of IRP, and pay the proportional fee of the cost of that jurisdiction's plate in the weight category sought. If the applicant desires to register in Nebraska at 74,000 pounds and only 64,000 pounds in Texas, he must show these weights on the Weight Licensing Schedule. The applicant will pay Nebraska the percent on the cost of a plate for 74,000 pounds and the Texas percent on Texas rate for a 64,000 pound plate. The registration cab card issued by Nebraska will indicate that the applicant is authorized a combined weight of 74,000 pounds in Nebraska and 64,000 pounds in Texas.

- Column 13. LESSOR - If leased, the name of the legal title owner and the city and state of residence.
- Column 14. DATE OF PURCHASE OR LEASE - Month and year purchased by present owner if no lease agreement is involved. Date of lease where a long term lease (more than 30 days) is involved.
- Column 15. FACTORY PRICE OF VEHICLE - Is 90% of the manufacturer's retail price of the vehicle when new, including all improvements and modifications attached to the vehicle and used with it during the period for which the license is issued. Required by Wyoming and Montana.
- Column 16. COST OF VEHICLE - Shall mean actual purchase price of the vehicle when acquired.
- Column 17. TITLE NUMBER - Nebraska based carriers must obtain a Nebraska Certificate of Title and must indicate the title number in the column provided on the application. Nebraska carriers, leasing vehicles from non-resident owners, are exempt from titling in this state; however, they must be titled in their home state or jurisdiction. On newly acquired vehicles the Nebraska carriers must submit either a photocopy of the title document or the yellow copy of the title document.

Column 18. MODEL NUMBER - Is no longer needed for the State of Nebraska; however, the states of Colorado and South Dakota still require this information.

In the appropriate boxes indicate the total number of vehicles, tractors, and trailers listed on the application.

SCHEDULE OF APPLICATION REQUIREMENTS FOR IRP JURISDICTIONS

The following is a list of IRP jurisdictions and the information required by each jurisdiction to process the prorated registration application.

COLUMN #	10	11	12	13	14	15	16	17	18
Alaska			X(3)	X					
Alberta	X			X					
Arkansas	X			X					
Colorado			X(3)	X	X		X		X(1)
Idaho	X	X(4)		X					
Illinois	X			X					
Kentucky	X			X					
Louisiana	X(2)			X					
Minnesota	X			X					
Mississippi	X			X					
Missouri	X			X	X				
Montana	X(5)	X(5)		X	X	X	X		
Nebraska	X			X	X			X	
North Carolina	X			X					
Oregon	X	X(4)		X					
South Dakota	X		X(3)	X					
Tennessee	X			X					
Texas	X			X			X		
Utah	X			X	X				
Virginia	X			X					
Wyoming			X(3)	X	X	X	X		X(1)

Information in columns 1 through 9 and 13 is required by all jurisdictions. On the chart, when an X appears opposite the name of a jurisdiction under the column number, the information for that column is required on the application for that jurisdiction.

1. Colorado and Wyoming require model number of both tractor and trailer units. (Column 18) Colorado also requires the type of trailers to be indicated, such as: milk tank, insulated van, reefer, uninsulated van, furniture van, platform, grain, carryall or lowboy, livestock, possum belly, auto transport, high pressure transport, low pressure transport, pups, open top, bogies and dollies.
2. Louisiana considers combined gross weight the weight transmitted to the road by the load carrying axles, excluding the steering axle. (Column 10)
3. Alaska, Colorado, and Wyoming require the unladen weight on both the power unit and the trailer (Column 12). South Dakota requires chassis weight for the power units and unladen weight on the trailers.
4. Idaho and Oregon require gross weight of both power units and trailers. Truck-tractors - the empty weight of the truck-tractor plus the loaded weight of the front end of the semi-trailer resting on the truck-tractor. Trucks - Truck trailers - Light or empty weight plus the weight of the

heaviest load to be transported thereon at any time during the registration year. Semi-trailers - light or empty weight plus the weight of the heaviest load to be transported on the rear axle or axles only. The weight of the front end of a semi-trailer must be included in the gross weight of the truck-tractor which tows the semi-trailer. (Column 11)

5. Montana requires the unladen weight on both power units and trailer units. Montana advises the use of Combined Gross Weight only when the ratio of trailers to tractors is greater than 4:1.

SUPPLEMENTAL APPLICATIONS -- ADDITIONS AND DELETIONS

After an Original application has been filed, vehicles can be added or deleted by filing a supplemental application form in the same manner as the Original application. The supplemental forms should be filed promptly after a vehicle has been added or deleted so the proper credentials can be issued for the vehicles.

Registration fees for Nebraska are reduced monthly as indicated on page 23. Registration fees should be charged from the date the supplemental application is filed with this office; however, if the application is filed in a month other than the month of purchase (as indicated in Column 14) the carrier will be responsible for paying the Personal Property Tax on the newly acquired vehicle for the period of time in which the vehicle was not licensed. Due to these tax implications, the registration fees shall be charged from the date of purchase or lease rather than the date the application is filed with this office. This will relieve the carrier of any additional tax liability (Property Tax) that would accrue.

On newly acquired vehicles the Nebraska carriers must submit either a photocopy of the title document or the yellow copy of the title document.

The registration fees may be transferred from the deleted vehicle to the added vehicle, if the deleted vehicle was sold or destroyed or if the long term lease on the vehicle was being terminated. In order to transfer the registration fees, the cab card must be returned with the supplement. The fee for transferring the registration is \$1.50 per unit.

If a vehicle is deleted from an apportioned fleet and the carrier is not adding a vehicle to replace the deleted vehicle, the carrier may be entitled to a refund of the unused registration fees based upon a monthly breakdown in fees.

Non-resident carriers will not be entitled to this refund, unless the vehicle is deleted within the 90-day period following the date the vehicle was added to the apportioned fleet.

Nebraska based carriers will be entitled to a refund of any unused registration fees, based on a monthly breakdown.

WEIGHT LICENSING SCHEDULE

The Weight Licensing Schedule must be completed by the carrier and filed with each Original and Supplemental application. This schedule will be used in figuring the registration fees as well as indicating what licensed weight is to be typed on the Nebraska cab card. The schedule should list the units in the same order as they appear on the Original or Supplemental application.

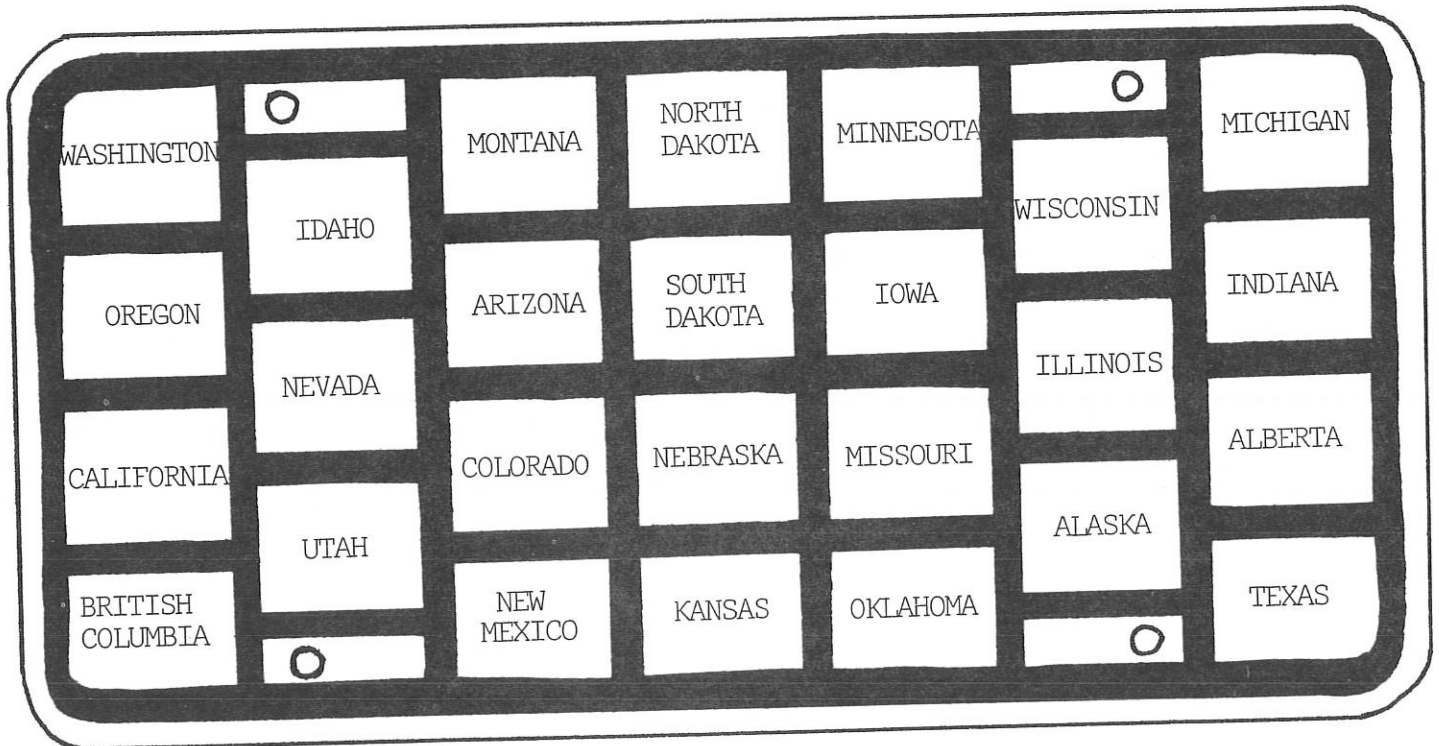
VEHICLE IDENTIFICATION

Nebraska will issue to every vehicle registered, the following identification devices:

1. Under the International Registration Plan:
 - a. Base License Plate for both Power and Trailer units bearing the legend "APP."
 - b. Apportioned Registration Cab Card indicating the weights for IRP jurisdictions in which they are qualified, name and address of registrant, description of vehicle, Nebraska License number, etc.
2. Under the Uniform Prorate Agreement:
 - a. Uniform Cab Card and Decal for power unit only, name and address of registrant, description of vehicle, and jurisdiction in which the vehicle is based.

Identification credentials must be maintained or displayed as follows:

1. License plates must be mounted on the front of the power unit and on the back of trailers and semi-trailers.
2. Cab Card must be carried on or in the vehicle for which it is issued. This must be the original cab card; copies are NOT accepted by the Nebraska Law Enforcement personnel.
3. Prorate backing plates must be mounted in the same location as the base license plate. Prorate decals must be affixed to the proper square for the jurisdiction issuing it as shown on the backing plate pictured below.



REPLACEMENT OF IDENTIFICATION

If a Nebraska Base Plate or Cab Card is lost or stolen, the carrier must file an affidavit with this office stating the facts. The fee for lost credentials shall be as follows:

- \$1.00 Lost Plate Only
- \$1.00 Lost Cab Card Only
- \$2.00 Lost Plate & Cab Card

REFUNDS

This department may approve refunds under the following circumstances:

- a. If an audit of the prorated carrier indicates an overpayment;
- b. If a billing error was made by this Department;
- c. If there is a duplication of vehicles registered and the fees have been paid twice;
- d. If a vehicle has been permanently removed from (1) a Nebraska Based Fleet and the fees were not transferred to another vehicle, the carrier will receive a refund of the unused registration fees, (2) a Foreign Based Fleet and fees were not transferred to another vehicle, the carrier will receive a 50% refund of registration fees paid, if the vehicle is deleted within the 90 day period after that vehicle was added to the apportioned fleet.

BILLING

Upon approval of the application, a billing notice will be mailed to the carrier's mailing address.

Nebraska based carriers will receive an IRP Billing Notice indicating the amount of fees due the State of Nebraska as well as the amount of fees due each of the IRP jurisdictions with which the carrier is apportioning. (Except Colorado, Idaho, Montana, Utah, and Wyoming. These states will bill Nebraska carriers directly.)

All copies of the IRP Billing Notice must be returned to the office with the checks attached, made payable to the appropriate jurisdiction.

* All checks over \$50 must be Certified.

TELEGRAMS OF AUTHORITY

Nebraska will issue collect telegraphic authorization for a vehicle as proper registration authority while registration processing is pending. The issuance of this authorization is a privilege and a courtesy in order that new or additional vehicles may be operated immediately prior to receipt of proper credentials. The supplemental application must be received by this office prior to the issuance of any telegraphic authority to non-resident carriers. (Nebraska carriers must file the supplement within 3 days after the issuance of the authority.)

The following guidelines shall apply to the issuance of telegrams.

1. Carriers requesting the telegram shall have a fleet currently apportioned with Nebraska.
2. The proportional registration of the vehicle covered by the telegram shall be completed within the time limits of the authorization. Failure to complete the registration within the time limits shall be cause for cancellation of prorational registration privileges in Nebraska.
3. Telegrams shall be valid for 30 days from the date of issuance.
4. Telegraphic authority will not be issued on Original applications.
5. The telegraphic authority will be issued for all IRP states the carrier is prorating with.

Telegrams may be obtained from any one of the following methods by telephoning this office or attaching a note to the application:

1. InstaCom
2. Transceiver
3. Western Union

NOTE: Some jurisdictions will not honor Nebraska Telegrams of Authority as a valid registration, therefore carriers should contact each jurisdiction before entering that jurisdiction with a "Telegram of Authority."

TEMPORARY AUTHORITY

Upon request, carriers may obtain Nebraska Temporary Authority Cards from this office. These temporary authority cards are \$2.00 each, with a limit of 50 per request.

The following is a set of rules and regulations which must be adhered to for the issuance of Temporary Authority Cards.

1. The Temporary Authority Permit consists of a three-part form --
 - Original -- To be mailed to the Department of Motor Vehicles upon completion.
 - 1st copy -- To be placed in the vehicle to which issued.
 - 2nd Copy -- To retain in the carrier's file for a period of four years from the date of issuance.
2. These permits are to be obtained from the Department of Motor Vehicles and issued by the carrier when the need arises; however, these permits must be typed and filled out completely at the time of issuance.
3. The supplement containing the vehicle listed on the temporary authority cards must be received by this office within five (5) days from the date of issuance of that authority card.
4. Permits will only be issued to carriers who are currently registered through apportioned registration with the State of Nebraska for new additions to an existing fleet.
5. No more than one permit may be issued per vehicle.
6. If a permit is filled out incorrectly and needs to be voided, the original and first copy of the permit must be returned to this office immediately. No refunds will be given for voided cards.
7. The Nebraska Department of Motor Vehicles, Prorate Division, reserves the right to cancel the privileges of the use of temporary permits by a carrier for violation of any rule herein stated. A carrier in violation of the provisions of the above may face cancellation of Nebraska operating authority pursuant to Nebraska Statute 60-305.09.

NOTE: Some jurisdictions will not honor the Nebraska Temporary Authority Cards. Carriers should contact each jurisdiction before entering that jurisdiction with the Temporary Authority Card.

NEBRASKA PRORATE & MILEAGE PERMIT STATIONS

STATION NO.	HIGHWAY	CITY	FIRM NAME
24	136 - 183	Alma, Nebraska	Rapid Service
95	283 - 6	Arapahoe, Nebraska	J & S Rapid Service
15	75 - 75	Auburn, Nebraska	Stan's Apco
97	73 - 75	Bellevue, Nebraska	Bradbury Standard Service
29	34 - 61	Benkelman, Nebraska	Youngson Oil Company
33	138 - 30	Big Springs, Nebraska	Brestel Oil Company, Inc.
58	I-80	Big Springs, Nebraska	Bosselman's
6	73	Blair, Nebraska	Taylor Oil Company
26	77	Blue Springs, Nebraska	Thoman's Service
91	385 - 20	Chadron, Nebraska	Chadron Service
20	81	Chester, Nebraska	Foote Oil Service
99	51	Decatur, Nebraska	Schroder Service Station
47	30 - 275	Fremont, Nebraska	M & M Service
90	26 - 71	Gering, Nebraska	Husky Truck Stop
42	20	Gordon, Nebraska	Seger Oil Company
50	30	Grand Island, Nebraska	Bosselman-Eaton
51	281 - I-80	Grand Island, Nebraska	Bosselman Truck Plaza
67	I-80	Greenwood, Nebraska	Greenwood Truck Stop
94	I-80 - 71	Kimball, Nebraska	I-80 Inn
12	West O St.	Lincoln, Nebraska	Shoemakers Truck Stop
98	77	Lyons, Nebraska	Midway 66 Service
54	26	Minatare, Nebraska	Harry's Super Service
96	6 - 10	Minden, Nebraska	Minden Terminal, Inc.
14	73 - 75	Nebraska City, Nebraska	Woerner Oil Company
62	83	North Platte, Nebraska	Tomahawk Truck Stop
56	I-80	Ogallala, Nebraska	Ogallala Union, Inc.
7	I-80 - L	Omaha, Nebraska	Omaha Truck Plaza
89	I-80	Omaha, Nebraska	Sapp Bros. Truck Plaza
1	20 - 275	O'Neill, Nebraska	Eby's Service
22	281	Red Cloud, Nebraska	Olson's Phillips 66
35	30	Sidney, Nebraska	Eastside Bay Service
3	20	South Sioux City, Nebr.	Diamond Horseshoe
4	77	South Sioux City, Nebr.	Crystal Oil Company
21	14	Superior, Nebraska	Mid-Nebraska Oil
17	50 - 136	Tecumseh, Nebraska	Campbell Oil Company
44	20	Valentine, Nebraska	Home Oil Company
2	81	Yankton, South Dakota	Kenny's 24-Hour Service

PRORATE AND RECIPROCITY PERMIT

Vehicles eligible for apportioned registration, but not registered as such, will be required to meet their registration responsibilities by purchasing a \$10.00 trip permit and/or a mileage permit before proceeding through this state.

These permits may be obtained from any one of the above "Temporary Truck Licensing Stations."

Vehicles apprehended operating in Nebraska without the proper identification may be required to fully license such vehicles in the State of Nebraska before the vehicles will be allowed to continue their movement.

LEASED VEHICLES

For purposes of proratinal registration, the lessee of the vehicle is responsible for registration of the vehicle. The Nebraska credentials shall be issued to the lessee with the lessor's name indicated on the cab card; however, the identification plate and the cab card are the property of the lessee. The lessee may transfer the registration from one unit to another if the lease is terminated on the original vehicle.

The general rule that the lessee is treated as the owner for proratinal registration purposes is subject to the following conditions:

- a. An apportioned carrier may lease his equipment on a short term basis to another apportioned carrier, however the lessor shall be responsible for reporting the miles traveled on the proratinal application.
- b. Consecutive renewal of a short term lease shall be construed to be a long term lease and therefore subject to the provisions of a long term lease, whereby the lessee shall be responsible for the registration.

OWNER-OPERATOR VEHICLES

Owner-operators who lease their vehicles to motor carriers on a long-term basis shall register as follows:

1. The lessee shall be the registrant and the vehicle shall be registered by the carrier in both the name of the owner-operator and that of the carrier.
2. The apportionment of fees shall be according to the mileage records of the carrier.
3. The license plates and cab cards issued shall be the property of the lessee.

HOUSEHOLD GOODS CARRIERS

Household goods carriers, using equipment leased from service representatives, may elect to either base the equipment in the base jurisdiction of the service representative or in that of the carrier.

If the base jurisdiction of the service representative is elected, the equipment shall be registered in the service representative's name and the carrier shall be indicated as the lessee. The apportionment of fees shall be according to the combined mileage records of the service representative and those of the carrier. Such records must be kept or made available in the service representative's base jurisdiction.

If the base jurisdiction of the carrier is selected, the equipment shall be registered by the carrier and in the name of the carrier, and the service representative shall be designated as the lessor. The apportioning of fees shall be according to the mileage records of the carrier and service representative, which must include intrastate miles operated by those vehicles. The records must be kept or made available in the base jurisdiction of the carrier. (Service representatives, properly registered under this election, shall be fully registered for operations under their own authority as well as under the authority of the carrier.)

ENFORCEMENT

Credentials for the current registration year must be on the vehicles by the last day in February and the enforcement will begin March 1.

Vehicles apprehended for improper or no reciprocity credentials are subject to arrest and fine in the county in which the violation occurs, plus \$10.00 for the purchase of a Prorate and Reciprocity Permit before being lawful to proceed.

Apportioned registration does not include special fuel requirements, operating authority, or overdimension and weight permits.

AUDITS AND PRESERVATION OF RECORDS

Prorated carriers shall be required to preserve the "Operational Records" on which the registration application is based for a period of four years to substantiate four previous years of registration. "Operational Records" should mean all documents supporting miles traveled in each jurisdiction and total miles traveled, such as fuel reports, trip sheets, logs, etc.

Upon request of this division, the carrier is required to make his operational records available to the Department at its office for audit as to accuracy of computation and payment, or pay the cost of an audit at the home office of the owner by a duly appointed representative of the Department of Motor Vehicles.

This department reserves the right to adjust the mileage percentage of a Nebraska based carrier to include the miles traveled in reciprocal jurisdictions and the jurisdictions which the carrier operated into during the previous reporting period, but chose not to prorate with for the upcoming registration year.

Carriers will be required to furnish proof that the fleet was 100% licensed during any given registration year.

LEGAL SIZES AND WEIGHTS FOR VEHICLES IN NEBRASKA

- (1) Maximum overall width 8 feet

Exception: Eight feet width shall not apply to farm equipment in temporary movement during daylight hours in normal course of farm operations.

- (2) Maximum overall height 13 feet, 6 inches

Exception: The owners, lessees, and operators, jointly and severally, of vehicles exceeding twelve feet, six inches, in height shall assume the risk of loss to the vehicle and its load, and shall be liable for any damages that result to overhead obstructions from operation of a vehicle exceeding twelve feet, six inches, in height.

- (3) Maximum overall length, single vehicle 40 feet

- (4) Maximum overall length, tractor & semi-trailer 60 feet

- (5) Maximum overall length, truck & full trailer; tractor, semi-trailer, and trailer; or truck, semi-trailer, and trailer 65 feet

Exception: The length provisions shall not apply to the temporary moving of farm equipment during daylight hours in the normal course of farm operation, nor to the movement of public utility or other construction and maintenance material and equipment at any time. The length of refrigeration units mounted on the front of trailers which overhang the cab of the truck shall not be counted in determining length. Combination of vehicles, all trailing units of which must be equipped on each wheel with brakes that can be operated from the driving position of the towing vehicle.

- (6) Maximum single wheel load, 10,000 lbs.

- (7) Maximum single axle load, 20,000 lbs.

- (8) Maximum tandem axle load, 34,000 lbs.

Exception: In all cases gross weights are subject to wheel and axle load restriction. It shall be unlawful to operate upon the public highways of this state any motor truck, truck-tractor, or trailer carrying a load (1) of more than twenty per cent in excess of the carrying capacity on which the registration fee on such vehicle has been paid, and the maximum tolerance of twenty percent shall not exceed one thousand pounds.

An axle load shall be defined as the total load transmitted to the road by all wheels whose centers may be included between two parallel transverse vertical planes forty inches apart, extending across the full width of the vehicle. The distance between axles shall be measured to the nearest foot. When a fraction is exactly one-half foot, the next larger whole number shall be used.

No group of two or more consecutive axles shall carry a load in pounds in excess of the value given in the following table corresponding to the distance in feet between the extreme axles of the group, measured longitudinally to the nearest foot.

DISTANCE IN FEET BETWEEN
THE EXTREMES OF ANY GROUP
OF TWO OR MORE CONSECUTIVE
AXLES

MAXIMUM LOAD IN POUNDS CARRIED ON ANY GROUP OF
TWO OR MORE CONSECUTIVE AXLES

	TWO AXLES	THREE AXLES	FOUR AXLES	FIVE AXLES	SIX AXLES	SEVEN AXLES
4	34,000					
5	34,000					
6	34,000					
7	34,000					
8	34,000	42,000				
9	39,000	42,500				
10	40,000	43,500				
11		44,000				
12		45,000	50,000			
13		45,500	50,500			
14		46,500	51,500			
15		47,000	52,000			
16		48,000	52,500	58,000		
17		48,500	53,500	58,500		
18		49,500	54,000	59,000		
19		50,000	54,500	60,000		
20		51,000	55,500	60,500		
21		51,500	56,000	61,000		
22		52,500	56,500	61,500		
23		53,000	57,500	62,500		
24		54,000	58,000	63,000		
25		54,500	58,500	63,500	69,000	
26		55,500	59,500	64,000	69,500	
27		56,000	60,000	65,000	70,000	
28		57,000	60,500	65,500	71,000	
29		57,500	61,500	66,000	71,500	
30		58,500	62,000	66,500	72,000	
31		59,000	62,500	67,500	72,500	
32		60,000	63,500	68,000	73,000	
33			64,000	68,500	74,000	
34			65,500	69,000	74,500	
35			65,500	70,000	75,000	
36			66,000	70,500	75,500	
37			66,500	71,000	76,000	81,500
38			67,500	72,000	77,000	82,000
39			68,000	72,500	77,500	82,500
40			68,500	73,000	78,000	83,500
41			69,500	73,500	78,500	84,000
42			70,000	74,000	79,000	84,500
43			70,500	75,000	80,000	85,000
44			71,500	75,500	80,500	85,500
45			72,000	76,000	81,000	86,000
46			72,500	76,500	81,500	87,000
47			73,500	77,500	82,000	87,500
48			74,000	78,000	83,000	88,000
49			74,500	78,500	83,500	88,500
50			75,500	79,000	84,000	89,000
51			76,000	80,000	84,500	89,500
52			76,500	80,500	85,000	90,500
53			77,500	81,000	86,000	91,000
54			78,000	81,500	86,500	91,500
55			78,500	82,500	87,000	92,000
56			79,500	83,000	87,500	92,500
57			80,000	83,500	88,000	93,000
58				84,000	89,000	94,000
59				85,000	89,500	94,500
60				85,500	90,000	95,000

DEFINITIONS APPLICABLE

AGENT-LESSOR and/or SERVICE REPRESENTATIVE - One who furnished facilities and service including sales, warehousing, motorized equipment and drivers under contract or other arrangements to a carrier for transportation of property by a household goods carrier.

AXLE WEIGHT - The weight transmitted to the surface by one axle or a combination of axles in a tandem assembly.

BASE JURISDICTION - For purposes of fleet registration, the jurisdiction where the registrant has an established place of business, where mileage is accrued by the fleet, and where operational records of that fleet are maintained or can be made available in accordance with the provisions of Article XIV, A (2).

Registrants based in any jurisdiction not a member of the IRP agreement, and who have been licensing vehicles in any member jurisdiction using allocation or proration, may declare the member jurisdiction where the most miles have been operated as a base jurisdiction for purposes of IRP registration until such time as the registrant's base jurisdiction becomes a member of this agreement.

BASE PLATE - A term normally associated with proportional registration that applies to the license plate(s) issued by the base jurisdiction.

CAB CARD - A card or receipt issued for a vehicle to identify it with the registration issued and, in some cases, to verify payment of apportioned fees.

CARRIER - An individual, partnership, or corporation engaged in the business of transporting goods or persons.

COMMERCIAL VEHICLE - Any vehicle operated for the transportation of persons or property in furtherance of any commercial or industrial enterprises, for hire or not for hire.

DOLLAR PRORATION - The amount of registration fees due a jurisdiction from an interstate owner or operator to operate his fleet of vehicles.

FLEET - Commercial vehicles utilized by an owner or operator to conduct his operations or, under the terms of an agreement, those interstate vehicles required to be proportionally registered.

IN-STATE MILES - The total number of miles operated by a fleet of proportionally registered vehicles in a jurisdiction during the preceding year. In those cases where the registrant operated a fleet of proportionally registered vehicles in jurisdictions that require no apportionment and grant reciprocity, the base jurisdiction may add such miles to the in-state miles.

INTERSTATE OPERATIONS - Vehicle movement between or through two or more jurisdictions.

INTRASTATE OPERATIONS - Movement of a vehicle from one point within a jurisdiction to another point within the same jurisdiction, regardless of routes traversed.

LEASE - A written document vesting exclusive possession, control of and responsibility over the operation of the vehicle in the lessee for a specific period of time as if such lessee were the legal owner.

LONG TERM LEASE - 30 days or more.

OPERATIONAL RECORDS - Documents supporting miles traveled in each jurisdiction and total miles traveled such as fuel reports, trip sheets, logs or computer runs that can be supported by source documents when requested by the base jurisdiction.

MILEAGE REPORTING PERIOD - The period of twelve consecutive months immediately prior to September 1st of the year immediately preceding the commencement of the registration or license year for which proportional registration is sought.

PRORATE - To pay registration fees to a jurisdiction, based on the percentage of miles operated in that jurisdiction. "Apportion" is a synonymous term.

RECIPROCITY MILES - Miles operated by an owner or operator in jurisdictions that grant reciprocity.

RECREATIONAL VEHICLE - Every vehicle originally designed or permanently converted and used for living quarters or for human habitation and not used as a commercial vehicle, including any house car, house trailer, camper or private living coach.

REGISTRATION YEAR - A period of time for which registration issued by the base jurisdiction is valid according to the laws of the base jurisdiction. In Nebraska, January 1 through December 31.

RESTRICTED PLATE - One that has time (less than a registration year), geographic area, mileage or commodity restriction, such as "Farm" or "Local."

SHORT TERM LEASE - Less than 30 days.

TOTAL FLEET MILES - The total number of miles generated by an owner or operator of a fleet of proportionally registered vehicles in all jurisdictions during the mileage reporting year.

TRIP PERMIT - A temporary permit issued by a jurisdiction in lieu of reciprocity on registration.

VEHICLE PRORATION - The number of vehicles an owner or operator is required to license in a jurisdiction based on the percentage of miles operated within the jurisdiction as compared to total miles, and other factors, if any, in an agreement.

ABBREVIATIONS FOR JURISDICTIONS

AL - Alabama	MI - Michigan	TX - Texas
AK - Alaska	MN - Minnesota	UT - Utah
AZ - Arizona	MS - Mississippi	VT - Vermont
AR - Arkansas	MO - Missouri	VA - Virginia
CA - California	MT - Montana	WA - Washington
CO - Colorado	NE - Nebraska	WV - West Virginia
CT - Connecticut	NV - Nevada	WI - Wisconsin
DC - District of Columbia	NH - New Hampshire	WY - Wyoming
DE - Delaware	NJ - New Jersey	MX - Mexico
FL - Florida	NM - New Mexico	AB - Alberta
GA - Georgia	NY - New York	BC - British Columbia
ID - Idaho	NC - North Carolina	MB - Manitoba
IL - Illinois	ND - North Dakota	NB - New Brunswick
IN - Indiana	OH - Ohio	NF - New Foundland
IA - Iowa	OK - Oklahoma	NT - Northwest Territory
KS - Kansas	OR - Oregon	NS - Nova Scotia
KY - Kentucky	PA - Pennsylvania	ON - Ontario
LA - Louisiana	RI - Rhode Island	PE - Prince Edward Island
ME - Maine	SC - South Carolina	PQ - Quebec
MD - Maryland	SD - South Dakota	SK - Saskatchewan
MA - Massachusetts	TN - Tennessee	

ABBREVIATIONS FOR VEHICLES

<u>Truck and Tractor</u>		<u>Buses</u>			
Autocar	ATR	Arrowcoach	ARC	Gilmore	GLM
Brock or Bock	BCK	Blue Bird	BLU	Great Dane	GTD
Brockway	BKW	GMC	GMC	Heil	HEI
Brown	BRN	Golden Eagle	GOL	Henderson	HEN
Chevrolet	CHE	Motorcoach Ind.	MCI	Hendricks	HNK
Diamond Reo	DTR	Safetyliner	SAF	Highway	HIG
Diamond T	DIA	Silver Eagle	SIL	Hobbs	HOB
Dodge	DOD	Yellow	YEL	Kent	KNT
Ford	FOR			Kentucky	KEN
Freightliner	FRG	<u>Trailers</u>		Keystone	KEY
FWD	FWD	Alloy	ALL	Load King	LOK
GMC	GMC	American	AME	Lubbock	LUB
Hendrickson	HEN	Beall	BEA	Lufken	LUF
International	INT	Brockway	BRK	Matlock	MTL
IHC	IHC	Brown	BRO	Merritts	MER
Kenworth	KEN	Butler	BUT	Mohawk	MOH
Mack	MCK	Chamberlain	CBL	Monarch	MON
Marmon	MAR	Clark	CLK	Pamco	PAM
Peterbilt	PBT	Clement	CLM	Shopbuilt	SHB
Reo	REO	Cornhusker	CRN	Stewart	SWT
White	WHI	Delta	DTA	Stoughton	STO
		Dorsey	DOR	Strick	STK
		Flasco	FCO	Timpte	TIM
		Fontaine	FON	Trailer	TLI
		Fruehauf	FRU	Trailmobile	TMO
				Trailway	TWY
				Transport	TRP
				Utility	UTI
				Wilson	WSN

NEBRASKA REGISTRATION FEES

The registration fees shall be based entirely upon the Declared Combined Gross Weight of any vehicle or combination of vehicles.

Trucks, Truck-Trailers, and Tractor-Semi-Trailers:

Declared Combined Gross Weight shall include the total unladen weight of any vehicle or combination of vehicles plus the maximum load to be carried on that vehicle or combination of vehicles at any one time.

The registration fees shall be \$32.00 per license ton and shall be reduced monthly, based on the date the application is filed with this office. If, however, the application is not filed in the same month that the vehicle was acquired, the Nebraska carrier will be subject to payment of Personal Property Tax on the vehicle. Carriers should also be aware that excessive non-use of a sales tax exempt vehicle could jeopardize the sales tax exemption status of that vehicle.

All vehicles which were previously apportioned and are being renewed on an application will be required to pay the annual registration fee, regardless of the date the application is filed with this office.

This department will figure the Nebraska based applications and base the fees upon the date the vehicle was acquired unless otherwise requested by the carrier. In the case where the carrier requests the registration fees be based upon the date of filing the application, the carrier will be required to submit proof that the Personal Property Tax has been paid to the County Treasurer.

Trailers:

Trailers shall be licensed for a fee of \$1.00.

Buses:

The registration fee for buses shall also be \$32.00 per license ton of Declared Combined Gross Weight. The Declared Combined Gross Weight of buses shall be determined by taking the unladen weight of the bus plus 200 pounds for each passenger the bus is designed to carry. These fees shall also be reduced monthly.

Identification Fee:

A fee of \$1.00 per vehicle shall be charged for each vehicle which is issued an identification devise by this office. Those carriers based in Uniform Prorate and Reciprocity member jurisdictions shall also be charged a fee of \$1.00 to cover the issuance of a power decal.

NOTE: For any carrier who requests to be licensed for a weight that is between two weight categories, this department will license the vehicle for the higher weight category. (i.e.) A carrier requests this department to license a vehicle for 79,000 pounds, therefore that registration fee shall be based upon the 80,000 pound (40 ton) weight category.

ALASKA REGISTRATION FEES

<u>UNLADEN WEIGHT</u>	<u>Annual Registration Fee</u>	<u>ATC Weight Fee*</u>
3,999 Pounds or Less	\$ 45.00	\$ 35.00
11,999 "	80.00	35.00
17,999 "	150.00	55.00
18,000 Pounds or More	215.00	75.00

Registration fees are for trucks, truck-tractors, and buses only.

Tour Buses: with a capacity of 20 or more, \$80.00

* The Alaska Transportation Commission Weight Fee is a non-prorated fee which applies to all carriers, except Private Carriers who pay a flat fee of \$25.00 per vehicle (excluding trailers). This ATC Weight Fee, which is only collected once per vehicle, may be paid at any Alaskan Port of Entry.

Transfers: Not allowed

Trailers: No fee

ALBERTA REGISTRATION FEES

<u>COMBINED GROSS WEIGHT</u>	<u>January Fee</u>	<u>COMBINED GROSS WEIGHT</u>	<u>January Fee</u>
3,000 Pounds or Less	\$ 30.00	35,000 Pounds or Less	\$ 370.00
4,000 "	40.00	36,000 "	390.00
5,000 "	45.00	37,000 "	410.00
6,000 "	50.00	38,000 "	430.00
7,000 "	55.00	39,000 "	450.00
8,000 "	65.00	40,000 "	470.00
9,000 "	70.00	41,000 "	490.00
10,000 "	75.00	42,000 "	510.00
11,000 "	80.00	45,000 "	560.00
12,000 "	85.00	48,000 "	620.00
13,000 "	90.00	51,000 "	680.00
14,000 "	100.00	54,000 "	740.00
15,000 "	110.00	57,000 "	800.00
16,000 "	120.00	60,000 "	860.00
17,000 "	130.00	63,000 "	920.00
18,000 "	140.00	66,000 "	980.00
19,000 "	150.00	69,000 "	1,040.00
20,000 "	160.00	72,000 "	1,100.00
21,000 "	170.00	75,000 "	1,160.00
22,000 "	180.00	78,000 "	1,220.00
23,000 "	190.00	81,000 "	1,280.00
24,000 "	200.00	84,000 "	1,340.00
25,000 "	215.00	87,000 "	1,400.00
26,000 "	230.00	90,000 "	1,460.00
27,000 "	245.00	93,000 "	1,520.00
28,000 "	260.00	96,000 "	1,580.00
29,000 "	275.00	99,000 "	1,640.00
30,000 "	290.00	102,000 "	1,700.00
31,000 "	305.00	105,000 "	1,760.00
32,000 "	320.00	108,000 "	1,820.00
33,000 "	335.00	110,000 "	1,860.00
34,000 "	350.00		

Fees are reduced 40% on June 1 and 75% on October 1.

Transfers: No fee

Trailers: No fee

ARKANSAS REGISTRATION FEES

<u>COMBINED GROSS WEIGHT</u>	<u>January Fee</u>	<u>COMBINED GROSS WEIGHT</u>	<u>January Fee</u>
6,001 Pounds or Less	\$ 30.00	40,001 Pounds	\$ 340.00
7,000 Pounds	35.00	41,000 "	348.00
8,000 "	40.00	42,000 "	357.00
9,000 "	45.00	43,000 "	365.00
10,000 "	50.00	44,000 "	374.00
11,000 "	55.00	45,000 "	382.00
12,000 "	60.00	46,000 "	391.00
13,000 "	65.00	47,000 "	399.00
14,000 "	70.00	48,000 "	408.00
15,000 "	75.00	49,000 "	416.00
16,000 "	80.00	50,000 "	425.00
17,000 "	85.00	51,000 "	433.00
18,000 "	90.00	52,000 "	442.00
19,000 "	95.00	53,000 "	450.00
20,001 "	130.00	54,000 "	459.00
21,000 "	136.00	55,000 "	467.00
22,000 "	143.00	56,001 "	532.00
23,000 "	149.00	57,000 "	541.00
24,000 "	156.00	58,000 "	551.00
25,000 "	162.00	59,000 "	560.00
26,000 "	169.00	60,001 "	630.00
27,000 "	175.00	61,000 "	640.00
28,000 "	182.00	62,000 "	651.00
29,000 "	188.00	63,000 "	661.00
30,000 "	195.00	64,000 "	672.00
31,000 "	201.00	65,000 "	682.00
32,000 "	208.00	66,000 "	693.00
33,000 "	214.00	67,000 "	703.00
34,000 "	221.00	68,001 "	748.00
35,000 "	227.00	69,000 "	759.00
36,000 "	234.00	70,000 "	770.00
37,000 "	240.00	71,000 "	781.00
38,000 "	247.00	72,000 "	792.00
39,000 "	253.00	73,280 "	803.00

Fees are reduced 50% on July 1 and 75% on October 1.

Transfers: No fee

Trailers: No fee

ILLINOIS REGISTRATION FEES

<u>COMBINED GROSS WEIGHT</u>	<u>January Fee</u>	<u>COMBINED GROSS WEIGHT</u>	<u>January Fee</u>
3,000 Pounds or Less	\$ 24.00	32,000 Pounds or Less	\$ 538.00
8,000 "	30.00	36,000 "	654.00
10,000 "	70.00	41,000 "	842.00
12,000 "	100.00	45,000 "	926.00
14,000 "	130.00	50,000 "	1,034.00
16,000 "	160.00	59,000 "	1,176.00
20,000 "	240.00	64,000 "	1,296.00
24,000 "	330.00	73,280 "	1,492.00
28,000 "	410.00	73,280* "	1,560.00

* Double Bottom with 1 free auxiliary axle

Full Trailers:	10,001 thru 14,000	--	\$110.00	Semi Trailer to Full Trailer: (Auxiliary Axle)	\$ 698.00
	14,001 thru 20,000	--	168.00		
	20,001 thru 36,000	--	718.00		

Registration fees are reduced 1/2 on July 1.

Transfers: No fee

KENTUCKY REGISTRATION FEES

<u>COMBINED GROSS WEIGHT</u>	<u>January Fee</u>	<u>COMBINED GROSS WEIGHT</u>	<u>January Fee</u>
6,000	\$ 11.50	38,000	\$ 300.00
10,000	24.00	44,000	474.00
14,000	30.00	55,000	544.00
18,000	50.00	62,000	588.00
22,000	132.00	73,280	750.00
26,000	160.00	80,000	840.00
32,000	216.00		

Registration fees are reduced 1/4 quarterly.

Trailers: No fee

Transfers: No fee

LOUISIANA REGISTRATION FEES

<u>TOTAL GROSS WEIGHT</u>	<u>TOTAL WEIGHT CARRYING AXLES</u>	<u>PRIVATE USE</u>	<u>HOUSEHOLD GOODS MOVERS</u>	<u>COMMON AND CONTRACT CARRIERS</u>
12,000	2	\$ 40.00	\$ 60.00	\$ 80.00
16,000	2	80.00	120.00	160.00
20,000	2	120.00	180.00	240.00
24,000	2	160.00	240.00	320.00
28,000	2	200.00	300.00	400.00
32,000	2	240.00	360.00	480.00
36,000	2	280.00	420.00	560.00
40,000	3	280.00	420.00	560.00
44,000	3	320.00	480.00	640.00
48,000	3	360.00	540.00	720.00
50,000	3	380.00	570.00	760.00
54,000	3	420.00	630.00	840.00
40,000	4	240.00	360.00	480.00
44,000	4	280.00	420.00	560.00
48,000	4	320.00	480.00	640.00
56,000	4	400.00	600.00	800.00
60,000	4	440.00	660.00	880.00
64,000	4	480.00	720.00	960.00
68,000	4	520.00	780.00	1,040.00

TRAILERS- No Fee

When a truck or a tandem truck is used as a tractor in combination with a trailer or semi-trailer, the total weight and fee of the combination is applied for on the power unit. No fees are paid on the weight of the trailer and a plate for identification purposes only is issued for the trailer.

For the purpose of figuring TOTAL GROSS WEIGHT and TOTAL WEIGHT CARRYING AXLES the front axle (steering axle) is not included.

For the purpose of registration and licensing the following classifications apply:

(1) PRIVATE USE - Those carrying or transporting freight or other property exclusively for the owners.

(2) COMMON AND CONTRACT CARRIERS - Those carrying or transporting passengers, freight, merchandise, or other property as common or contract carriers.

Registration fees are reduced 1/12 monthly.

TRANSFERS: No Fee

MINNESOTA REGISTRATION FEES

<u>COMBINED GROSS WEIGHT</u>	<u>SCHEDULE I (1972-1977)</u>	<u>SCHEDULE II (1971-Older)</u>
6,000 Pounds or Less	\$ 22.00	\$ 13.00
9,000 "	28.00	17.00
12,000 "	39.00	23.00
15,000 "	62.00	37.00
18,000 "	86.00	52.00
21,000 "	80.00	48.00
27,000 "	111.00	67.00
33,000 "	230.00	138.00
39,000 "	320.00	192.00
45,000 "	420.00	252.00
51,000 "	540.00	324.00
57,000 "	690.00	414.00
63,000 "	830.00	498.00
69,000 "	970.00	582.00
75,000* "	1,050.00	630.00
75,001 Pounds or More **		

* The maximum gross weight that any vehicle can legally operate in the State of Minnesota is 73,280 pounds. Vehicles will be permitted to operate at a greater gross weight if (1) the load being carried is of an inseparable nature, (2) the vehicle has been properly licensed for the increased weight and (3) a special permit is obtained from the Minnesota Department of Public Safety, Overdimension Permit Division. (612-296-6441)

** The registration fee for any vehicle weighing in excess of 75,000 pounds shall be \$1,050 plus \$36 per license ton for each ton or fraction thereof in excess of 75,000 pounds, subject to the provisions of Section 168.013, Subdivision 12 of the Minnesota Statutes.

Schedule I - Use on all Trucks, Tractors and Buses during the first six years of vehicle life.

Schedule II - Use during the seventh and succeeding years of vehicle life.

Registration fees are reduced 1/12 monthly.

Trailers: No fee

Transfers: Dependant upon year of vehicle.

MISSISSIPPI REGISTRATION FEES

"CLASS H"
FOR HIRE (COMMON & CONTRACT)
CARRIER OF PROPERTY

"CLASS P"
PRIVATE COMMERCIAL CARRIERS OF
PROPERTY AND HOUSEHOLD MOVERS

<u>COMBINED GROSS WEIGHT</u>	<u>January Fee</u>	<u>COMBINED GROSS WEIGHT</u>	<u>January Fee</u>
16,000	\$ 78.40	16,000	\$ 63.00
20,000	136.80	20,000	93.00
26,000	196.80	26,000	138.00
30,000	278.40	30,000	186.00
36,000	369.60	36,000	249.00
40,000	427.20	40,000	270.00
46,000	457.60	46,000	297.00
50,000	504.00	50,000	321.00
56,000	552.00	56,000	357.00
60,000	492.80	60,000	375.00
64,000	616.00	64,000	393.00
72,000	816.00	72,000	593.00
73,280	866.00	73,280	643.00

Registration fees are reduced 1/12 monthly.

Trailers: No fee

Transfers: No fee

MISSOURI REGISTRATION FEES

<u>COMBINED GROSS WEIGHT</u>	<u>January Fee</u>	<u>BUSES: PASSENGERS</u>	<u>January Fee</u>
6,000 Pounds or Less	\$ 20.50	10 or Less	\$ 100.50
12,000 "	30.50	11 - 18	180.50
18,000 "	50.50	19 - 25	250.50
24,000 "	80.50	26 - 29	290.50
30,000 "	130.50	30 - 33	330.50
36,000 "	200.50	34 - 37	370.50
42,000 "	300.50	38 - 41	410.50
48,000 "	400.50	42 - 45	450.50
54,000 "	500.50		
60,000 "	600.50		
66,000 "	800.50		
72,000 "	1,000.50		
73,280 "	1,050.50		

Registration fees are reduced 25% on April 1, 50% on July 1, and 75% on October 1.

Transfers: No fee

Trailers: No fee

NORTH CAROLINA REGISTRATION FEES

<u>COMBINED GROSS WEIGHT</u>	<u>January Fee</u>	<u>COMBINED GROSS WEIGHT</u>	<u>January Fee</u>
4,000 Pounds or Less	\$ 16.00	43,000 Pounds or Less	\$ 430.00
5,000 "	25.00	44,000 "	440.00
6,000 "	30.00	45,000 "	450.00
7,000 "	35.00	46,000 "	460.00
8,000 "	40.00	47,000 "	470.00
9,000 "	56.70	48,000 "	480.00
10,000 "	63.00	49,000 "	490.00
11,000 "	69.30	50,000 "	500.00
12,000 "	75.60	51,000 "	510.00
13,000 "	114.40	52,000 "	520.00
14,000 "	123.20	53,000 "	530.00
15,000 "	132.00	54,000 "	540.00
16,000 "	140.80	55,000 "	550.00
17,000 "	170.00	56,000 "	560.00
18,000 "	180.00	57,000 "	570.00
19,000 "	190.00	58,000 "	580.00
20,000 "	200.00	59,000 "	590.00
21,000 "	210.00	60,000 "	600.00
22,000 "	220.00	61,000 "	610.00
23,000 "	230.00	62,000 "	620.00
24,000 "	240.00	63,000 "	630.00
25,000 "	250.00	64,000 "	640.00
26,000 "	260.00	65,000 "	650.00
27,000 "	270.00	66,000 "	660.00
28,000 "	280.00	67,000 "	670.00
29,000 "	290.00	68,000 "	680.00
30,000 "	300.00	69,000 "	690.00
31,000 "	310.00	70,000 "	700.00
32,000 "	320.00	71,000 "	710.00
33,000 "	330.00	72,000 "	720.00
34,000 "	340.00	73,000 "	730.00
35,000 "	350.00	74,000 "	740.00
36,000 "	360.00	75,000 "	750.00
37,000 "	370.00	76,000 "	760.00
38,000 "	380.00	77,000 "	770.00
39,000 "	390.00	78,000 "	780.00
40,000 "	400.00	79,000 "	790.00
41,000 "	410.00	79,800 "	800.00
42,000 "	420.00		

Registration fees are reduced 25% on April 1, 50% on July 1, and 75% on October 1.

Trailers: No fee

Transfers: No fee

OREGON REGISTRATION FEES

Trucks, Truck-Tractors and Motor Buses:

<u>GROSS WEIGHT</u>	<u>January Fee</u>	<u>GROSS WEIGHT</u>	<u>January Fee</u>
8,000 Pounds or Less	\$ 10.00	52,000 Pounds or Less	\$ 140.00
10,000 "	35.00	54,000 "	145.00
12,000 "	40.00	56,000 "	150.00
14,000 "	45.00	58,000 "	155.00
16,000 "	50.00	60,000 "	160.00
18,000 "	55.00	62,000 "	165.00
20,000 "	60.00	64,000 "	170.00
22,000 "	65.00	66,000 "	175.00
24,000 "	70.00	68,000 "	180.00
26,000 "	75.00	70,000 "	185.00
28,000 "	80.00	72,000 "	190.00
30,000 "	85.00	74,000 "	195.00
32,000 "	90.00	76,000 "	200.00
34,000 "	95.00	78,000 "	205.00
36,000 "	100.00	80,000 "	210.00
38,000 "	105.00	82,000 "	215.00
40,000 "	110.00	84,000 "	220.00
42,000 "	115.00	86,000 "	225.00
44,000 "	120.00	88,000 "	230.00
46,000 "	125.00	90,000 "	235.00
48,000 "	130.00	92,000 "	240.00
50,000 "	135.00	94,000 "	245.00
		96,000 "	250.00
		98,000 "	255.00
		100,000 "	260.00

Trailers, Semi-Trailers and Converter Gears:

<u>GROSS WEIGHT</u>	<u>January Fee</u>	<u>GROSS WEIGHT</u>	<u>January Fee</u>
10,000 Pounds or Less	\$ 20.00	48,000 Pounds or Less	\$ 115.00
12,000 "	25.00	50,000 "	120.00
14,000 "	30.00	52,000 "	125.00
16,000 "	35.00	54,000 "	130.00
18,000 "	40.00	56,000 "	135.00
20,000 "	45.00	58,000 "	140.00
22,000 "	50.00	60,000 "	145.00
24,000 "	55.00	62,000 "	150.00
26,000 "	60.00	64,000 "	155.00
28,000 "	65.00	66,000 "	160.00
30,000 "	70.00	68,000 "	165.00
32,000 "	75.00	70,000 "	170.00
34,000 "	80.00	72,000 "	175.00
36,000 "	85.00	74,000 "	180.00
38,000 "	90.00	76,000 "	185.00
40,000 "	95.00	78,000 "	190.00
42,000 "	100.00	80,000 "	195.00
44,000 "	105.00	82,000 "	200.00
46,000 "	110.00		

Registration Fees are reduced 25% on April 1, 50% on July 1, and 75% on October 1.

OREGON REGISTRATION FEES - Continued

Motor Buses: light or empty weight plus the product of multiplying the maximum seating capacity, including the driver's seat but excluding emergency seats, times 170 pounds if the vehicle has a separate compartment for transporting baggage or express, or times 150 pounds if the vehicle has no separate compartment for transporting baggage or express.

Transfers: No fee

SOUTH DAKOTA REGISTRATION FEES

<u>CHASSIS WEIGHT</u>	<u>1973-1977 Vehicles</u>	<u>1972-Older Vehicles</u>
1,500 Pounds or Less	\$ 14.50	\$ 10.75
2,000 "	17.00	12.00
2,200 "	19.50	13.25
2,500 "	22.50	16.25
3,000 "	25.00	17.50
3,250 "	26.25	18.13
3,500 "	32.50	23.75
3,750 "	35.00	25.00
4,000 "	40.00	27.50
4,250 "	52.50	33.75
4,500 "	65.00	40.00
5,000 "	77.50	46.25
5,500 "	90.00	52.50
6,000 "	102.50	58.75
6,500 "	115.00	65.00
7,500 "	132.50	76.25
8,500 "	187.50	106.25
9,500 "	242.50	136.25
10,500 "	297.50	166.25
11,500 "	352.50	196.25
12,500 "	407.50	226.25
13,500 "	462.50	256.25
14,500 "	517.50	286.25
15,500 "	572.50	316.25
16,500 "	627.50	346.25
17,500 "	682.50	376.25
18,500 "	737.50	406.25
19,500 "	802.50	436.25
20,500 "	847.50	466.25
21,500 "	902.50	496.25
22,500 "	957.50	526.25
23,500 "	1,012.50	556.25
24,500 "	1,067.50	586.25
25,500 "	1,122.50	616.25

The above fee is figured on the dry chassis weight of the power unit and the unladen weight of the trailer. One trailer fee is figured with each tractor fee or a truck pulling a trailer.

The registration fee is reduced 50% after July 1 and 75% after October 1.

Transfers: Dependent upon year of vehicle.

SOUTH DAKOTA COMPENSATION FEES

<u>COMBINED GROSS WEIGHT</u>	<u>January Fee</u>	<u>COMBINED GROSS WEIGHT</u>	<u>January Fee</u>
4,000	\$ 15.00	54,000	\$ 638.50
6,000	22.50	56,000	661.20
8,000	30.00	58,000	683.90
10,000	47.50	60,000	706.60
12,000	65.00	62,000	729.30
14,000	95.00	64,000	752.00
16,000	125.00	66,000	774.70
18,000	155.00	68,000	797.40
20,000	185.00	70,000	820.10
22,000	215.00	72,000	842.80
24,000	250.00	74,000	865.50
26,000	285.00	76,000	888.20
28,000	315.00	78,000	910.90
30,000	340.00	80,000	933.60
32,000	365.00	82,000	956.30
36,000	415.00	84,000	979.00
40,000	465.00	86,000	1,001.70
42,000	495.00	88,000	1,024.40
44,000	525.00	90,000	1,047.10
46,000	547.70	92,000	1,069.80
48,000	570.40	94,000	1,092.50
50,000	593.10	95,000	1,103.35
52,000	615.80		

The compensation fees are reduced 1/12 monthly.

Trailer Fees:

<u>UNLADEN WEIGHT</u>	<u>Annual Fee</u>	<u>UNLADEN WEIGHT</u>	<u>Annual Fee</u>
1,200 Pounds or Less	\$ 2.00	12,500 Pounds or Less	\$ 146.00
1,500 "	15.00	13,500 "	159.00
2,000 "	20.00	14,500 "	172.00
2,500 "	30.00	15,500 "	185.00
3,000 "	35.00	16,500 "	198.00
3,250 "	40.00	17,500 "	211.00
3,500 "	45.00	18,500 "	224.00
4,000 "	50.00	19,500 "	237.00
5,500 "	55.00	20,500 "	250.00
6,500 "	68.00	21,500 "	263.00
7,500 "	81.00	22,500 "	276.00
8,500 "	94.00	23,500 "	289.00
9,500 "	107.00	24,500 "	302.00
10,500 "	120.00	25,500 "	315.00
11,500 "	133.00		

Trailer fees: No reduction

The fee for the trailer is determined as follows: When carrier list trailers equal in number to power units the unladen weight of the heaviest trailer is used, when carrier list more trailers than tractors the unladen weight of all trailers is averaged out and that weight is used, when carrier lists no trailers the unladen weight of 12,500 is used.

TENNESSEE REGISTRATION FEES

<u>TRUCKS-PRIVATE CARRIERS</u>				<u>TRUCKS-FOR HIRE CARRIERS</u>			
<u>COMBINED GROSS WEIGHT</u>			<u>January Fee</u>	<u>COMBINED GROSS WEIGHT</u>			<u>January Fee</u>
P/1	(PA-PL)	8,000 or Less	\$ 30.00	H/1	(HA-HL)	8,000 or Less	\$ 40.00
P/2	(PM-PO)	14,000	" 55.00	H/2	(HM-HO)	14,000	" 90.00
P/3	(PP-PQ)	18,000	" 150.00	H/3	(HP)	18,000	" 240.00
P/4	(PR-PY)	24,000	" 290.00	H/4	(HR)	24,000	" 375.00
P/5	(PS)	30,000	" 425.00	H/5	(HS)	30,000	" 550.00
P/6	(PT)	36,000	" 475.00	H/6	(HT)	36,000	" 625.00
P/7	(PU)	42,000	" 525.00	H/7	(HU)	42,000	" 675.00
P/8	(PV)	55,980	" 650.00	H/8	(HV)	55,980	" 800.00
P/9	(PW)	62,000	" 750.00	H/9	(HW)	62,000	" 915.00
P/10	(PX)	73,280	" 875.00	H/10	(HX)	73,280	" 1,035.00

TRUCKS-HOUSEHOLD GOODS MOVERS
COMBINED GROSS WEIGHT January Fee

M/1	(MA-ML)	8,000 or Less	\$ 30.00
M/2	(MM-MO)	14,000	" 55.00
M/3	(MP-MQ)	18,000	" 150.00
M/4	(MR)	24,000	" 290.00
M/5	(MS)	30,000	" 425.00
M/6	(MT)	36,000	" 475.00
M/7	(MU)	42,000	" 525.00
M/8	(MV)	55,980	" 650.00

Trailers: No fee

Transfers: No fee

Registration fees are reduced 25% on April 1, 50% on July 1, and 75% on October 1.

TEXAS REGISTRATION FEES

Straight or Conventional Trucks and Buses:

<u>GROSS WEIGHT</u>	<u>FEE PER 100 LBS. OR FRACTION THEREOF</u>
17,000 Pounds or Less	\$.715
24,000 "	.77
31,000 "	.88
31,001 Pounds or More	.99

Buses: Gross weight for buses shall be the unladen weight plus 150 pounds for each passenger the bus is equipped to carry, excluding the driver.

All diesel powered trucks registered under the above fee chart are required to pay an additional 11% of the basic registration fee and such fee will be referred to as an 11% diesel fee.

Combination Truck-Tractors:

<u>COMBINED GROSS WEIGHT</u>	<u>FEE PER 100 LBS. OR FRACTION THEREOF</u>
36,000 Pounds or Less	\$.60
42,000 "	.75
62,000 "	.90
80,000 "	1.00

Trailers: No fee

Transfers: No fee

VIRGINIA REGISTRATION FEES

PRIVATE CARRIERS:

<u>COMBINED GROSS WEIGHT</u>	<u>January Fee</u>	<u>COMBINED GROSS WEIGHT</u>	<u>January Fee</u>
4,000 Pounds or Less	\$ 15.00	38,499 Pounds or Less	\$ 181.00
6,500 "	20.00	39,499 "	185.50
10,000 "	22.00	40,000 "	190.00
10,499 "	23.00	40,499 "	210.00
11,000 "	24.30	41,499 "	215.00
11,499 "	25.40	42,499 "	220.00
12,000 "	26.80	43,499 "	225.00
12,499 "	28.00	44,499 "	230.00
13,000 "	29.50	45,000 "	235.00
13,499 "	30.80	45,499 "	280.00
14,000 "	32.40	46,499 "	286.00
14,499 "	33.80	47,499 "	292.00
15,000 "	35.50	48,499 "	298.00
15,499 "	37.00	49,499 "	304.00
16,000 "	38.80	50,000 "	310.00
16,499 "	42.00	50,499 "	385.00
17,000 "	44.00	51,499 "	392.50
17,499 "	47.40	52,499 "	400.00
18,000 "	49.60	53,499 "	407.50
18,499 "	53.20	54,499 "	415.00
19,000 "	55.60	55,000 "	422.50
19,499 "	59.40	55,499 "	505.00
20,000 "	62.00	56,499 "	514.00
20,499 "	66.00	57,499 "	523.00
21,000 "	68.80	58,499 "	532.00
21,499 "	73.00	59,499 "	541.00
22,000 "	76.00	60,499 "	550.00
22,499 "	80.40	61,499 "	559.00
23,000 "	83.60	62,499 "	568.00
23,499 "	88.20	63,499 "	577.00
24,000 "	91.60	64,499 "	586.00
24,499 "	96.40	65,499 "	595.00
25,000 "	100.00	66,499 "	604.00
25,499 "	105.00	67,499 "	613.00
26,000 "	108.80	68,499 "	622.00
26,499 "	114.00	69,499 "	631.00
27,000 "	118.00	70,499 "	640.00
27,499 "	123.40	71,499 "	649.00
28,000 "	127.60	72,499 "	658.00
28,499 "	133.20	73,499 "	667.00
29,000 "	137.60	74,499 "	676.00
29,499 "	140.50	75,499 "	685.00
30,499 "	145.00	76,000 "	694.00
31,499 "	149.50		
32,499 "	154.00		
33,499 "	158.50		
34,499 "	163.00		
35,499 "	167.50		
36,499 "	172.00		
37,499 "	176.50		

Registration fees are reduced 1/12 monthly.

Trailers: No fee

Transfers: No fee

VIRGINIA REGISTRATION FEES - Continued

FOR-RENT OR FOR-HIRE CARRIERS

<u>COMBINED GROSS WEIGHT</u>	<u>January Fee</u>	<u>COMBINED GROSS WEIGHT</u>	<u>January Fee</u>
4,000 Pounds or Less	\$ 15.00	38,499 Pounds or Less	\$ 283.60
6,500 "	20.00	39,499 "	290.80
10,000 "	22.00	40,000 "	298.00
10,499 "	23.00	40,499 "	330.00
11,000 "	24.30	41,499 "	338.00
11,499 "	25.40	42,499 "	346.00
12,000 "	26.80	43,499 "	354.00
12,499 "	28.00	44,499 "	362.00
13,000 "	29.50	45,000 "	370.00
13,499 "	30.80	45,499 "	442.00
14,000 "	32.40	46,499 "	451.60
14,499 "	33.80	47,499 "	461.20
15,000 "	35.50	48,499 "	470.80
15,499 "	37.00	49,499 "	480.40
16,000 "	38.80	50,000 "	490.00
16,499 "	42.00	50,499 "	542.50
17,000 "	44.00	51,499 "	553.15
17,499 "	47.40	52,499 "	563.80
18,000 "	49.60	53,499 "	574.45
18,499 "	79.30	54,499 "	585.10
19,000 "	83.15	55,000 "	595.75
19,499 "	88.85	55,499 "	670.00
20,000 "	93.00	56,499 "	682.00
20,499 "	100.00	57,499 "	694.00
21,000 "	104.50	58,499 "	706.00
21,499 "	108.70	59,499 "	718.00
22,000 "	113.40	60,499 "	730.00
22,499 "	122.20	61,499 "	742.00
23,000 "	127.30	62,499 "	754.00
23,499 "	134.20	63,499 "	766.00
24,000 "	139.60	64,499 "	778.00
24,499 "	148.00	65,499 "	790.00
25,000 "	153.75	66,499 "	802.00
25,499 "	162.50	67,499 "	814.00
26,000 "	168.60	68,499 "	826.00
26,499 "	176.40	69,499 "	838.00
27,000 "	182.80	70,499 "	850.00
27,499 "	190.90	71,499 "	862.00
28,000 "	197.60	72,499 "	874.00
28,499 "	207.40	73,499 "	886.00
29,000 "	214.45	74,499 "	898.00
29,499 "	218.80	75,499 "	910.00
30,499 "	226.00	76,000 "	922.00
31,499 "	233.20		
32,499 "	240.40		
33,499 "	247.60		
34,499 "	254.80		
35,499 "	262.00		
36,499 "	269.20		
37,499 "	276.40		

Registration fees are reduced 1/12 monthly.

Trailers: No fee

Transfers: No fee

STATE ADMINISTRATORS - INTERNATIONAL REGISTRATION PLAN

ALASKA

Division of Motor Vehicles
Alaska Department of Revenue
Box 960
Anchorage, Alaska 99510
Telephone: Area 907 272-1581

ALBERTA

Motor Traffic Board
Highway Building
97 Avenue and 106 Street
Edmonton 6, Alberta, Canada T5K2B9
Telephone: Area 403 427-2711

ARKANSAS

Office of Motor Vehicle Registration
P. O. Box 1272-MV
Little Rock, Arkansas 72203
Telephone: Area 501 371-1888

COLORADO

Prorate Department
Motor Vehicle Division
140 W. Sixth Avenue
Denver, Colorado 80204
Telephone: Area 303 892-3158

IDAHO

Motor Carrier Division
Department of Law Enforcement
P. O. Box 34
Boise, Idaho 83707
Telephone: Area 208 384-3651

ILLINOIS

Department of Motor Vehicles
Commercial & Farm Truck Division
Centennial Building
Springfield, Illinois 62706
Telephone: Area 217 782-2443

KENTUCKY

Apportioned Registration Section
Dept. of Motor Transportation
State Office Building
Frankfort, Kentucky 40601
Telephone: Area 502 564-7560

LOUISIANA

Motor Vehicle Division
P. O. Box 66196
Baton Rouge, Louisiana 70806
Telephone: Area 504 389-7053

MINNESOTA

Motor Vehicle Reciprocity
Department of Public Safety
State Highway Bldg., Room 159
St. Paul, Minnesota 55101
Telephone: Area 612 296-2138

MISSISSIPPI

Motor Vehicle Comptroller
P. O. Box 1140
Jackson, Mississippi 39205
Telephone: Area 601 354-7420

MISSOURI

Missouri Highway Reciprocity Commission
P. O. Box 893
Jefferson City, Missouri 65101
Telephone: Area 314 751-2362

MONTANA

Gross Vehicle Weight Section
Montana Highway Commission
Box 258
Helena, Montana 59601
Telephone: Area 406 449-2476

NEBRASKA

Department of Motor Vehicles
State Office Building
P. O. Box 94789
Lincoln, Nebraska 68509
Telephone: Area 402 471-2281

NORTH CAROLINA

North Carolina Division of Motor Vehicles
Registration Section, IRP Registration Unit
1100 New Bern Avenue
Raleigh, North Carolina 27611
Telephone: Area 919 829-7267

OREGON

Motor Vehicle Division
Prorate Section
1905 Lana Avenue, N. E.
Salem, Oregon 97310
Telephone: Area 503 378-6904

SOUTH DAKOTA

Proration Section
Department of Public Safety
118 W. Capitol
Pierre, South Dakota 57501
Telephone: Area 605 224-3544

TENNESSEE

Reciprocity Section
Motor Vehicle Division
500 Deaderick Street
Nashville, Tennessee 37219
Telephone: Area 615 741-1071

TEXAS

Texas Highway Department
Reciprocity and Proration
40th and Jackson Streets
Austin, Texas 78779
Telephone: Area 512 452-8111

UTAH

Motor Vehicle Division
Attn: Proration Division
200 State Office Bldg.
Salt Lake City, Utah 84116
Telephone: Area 801 328-6503

VIRGINIA

Title and Registration
Division of Motor Vehicles
P. O. Box 27412
Richmond, Virginia 23269
Telephone: Area 804 770-7853

WYOMING

Motor Vehicle Division
2200 Carey Avenue
Cheyenne, Wyoming 82002
Telephone: Area 307 777-7271

STATE ADMINISTRATORS - UNIFORM AGREEMENT

ARIZONA

Prorate Service
1739 W. Jackson Street
P. O. Box 13588
Phoenix, Arizona 85007
Telephone: Area 602 261-7295

BRITISH COLUMBIA

Prorate and Reciprocity Division
Motor Vehicle Branch
Parliament Building
Victoria, British Columbia, Canada
Telephone: Area 604 384-1181

CALIFORNIA

Prorate Unit
Registration Division
P. O. Box 1319
Sacramento, California 95806
Telephone: Area 916 445-4424

IOWA

Office of Operating Authority
Valley Bank Building
Des Moines, Iowa 50319
Telephone: Area 515 281-5827

KANSAS

Division of Vehicles
Interstate Registration Bureau
State Office Building
Topeka, Kansas 66612
Telephone: Area 913 296-3681

NEVADA

Motor Carrier Division
Department of Motor Vehicles
555 Wright Way
Carson City, Nevada 89701
Telephone: Area 702 885-5340

NEW MEXICO

Motor Transportation Department
Prorate Section - Operations Div.
P. O. Box 1028
Santa Fe, New Mexico 87501
Telephone: Area 505 827-2092

NORTH DAKOTA

Truck Regulatory Division
State Highway Department
Capitol Grounds
Bismarck, North Dakota 58501
Telephone: Area 701 224-2619

OKLAHOMA

Oklahoma Tax Commission
Motor Vehicle Division
Prorate Division
2501 Lincoln Boulevard
Oklahoma City, Oklahoma 73194
Telephone: Area 405 521-2375

WASHINGTON

Prorate Division
Highway License Building
Olympia, Washington 98504
Telephone: Area 206 753-6977

NAME OF APPLICANT John T. Trucker			
BUSINESS ADDRESS (WHERE RECORDS ARE MAINTAINED) 741 Blowout Lane			
CITY Lookout	COUNTY Herewecum	STATE Nebr.	ZIP CODE 36253

**INTERNATIONAL REGISTRATION PLAN
APPLICATION
SCHEDULE A**

MAILING STREET ADDRESS P. O. Box 123			
CITY Lookout	COUNTY Herewecum	STATE Nebr.	ZIP CODE 36253

ACCOUNT NUMBER NE-23434	LICENSE YEAR 1977	FLEET NUMBER 1	PAGE 1 OF 1
PERSON TO CONTACT REGARDING APPLICATION Phil N. Completely			
CITY Lookout	STATE Nebr.	PHONE NO. 402/222-2222	
SALES TAX EXEMPTION NUMBER 576313			

STATE OFFICE USE
BILLING DATE

LICENSE PLATE NO.	STATE	OWNER'S EQUIP. NO.	YEAR	MAKE OF VEH.	VEHICLE IDENTIFICATION NUMBER	TYPE	AXLES	FUEL	COMB. GROSS WEIGHT	GROSS WEIGHT	UNLADEN WEIGHT	NAME OF LESSOR	DATE OF PURCH.	FACTORY PRICE OF VEHICLE	PURCHASE PRICE OF VEHICLE	TITLE NUMBER	MODEL NUMBER	FEES
APP-4620	NE	1	73	PBT	824967P	TR	3	D	36 Ton	30,000	14,760	Jack O. Owner Midwest, Nebraska	6/73	27,850	27,850	96D-83210	352M	1152.00
APP-4621	NE	2	74	WFL	CA213HP063294	TR	3	D	36 Ton	30,000	15,640	"	2/74	32,750	32,750	96D-94276	WFT8664T	1152.00
	NE	3	76	MCK	RL795LST20221	TR	3	D	38 Ton	44,000	14,970	"	12/76	37,500	37,500	96E-34691	RL795LST	1216.00
APP-12632	NE	4	73	CHE	CHI934V163298	ST	2	G	12 Ton	24,000	8,700	"	4/73	9,850	4,060	96E-12432	C60	384.00
APP-8063	NE	5	72	FRU	SWP156507	TS	2			32,000	16,200	"	10/74	11,300	9,500	96D-86391		1.00
APP-8064	NE	6	74	HOB	OB69438	TS	2			32,000	16,000	"	1/74	11,700	11,700	96E-463		1.00
	NE	7	76	WIL	4X63994	TX	2			32,000	10,530	"	10/76	16,974	16,974	96E-34692		1.00

CODE KEY
<p>*TYPE TT — TRUCK TRACTOR TR — TRACTOR ST — SINGLE TRUCK TL — TRAILER TS — TRAILER (SEMI) BS — BUS CG — CONVERTER GEAR</p>

**FUEL
D — DIESEL G — GASOLINE P — PROPANE

NO. OF POWER VEH. IN FLEET 4	NO. OF TRAILERS IN FLEET 3	TOTAL NO. OF VEH. IN FLEET 7
---------------------------------	-------------------------------	---------------------------------

SUBSCRIBED AND SWORN TO BEFORE ME

This _____ Day of _____ 19 _____

NOTARY PUBLIC MY COMMISSION EXPIRES _____

The undersigned, under oath, swears under penalty of perjury that the information furnished in this application and the attached schedules are true and correct.

By John T. Trucker Title President

City Lookout State Nebraska

STATE OFFICE USE ONLY	TOTAL FEES THIS SUPPLEMENT	3907.00
	MILEAGE PERCENT	21.225%
	DOLLAR PRORATION	829.26
	CREDIT DUE	
	CAB CARDS	7.00
TOTAL FEES DUE	836.26	

**SUPPLEMENT
TO**

SUPPLEMENT NO. 1

INTERNATIONAL REGISTRATION APPLICATION

NAME OF APPLICANT John T. Trucker			
BUSINESS ADDRESS (WHERE RECORDS ARE MAINTAINED) 741 Blowout Lane			
CITY Lookout	COUNTY Herewecum	STATE Nebr.	ZIP CODE 36253

MAILING STREET ADDRESS P. O. Box 123			
CITY Lookout	COUNTY Herewecum	STATE Nebraska	ZIP CODE 36253

ACCOUNT NUMBER NE-23434	LICENSE YEAR 1977	FLEET NUMBER 1	PAGE <u>1</u> OF <u>1</u>
PERSON TO CONTACT REGARDING APPLICATION Phil N. Completely			
CITY Lookout	STATE Nebr.	PHONE NO. 402/222-2222	

STATE OFFICE USE
JURISDICTION USE

ADDITIONS

LICENSE PLATE NO.	STATE	OWNER'S EQUIP. NO.	YEAR	MAKE OF VEH.	VEHICLE IDENTIFICATION NUMBER	TYPE	AXLES	FUEL	COMB. GROSS WEIGHT	GROSS WEIGHT	UNLADEN WEIGHT	NAME OF LESSOR	DATE OF PURCH.	FACTORY PRICE OF VEHICLE	PURCHASE PRICE OF VEHICLE	TITLE NUMBER	MODEL NUMBER	FEES		
APP-4620	NE	1	77	MCK	RL786LST23648	TR	3	D	36 Ton	40,000	14,405	Jack O. Owner Midwest, Nebraska	3-77	36,900	36,900	96E-44897	RL786ST	1.50		

DELETIONS

ORIG. OR SUPP. NO.	OWNER'S EQUIPMENT NUMBER	YEAR	MAKE OF VEH.	VEHICLE IDENTIFICATION NUMBER	COMBINED GROSS WEIGHT	APPORT. LICENSE NO. TO BE TRANSFERRED	REPLACE-MENT EQUIPMENT NO.	REASON REMOVED
Orig.	1	73	PBT	824967P	1	APP-4620	1	H. E. Botit

STATE OFFICE USE ONLY	TOTAL FEES THIS SUPPLEMENT	1.50
	MILEAGE PERCENT	
	DOLLAR PRORATION	
	CREDIT DUE	
	CAB CARDS	1.00
TOTAL FEES DUE	2.50	

The undersigned, under oath, swears under penalty of perjury that the information furnished in this application and the attached schedules are true and correct.

SIGNATURE TITLE

SUBSCRIBED AND SWORN TO BEFORE ME

This _____ Day of _____ 19____

NOTARY PUBLIC MY COMMISSION EXPIRES

NOTE: NOTARY NOT REQUIRED IN CALIFORNIA, COLORADO, NEVADA AND OREGON.

CODE KEY

TOTAL NUMBER OF UNITS ADDED	1	**FUEL D — DIESEL G — GASOLINE P — PROPANE
TOTAL NUMBER OF UNITS DELETED	1	
*TYPE		
TT — TRUCK TRACTOR TR — TRACTOR ST — SINGLE TRUCK	TL — TRAILER TS — TRAILER (SEMI)	BS — BUS CG — CONVERTER GEAR

INTERNATIONAL REGISTRATION PLAN

Page 1

Name of Applicant John T. Trucker

LICENSING WEIGHT SCHEDULE

Account Number NE-23434

Business Address 741 Blowout Lane

Orig. Fleet # 1

City, County, State Lookout Herewecum Nebraska

Supplement # _____ Fleet # _____

(Must Be Nebraska Address On All Nebraska Based Units)

(ONLY THE UNITS LISTED BELOW WILL BE SHOWN AS BEING PRORATED IN ANY OTHER JURISDICTION OTHER THAN NEBRASKA)

UNIT #	Alaska	Alberta	Ark.	Colo.*	Idaho	Ill.	Kent.	Louis.**	Minn.	Miss.	Mo.	Mont.***	N. Caro.	Oreg.****	S. D.	Tenn.	Tex.	Utah	Virg.	Wyo.*	
	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$
	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%
1 & 2		72,000	72,000	15,640	72,000		73,280	62,000	75,000	72,000	72,000	30,000		30,000	72,000	73,280	80,000	72,000	72,499	15,640	
3		78,000	73,280	14,970	76,000		80,000	66,000	76,000	73,280	73,280	44,000		44,000	76,000	73,280	80,000	76,000	76,000	14,970	
4		24,000	24,000	8,700	24,000		26,000	18,000	27,000	26,000	24,000	24,000		24,000	24,000	24,000	24,000	24,000	24,000	8,700	
5				16,200								32,000		32,000							16,200
6				16,000								32,000		32,000							16,000
7				10,530								32,000		32,000							10,530

The above schedule must be completed by all Nebraska Based Carriers and should indicate the weight you wish to prorate in that jurisdiction. Vehicles must be listed in the same unit number order as on the Original application or Supplemental application. This schedule should include power units and trailer units as indicated by each jurisdiction.

*For **Colorado & Wyoming**: List the unladen weight of the vehicles (Both Power Units and Trailers).
 For **Louisiana: List the Gross Weight of the load carrying axles. This shall be calculated by subtracting the weight of the steering axles from the total Combined Gross Weight (Power Units only).

***For **Montana**: List the Gross Weight of the vehicles (Both Power Units & Trailers), unless the registration fees for these units are based upon the Combined Gross Weight fee schedule.

****For **Oregon**: List the Gross Weight of the vehicles (Both Power Units & Trailers). Gross weight shall mean the weight transmitted to the road surface through the axles.

For **All Other Jurisdictions**: List the Total Combined Gross Weight of the power vehicles or combination of vehicles. (Power Units Only).

STATEMENT
By The
KANSAS MOTOR CARRIERS ASSOCIATION

In support of legislation which would authorize participation by the State of Kansas in the International Registration Plan for vehicles operating interstate.

Presented to the Special Committee On Transportation and Utilities, State House, Topeka, July 11, 1977.

MR. CHAIRMAN AND MEMBERS OF THE COMMITTEE:

My name is Mary Turkington. I am the Executive Director of the Kansas Motor Carriers Association and appear here today in behalf of the more than 1,550 member-firms representing all sizes and kinds of motor carriers who comprise the membership of our Association.

The Kansas Motor Carriers Association supports participation by the State of Kansas in the International Registration Plan by which registration fees are allocated on the basis of fleet miles operated in various jurisdictions.

It is our understanding that this Committee previously has received background information which outlined the motor vehicle reciprocity procedures Kansas has utilized since 1951. Kansas has been a member of the Uniform Prorate Agreement since 1956 and has enjoyed a substantial increase in highway revenue from participating in the Uniform Prorate Agreement and in related agreements with other states.

The Kansas Motor Carriers Association has been an advocate of such prorate agreements because they have provided an orderly, equitable and accountable method for assessing interstate fleet operators a proper share of registration fees in the several states through which affected vehicles operate.

We strongly believe that the responsibility for establishing registration fees as a part of the highway cost responsibility of vehicle weight groups and the responsibility for administration of the qualification and registration of motor vehicles is a state function and should remain under the jurisdiction of state government. We do not believe the federal government should be permitted to assume this responsibility in any way whatsoever.

When the International Registration Plan first was proposed, KMCA was not willing to support it in its initial form. The Plan as initially proposed, did not provide the accountability KMCA believed to be essential in administering and enforcing such a plan -- and it required single vehicles to allocate registration fees.

Ray Lindbergh and I on the KMCA staff, collectively have computed hundreds of prorate applications for our smaller carrier members. We contended for a long time -- and in fact still do -- that even the Uniform Prorate Agreement was burdensome to some of our smaller carriers who barely met the "fleet definition" of the Uniform Agreement which provides that such carriers were eligible to prorate their registration fees if they had a "fleet" of three commercial vehicles -- two of which are power.

It was our sincere belief in the early days of assisting those smaller carriers to prorate their minimum fleets, that the definition should be changed to permit those with five or fewer power units to fully register their vehicles in their "home" or "base" state and then be granted full reciprocity in all other jurisdictions. Only those large enough to have more than five vehicles should be required to "prorate" their registration fees in the several states in which their vehicles operated, we contended.

We based this conviction on the fact that 95 per cent of the truck fleets in this country consist of five or fewer vehicles. In other words, only 5 per cent of the truck fleets operating in this country have more than five power units in such fleets.

The trend in this country over the years, has moved in quite the opposite direction, however, and we find that the International Registration Plan which provides for allocation of single vehicles in the several jurisdictions through which such a unit operates to be workable.

That requirement in itself has presented some difficulty for the Plan and for those states which, like Kansas, have a different statutory definition of "fleet." One of the major revisions in our statutes which must be considered carefully is this provision covering the definition of a "fleet" which will be eligible to allocate its registration fees to Kansas and to the other jurisdictions through which the vehicle or vehicles operate.

Page 12 of H.B. 2587, paragraph (5) speaks to this revision.

Kansas will continue to prorate with some members of the present Uniform Prorate Compact who will not be participating immediately in the IRP. In addition, if the Legislature revises our present statutes to permit participation in IRP, Kansas will be "allocating" registration fees based on its participation in the International Registration Plan. The "fleet" definition needs to be carefully drawn to permit both.

One of the unique features of the International Registration Plan is that even though license fees are paid to the various jurisdictions in which fleet vehicles are operated, only one license plate and one cab card is issued for each fleet vehicle when registered under the Plan. It is anticipated that carriers "based" in Kansas, will submit their applications -- and their checks made payable to the other jurisdictions -- to Kansas to forward on to the other jurisdictions listed in the IRP application.

The Kansas Motor Carriers Association supports this procedure and advocates that proper statutory authorization be provided to permit Kansas to administer the Plan in this manner for Kansas "based" carriers. KMCA would not, however, at this time, support a revision which would authorize the state actually to collect the fees for other jurisdictions, depositing the money in state accounts

and then re-issue checks to the other jurisdictions to pay the allocated registration fees of a Kansas "based" carrier due some other state. We do not believe the state should assume such a responsibility with fees due other jurisdictions.

We do respectfully suggest, that some major revisions in the handling of mail, money and related records for the Interstate Registration Bureau, be considered by the Department of Revenue to permit accurate processing of these applications not only insofar as Kansas is concerned but with respect also to other jurisdictions which will be involved. We are confident such revisions can be made.

One of the major provisions which we believe should be added to H.B. 2587, is a provision for refunds under specific conditions for allocated or prorated registration fees. Present Kansas statutes do not permit any refund, under any conditions, for prorated vehicles. This provision will need to be carefully drawn to eliminate any opportunity for abuse of the refund privilege but also to permit legitimate refund procedures to be utilized when appropriate.

Perhaps the Committee also will want to research appropriate language to be utilized to provide for "temporary" or "hunter" registration credentials and fees for those who might require a short-term registration for a motor truck vehicle. This "hunter license" or credential would most often be utilized by an owner-operator who might lease his equipment to one carrier during a seasonal peak transportation period then find that he cannot continue to lease to that carrier. He must attempt to find a new lessee to whom he can lease his equipment. The laws of Kansas require the carrier to register the vehicle in the carrier's name if the lease is for 30 days or more. Most of the carriers assess a portion at least of that registration fee to the owner-operator (the lessor) even though the law requires the vehicle to be registered in the carrier's name. If the lease is cancelled for whatever reason, the carrier by law retains the registration. The owner-operator who has paid the

carrier the registration fee in most instances, may or may not have a portion of such registration fee refunded to him. In any event, the owner-operator must "hunt" a new carrier to whom he can lease his equipment and will require some kind of temporary registration to operate his vehicle in the meantime. This is the "hunter license" or "temporary registration" credential which the Committee may wish to consider to meet the need of the owner-operator. Such a provision is not now included in the proposed version of H.B. 2587.

Further, it may be advisable to review the present provisions of H.B. 2587 to authorize specific rules and regulations to be issued covering the registration of household goods fleets operated by agents of major moving companies, of daily rental fleets and of owner-operator units as indicated above under the IRP.

In addition, some language may need to be added to H.B. 2587 with respect to restricted plates which under the IRP means a registration that has time limitations, geographic area, mileage or commodity restrictions.

The concept of the International Registration Plan appears to meet the needs of administrators, carriers, owner-operators, and the jurisdictions through which such motor vehicles operate. We believe the improvements which have now been made in the Plan and which continue to be evaluated and improved where experience indicates further changes are necessary, warrant support from our highway transportation industry.

We believe this Special Committee, in cooperation with those affected by the proposal, will be able to recommend sound legislative changes that will permit Kansas to participate in the benefits of the International Registration Plan and thereby expedite the efficient, equitable collection of registration fees. Such action would continue to support the free flow of commerce between the several jurisdictions.

We offer the full cooperation of the Kansas Motor Carriers Association to provide every appropriate assistance to this Committee, to the Research Staff, to state officials and to any other group or agency to permit this state to participate in the International Registration Plan.

I will be happy to respond to any questions that you may have.

Thank you for the opportunity to appear before you today in connection with this issue.

#

7-11-77
afternoon session
Exhibit IV.

STATEMENT OF
JAMES R. NEWMAN
REGIONAL ADMINISTRATOR
REGION VII
FEDERAL ENERGY ADMINISTRATION
BEFORE THE
SPECIAL COMMITTEE ON TRANSPORTATION AND UTILITIES
OF THE
KANSAS STATE LEGISLATURE
CONCERNING THE
NATIONAL ENERGY ACT

MR. CHAIRMAN AND MEMBERS OF THE SPECIAL COMMITTEE ON TRANSPORTATION AND UTILITIES.

I AM JAMES R. NEWMAN, REGIONAL ADMINISTRATOR OF REGION VII OF THE FEDERAL ENERGY ADMINISTRATION. REGION VII EMCOMPASSES FOUR STATES-- IOWA, KANSAS, MISSOURI, AND NEBRASKA. I APPRECIATE THE OPPORTUNITY TO APPEAR BEFORE YOU TODAY TO DISCUSS PRESIDENT CARTER'S NATIONAL ENERGY PLAN.

ON APRIL 20 OF THIS YEAR, PRESIDENT CARTER PROPOSED THIS COUNTRY'S FIRST COMPREHENSIVE NATIONAL ENERGY PLAN.

IN DEVELOPING THE NATIONAL ENERGY ACT, THE PRESIDENT HAD THREE OVERRIDING ENERGY OBJECTIVES:

1. TO REDUCE DEPENDENCE UPON FOREIGN OIL AND VULNERABILITY TO SUPPLY INTERRUPTIONS;
2. TO KEEP U.S. IMPORTS SUFFICIENTLY LOW TO WEATHER THE PERIOD WHEN WORLD OIL PRODUCTION APPROACHES ITS CAPACITY LIMITATION;
3. TO HAVE RENEWABLE AND ESSENTIALLY INEXHAUSTIBLE SOURCES OF ENERGY FOR SUSTAINED ECONOMIC GROWTH;

THE U.S. AND THE WORLD ARE AT THE EARLY STAGE OF AN ENERGY TRANSITION. PREVIOUS ENERGY TRANSITIONS IN THIS COUNTRY WERE STIMULATED BY NEW TECHNOLOGIES SUCH AS THE DEVELOPMENT OF THE RAILROAD AND THE MASS PRODUCTION OF AUTOMOBILES, WHICH FOSTERED THE USE OF COAL AND OIL, RESPECTIVELY. THE LATEST TRANSITION SPRINGS FROM THE NEED TO ADJUST TO SCARCITY AND HIGHER PRICES.

(2)

THE ENERGY CRISIS MUST BE ADDRESSED COMPREHENSIVELY BY THE GOVERNMENT AND BY A PUBLIC THAT UNDERSTANDS ITS SERIOUSNESS AND IS WILLING TO MAKE NECESSARY SACRIFICES. ECONOMIC GROWTH WITH HIGH LEVELS OF EMPLOYMENT AND PRODUCTION MUST BE MAINTAINED. NATIONAL POLICIES FOR THE PROTECTION OF THE ENVIRONMENT MUST BE CONTAINED. ABOVE ALL, THE U.S. MUST SOLVE ITS ENERGY PROBLEMS IN A MANNER WHICH IS FAIR TO ALL REGIONS, SECTORS AND INCOME GROUPS.

THE SALIENT FEATURES OF THE NATIONAL ENERGY PLAN ARE:

- CONSERVATION AND FUEL EFFICIENCY;
- RATIONAL PRICING AND PRODUCTION POLICIES;
- REASONABLE CERTAINTY AND STABILITY IN GOVERNMENT POLICIES;
- SUBSTITUTION OF ABUNDANT ENERGY RESOURCES FOR THOSE IN SHORT SUPPLY;
- DEVELOPMENT OF NONCONVENTIONAL TECHNOLOGIES FOR THE FUTURE;

CONSERVATION AND FUEL EFFICIENCY ARE THE CORNERSTONE OF THE NATIONAL ENERGY PLAN. CONSERVATION IS CHEAPER THAN PRODUCTION OF NEW SUPPLIES AND IT IS THE MOST EFFECTIVE MEANS FOR PROTECTION OF THE ENVIRONMENT. IT CAN CONTRIBUTE TO INTERNATIONAL STABILITY BY MODERATING THE GROWING PRESSURE ON WORLD OIL RESOURCES. CONSERVATION AND IMPROVED EFFICIENCY CAN LEAD TO QUICK ECONOMIC RESULTS.

THE NATIONAL ENERGY PLAN SETS FORTH GOALS FOR 1985 WHICH, ALTHOUGH AMBITIOUS, CAN BE ACHIEVED WITH THE COOPERATION OF THE AMERICAN PEOPLE. THESE GOALS ARE:

(3)

- REDUCE THE ANNUAL GROWTH OF TOTAL ENERGY DEMAND TO BELOW TWO PERCENT;
- REDUCE GASOLINE CONSUMPTION 10 PERCENT BELOW ITS CURRENT LEVEL;
- REDUCE OIL IMPORTS FROM A POTENTIAL BASE OF 16 MILLION BARRELS PER DAY TO SIX MILLION...ROUGHLY ONE-EIGHTH OF TOTAL ENERGY CONSUMPTION;
- ESTABLISH A STRATEGIC PETROLEUM RESERVE OF ONE BILLION BARRELS;
- INCREASE COAL PRODUCTION BY TWO-THIRDS, TO MORE THAN ONE BILLION TONS PER YEAR;
- BRING 65 PERCENT OF EXISTING AMERICAN HOMES AND ALL NEW BUILDINGS UP TO MINIMUM ENERGY EFFICIENCY STANDARDS;
- USE SOLAR ENERGY IN MORE THAN ONE AND ONE-THIRD MILLION HOMES.

THE MAJOR REASON FOR MY APPEARANCE BEFORE YOU TODAY IS TO ADDRESS THE IMPACT ONE OF THESE GOALS WILL CAUSE WITHIN YOUR STATE...A 10 PERCENT REDUCTION IN GASOLINE CONSUMPTION.

THE ADMINISTRATION HAS STATED--AND I QUOTE--"REDUCTION IN GASOLINE CONSUMPTION WILL ENTAIL A LOSS OF REVENUES TO THE STATES FROM THEIR TAXES ON GASOLINE, WHICH ARE USED TO OPERATE AND MAINTAIN HIGHWAYS. A WAY NEEDS TO BE FOUND TO EASE THIS PROGRAM TO COMPENSATE THEM FOR THIS LOSS THROUGH SOURCES SUCH AS THE HIGHWAY TRUST FUND."--END QUOTE.

AT THIS POINT IN TIME, I CANNOT RELATE TO YOU THE EXACT MECHANISMS WHICH WILL BE UTILIZED BY THE FEDERAL GOVERNMENT TO RECTIFY THIS LOSS OF STATE REVENUE. I CAN, HOWEVER, ASSURE YOU THAT THE ADMINISTRATION

(4)

HAS MADE AND, WILL CONTINUE TO MAKE, A DEFINITE COMMITMENT TO RESTORE THESE MONIES. THE DEPARTMENT OF TRANSPORTATION IN WASHINGTON PRESENTLY IS STUDYING THIS ISSUE.

THERE ARE AVENUES AVAILABLE TO SOFTEN THIS BURDEN WHICH I BELIEVE MERIT SERIOUS CONSIDERATION BY STATE GOVERNMENT. I WOULD LIKE TO DISCUSS SOME OF THESE NOW.

LIFE CYCLE COST vs LOW BID CONCEPT OF
ROAD CONSTRUCTION AND MAINTENANCE

UNDER THIS PROGRAM, THE STATE WOULD STUDY AND EVALUATE VARIOUS POLICIES AND PROCEDURES TO DETERMINE OVERALL OR LIFE CYCLE COST VALUES FOR VARIOUS TYPES OF HIGHWAY CONSTRUCTION TECHNOLOGY. DETERMINATIONS MAY SURFACE WHICH REVEAL THAT, ALTHOUGH INITIALLY CHEAPER, THE LOW BID CONCEPT MAY, IN FACT, BE MORE EXPENSIVE OVER A PERIOD OF 20 TO 30 YEARS WHEN CONSIDERING THE INCREASED MAINTENANCE COST INVOLVED.

RE-EVALUATE THE STATE PASSENGER CAR LICENSE FEE SYSTEM

ALTHOUGH NO CITIZEN LIKES TO HAVE HIS TAXES INCREASED, THIS WOULD BE AN AREA OF CONSIDERATION WHICH WOULD AFFECT DIRECTLY ONLY THOSE CITIZENS WHO OWN A MOTOR VEHICLE.

REVISE THE PRESENT TAX SYSTEM TO PENALIZE THOSE INDIVIDUALS WHO PURCHASE "GAS GUZZLING" AUTOMOBILES. IF THEY CAN AFFORD TO PURCHASE AN ENERGY INEFFICIENT VEHICLE, THEN LET THEM PAY EXTRA FOR THE

PRIVILEGE. CARS SHOULD NOT BE TAXED BY WEIGHT OR SIZE.

NEW FUEL TRANSPORTATION TECHNOLOGIES

WITH THE CONCERN OVER LOST GASOLINE TAX REVENUES ALREADY EXPRESSED BY MANY STATES, I BELIEVE IT WOULD BE MOST DESIRABLE FOR THE STATES TO CONSIDER NEW FUEL TRANSPORTATION TECHNOLOGIES.

IT IS LIKELY THAT BY THE YEAR 2000 OR SOONER, MOTOR GASOLINE MAY NOT BE THE MAJOR SOURCE OF ENERGY FOR TRANSPORTATION. IT MAY BE ONE OR ANY COMBINATION OF OTHER ENERGY SOURCES--HYDROGEN, SOLAR, ELECTRICITY, ALCOHOL, OR METHANOL, ETC. MILEAGE TAX OR OTHER MEASURES OR TAX ON OTHER SUBSTANCES MAY BE REQUIRED.

I BELIEVE THIS IS AN ISSUE WHICH SHOULD RECEIVE SERIOUS CONSIDERATION TODAY TO PLAN FOR THE FUTURE STABILITY FOR TRANSPORTATION REVENUES IN KANSAS.

THESE ARE SOME CONSIDERATIONS WHICH I BELIEVE MERIT INVESTIGATION. SOME MAY NOT BE FEASIBLE...YET SOME MAY BE GOOD ALTERNATIVES.

HOWEVER, ONE FACT DOES EXIST. THE TWO BILLION GALLONS OF GASOLINE WHICH WAS CONSUMED BY AMERICANS DURING THE WEEK OF THE FOURTH OF JULY REPRESENT THE ENERGY REQUIRED TO OPERATE ALL U.S. HOSPITALS FOR FOUR MONTHS OR TO MANUFACTURE ALL OF OUR PHARMACEUTICALS FOR MORE THAN THREE YEARS.

THAT IS EQUAL TO THE AMOUNT OF ENERGY USED TO RAISE ABOUT 150 MILLION COWS AND CALVES - MORE THAN TWO FOR EVERY U.S. HOUSEHOLD - OR TO PRODUCE ALL AMERICA'S FRESH VEGETABLES FOR TEN YEARS.

(6)

THESE FIGURES REFLECT THE EXTENT TO WHICH WE HAVE BECOME ADDICTS OF THE EXTRAVAGANT USE OF GASOLINE. THIS CONSUMPTION PATTERN MUST BE REVERSED. THERE IS JUST TOO MUCH AT STAKE TO IGNORE THIS DILEMMA.

THANK YOU FOR THE OPPORTUNITY TO BE HERE TODAY. IF YOU HAVE SPECIFIC QUESTIONS I WILL BE GLAD TO ATTEMPT TO ANSWER THEM.

Exhibit V
afternoon session
7-11-77

STATEMENT
By The
KANSAS MOTOR CARRIERS ASSOCIATION

With respect to Proposal No. 64,
Declining Highway Revenues.

Submitted to the Special Committee On
Transportation & Utilities, State House,
Topeka, July 11, 1977.

MR. CHAIRMAN AND MEMBERS OF THE COMMITTEE:

On behalf of the Kansas Motor Carriers Association, I will comment briefly with respect to your study of Proposal No. 64 -- Declining Highway Revenues.

Mr. Pat Brough, a highly respected tax official with Yellow Freight System of Overland Park, Kansas, will speak more specifically to the issue of motor fuel taxes. We further will try to respond to any questions you may have.

I would like to point out to the Committee that, according to research completed by American Trucking Associations, Inc., through its Department of Economics, it appears that Americans consumed a record amount of gasoline in 1976; surpassing the former record (1973) by 4.3 per cent. However, diesel consumption is still 4.3 per cent below its record which was posted in 1974. Since gasoline represented 90.9 per cent of all highway fuel used in 1976, the overall consumption of almost 112.1 billion gallons was an all time record -- up 4.9 per cent from 1975. These figures are based on Federal fuel tax receipts.

Over the past four years, there have been rather substantial swings in the mix of fuels consumed on American highways. Diesel use had been growing rapidly through the early years of this decade, only to shrink very quickly as a result of the 1975 recession. The adoption of fuel saving strategies by the trucking industry held down diesel consumption in 1976 despite a sharp economic rebound. On the other hand, gasoline use declined slightly in only one year -- "crisis" 1974 -- and has been growing ever since.

It is further interesting to note the travel and fuel consumption data just released by the Federal Highway Administration by vehicle types for 1975. Briefly these characteristics and changes for individual vehicle types showed:

Passenger Cars -- traveled an average of 9,634 miles each or an increase of 2.0 per cent. Average fuel consumption was 13.53 miles per gallon -- an improvement of 0.7 per cent. Overall, passenger cars accounted for 69.7 per cent of all fuel consumed on highways, compared with 69.4 per cent in 1974.

Motorcycles -- traveled an average of 4,500 miles each, unchanged from the preceding year. Average fuel consumption was also unchanged at 50.0 miles per gallon. Overall, motorcycles accounted for 0.4 per cent of all fuel consumed on highways -- unchanged from 1974.

Buses (all types) -- traveled an average of 11,140 miles each or a decrease of 1.6 per cent. Average fuel consumption was 5.75 miles per gallon, a decline of 2.5 per cent. Overall, buses accounted for 0.8 per cent of all fuel consumed on highways, unchanged from 1974.

Single Unit Trucks -- traveled an average of 8,882 miles each, or a decline of 1.1 per cent. Average fuel consumption was 10.01 miles per gallon, unchanged from the preceding year. Overall, single unit trucks accounted for 20.1 per cent of all fuel consumed on highways, up from 19.9 per cent in 1974.

Combination Trucks -- traveled an average of 49,125 miles each, or a decrease of 4.9 per cent. Average fuel consumption was 5.69 miles per gallon, an improvement of 2.5 per cent. Overall, combination trucks accounted for 9.0 per cent of all fuel consumed on highways, down from 9.5 per cent in 1974.

Further improvements in the fuel consumption rates for combination vehicles are anticipated when 1976 and 1977 data become available. A recent release by the Federal Department of Transportation has pointed out, for example, that 155 million gallons of fuel were saved in 1976 "by purchasing fuel-efficient vehicles offered by truck manufacturers." Utilizing such devices as fan clutches, fuel-saving engines, radial

tires and aerodynamic devices, the fuel savings estimated for newly purchased trucks (in 1976) alone equal about another 1.6 per cent improvement in the 1975 fuel consumption rate.

At the same time the latest information from the Federal Highway Administration on the status of the Highway Trust Fund and of the Interstate Highway System shows a continuation of patterns established in earlier quarters. At the end of 1976, the Trust Fund is again receiving highway user taxes at or near record levels, and the Interstate System continues its slow progress toward completion.

Based on the current level of tax receipts, ATA estimates that the Highway Trust Fund will have a total income of \$6.9 billion for the year which will end on September 30. This will represent an 8.6 per cent increase over the preceding fiscal year. In the latest quarter alone, receipts were 13 per cent higher than those reported for the same period a year earlier.

While revenues going into the Highway Trust Fund are increasing, there was a 6 per cent decline in disbursements for highways and other purposes. Thus, at the end of December, the Fund had an unused balance of \$8.9 billion, or about \$200 million more than a year earlier.

I mention these items to be certain that we have some perspective of the highway revenue tax picture.

I do not know what direction the Committee's research in this area will follow.

I do know that Kansas already has one of the highest motor fuel tax rates of any state in the country and has the highest of any state in our midwestern area. For instance, these fuel tax rates apply in our neighboring states:

	<u>Gasoline</u>	<u>Diesel</u>
Missouri	7¢	7¢
Colorado	7¢	7¢
Iowa	7¢	8¢
Oklahoma	6.58¢	6.5¢

	<u>Gasoline</u>	<u>Diesel</u>
*Nebraska	8.5¢	8.5¢
Kansas	8¢	10¢

*(The 1977 session of the Nebraska Legislature increased the fuel tax rate in that state by one cent upon the effective date of the Act.)

In addition, Kansas registration fees for the heavier-weight vehicles are considerably higher than those in our surrounding states.

At the Federal level, the Administration's energy program still is in a preliminary state but some changes are fully expected. What these will be makes it difficult to consider other changes at the state level.

It should be emphasized however, that the position of the highway transportation industry with respect to the levying of fuel taxes calls for continued utilization of a "cents per gallon" yardstick as opposed to some alternate factor that would utilize a percentage tax on retail price or application of a sales tax on the retail price of fuel.

Mr. Brough will discuss these issues in more detail and we will cooperate fully with this committee in supplying information for whatever research you determine to undertake.

We are aware of the impact of inflation on every facet of our daily living. We also are aware of the need for adequately financing our system of streets and highways.

We strongly believe, however, that Legislative control of such motor fuel tax rates needs to be continued and that the entire energy picture needs careful study and evaluation before major changes are to be recommended in this area.

After Mr. Brough's presentation, we will be available for any questions we might answer for the Committee. Thank you again for permitting us to appear on this proposal.

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Exhibit VI
afternoon session
7-11-77

REPORT TO COMMITTEE ON TRANSPORTATION AND UTILITIES
PROPOSAL NO. 64 - DECLINING REVENUES
JULY 11, 1977

I have been asked to appear before this committee as a member of the trucking industry to express my views concerning your study of declining highway revenues. Since a significant percent of the highway funds are generated as a result of trucking operations in and through the state, we naturally share your concern about highway revenues. As I understand it, the purpose of this study is to determine the feasibility of changing the fuel tax imposition to a method thought to be responsive to inflationary trends and less dependent on fuel consumption.

There have been a number of states who have considered similar legislation over the last several years but only the state of Washington has passed such legislation. Their law finally went into effect on July 1, 1977 and resulted in an immediate two cents per gallon increase. I called the tax administrator for the state of Washington to find out what the public reaction was to the new law and what kind of administrative problems were being encountered. Regarding public reaction, he indicated it was very negative. Regarding administrative problems, he indicated it was too early to judge but he did indicate that there was a general state of confusion with the dealers being uncertain what to do or being afraid to do anything. They have added four persons in their refund and audit sections to handle the anticipated heavier work load.

Obviously, the idea of tying the fuel tax imposition to a price index of some kind or to a percentage of cost is appealing, considering the possibilities for a steady rise in the cost of fuel. However, there are a number of problems that should be considered to determine if the state of Kansas would benefit in the long run under such a system. Some of the problems as I see them are:

- (a) Fuel taxation based on a percentage basis or on changes in fuel

prices have no meaningful connection between highway funding needs and the revenues that would be collected;

- (b) The Highway Department may have less incentive to hold costs to a minimum;
- (c) Although it is assumed that the price of oil will rise, there is no guarantee that it will. There are a few people in the country, although in the minority, who feel that the price may go down. The price of oil is highly controlled both from within this country as well as without. What would be the effects of price controls or gas rationing?
- (d) There may be the possibility of overtaxation and the excess revenues being diverted to non-highway programs;
- (e) Collection of tax on a percentage basis in the form of a sales tax may present legal problems as well as collection problems. Collection experience of a number of states from service stations has indicated problems such as turnover in operators, inadequate record-keeping, and failure to file returns, to name a few. Also, since sales tax is often collected on non-fuel sales or service there would be a problem in segregation of funds collected for highway purposes;
- (f) Administrative problems and expense for the state would generally increase. Additional personnel would probably be required to enforce compliance, auditing, and handling of refund claims;
- (g) Administrative problems and expenses for businesses would also generally increase. In our business, as well as others, there would be a problem in the proper treatment of inventories. There would be a problem in making application for refunds, especially if the refund period extends

through several changes in the tax structure. Computing the amount of tax due on fuel consumed by trucks traversing the state using fuel purchased outside the state could present some problems;

- (h) There would probably be an adverse economic effect on businesses and residents of the state. Any added administrative expense and/or increased tax expense would ultimately be passed onto the consumer. In addition, the increased cost of doing business or buying consumer goods would tend to give a competitive edge to neighboring states;

Some or all of the problems mentioned above could result in a change from the traditional method of collecting highway funds. There no doubt would be others, depending on the legislative changes considered. However, more important is the fact that the present system of taxation requires legislators to review the priorities and needs for highway funds before making a judgement to increase taxes which their constituents will ultimately bear. Requests for new revenues now must be justified by highway officials. Thus, the system insures that the taxpayers of the state are represented by responsible elected officials each time their tax burden is made heavier by a tax increase.

We feel that the present system imposing a non-variable specific cents per gallon is the most desirable method of fuel tax collection. Any form of a variable or percentage method would pre-empt, to a great degree, legislative responsibility since revenues could increase automatically, whether or not highway needs have truly increased. However, if it is determined that a change is desirable we would encourage the incorporation of the following guidelines:

- (a) The tax should be imposed as a specific "cents per gallon" (volume) levy, making no reference to fuel price or cost indexing;
- (b) If administrative authority is granted to vary the tax rate, such

authority should be limited to increasing or decreasing the rate solely for the purpose of maintaining tax revenues at a level consistent with amounts approved (1) by the State Legislature, whether by appropriation or otherwise, or (2) by appropriate state agencies with legislatively delegated authority;

- (c) A maximum tax rate should be set by the legislature, which administrative action cannot exceed;
- (d) Tax rate changes should not be effected more than once every six months (preferably once a year) and (1) should only be imposed with appropriate regard for the facilitation of taxpayer record-keeping and compliance; and (2) of course, rate increases should not be imposed at all unless anticipated annual revenues are estimated to fall below legislatively approved amounts;
- (e) The variable fuel tax method adopted, the revenues produced thereby, and the effect of the new system on the motor vehicle fuel consumer should be reviewed by appropriate committees of the State Legislature at reasonable time intervals; and such committees should report findings and recommendations for changes to the Legislature following such review. Appropriate state agencies should be statutorily required to submit annually to such legislative committees all information the committees deem to be pertinent and necessary to their review.

In summary, I would like to say that the present system of fuel tax imposition has been responsive to highway needs for many years and has generally been accepted by the citizens as a good system. Administratively, much time and effort has been expended over the years by both businesses and the state to simplify record keeping

and to minimize administrative expense. Any changes to the system that might be recommended should not pre-empt legislative responsibility, should not result in overtaxation, should not create additional administrative expense and difficulties, and should not cause an adverse economic effect to the state.

Respectfully submitted,

P. J. Brough, Tax Manager
Yellow Freight System, Inc.

7-11-77
afternoon session
Exhibit #11

TESTIMONY ON
DECLINING HIGHWAY REVENUES
KANSAS ASSOCIATION OF COMMERCE AND INDUSTRY

JULY 11, 1977

Mr. Chairman and members of the Committee:

My name is Howard K. Loomis. I am Chairman of the Transportation Council, Kansas Association of Commerce and Industry, and I am from Pratt, Kansas. I am accompanied today by Bud Grant, Executive Director of the Retail and Economic Development Division of KACI.

I appear today to endorse a detailed study by your Committee into the problems of declining highway revenues in Kansas and pledge you the cooperation of the KACI Transportation Council in making such a study.

We have been advised that one of the purposes of the meeting today is to permit the Committee to receive figures from the Transportation Department and the Department of Revenue showing the current picture of the highway revenue receipts in Kansas as well as the projected expenditures.

For example, we understand that the freeway bond fund has been fully committed. In fact due to the long lead time required for projects in the system, the fiscal year 1978-83 program encumbers all new funds. Thus, in the freeway fund we're now at the point where new projects cannot be fed into the front end of the preconstruction pipeline. With this five to six year lead time requirement, there appears to be a gap beginning in about 1981 or '82 unless new revenue sources or new approaches are provided. It is further anticipated that with increased emphasis on fuel efficiency we can reasonably expect declining revenues from the motor fuel taxes in Kansas. We are all aware of the effect of inflation on increasing costs of maintenance and construction. So a combination of these factors indicates a study of this nature is very timely.

The problem of declining revenues is a concern of KACI and I am sure as well to the people of Kansas. The original State Chamber of Commerce was formed over 50 years ago in an attempt to address such a problem to the State of Kansas, that is a construction and funding of highways. Over this period of time, interest on the part of the business community in Kansas has not declined in relation to the development of highways.

Kansas ranks third in the nation in number of miles of streets and highways. Transportation in general, and availability of a good highway system in particular, play a vital role in the economic development of our great state. This is one of the important reasons why Kansas now finds itself in an enviable position of ranking third in the nation since 1970 in the development of new manufacturing jobs.

For many years, KACI has had a policy calling for increasing highway revenue above and beyond the present level. In 1972 KACI supported the issuance of \$320 million of revenue bonds for highway development. This problem with declining revenues is a recurring one. More recently KACI supported increased revenues to avoid the loss of federal matching highway funds. Today we appear to be facing a new revenue problem and many choices are available to you.

The Kansas Legislature cannot afford to delay in addressing the problem of declining highway revenues. Now is the time to begin to study the problems and that is why we are here to endorse such a study.

We realize that the new federal energy program will have an impact on highway revenues in Kansas and we again assure you of our continuing interest in this subject, both as an organization and as individual members of our Association.

Thank you for the opportunity to appear today.

1-11-77
Afternoon Session
Exhibit VIII

MOTOR USER REVENUES

Assumptions Used in Preparing
KDOT Long Range Construction
Programs

1. Motor Fuel gallonage consumed will increase an average of 1% per fiscal year (compounded) over the period 1976 to 1985 starting from the base of fiscal 1973 and 1974.
2. Motor Vehicle Registrations would remain constant or show only slight increase from a 1977 base.
3. Federal-aid funding levels would remain constant at the authorized levels for fiscal 1977 and 1978.
4. State Motor User Revenues will continue to be sufficient to match all available Federal-aid. (In a later analysis it was projected that the State Funds available for entirely State-financed construction - i.e. the Statewide 3R Program - would decline from a level of \$12 million in FY 1977 to \$6.5 million in FY 1981.)
5. Construction costs would inflate at an average figure of 6% through 1984 and at 5% after that date.
6. Maintenance costs would increase at a rate of about 5% annually as the result of inflation, starting with a base year of 1977.
7. Administrative and other "limited line item" costs would inflate at about an average of 3%.
8. For the Freeway Fund the revenues received from investments would be based on an average interest rate of 5%.
9. Bond issues for the Freeway Construction Fund would be sold at the maximum interest rate permitted by law.

MOTOR USER REVENUES

Comparison of First Eleven Months
of Fiscal 1977 with
Same Period of Fiscal 1976

<u>Fund</u>	<u>11 Months 1976</u>	<u>11 Months 1977</u>	<u>1977-1976</u>	<u>% Change 1977/1976</u>
Total Motor Fuel Tax .	\$95,279,179.88	\$116,523,566.46	\$21,244,386.58	+ 22
To State General Fund	1,848,619.75	2,041,033.18	192,413.43	+ 10
Motor Fuel Refund Fund	8,541,453.35	8,759,188.37	217,735.02	+ 2
State Freeway Fund	15,869,737.34	21,858,624.34	5,988,887.00	+ 37
City-County Fund	28,836,183.25	31,595,638.73	2,759,455.48	+ 9
Net, Highway General Fund	37,683,174.29	49,768,968.82	12,085,794.53	+ 32
Driver License Fees	2,247,291.26	1,870,490.43	- 376,800.83	- 17
Motor License Fees	40,699,366.87	51,145,855.66	10,446,488.79	+ 25
Motor License Fees	First Six Months Fisc.1976	First Six Months 1977	1977-1976	% Change
	13,187,162.90	14,229,934.67	1,042,771.77	+ 7
Motor License Fees	Jan. Thru May Fisc.1976	Jan. Thru May Fisc.1977	1977-1976	% Change
	27,512,203.97	36,915,920.99	9,403,717.02	+ 34

MOTOR FUEL TAX REVENUES (1971-1976)

LEGEND



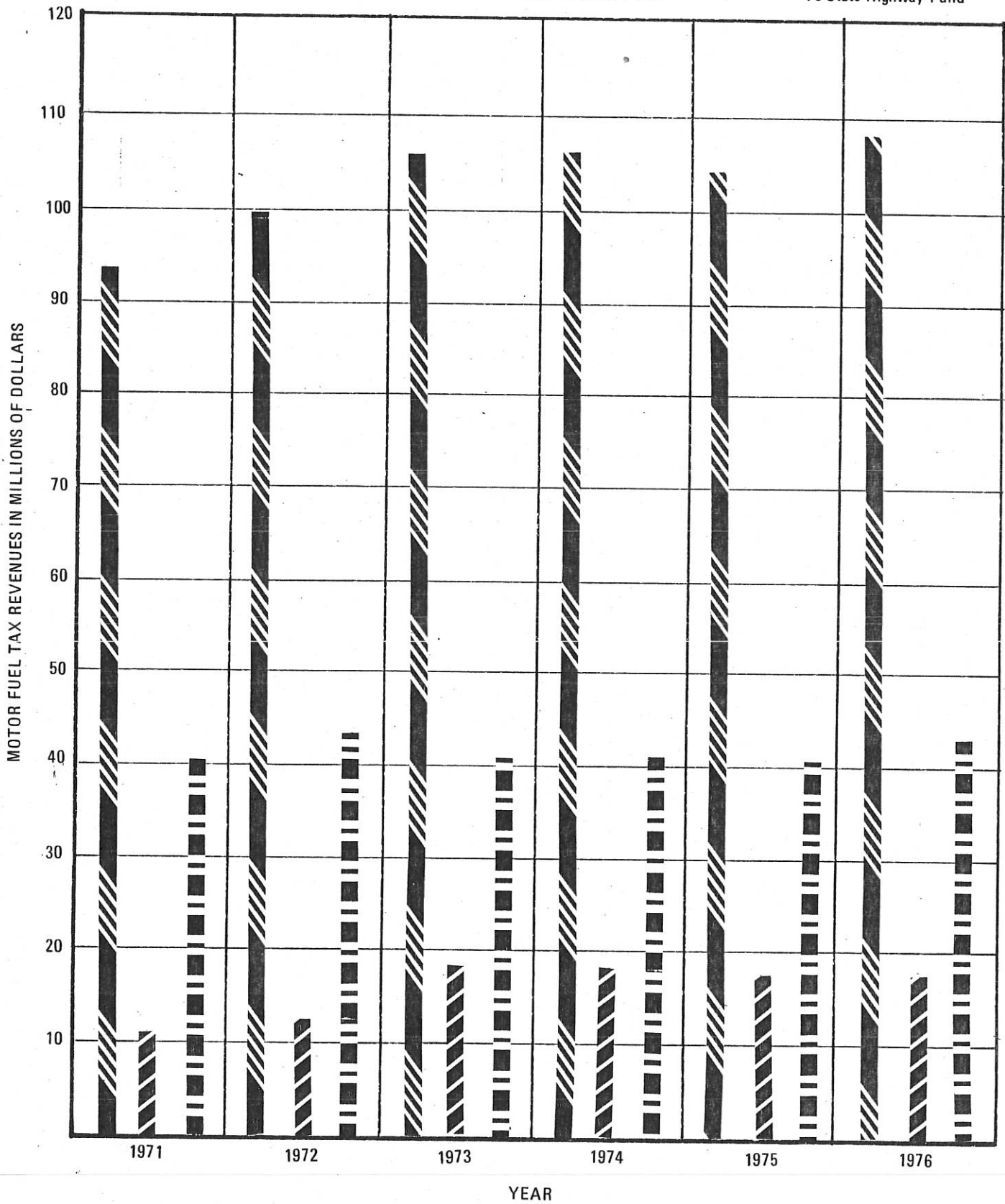
Gross Motor Fuel Tax Revenue



Net Motor Fuel Tax Revenue
To State Freeway Fund



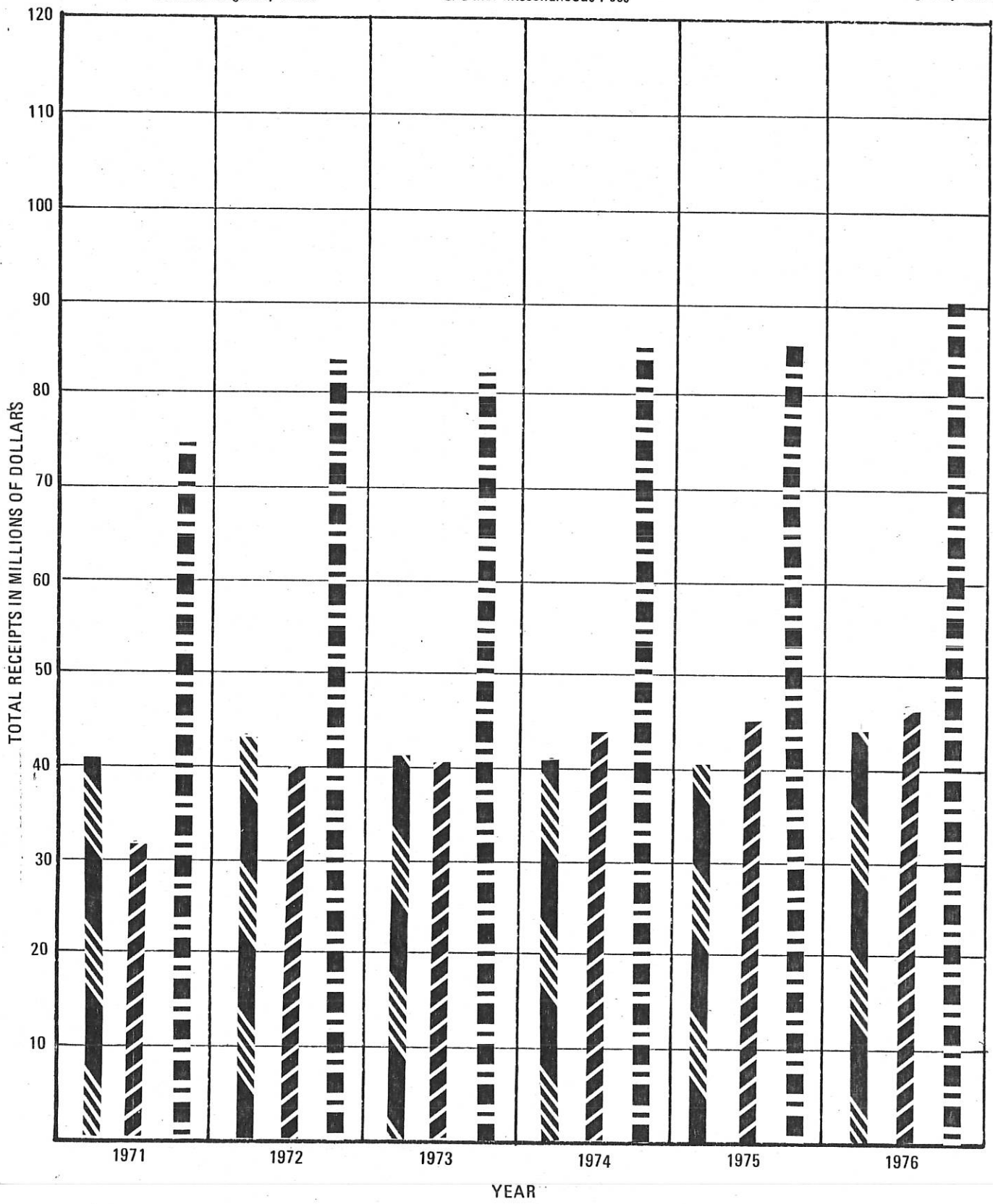
Net Motor Fuel Tax Revenue
To State Highway Fund



TOTAL RECEIPTS TO STATE HIGHWAY FUND (1971 - 1976)

LEGEND

Net Motor Fuel Tax Revenue To State Highway Fund
 Net Motor Vehicle Registrations & Other Miscellaneous Fees
 Total Receipts to State Highway Fund



EFFECT OF THE FEDERAL ADMINISTRATION'S
ENERGY PROGRAM

The information available to us of the goals of the Federal Energy Program with respect to motor fuels is very difficult to evaluate because of conflicting reports.

What we believe to be the best information at this time is that gasoline consumption would be allowed to increase from the level of 6.98 million barrels per day in 1976 to 7.35 million barrels in 1978 (approximately a 5% increase). The goal for 1980 would be 7.45 million barrels, an increase of 6% over 1976 consumption.

The 1985 consumption goal would be 6.60 million barrels, a decrease of 11% from the 1980 or about an average of 2% a year.

If the goals we have set forth are correct and are attained, gross motor fuel revenues would exceed our previous estimates by about \$2.5 million by 1980 but would then fall below our estimates beginning in fiscal 1981. By fiscal 1980 or sooner (assuming our other assumptions as to inflation and available federal funds proved reasonably correct) we could again be in the position of not being able to match all available federal-aid and would have no funds for state-financed construction - the Statewide 3R Program.

We must stress that this forecast is based on some uncertain data and many "ifs". It can be considered only as a very preliminary estimate.

Exhibit I
7-12-77
Aera Langham

City Connecting Link Statutes

Proposed changes:

68-406(b)

The provisions concerning city connecting links should be placed in a subsection separate from the provisions concerning detours. A definition of city connecting links should be added:

The term "city connecting link" means a routing inside the city limits which will connect a state highway through a city or connect a state highway to a city connecting link of another state highway.

Reason: These changes will clarify the provisions of the statute concerning city connecting links. Presently, there is no definition of a city connecting link in the statutes.

68-406b, 68-406c, 68-406d, 68-406e

Repeal

Reason: These statutes have never been implemented; however, they do create confusion with other statutes dealing with city connecting links.

68-416(b)(3)

Add a statement concerning the maintenance included in the apportionment:

"Maintenance included in the apportionment provided herein shall be the maintenance of the traveled portion of the roadway, excluding maintenance of storm sewer systems. All other maintenance shall be the responsibility of the city.

Reason: This addition clarifies what maintenance is covered by the apportionment and conforms with present procedure and policy.

8-1338(d) and 8-1560(d)

Change the words "state highway or extension thereof in a municipality" to "city connecting links".

Reason: This change would make the terminology in these statutes consistent with other statutes.

68-406. Designation of highways in state system; total mileage, exclusions; revision and classification; connecting links and detours; direct routes to certain facilities and institutions; roads in state parks; posting speed limits and establishing facilities on certain streets and roads. (a) The secretary of transportation shall designate, adopt and establish and may lay out, open, relocate, alter, vacate, remove, redesignate and reestablish highways in every county in the state, the total mileage of which shall not at any time exceed ten thousand (10,000) miles. The total mileage of such highways in each county shall not be less than the sum of the north to south and east to west diameters of such county. The highways so designated and established shall connect the county seats and principal cities and market centers, and all such highways, including bridges and culverts thereon, shall comprise the state highway system. The secretary of transportation shall make such revisions, classifications or reclassifications in the state highway system as are found on the basis of engineering and traffic study to be necessary, and such revisions, classifications or reclassifications may include, after due public hearing, removal from the system roads which have little or no state-wide significance, and the addition of roads which have state-wide importance and will provide relief for traffic congestion on existing routes now on the system. All roads which have been heretofore placed upon the state highway system shall be a part of said highway system as herein established, but changes therein may be made when the public safety, convenience, economy, classification or reclassification as herein provided for shall require such change. The total mileage of the state highway system shall not be extended except by act of the legislature. Highways designated under this section shall be state highways, and all other highways outside the corporate limits of cities shall be either county roads or township roads as provided for by law. The state highway system thus designated shall be constructed, improved, reconstructed and maintained by the secretary of transportation from funds provided by law.

(b) In addition to the designation of highways as herein provided, the secretary of transportation shall designate in those cities on the state highway system certain streets as connecting links in such system, and the secretary of transportation may mark and maintain existing roads used by it or which may be used by it as detours, but which shall not be a part of the state highway system, except that such roads shall be marked and maintained by the secretary of transportation only until that portion of the state highway system for which such road is substituted is completed and open for travel.

(c) The secretary of transportation may use state highway funds for the purchase of right-of-way, construction, improvement, reconstruction and maintenance of a highway over the most direct and practicable routes from state highways to a state lake, a federal lake or reservoir established by federal authority, a state park, as defined by subsection (d) of K. S. A. 74-4502, and any amendments thereto, national monuments and national historical sites, military reservations, ports of entry, approaches and connections within an urban area, as defined by federal highway laws, places of major scenic attractions which possess unusual historical interest, as defined by subsections (1) and (2) of K. S. A. 76-2018, on which the state now holds or may hereafter hold a longterm lease, a state institution, from the city limits of the nearest city to a state institution, a state owned natural and scientific preserve, as defined by subsection (c) of K. S. A. 1975 Supp. 74-6603, or such road or roads located within the boundaries of a state park, as defined by subsection (d) of K. S. A. 74-4502, and not presently maintained by a federal agency, as defined by subsection (c) of K. S. A. 74-4502, as shall be designated by the secretary of transportation. Said highways or roads shall not be a part of the state highway system, as prescribed by this section, and the secretary of transportation shall not be required to plan, design or construct said highways or roads in conformity with the prevailing standards applicable to highways within the state highway system.

The provisions concerning city connecting links should be placed in a subsection separate from the provisions concerning detours. A definition of city connecting links should be added:

The term "city connecting link" means a routing inside the city limits which will connect a state highway through a city or connect a state highway to a city connecting link of another state highway

Reason: These changes will clarify the provisions of the statute concerning city connecting links. Presently, there is no definition of a city connecting link in the statutes.

(d) The secretary of transportation may make reroutings of any portion of the state highway system if such rerouting is required in writing by the United States department of transportation of the federal highway administration before it will permit federal funds to be used thereon. The secretary of transportation shall have control and regulation for purposes of posting speed limits and establishing access and egress facilities on any and all portions of streets and roads which are, or have been, a part of the state highway system, and which have been or may be, placed inside of the limits of an incorporated city by the creation of a new municipality or by the extension of the limits or boundaries of any existing municipality. [K. S. A. 68-406; L. 1975, ch. 350, § 1; L. 1975, ch. 427, § 85; Aug. 15.]

68-406b. Incorporation of certain city connecting links into state highway system as state highways; vesting of title in state. The secretary of transportation may incorporate into the state highway system as state highways and part of the state highway system certain existing or proposed streets, roads or highways, or any portion thereof, which constitute or will constitute city connecting links in the state highway system and which lie within the corporate limits of a city and which have heretofore been or which hereafter shall be designated as connecting links in the state highway system by said secretary. After such incorporation all right, title and interest in and to said streets, roads or highways held by the city and county shall be vested in the state of Kansas. [K. S. A. 68-406b; L. 1975, ch. 427, § 87; Aug. 15.]

Repeal

Reason: This statute has never been implemented; however, **it does** create confusion with other statutes dealing with city connecting links.

68-406c. Same; assumption of maintenance obligations by secretary of transportation; exception; speed limits; agreements between secretary of transportation and cities authorized. As of the effective date of incorporation of said streets, roads or highways into the state highway system, the secretary of transportation shall assume all maintenance

obligations on said streets, roads or highways, except for (a) snow and ice control except to the extent necessary to provide for safe and efficient movement of traffic;

(b) installation and maintenance of parking meters and pavement markings for parking lanes;

(c) regular cleaning of street surfaces;

(d) maintenance of sidewalks except on structures; and

(e) installation and maintenance of street illumination system except on fully controlled access facilities: *Provided*, That after the effective date of this act, installation of street illumination facilities on said streets shall first be approved by the secretary of transportation.

The placing and maintenance of traffic control devices on said streets, roads or highways shall be the obligation of the secretary of transportation. The authority of the city and secretary of transportation to determine speed limits on such streets, roads or highways shall remain as provided by K. S. A. 8-1336 to 8-1338, inclusive, and 8-1340, and acts amendatory thereof, until the date when the Congress of the United States shall remove all restrictions on maximum speed limits, and upon that date and thereafter, the provisions of K. S. A. 8-1557 to 8-1560, inclusive, and any amendments thereto, shall be applicable. The secretary of transportation and city may agree that all maintenance on said streets, roads or highways will be performed by the city, in which event the city shall receive such funds for such maintenance as shall be agreed upon by the city and the secretary, in which event such streets, roads or highways shall be considered as city streets and not as part of the state highway system for the purpose of liability arising out of defects in said streets, roads or highways. [K. S. A. 68-406c; L. 1975, ch. 33, § 9; L. 1975, ch. 427, § 88; Aug. 15.]

Repeal

Reason: This statute has never been implemented; however, it does create confusion with other statutes dealing with city connecting links.

68-406d. Same; permits for installations in or on right-of-way of streets; concurrence by city. Before any person or association of persons shall lay or install any conduits, pipes, poles, wires or any other thing in or on the right-of-way of said streets, roads or highways, a permit for such purpose shall first be secured from the secretary of transportation, unless permission is otherwise provided by law. The secretary shall not issue said permits without the concurrence of the city. [K. S. A. 68-406d; L. 1975, ch. 427, § 89; Aug. 15.]

Repeal

Reason: This statute has never been implemented; however, it does create confusion with other statutes dealing with city connecting links.

68-406e. Same; public hearings before incorporation into system; notice. Before incorporation into the state highway system of streets, roads or highways as provided in

K. S. A. 1975 Supp. 68-406b, the secretary of transportation shall hold a public hearing, at the city in which such streets, roads or highways are located, as to the advisability of such incorporation. At least ten (10) days' written notice of such hearing shall be given to the governing body of the city. [K. S. A. 68-406e; L. 1975, ch. 427, § 90; Aug. 15.]

Repeal

Reason: This statute has never been implemented; however, it does create confusion with other statutes dealing with city connecting links.

68-416. Transfer by county of proceeds of benefit district bonds to highway fund, expenditure; transfer of certain balances in motor vehicle registration fee fund to highway fund; county and township road fund abolished, transfer of balance; state highway benefit district fund discontinued, payment of costs from highway fund; highway connecting links within cities, maintenance or payment of cost from highway fund; use of highway fund; limitation on construction of highways. (a) All funds received by the various counties from the sale of benefit-district bonds heretofore or hereafter issued, under the provisions of K. S. A. 68-701 and 68-709 and amendments thereto, shall be transferred by the county treasurers to the state treasurer and by him or her placed in the highway fund; and such amounts shall be expended in the counties from which they are received and for the purposes for which said bonds were issued: *Provided*, That nothing in this act shall be construed to relieve any county in which a benefit district has been organized under the provisions of K. S. A. 68-701 to 68-709, inclusive, and amendments thereto, from the duty and liability to issue and sell bonds under the provisions of said act in the amount necessary to pay such part of the cost of the construction of such benefit district roads in said benefit district required by said act to be paid by the county, township, and benefit district. Any unexpended balance remaining in the fund in which is placed that part of the fees for registration sent to the vehicle department or other official designated by law to receive the same, and appropriated for use in the administration of the motor-vehicle registration act, unexpended at the end of any calendar year, shall be placed in the highway fund.

(b) The state highway fund shall be apportioned as follows:

(1) The fund known as the "county and township road fund" is hereby abolished, and on the effective date of this act, the state treasurer shall transfer all moneys in said fund to the special city and county highway fund created by K. S. A. 1975 Supp. 79-3425.

(2) The fund known as the "state highway benefit district fund" is discontinued and hereafter the highway fund shall be used for the payment and reimbursement of benefit district costs and assessments for such benefit districts that have been and may hereafter be constructed as a part of the state highway system. On the effective date of this act the state treasurer shall transfer all state highway benefit district funds to the highway fund.

(3) The secretary of transportation shall annually apportion and distribute quarterly to cities on the state highway system from the highway fund moneys at the rate of seven hundred fifty dollars (\$750) per lane per mile for the maintenance of streets and highways in said cities designated by the secretary as connecting links in the state highway system. All said moneys distributed by the secretary shall be credited to the street and alley funds of such cities and shall be used solely for the maintenance of connecting links. "Lane," as used in this subsection, shall refer to a portion of the roadway for use of moving traffic of a standard width prescribed by the secretary. In lieu of said apportionment the secretary may, by and with the consent of the governing body of any city within the state of Kansas, maintain such streets within said city and pay for such maintenance from the highway fund.

(4) All of the remainder of such highway fund shall be used by the secretary of transportation in the construction, improvement, reconstruction and maintenance of the state highway system and the support and maintenance of the department of transportation and the expenses of administering the motor vehicle registration and drivers' license laws: *Provided*, That the secretary shall not construct more than two hundred (200) miles of high-type pavement in any one year until all the roads of the state highway system have been improved with an all-weather surface such as sand, gravel or chat. All apportionments and

distribution provided for by this section shall be made quarterly on the first days of January, April, July and October of each year. [K. S. A. 68-416; L. 1974, ch. 271, § 1; L. 1975, ch. 427, § 100; Aug. 15.]

Add a statement concerning the maintenance included in the apportionment:

"Maintenance included in the apportionment provided herein shall be the maintenance of the traveled portion of the roadway, excluding maintenance of storm sewer systems. All other maintenance shall be the responsibility of the city.

Reason: This addition clarifies what maintenance is covered by the apportionment and conforms with present procedure and policy.

8-1338. Same; powers of local authorities, limitations and restrictions. (a) Whenever local authorities in their respective jurisdictions determine on the basis of an engineering and traffic investigation that any maximum speed permitted under this act is greater or less than is reasonable and safe under the conditions found to exist upon a highway or part of a highway, the local authority may determine and declare a reasonable and safe maximum limit thereon which:

(1) Decreases the limit at intersections; or
(2) Increases the limit within an urban district but not to exceed the maximum speed limit established by or pursuant to subsection (a) (3) of K. S. A. 8-1336; or

(3) Decreases the limit outside an urban district, but not to less than twenty (20) miles per hour; or

(4) Decreases the limit within an urban district in a school zone to not less than twenty (20) miles per hour, except that any such decreased limit shall apply only during the hours in which students are normally en route to or from school. Such zones and hours to be determined by ordinance or resolution of such local authority.

(b) Local authorities in their respective jurisdictions shall determine by an engineering and traffic investigation the proper maximum speed for all arterial streets and shall declare a reasonable and safe maximum limit thereon which may be greater or less than the maximum speed permitted under this act for the urban district or other location in which the arterial street is situated, except that in no event shall any local authority establish any such maximum limit in excess of the maximum limit established by or pursuant to subsection (a) (3) of K. S. A. 8-1336.

(c) Except as otherwise provided in paragraph (4) of subsection (a), any altered limit

established pursuant to this section shall be effective at all times or during hours of darkness or at other times as may be determined when appropriate signs giving notice thereof are erected upon such street or highway.

(d) Any alteration of maximum limits on state highways or extensions thereof in a municipality by local authorities shall not be effective until such alteration has been approved by the secretary of transportation.

(e) Not more than (3) such alterations as authorized in this section shall be made per mile along a street or highway, except in the case of reduced limits at intersections, and the difference between adjacent limits shall not be more than ten (10) miles per hour.

(f) As used in this act, the term "local authorities" means the Kansas turnpike authority and every city, county and other local board or body having authority to adopt ordinances or regulations relating to vehicular traffic under the constitution and laws of this state. [L. 1974, ch. 29, § 5; L. 1975, ch. 39, § 1; L. 1975, ch. 427, § 17; Aug. 15.]

Change the words "state highway or extension thereof in a municipality" to "city connecting links".

Reason: This change would make the terminology in this statute consistent with other statutes.

8-1560. Same; powers of local authorities; limitations and restrictions. (a) Whenever local authorities in their respective jurisdictions determine on the basis of an engineering and traffic investigation that the maximum speed permitted under this article is greater or less than is reasonable and safe under the conditions found to exist upon a highway or part of a highway, the local authority may determine and declare a reasonable and safe maximum limit thereon which:

- (1) Decreases the limit at intersections; or
- (2) Increases the limits within an urban district but not to more than seventy (70) miles per hour during daytime or sixty (60) miles per hour during nighttime; or
- (3) Decreases the limit outside an urban district, but not to less than twenty (20) miles per hour; or
- (4) Decreases the limit within an urban

district in a school zone to not less than twenty (20) miles per hour, except that any such decreased limit shall apply only during the hours in which students are normally en route to or from school, such zones and hours to be determined by ordinance or resolution of such local authority.

(b) Local authorities in their respective jurisdictions shall determine by an engineering and traffic investigation the proper maximum speed for all arterial streets and shall declare a reasonable and safe maximum limit thereon which may be greater or less than the maximum speed permitted under this act for an urban district.

(c) Except as otherwise provided in paragraph (4) of subsection (a), any altered limit established as hereinabove authorized shall be effective at all times or during hours of darkness or at other times as may be determined when appropriate signs giving notice thereof are erected upon such street or highway.

(d) Any alteration of maximum limits on state highways or extension thereof in a municipality by local authorities shall not be effective until such alteration has been approved by the secretary of transportation.

(e) Not more than three (3) such alterations as authorized in this section shall be made per mile along a street or highway, except in the case of reduced limits at intersections, and the difference between adjacent limits shall not be more than ten (10) miles per hour.

(f) The provisions of subsection (e) of K. S. A. 8-1558 shall apply to the limitations on speed limits provided by subsection (a) of this section. [L. 1974, ch. 33, § 8-1560; L. 1975, ch. 39, § 11; L. 1975, ch. 427, § 25; Aug. 15.]

Change the words "state highway or extension thereof in a municipality" to "city connecting links".

Reason: This change would make the terminology in th s statute consistent with other statutes.



KANSAS DEPARTMENT OF TRANSPORTATION

STATE OFFICE BUILDING—TOPEKA, KANSAS 66612

O. D. TURNER, Secretary of Transportation

ROBERT F. BENNETT, Governor



1776 1976

July 12, 1977

The Honorable Lee Hamm
House of Representatives
Chairman, Special Committee on
Transportation and Utilities
State Capitol Building
Topeka, Kansas 66612

Dear Representative Hamm:

The attached packet of information is for the Committee's use in your study of Proposal No. 61 - City Connecting Links.


We have made recommendations for certain changes in the statutes to clarify the issue. These recommendations include definition of "City Connecting Links" and "Maintenance", deletions of certain sections which have never been implemented, and use of the term "City Connecting Links" in place of highway extension in municipalities.

The D.O.T. has a responsibility of paying a fair share of city connecting link maintenance. The determination of that share is the issue. A city connecting link is first a city street serving the homes and businesses abutting it and also a main city arterial leading to other business interests in the city. It is a necessity with or without the highway routing.

We have examined our budget and in terms of maintenance relating only to the traveled way our statewide maintenance cost is approximately \$1,500 per lane mile. This figure is based on D.O.T.'s 23,316 lane miles of roadway surface. Actual costs in larger cities are more and considerably less in the smaller communities.

We are available for further discussion of the information included in the packet.

Very truly yours,


W. H. OGAN, P.E.
State Transportation Engineer

City Connecting Link Statutes

Proposed changes:

68-406(b)

The provisions concerning city connecting links should be placed in a subsection separate from the provisions concerning detours. A definition of city connecting links should be added:

The term "city connecting link" means a routing inside the city limits which will connect a state highway through a city or connect a state highway to a city connecting link of another state highway.

Reason: These changes will clarify the provisions of the statute concerning city connecting links. Presently, there is no definition of a city connecting link in the statutes.

68-406b, 68-406c, 68-406d, 68-406e

Repeal

Reason: These statutes have never been implemented; however, they do create confusion with other statutes dealing with city connecting links.

68-416(b) (3)

Add a statement concerning the maintenance included in the apportionment:

"Maintenance included in the apportionment provided herein shall be the maintenance of the traveled portion of the roadway, excluding maintenance of storm sewer systems. All other maintenance shall be the responsibility of the city.

Reason: This addition clarifies what maintenance is covered by the apportionment and conforms with present procedure and policy.

8-1338(d) and 8-1560(d)

Change the words "state highway or extension thereof in a municipality" to "city connecting links".

Reason: This change would make the terminology in these statutes consistent with other statutes.

STATE HIGHWAY SYSTEM AND
CITY CONNECTING LINK MILEAGE

As of December 31, 1976

Total Highways						
System	Miles by Lane Classification				Total Miles	Total Lane Miles
	2 Lane	3 Lane	4 Lane Undivided	4 Lane Divided		
Interstate (Rural)	9	-	-	517	526	2,086
Other State Highway System (Rural)	8,903	4	11	228	9,146	18,774
Total State Highway System (Rural)	8,912	4	11	745	9,672	20,860
Interstate (City)	-	-	6	88	94	376
Other City Connecting Links (City)	390	-	196	122	708	2,052
Total Connecting Links (City)	390	-	202	210*	802*	2,456
Total (Rural & City)	9,302	4	213	955	10,474	23,316

*Includes 14 miles of 6 lane divided

Exempt Highways*						
System	Miles by Lane Classification				Total Miles	Total Lane Miles
	2 Lane	3 Lane	4 Lane Undivided	4 Lane Divided		
State Highway System (Rural)	138.5	-	-	0.4	138.9	279
City Connecting Links (City)	1.6	-	0.1	0.1	1.8	4
Total (Rural & City)	140.1	-	0.1	0.5	140.7	283

* Included in table above

MAINTENANCE OF
CITY CONNECTING LINK MILEAGE

As of July 1, 1977

Location-Statewide

Maintenance By	Miles by Lane Classification			Total Miles	Total Lane Miles
	2 Lane	4 Lane	6 Lane		
City Maintained	167.752	177.874	0.604	346.230	1,049
State Maintained	275.303	161.226	13.533	450.062	1,275
Total	443.055	339.100	14.137	796.292	2,324
City Maintained Class 1 City	69.719	96.463	0.604	166.786	528
City Maintained Class 2 City	66.739	74.821	-	141.560	433
City Maintained Class 3 City	31.294	6.590	-	37.884	88
Total	167.752	177.874	0.604	346.230	1,049
State Maintained Class 1 City	42.895	96.502	10.161	149.558	533
State Maintained Class 2 City	59.629	32.553	3.372	95.554	268
State Maintained Class 3 City	172.779	32.171	-	204.950	474
Total	275.303	161.226	13.533	450.062	1,275

Prepared by
KANSAS DEPARTMENT OF TRANSPORTATION
PLANNING AND DEVELOPMENT DEPARTMENT
Date July 7, 1977

MAINTENANCE OF
CITY CONNECTING LINK MILEAGE

As of July 1, 1977

Location-District 1

Maintenance By	Miles by Lane Classification			Total Miles	Total Lane Miles
	2 Lane	4 Lane	6 Lane		
City Maintained	62.494	45.815	-	108.309	308
State Maintained	94.261	94.345	13.533	202.139	647
Total	156.755	140.160	13.533	310.448	955
City Maintained Class 1 City	44.533	41.021	-	85.554	253
City Maintained Class 2 City	9.648	3.957	-	13.605	35
City Maintained Class 3 City	8.313	0.837	-	9.150	20
Total	62.494	45.815	-	108.309	308
State Maintained Class 1 City	37.769	67.349	10.161	115.279	406
State Maintained Class 2 City	11.150	19.258	3.372	33.780	119
State Maintained Class 3 City	45.342	7.738	-	53.080	122
Total	94.261	94.345	13.533	202.139	647

MAINTENANCE OF
CITY CONNECTING LINK MILEAGE

As of July 1, 1977

Location-District 2

Maintenance By	Miles by Lane Classification			Total Miles	Total Lane Miles
	2 Lane	4 Lane	6 Lane		
City Maintained	15.851	11.282	-	27.133	76
State Maintained	30.264	9.075	-	39.339	97
Total	46.115	20.357	-	66.472	173
City Maintained Class 1 City	2.871	2.885	-	5.756	17
City Maintained Class 2 City	8.845	7.618	-	16.463	48
City Maintained Class 3 City	4.135	0.779	-	4.914	11
Total	15.851	11.282	-	27.133	76
State Maintained Class 1 City	1.236	1.780	-	3.016	10
State Maintained Class 2 City	12.467	2.624	-	15.091	35
State Maintained Class 3 City	16.561	4.671	-	21.232	52
Total	30.264	9.075	-	39.339	97

Prepared by
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PLANNING AND DEVELOPMENT DEPARTMENT
Date July 7, 1977

MAINTENANCE OF
CITY CONNECTING LINK MILEAGE.

As of July 1, 1977

Location-District 3

Maintenance By	Miles by Lane Classification			Total Miles	Total Lane Miles
	2 Lane	4 Lane	6 Lane		
City Maintained	9.105	8.163	-	17.268	51
State Maintained	33.262	9.740	-	43.002	105
Total	42.367	17.903	-	60.270	156
City Maintained Class 1 City	-	-	-	-	-
City Maintained Class 2 City	5.493	8.163	-	13.656	44
City Maintained Class 3 City	3.612	-	-	3.612	7
Total	9.105	8.163	-	17.268	51
State Maintained Class 1 City	-	-	-	-	-
State Maintained Class 2 City	4.695	4.044	-	8.739	25
State Maintained Class 3 City	28.567	5.696	-	34.263	80
Total	33.262	9.740	-	43.002	105

MAINTENANCE OF
CITY CONNECTING LINK MILEAGE

As of July 1, 1977

Location-District 4

Maintenance By	Miles by Lane Classification			Total Miles	Total Lane Miles
	2 Lane	4 Lane	6 Lane		
City Maintained	22.205	27.448	-	49.653	154
State Maintained	54.499	7.789	-	62.288	140
Total	76.704	35.237	-	111.941	294
City Maintained Class 1 City	7.237	12.809	-	20.046	66
City Maintained Class 2 City	13.236	13.911	-	27.147	82
City Maintained Class 3 City	1.732	0.728	-	2.460	6
Total	22.205	27.448	-	49.653	154
State Maintained Class 1 City	1.935	2.614	-	4.549	14
State Maintained Class 2 City	18.717	4.419	-	23.136	55
State Maintained Class 3 City	33.847	0.756	-	34.603	71
Total	54.499	7.789	-	62.288	140

Prepared by
KANSAS DEPARTMENT OF TRANSPORTATION
PLANNING AND DEVELOPMENT DEPARTMENT
Date July 7, 1977

MAINTENANCE OF
CITY CONNECTING LINK MILEAGE

As of July 1, 1977

Location-District 5

Maintenance By	Miles by Lane Classification			Total Miles	Total Lane Miles
	2 Lane	4 Lane	6 Lane		
City Maintained	43.338	70.932	0.604	114.874	374
State Maintained	36.310	29.709	-	66.019	191
Total	79.648	100.641	0.604	180.893	565
City Maintained Class 1 City	14.108	35.549	0.604	50.261	174
City Maintained Class 2 City	22.164	34.871	-	57.035	184
City Maintained Class 3 City	7.066	0.512	-	7.578	16
Total	43.338	70.932	0.604	114.874	374
State Maintained Class 1 City	0.972	24.759	-	25.731	101
State Maintained Class 2 City	5.350	0.275	-	5.625	12
State Maintained Class 3 City	29.988	4.675	-	34.663	78
Total	36.310	29.709	-	66.019	191

Prepared by
KANSAS DEPARTMENT OF TRANSPORTATION
PLANNING AND DEVELOPMENT DEPARTMENT
Date July 7, 1977

MAINTENANCE OF
CITY CONNECTING LINK MILEAGE

As of July 1, 1977

Location-District 6

Maintenance By	Miles by Lane Classification			Total Miles	Total Lane Miles
	2 Lane	4 Lane	6 Lane		
City Maintained	14.759	14.234	-	28.993	86
State Maintained	26.707	10.568	-	37.275	95
Total	41.466	24.802	-	66.268	181
City Maintained Class 1 City	0.970	4.199	-	5.169	18
City Maintained Class 2 City	7.353	6.301	-	13.654	40
City Maintained Class 3 City	6.436	3.734	-	10.170	28
Total	14.759	14.234	-	28.993	86
State Maintained Class 1 City	0.983	-	-	0.983	2
State Maintained Class 2 City	7.250	1.933	-	9.183	22
State Maintained Class 3 City	18.474	8.635	-	27.109	71
Total	26.707	10.568	-	37.275	95

PAYMENTS MADE TO CITIES FOR MAINTENANCE OF CITY CONNECTING LINKS
Fiscal Year July 1, 1975 to June 30, 1976

FIRST CLASS CITIES

1	Atchison	3	13,815.00
1	Coffeyville	63	18,366.00
1	Emporia	56	9,498.00
1	Fort Scott	6	1,851.00
1	Garden City	28	14,052.00
1	Hutchinson	78	19,834.48
1	Junction City	31	12,961.48
1	Kansas City	105	72,526.48
1	Lawrence	23	26,811.37
1	Leavenworth	52	6,667.48
1	Manhattan	81	6,078.00
1	Newton	40	15,360.00
1	Olathe	46	10,051.48
1	Overland Park	46	18,070.48
1	Parsons	50	14,613.00
1	Pittsburg	19	14,452.48
1	Topeka	89	26,402.75
1	Wichita	87	102,235.46
	Class Total		403,646.94

SECOND CLASS CITIES

2	Abilene	21	4,243.48
2	Anthony	39	3,021.00
2	Arkansas City	18	15,660.61
2	Augusta	8	4,515.00
2	Beloit	62	1,773.00
2	Bonner Springs	105	3,712.48
2	Burlington	16	1,479.00
2	Caldwell	96	2,466.00
2	Chanute	67	9,042.00
2	Cherryvale	63	1,182.00
2	Chetopa	50	3,567.00
2	Clay Center	14	6,501.00
2	Colby	97	12,814.48
2	Columbus	11	639.00
2	Concordia	15	8,199.00
2	Council Grove	64	1,794.00
2	Derby	87	3,706.48
2	Dodge City	29	17,698.48
2	El Dorado	8	17,175.00
2	Eureka	37	3,273.00
2	Garnett	2	2,811.00
2	Great Bend	5	21,282.00
2	Harper	39	4,398.00
2	Hays	26	6,784.48

PAYMENTS MADE TO CITIES FOR MAINTENANCE OF CITY CONNECTING LINKS
 Fiscal Year July 1, 1975 to June 30, 1976

2	Herington	21	960.00
2	Hiawatha	7	3,838.48
2	Hillsboro	57	2,439.00
2	Hoisington	5	1,341.00
2	Holton	43	1,383.00
2	Horton	7	3,448.48
2	Independence	63	11,020.48
2	Iola	1	7,923.00
2	Kingman	48	8,587.48
2	Larned	73	7,005.00
2	Liberal	88	3,199.48
2	Lyons	80	10,987.48
2	Marion	57	2,046.00
2	Marysville	58	2,554.48
2	McPherson	59	8,749.48
2	Mission	46	4,023.00
2	Osage City	70	1,308.00
2	Osborne	71	2,250.00
2	Ottawa	30	15,754.48
2	Phillipsburg	74	2,631.00
2	Pratt	76	10,704.00
2	Roeland Park	46	4,137.00
2	Russell	84	8,248.48
2	Scott City	86	3,636.00
2	Sterling	80	2,020.48
2	Ulysses	34	3,149.11
2	Wamego	75	1,308.00
2	Wellington	96	11,848.48
2	Winfield	18	11,040.00
2	Yates Center	104	6,024.00

Class Total 321,302.36

THIRD CLASS CITIES

3	Alma	99	1,273.48
3	Ashland	13	2,041.48
3	Belle Plaine	96	1,065.00
3	Blue Rapids	58	2,277.00
3	Burlingame	70	1,726.48
3	Centralia	66	753.00
3	Cimarron	35	4,774.48
3	Clifton	14	1,167.00
3	Clyde	15	913.48
3	Coldwater	17	1,822.48
3	Cottonwood Falls	9	756.00
3	Dighton	51	4,399.48
3	Downs	71	1,500.00
3	Ellsworth	27	1,164.00

PAYMENTS MADE TO CITIES FOR MAINTENANCE OF CITY CONNECTING LINKS
 Fiscal Year July 1, 1975 to June 30, 1976

3	Enterprise	21	847.48
3	Eudora	23	1,101.00
3	Frankfort	58	1,401.37
3	Gove City	32	129.00
3	Gypsum	85	615.00
3	Hope	21	648.00
3	Hoxie	90	435.00
3	Jetmore	42	738.00
3	Jewell	45	205.48
3	Kiowa	4	2,464.48
3	LaCrosse	83	1,500.00
3	LaCygne	54	1,267.48
3	Lakin	47	1,201.48
3	Madison	37	640.48
3	Minneola	13	2,863.48
3	Moran	1	2,184.00
3	Moundridge	59	2,337.00
3	Mulvane	96	1,545.00
3	Ness City	68	1,051.48
3	Oakley	55	1,162.48
3	Ogden	81	1,638.00
3	Plains	60	1,498.48
3	Preston	76	1,414.48
3	Smith Center	92	2,191.48
3	South Haven	96	2,323.48
3	St. Marys	75	2,140.48
3	Stockton	82	4,899.00
3	Syracuse	38	5,151.00
3	Tonganoxie	52	1,482.00
3	Toronto	104	1,204.48
3	Wathena	22	3,045.00
3	Waverly	16	753.00
3	Westwood	46	2,223.00
3	White City	64	642.00
	Class Total		80,576.93
	Grand Total		805,526.23

JULY 1, 1977

STATE HIGHWAY COMMISSION OF KANSAS

CITY CONNECTING LINK RESOLUTIONS AND CITY MAINTENANCE AGREEMENTS FOR CONNECTING LINKS IN THE STATE HIGHWAY SYSTEM. LEGEND C% CITY S% STATE

CITY	COUNTY	ROUTE	2LANE	4LANE	6LANE	8LANE	MAINT BY	CL
ATCHISON	ATCHISON	007	1.952	.000	.000	.000	C	1
ATCHISON	ATCHISON	059	.440	.978	.000	.000	C	1
ATCHISON	ATCHISON	073	.520	1.682	.000	.000	C	1
ATCHISON	ATCHISON	227	.000	.489	.000	.000	C	1
			2.912	3.149	.000	.000		
ATCHISON	ATCHISON	059	.124	.000	.000	.000	S	1
			.124	.000	.000	.000		
EFFINGHAM	ATCHISON	159	.796	.000	.000	.000	S	3
			.796	.000	.000	.000		
HURON	ATCHISON	073	.205	.000	.000	.000	S	3
			.205	.000	.000	.000		
MUSCOTAH	ATCHISON	159	.857	.000	.000	.000	S	3
			.857	.000	.000	.000		
			4.894	3.149	.000	.000		
EVEREST	BROWN	020	.426	.000	.000	.000	S	3
			.426	.000	.000	.000		
FAIRVIEW	BROWN	036	.507	.000	.000	.000	S	3
			.507	.000	.000	.000		
HIAWATHA	BROWN	036	1.121	.255	.000	.000	C	2
HIAWATHA	BROWN	073	.290	.319	.000	.000	C	2
			1.411	.574	.000	.000		
HIAWATHA	BROWN	036	.807	.000	.000	.000	S	2
HIAWATHA	BROWN	073	.000	.085	.000	.000	S	2
			.807	.085	.000	.000		
HORTON	BROWN	020	.500	.000	.000	.000	C	2
HORTON	BROWN	073	.985	.000	.000	.000	C	2
HORTON	BROWN	159	.814	.000	.000	.000	C	2
			2.299	.000	.000	.000		
SABETHA	BROWN	075	.232	.611	.000	.000	S	2
			.232	.611	.000	.000		
			5.682	1.270	.000	.000		
HIGHLAND	DONIPHAN	036	1.004	.000	.000	.000	S	3

JULY 1, 1977

STATE HIGHWAY COMMISSION OF KANSAS

CITY CONNECTING LINK RESOLUTIONS AND CITY MAINTENANCE AGREEMENTS FOR CONNECTING LINKS IN THE STATE HIGHWAY SYSTEM. LEGEND C% CITY S% STATE

CITY	COUNTY	ROUTE	2LANE	4LANE	6LANE	8LANE	MAINT BY	CL
HIGHLAND	DONIPHAN	120	.193 1.197	.000 .000	.000 .000	.000 .000	S	3
SEVERANCE	DONIPHAN	120	.472 .472	.000 .000	.000 .000	.000 .000	S	3
TROY	DONIPHAN	007	.469	.000	.000	.000	S	3
TROY	DONIPHAN	036	.946 1.415	.000 .000	.000 .000	.000 .000	S	3
WATHENA	DONIPHAN	036	1.838 1.838	.096 .096	.000 .000	.000 .000	C	3
WHITE CLOUD	DONIPHAN	007	.998 .998 5.920	.000 .000 .096	.000 .000 .000	.000 .000 .000	S	3
BALDWIN CITY	DOUGLAS	056	.740 .740	.000 .000	.000 .000	.000 .000	S	3
EUDORA	DOUGLAS	010	.734 .734	.000 .000	.000 .000	.000 .000	C	3
LAWRENCE	DOUGLAS	010	.000	2.747	.000	.000	C	1
LAWRENCE	DOUGLAS	040	1.629	2.618	.000	.000	C	1
LAWRENCE	DOUGLAS	059	.000 1.629 3.103	3.151 8.516 8.516	.000 .000 .000	.000 .000 .000	C	1
DENISON	JACKSON	016	.279 .279	.000 .000	.000 .000	.000 .000	S	3
HOLTON	JACKSON	016	.922 .922	.000 .000	.000 .000	.000 .000	C	2
HOLTON	JACKSON	075	.000 .000	.321 .321	.000 .000	.000 .000	S	2
HOYT	JACKSON	214	.554 .554	.000 .000	.000 .000	.000 .000	S	3
NETAWAKA	JACKSON	009	1.254 1.254	.000 .000	.000 .000	.000 .000	S	3

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CITY	COUNTY	ROUTE	2LANE	4LANE	6LANE	8LANE	MAINT BY	CL
SOLDIER	JACKSON	062	.731 .731	.000 .000	.000 .000	.000 .000	S	3
WHITING	JACKSON	009	1.383 1.383 5.123	.000 .000 .321	.000 .000 .000	.000 .000 .000	S	3
MCLOUTH	JEFFERSON	016	.624	.000	.000	.000	S	3
MCLOUTH	JEFFERSON	092	.430 1.054	.000 .000	.000 .000	.000 .000	S	3
NORTONVILLE	JEFFERSON	159	.693 .693	.000 .000	.000 .000	.000 .000	S	3
OSKALOOSA	JEFFERSON	059	.727	.000	.000	.000	S	3
OSKALOOSA	JEFFERSON	092	.695 1.422	.000 .000	.000 .000	.000 .000	S	3
VALLEY FALLS	JEFFERSON	016	.679 .679	.000 .000	.000 .000	.000 .000	S	3
WINCHESTER	JEFFERSON	192	.405 .405 4.253	.000 .000 .000	.000 .000 .000	.000 .000 .000	S	3
DESOTO	JOHNSON	010	1.391 1.391	.000 .000	.000 .000	.000 .000	S	3
FAIRWAY	JOHNSON	050	.000	1.401	.000	.000	S	2
FAIRWAY	JOHNSON	158	.034 .034	.000 1.401	.000 .000	.000 .000	S	2
GARDNER	JOHNSON	056	.974 .974	.878 .878	.000 .000	.000 .000	S	3
LEAWOOD	JOHNSON	150	2.014	.000	.000	.000	S	2
LEAWOOD	JOHNSON	435	.000 2.014	.000 .000	1.245 1.245	.000 .000	S	2
LENEXA	JOHNSON	012	.152	.000	.000	.000	S	2
LENEXA	JOHNSON	035	.000	5.224	.000	.000	S	2

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CITY	COUNTY	ROUTE	2LANE	4LANE	6LANE	8LANE	MAINT BY	CL
LENEXA	JOHNSON	058	.000	.256	.000	.000	S	2
LENEXA	JOHNSON	069	.000	.370	.000	.000	S	2
LENEXA	JOHNSON	435	1.562	.352	.000	.000	S	2
			1.714	6.202	.000	.000		
MERRIAM	JOHNSON	010	1.939	.649	.000	.000	S	2
MERRIAM	JOHNSON	035	.000	1.553	1.389	.000	S	2
MERRIAM	JOHNSON	050	.000	.863	.000	.000	S	2
			1.939	3.065	1.389	.000		
MISSION	JOHNSON	158	.000	1.551	.000	.000	C	2
			.000	1.551	.000	.000		
MISSION	JOHNSON	035	.000	.000	.738	.000	S	2
MISSION	JOHNSON	050	.000	1.868	.000	.000	S	2
MISSION	JOHNSON	058	.000	.135	.000	.000	S	2
MISSION	JOHNSON	069	.000	1.767	.000	.000	S	2
MISSION	JOHNSON	158	.094	.000	.000	.000	S	2
			.094	3.770	.738	.000		
MISSION WOODS	JOHNSON	050	.000	.374	.000	.000	S	3
			.000	.374	.000	.000		
OLATHE	JOHNSON	007	.323	1.280	.000	.000	C	1
OLATHE	JOHNSON	150	.688	1.565	.000	.000	C	1
			1.011	2.845	.000	.000		
OLATHE	JOHNSON	007	1.187	.868	.000	.000	S	1
OLATHE	JOHNSON	035	.000	4.774	.000	.000	S	1
OLATHE	JOHNSON	056	1.860	1.045	.000	.000	S	1
OLATHE	JOHNSON	150	2.508	.212	.000	.000	S	1
OLATHE	JOHNSON	169	.000	.036	.000	.000	S	1
			5.555	6.935	.000	.000		
OVERLAND PARK	JOHNSON	058	.421	2.799	.000	.000	C	1
OVERLAND PARK	JOHNSON	069	.000	2.852	.000	.000	C	1
			.421	5.651	.000	.000		
OVERLAND PARK	JOHNSON	010	1.014	.000	.000	.000	S	1
OVERLAND PARK	JOHNSON	035	.000	.640	.957	.000	S	1
OVERLAND PARK	JOHNSON	050	.000	.505	.000	.000	S	1
OVERLAND PARK	JOHNSON	069	.000	13.141	.000	.000	S	1
OVERLAND PARK	JOHNSON	150	5.023	.000	.000	.000	S	1
OVERLAND PARK	JOHNSON	435	.000	4.261	1.830	.000	S	1
OVERLAND PARK	JOHNSON	635	.000	.237	.142	.000	S	1
			6.037	18.784	2.929	.000		

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CITY	COUNTY	ROUTE	2LANE	4LANE	6LANE	8LANE	MAINT BY	CL
ROELAND PARK	JOHNSON	058	.000 .000	1.379 1.379	.000 .000	.000 .000	C	2
SHAWNEE	JOHNSON	007	.000	.506	.000	.000	S	1
SHAWNEE	JOHNSON	010	.000	8.068	.000	.000	S	1
SHAWNEE	JOHNSON	435	3.116 3.116	.000 8.574	.000 .000	.000 .000	S	1
SPRINGHILL	JOHNSON	169	1.007 1.007	.000 .000	.000 .000	.000 .000	S	3
WESTWOOD	JOHNSON	169	.000 .000	.741 .741	.000 .000	.000 .000	C	3
WESTWOOD	JOHNSON	050	.000 .000	.097 .097	.000 .000	.000 .000	S	3
			25.307	62.247	6.301	.000		
EASTON	LEAVENWORTH	192	.626 .626	.000 .000	.000 .000	.000 .000	S	3
LANSING	LEAVENWORTH	005	2.596	.000	.000	.000	S	3
LANSING	LEAVENWORTH	073	.000 2.596	3.004 3.004	.000 .000	.000 .000	S	3
LEAVENWORTH	LEAVENWORTH	073	2.801	.000	.000	.000	C	1
LEAVENWORTH	LEAVENWORTH	092	1.644 4.445	.000 .000	.000 .000	.000 .000	C	1
LEAVENWORTH	LEAVENWORTH	005	.559	.000	.000	.000	S	1
LEAVENWORTH	LEAVENWORTH	073	.000	1.591	.000	.000	S	1
LEAVENWORTH	LEAVENWORTH	092	.860 1.419	.000 1.591	.000 .000	.000 .000	S	1
LINWOOD	LEAVENWORTH	032	.137 .137	.000 .000	.000 .000	.000 .000	S	3
TONGANOXIE	LEAVENWORTH	016	.988 .988	.000 .000	.000 .000	.000 .000	C	3
TONGANOXIE	LEAVENWORTH	024	.521 .521	.172 .172	.000 .000	.000 .000	S	3
			10.732	4.767	.000	.000		

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CITY	COUNTY	ROUTE	2LANE	4LANE	6LANE	8LANE	MAINT BY	CL
ADMIRE	LYON	099	.578 .578	.000 .000	.000 .000	.000 .000	S	3
EMPORIA	LYON	050	1.055	1.288	.000	.000	C	1
EMPORIA	LYON	057	1.456	.000	.000	.000	C	1
EMPORIA	LYON	099	1.245 3.756	.000 1.288	.000 .000	.000 .000	C	1
EMPORIA	LYON	035	.000	1.577	.000	.000	S	1
EMPORIA	LYON	050	1.232 1.232	.000 1.577	.000 .000	.000 .000	S	1
OLPE	LYON	057	.568 .568	.000 .000	.000 .000	.000 .000	S	3
READING	LYON	170	.199 .199 6.333	.000 .000 2.865	.000 .000 .000	.000 .000 .000	S	3
BEATTIE	MARSHALL	099	.536 .536	.000 .000	.000 .000	.000 .000	S	3
BLUE RAPIDS	MARSHALL	077	1.517 1.517	.000 .000	.000 .000	.000 .000	S	3
FRANKFORT	MARSHALL	009	.820	.000	.000	.000	C	3
FRANKFORT	MARSHALL	099	.115 .935	.000 .000	.000 .000	.000 .000	C	3
FRANKFORT	MARSHALL	009	.310	.000	.000	.000	S	3
FRANKFORT	MARSHALL	099	.268 .578	.000 .000	.000 .000	.000 .000	S	3
MARYSVILLE	MARSHALL	036	1.194	.000	.000	.000	C	2
MARYSVILLE	MARSHALL	077	.509 1.703	.000 .000	.000 .000	.000 .000	C	2
SUMMERFIELD	MARSHALL	099	.613 .613	.000 .000	.000 .000	.000 .000	S	3
WATERVILLE	MARSHALL	009	.251	.000	.000	.000	S	3
WATERVILLE	MARSHALL	077	.433 .684 6.566	.000 .000 .000	.000 .000 .000	.000 .000 .000	S	3

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CITY	COUNTY	ROUTE	2LANE	4LANE	6LANE	8LANE	MAINT BY	CL
CENTRALIA	NEMAHA	009	.502 .502	.000 .000	.000 .000	.000 .000	C	3
CORNING	NEMAHA	009	.269 .269	.000 .000	.000 .000	.000 .000	S	3
GOFF	NEMAHA	009	.511 .511	.000 .000	.000 .000	.000 .000	S	3
SENECA	NEMAHA	036	.000 .000	.812 .812	.000 .000	.000 .000	S	2
WETMORE	NEMAHA	009	.532 .532	.000 .000	.000 .000	.000 .000	S	3
			1.814	.812	.000	.000		
BURLINGAME	OSAGE	031	.136	.000	.000	.000	C	3
BURLINGAME	OSAGE	056	1.015 1.151	.000 .000	.000 .000	.000 .000	C	3
BURLINGAME	OSAGE	031	.369 .369	.000 .000	.000 .000	.000 .000	S	3
CARBONDALE	OSAGE	075	.000 .000	.058 .058	.000 .000	.000 .000	S	3
LYNDON	OSAGE	075	.612 .612	.000 .000	.000 .000	.000 .000	S	3
OSAGE CITY	OSAGE	031	.872 .872	.000 .000	.000 .000	.000 .000	C	2
OSAGE CITY	OSAGE	031	.887	.000	.000	.000	S	2
OSAGE CITY	OSAGE	170	.257 1.144	.000 .000	.000 .000	.000 .000	S	2
OVERBROOK	OSAGE	056	.209 .209	.000 .000	.000 .000	.000 .000	S	3
QUENEMO	OSAGE	068	.792 .792	.000 .000	.000 .000	.000 .000	S	3
SCRANTON	OSAGE	056	1.001 1.001	.000 .000	.000 .000	.000 .000	S	3
			6.150	.058	.000	.000		

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CITY	COUNTY	ROUTE	2LANE	4LANE	6LANE	8LANE	MAINT BY	CL
BELVUE	POTTAWATOMIE	024	.421 .421	.000 .000	.000 .000	.000 .000	S	3
HAVENSVILLE	POTTAWATOMIE	063	.440 .440	.000 .000	.000 .000	.000 .000	S	3
LOUISVILLE	POTTAWATOMIE	099	.500 .500	.000 .000	.000 .000	.000 .000	S	3
OLSBURG	POTTAWATOMIE	016	.216 .216	.000 .000	.000 .000	.000 .000	S	3
ST. MARYS	POTTAWATOMIE	024	.811	.000	.000	.000	C	3
ST. MARYS	POTTAWATOMIE	063	.505 1.316	.000 .000	.000 .000	.000 .000	C	3
ST. MARYS	POTTAWATOMIE	063	.111 .111	.000 .000	.000 .000	.000 .000	S	3
WAMEGO	POTTAWATOMIE	099	.872 .872	.000 .000	.000 .000	.000 .000	C	2
WAMEGO	POTTAWATOMIE	024	.331 .331	.000 .000	.000 .000	.000 .000	S	2
WHEATON	POTTAWATOMIE	016	.536 .536 4.743	.000 .000 .000	.000 .000 .000	.000 .000 .000	S	3
LEONARDVILLE	RILEY	024	.499 .499	.000 .000	.000 .000	.000 .000	S	3
MANHATTAN	RILEY	013	.244	.000	.000	.000	C	1
MANHATTAN	RILEY	018	1.156 1.400	1.326 1.326	.000 .000	.000 .000	C	1
MANHATTAN	RILEY	013	.000	.054	.000	.000	S	1
MANHATTAN	RILEY	018	.000	1.158	.000	.000	S	1
MANHATTAN	RILEY	024	.000	2.890	.000	.000	S	1
MANHATTAN	RILEY	113	2.559 2.559 4.458	.000 .000 5.428	.000 .000 .000	.000 .000 .000	S	1

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CITY	COUNTY	ROUTE	2LANE	4LANE	6LANE	8LANE	MAINT BY	CL
ROSSVILLE	SHAWNEE	024	.600 .600	.000 .000	.000 .000	.000 .000	S	3
SILVER LAKE	SHAWNEE	024	1.235 1.235	.000 .000	.000 .000	.000 .000	S	3
TOPEKA	SHAWNEE	040	.000	.709	.000	.000	C	1
TOPEKA	SHAWNEE	075	.000 .000	7.841 8.550	.000 .000	.000 .000	C	1
TOPEKA	SHAWNEE	024	.000	5.464	.000	.000	S	1
TOPEKA	SHAWNEE	040	1.088	.000	.000	.000	S	1
TOPEKA	SHAWNEE	070	.000	9.006	.000	.000	S	1
TOPEKA	SHAWNEE	075	3.292	.135	.000	.000	S	1
TOPEKA	SHAWNEE	100	.618	.000	.000	.000	S	1
TOPEKA	SHAWNEE	172	.852	.000	.000	.000	S	1
TOPEKA	SHAWNEE	470	.000 5.850	4.472 19.077	.000 .000	.000 .000	S	1
			7.685	27.627	.000	.000		
ALMA	WABAUNSEE	099	.849 .849	.000 .000	.000 .000	.000 .000	C	3
ESKRIDGE	WABAUNSEE	004	.786	.000	.000	.000	S	3
ESKRIDGE	WABAUNSEE	099	.443 1.229	.000 .000	.000 .000	.000 .000	S	3
			2.078	.000	.000	.000		
BONNER SPRINGS	WYANDOTTE	032	1.569 1.569	.453 .453	.000 .000	.000 .000	C	2
BONNER SPRINGS	WYANDOTTE	007	2.841	1.383	.000	.000	S	2
BONNER SPRINGS	WYANDOTTE	032	.000 2.841	1.608 2.991	.000 .000	.000 .000	S	2
EDWARDSVILLE	WYANDOTTE	032	.000	3.155	.000	.000	S	3
EDWARDSVILLE	WYANDOTTE	107	3.393	.000	.000	.000	S	3
EDWARDSVILLE	WYANDOTTE	435	3.275 6.668	.000 3.155	.000 .000	.000 .000	S	3
KANSAS CITY	WYANDOTTE	005	8.568	.000	.000	.000	C	1

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CITY	COUNTY	ROUTE	2LANE	4LANE	6LANE	8LANE	MAINT BY	CL
KANSAS CITY	WYANDOTTE	010	4.010	.000	.000	.000	C	1
KANSAS CITY	WYANDOTTE	024	.000	6.923	.000	.000	C	1
KANSAS CITY	WYANDOTTE	032	5.010	.000	.000	.000	C	1
KANSAS CITY	WYANDOTTE	058	2.329	.678	.000	.000	C	1
KANSAS CITY	WYANDOTTE	069	3.297	.996	.000	.000	C	1
KANSAS CITY	WYANDOTTE	132	3.074	.000	.000	.000	C	1
KANSAS CITY	WYANDOTTE	169	2.671	1.099	.000	.000	C	1
			28.959	9.696	.000	.000		
KANSAS CITY	WYANDOTTE	006	2.240	.000	.000	.000	S	1
KANSAS CITY	WYANDOTTE	024	.000	1.952	.000	.000	S	1
KANSAS CITY	WYANDOTTE	032	.000	2.503	.000	.000	S	1
KANSAS CITY	WYANDOTTE	035	.000	.000	3.790	.000	S	1
KANSAS CITY	WYANDOTTE	040	.000	.756	.000	.000	S	1
KANSAS CITY	WYANDOTTE	058	.379	.000	.000	.000	S	1
KANSAS CITY	WYANDOTTE	070	.000	.000	3.442	.000	S	1
KANSAS CITY	WYANDOTTE	132	.722	1.498	.000	.000	S	1
KANSAS CITY	WYANDOTTE	635	8.536	.000	.000	.000	S	1
			11.877	6.709	7.232	.000		
			51.914	23.004	7.232	.000		
TOTAL DIVISION 1			156.755	140.160	13.533	.000		

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CITY	COUNTY	ROUTE	2LANE	4LANE	6LANE	8LANE	MAINT BY	CL
COTTONWOOD FALLS	CHASE	177	.083 .083	.753 .753	.000 .000	.000 .000	S	3
MATFIELD GREEN	CHASE	177	.280 .280	.000 .000	.000 .000	.000 .000	S	3
STRONG CITY	CHASE	050	.298	.162	.000	.000	S	3
STRONG CITY	CHASE	177	.963 1.261	.000 .162	.000 .000	.000 .000	S	3
			1.624	.915	.000	.000		
CLAY CENTER	CLAY	015	.791	.863	.000	.000	C	2
CLAY CENTER	CLAY	024	1.411 2.202	.203 1.066	.000 .000	.000 .000	C	2
CLAY CENTER	CLAY	015	.256	.000	.000	.000	S	2
CLAY CENTER	CLAY	024	.234 .490	.000 .000	.000 .000	.000 .000	S	2
CLIFTON	CLAY	009	.778 .778	.000 .000	.000 .000	.000 .000	C	3
WAKEFIELD	CLAY	082	.000 .000	.859 .859	.000 .000	.000 .000	S	3
			3.470	1.925	.000	.000		
CLYDE	CLOUD	009	.609 .609	.000 .000	.000 .000	.000 .000	C	3
CLYDE	CLOUD	009	.443 .443	.000 .000	.000 .000	.000 .000	S	3
CONCORDIA	CLOUD	009	1.900	.745	.000	.000	C	2
CONCORDIA	CLOUD	081	.467 2.367	1.056 1.801	.000 .000	.000 .000	C	2
			3.419	1.801	.000	.000		
ABILENE	DICKINSON	015	.183 .183	1.323 1.323	.000 .000	.000 .000	C	2

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CITY	COUNTY	ROUTE	2LANE	4LANE	6LANE	8LANE	MAINT BY	CL
ABILENE	DICKINSON	015	.192	.876	.000	.000	S	2
ABILENE	DICKINSON	070	.000	.212	.000	.000	S	2
			.192	1.088	.000	.000		
ENTERPRISE	DICKINSON	043	.565	.000	.000	.000	C	3
			.565	.000	.000	.000		
ENTERPRISE	DICKINSON	043	.203	.000	.000	.000	S	3
			.203	.000	.000	.000		
HERINGTON	DICKINSON	056	.640	.000	.000	.000	C	2
			.640	.000	.000	.000		
HERINGTON	DICKINSON	056	.826	.000	.000	.000	S	2
			.826	.000	.000	.000		
HOPE	DICKINSON	004	.432	.000	.000	.000	C	3
			.432	.000	.000	.000		
HOPE	DICKINSON	004	.137	.000	.000	.000	S	3
			.137	.000	.000	.000		
			3.178	2.411	.000	.000		
ELLSWORTH	ELLSWORTH	014	.776	.000	.000	.000	C	3
			.776	.000	.000	.000		
ELLSWORTH	ELLSWORTH	156	.341	.000	.000	.000	S	3
			.341	.000	.000	.000		
HOLYROOD	ELLSWORTH	156	.209	.000	.000	.000	S	3
			.209	.000	.000	.000		
			1.326	.000	.000	.000		
GRANDVIEW PLAZA	GEARY	040	1.032	.123	.000	.000	S	3
GRANDVIEW PLAZA	GEARY	057	.113	.000	.000	.000	S	3
GRANDVIEW PLAZA	GEARY	070	.000	2.093	.000	.000	S	3
			1.145	2.216	.000	.000		
JUNCTION CITY	GEARY	018	.835	2.146	.000	.000	C	1
JUNCTION CITY	GEARY	040	1.003	.739	.000	.000	C	1
JUNCTION CITY	GEARY	077	1.033	.000	.000	.000	C	1
			2.871	2.885	.000	.000		

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CITY	COUNTY	ROUTE	2LANE	4LANE	6LANE	8LANE	MAINT BY	CL
JUNCTION CITY	GEARY	040	.519	.000	.000	.000	S	1
JUNCTION CITY	GEARY	077	.303	.000	.000	.000	S	1
JUNCTION CITY	GEARY	207	.168	.000	.000	.000	S	1
			.990	.000	.000	.000		
			5.006	5.101	.000	.000		
BURR OAK	JEWELL	028	1.249	.000	.000	.000	S	3
			1.249	.000	.000	.000		
JEWELL	JEWELL	028	.137	.000	.000	.000	C	3
			.137	.000	.000	.000		
JEWELL	JEWELL	014	.606	.000	.000	.000	S	3
JEWELL	JEWELL	028	.463	.000	.000	.000	S	3
			1.069	.000	.000	.000		
MANKATO	JEWELL	036	.000	.681	.000	.000	S	3
			.000	.681	.000	.000		
RANDALL	JEWELL	028	.349	.000	.000	.000	S	3
			.349	.000	.000	.000		
			2.804	.681	.000	.000		
LINCOLN	LINCOLN	014	.667	.000	.000	.000	S	3
LINCOLN	LINCOLN	018	.213	.000	.000	.000	S	3
			.880	.000	.000	.000		
SYLVAN GROVE	LINCOLN	181	.501	.000	.000	.000	S	3
			.501	.000	.000	.000		
			1.381	.000	.000	.000		
BURNS	MARION	077	.014	.000	.000	.000	S	3
			.014	.000	.000	.000		
FLORENCE	MARION	050	1.004	.000	.000	.000	S	2
FLORENCE	MARION	077	.735	.000	.000	.000	S	2
			1.739	.000	.000	.000		
HILLSBORO	MARION	056	.064	.933	.000	.000	C	2
			.064	.933	.000	.000		

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CITY	COUNTY	ROUTE	2LANE	4LANE	6LANE	8LANE	MAINT BY	CL
LINCOLNVILLE	MARION	056	.530 .530	.000 .000	.000 .000	.000 .000	S	3
MARION	MARION	056	1.364 1.364	.000 .000	.000 .000	.000 .000	C	2
MARION	MARION	056	.348 .348	.000 .000	.000 .000	.000 .000	S	2
PEABODY	MARION	050	1.002 1.002	.000 .000	.000 .000	.000 .000	S	3
			5.061	.933	.000	.000		
LINDSBORG	MCPHERSON	004	1.103	.000	.000	.000	S	2
LINDSBORG	MCPHERSON	081	.738 1.841	.000 .000	.000 .000	.000 .000	S	2
MCPHERSON	MCPHERSON	056	.571	1.772	.000	.000	C	2
MCPHERSON	MCPHERSON	081	.272 .843	.723 2.495	.000 .000	.000 .000	C	2
MCPHERSON	MCPHERSON	056	.000	1.093	.000	.000	S	2
MCPHERSON	MCPHERSON	153	.118 .118	.000 1.093	.000 .000	.000 .000	S	2
MOUNDRIAGE	MCPHERSON	260	.000 .000	.779 .779	.000 .000	.000 .000	C	3
			2.802	4.367	.000	.000		
BELOIT	MITCHELL	014	.722	.000	.000	.000	C	2
BELOIT	MITCHELL	124	.460 1.182	.000 .000	.000 .000	.000 .000	C	2
BELOIT	MITCHELL	009	.069	.000	.000	.000	S	2
BELOIT	MITCHELL	014	.493	.443	.000	.000	S	2
BELOIT	MITCHELL	024	.739	.000	.000	.000	S	2
BELOIT	MITCHELL	124	.367 1.668	.000 .443	.000 .000	.000 .000	S	2
CAWKER CITY	MITCHELL	024	1.006 1.006	.000 .000	.000 .000	.000 .000	S	3

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CITY	COUNTY	ROUTE	2LANE	4LANE	6LANE	8LANE	MAINT BY	CL
HUNTER	MITCHELL	181	.360	.000	.000	.000	S	3
			.360	.000	.000	.000		
			4,216	.443	.000	.000		
COUNCIL GROVE	MORRIS	056	1.904	.000	.000	.000	S	2
	MORRIS	057	1.272	.000	.000	.000	S	2
			3.176	.000	.000	.000		
DWIGHT	MORRIS	057	.597	.000	.000	.000	S	3
			.597	.000	.000	.000		
WHITE CITY	MORRIS	004	.428	.000	.000	.000	C	3
			.428	.000	.000	.000		
WHITE CITY	MORRIS	004	1.120	.000	.000	.000	S	3
			1.120	.000	.000	.000		
			5.321	.000	.000	.000		
BENNINGTON	OTTAWA	018	.493	.000	.000	.000	S	3
			.493	.000	.000	.000		
MINNEAPOLIS	OTTAWA	106	1.519	.000	.000	.000	S	2
			1.519	.000	.000	.000		
			2.012	.000	.000	.000		
BELLEVILLE	REPUBLIC	036	.094	.000	.000	.000	S	2
	REPUBLIC	081	.456	.000	.000	.000	S	2
			.550	.000	.000	.000		
SCANDIA	REPUBLIC	036	.458	.000	.000	.000	S	3
			.458	.000	.000	.000		
			1.008	.000	.000	.000		
BROOKVILLE	SALINE	140	1.021	.000	.000	.000	S	3
			1.021	.000	.000	.000		
GYPSUM	SALINE	004	.410	.000	.000	.000	C	3
			.410	.000	.000	.000		

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CITY	COUNTY	ROUTE	2LANE	4LANE	6LANE	8LANE	MAINT BY	CL
GYPSUM	SALINE	004	.278	.000	.000	.000	S	3
			.278	.000	.000	.000		
SALINA	SALINE	070	.000	.758	.000	.000	S	1
SALINA	SALINE	081	.246	.650	.000	.000	S	1
SALINA	SALINE	354	.000	.372	.000	.000	S	1
			.246	1.780	.000	.000		
			1.955	1.780	.000	.000		
BARNES	WASHINGTON	009	.315	.000	.000	.000	S	3
			.315	.000	.000	.000		
MORROWVILLE	WASHINGTON	154	.411	.000	.000	.000	S	3
			.411	.000	.000	.000		
WASHINGTON	WASHINGTON	036	.588	.000	.000	.000	S	3
WASHINGTON	WASHINGTON	154	.218	.000	.000	.000	S	3
			.806	.000	.000	.000		
			1.532	.000	.000	.000		
TOTAL DIVISION 2			46.115	20.357	.000	.000		

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CITY	COUNTY	ROUTE	2LANE	4LANE	6LANE	8LANE	MAINT BY	CL
BIRD CITY	CHEYENNE	036	1.508	.000	.000	.000	S	3
BIRD CITY	CHEYENNE	161	.249	.000	.000	.000	S	3
			1.757	.000	.000	.000		
ST. FRANCIS	CHEYENNE	036	.189	.660	.000	.000	S	3
			.189	.660	.000	.000		
			1.946	.660	.000	.000		
DRESDEN	DECATUR	123	.316	.000	.000	.000	S	3
DRESDEN	DECATUR	383	1.235	.000	.000	.000	S	3
			1.551	.000	.000	.000		
JENNINGS	DECATUR	383	.494	.000	.000	.000	S	3
			.494	.000	.000	.000		
OBERLIN	DECATUR	036	1.241	.000	.000	.000	S	3
OBERLIN	DECATUR	083	1.001	.061	.000	.000	S	3
			2.242	.061	.000	.000		
			4.287	.061	.000	.000		
HAYS	ELLIS	183	.215	2.154	.000	.000	C	2
			.215	2.154	.000	.000		
HAYS	ELLIS	183	.000	.323	.000	.000	S	2
			.000	.323	.000	.000		
			.215	2.477	.000	.000		
GOVE CITY	GOVE	023	.086	.000	.000	.000	C	3
			.086	.000	.000	.000		
GOVE CITY	GOVE	023	.414	.000	.000	.000	S	3
			.414	.000	.000	.000		
GRAINFIELD	GOVE	023	1.473	.000	.000	.000	S	3
			1.473	.000	.000	.000		
			1.973	.000	.000	.000		
HILL CITY	GRAHAM	024	.000	.751	.000	.000	S	3

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CITY	COUNTY	ROUTE	2LANE	4LANE	6LANE	8LANE	MAINT BY	CL
HILL CITY	GRAHAM	283	.664	.526	.000	.000	S	3
			.664	1.277	.000	.000		
			.664	1.277	.000	.000		
OAKLEY	LOGAN	083	.775	.000	.000	.000	C	3
			.775	.000	.000	.000		
OAKLEY	LOGAN	040	.000	.096	.000	.000	S	3
OAKLEY	LOGAN	083	.480	.000	.000	.000	S	3
			.480	.096	.000	.000		
RUSSELL SPRINGS	LOGAN	025	.842	.000	.000	.000	S	3
			.842	.000	.000	.000		
WINONA	LOGAN	040	.322	.000	.000	.000	S	3
			.322	.000	.000	.000		
			2.419	.096	.000	.000		
ALMENA	NORTON	383	.440	.000	.000	.000	S	3
			.440	.000	.000	.000		
CLAYTON	NORTON	383	.700	.000	.000	.000	S	3
			.700	.000	.000	.000		
EDMOND	NORTON	009	.556	.000	.000	.000	S	3
			.556	.000	.000	.000		
LENORA	NORTON	009	.203	.000	.000	.000	S	3
			.203	.000	.000	.000		
NORTON	NORTON	036	.328	1.009	.000	.000	S	2
NORTON	NORTON	283	1.666	.000	.000	.000	S	2
			1.994	1.009	.000	.000		
			3.893	1.009	.000	.000		
DOWNS	OSBORNE	181	1.000	.000	.000	.000	C	3
			1.000	.000	.000	.000		
OSBORNE	OSBORNE	281	1.500	.000	.000	.000	C	2
			1.500	.000	.000	.000		

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CITY	COUNTY	ROUTE	2LANE	4LANE	6LANE	8LANE	MAINT BY	CL
PORTIS	OSBORNE	281	.496 .496	.000 .000	.000 .000	.000 .000	S	3
			2.996	.000	.000	.000		
GLADE	PHILLIPS	009	.397	.000	.000	.000	S	3
GLADE	PHILLIPS	183	.599 .996	.000 .000	.000 .000	.000 .000	S	3
KIRWIN	PHILLIPS	009	.213 .213	.000 .000	.000 .000	.000 .000	S	3
LONG ISLAND	PHILLIPS	383	.919 .919	.000 .000	.000 .000	.000 .000	S	3
PHILLIPSBURG	PHILLIPS	036	.621	.244	.000	.000	C	2
PHILLIPSBURG	PHILLIPS	183	.645 1.266	.000 .244	.000 .000	.000 .000	C	2
PHILLIPSBURG	PHILLIPS	183	.302 .302	.000 .000	.000 .000	.000 .000	S	2
			3.696	.244	.000	.000		
ATWOOD	RAWLINS	025	1.769	.000	.000	.000	S	3
ATWOOD	RAWLINS	036	.748 2.517	.000 .000	.000 .000	.000 .000	S	3
			2.517	.000	.000	.000		
DAMAR	ROOKS	018	.469 .469	.000 .000	.000 .000	.000 .000	S	3
PALCO	ROOKS	018	.062 .062	.000 .000	.000 .000	.000 .000	S	3
PLAINVILLE	ROOKS	018	.000	.810	.000	.000	S	3
PLAINVILLE	ROOKS	183	.000 .000	.789 1.599	.000 .000	.000 .000	S	3
STOCKTON	ROOKS	024	.506	.576	.000	.000	S	3
STOCKTON	ROOKS	183	2.017 2.523	.000 .576	.000 .000	.000 .000	S	3

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CITY	COUNTY	ROUTE	2LANE	4LANE	6LANE	8LANE	MAINT BY	CL
WOODSTON	ROOKS	024	.107	.230	.000	.000	S	3
			.107	.230	.000	.000		
ZURICH	ROOKS	018	.362	.000	.000	.000	S	3
			.362	.000	.000	.000		
			3.523	2.405	.000	.000		
LUCAS	RUSSELL	018	.129	.000	.000	.000	S	3
			.129	.000	.000	.000		
RUSSELL	RUSSELL	040	.599	.374	.000	.000	C	2
RUSSELL	RUSSELL	281	1.510	1.321	.000	.000	C	2
			2.109	1.695	.000	.000		
WALDO	RUSSELL	281	.500	.000	.000	.000	S	3
			.500	.000	.000	.000		
			2.738	1.695	.000	.000		
HOXIE	SHERIDAN	023	.290	.000	.000	.000	C	3
			.290	.000	.000	.000		
HOXIE	SHERIDAN	023	.472	.000	.000	.000	S	3
HOXIE	SHERIDAN	024	.649	.000	.000	.000	S	3
			1.121	.000	.000	.000		
SELDEN	SHERIDAN	083	.498	.000	.000	.000	S	3
			.498	.000	.000	.000		
			1.909	.000	.000	.000		
GOODLAND	SHERMAN	027	1.867	1.435	.000	.000	S	2
GOODLAND	SHERMAN	070	.000	.693	.000	.000	S	2
			1.867	2.128	.000	.000		
			1.867	2.128	.000	.000		
CEDAR	SMITH	009	.191	.000	.000	.000	S	3
			.191	.000	.000	.000		
GAYLORD	SMITH	009	.497	.000	.000	.000	S	3
			.497	.000	.000	.000		

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CITY	COUNTY	ROUTE	2LANE	4LANE	6LANE	8LANE	MAINT BY	CL
KENSINGTON	SMITH	036	.000	.343	.000	.000	S	3
KENSINGTON	SMITH	248	.747	.000	.000	.000	S	3
			.747	.343	.000	.000		
LEBANON	SMITH	281	.498	.000	.000	.000	S	3
			.498	.000	.000	.000		
SMITH CENTER	SMITH	204	.481	.000	.000	.000	C	3
SMITH CENTER	SMITH	281	.980	.000	.000	.000	C	3
			1.461	.000	.000	.000		
SMITH CENTER	SMITH	036	.280	.000	.000	.000	S	3
SMITH CENTER	SMITH	281	.020	.000	.000	.000	S	3
			.300	.000	.000	.000		
			3.694	.343	.000	.000		
COLBY	THOMAS	024	.098	1.915	.000	.000	C	2
COLBY	THOMAS	025	.305	2.155	.000	.000	C	2
			.403	4.070	.000	.000		
COLBY	THOMAS	024	.193	.000	.000	.000	S	2
COLBY	THOMAS	025	.339	.205	.000	.000	S	2
COLBY	THOMAS	070	.000	.379	.000	.000	S	2
			.532	.584	.000	.000		
			.935	4.654	.000	.000		
WAKEENEY	TREGO	070	.000	.455	.000	.000	S	3
WAKEENEY	TREGO	283	2.038	.399	.000	.000	S	3
			2.038	.854	.000	.000		
			2.038	.854	.000	.000		
SHARON SPRINGS	WALLACE	027	1.000	.000	.000	.000	S	3
SHARON SPRINGS	WALLACE	040	.057	.000	.000	.000	S	3
			1.057	.000	.000	.000		
			1.057	.000	.000	.000		
TOTAL DIVISION 3			42.367	17.903	.000	.000		

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CITY	COUNTY	ROUTE	2LANE	4LANE	6LANE	8LANE	MAINT BY	CL
ELSMORE	ALLEN	203	.050 .050	.000 .000	.000 .000	.000 .000	S	3
GAS CITY	ALLEN	054	.000 .000	.756 .756	.000 .000	.000 .000	S	3
HUMBOLDT	ALLEN	169	1.308 1.308	.000 .000	.000 .000	.000 .000	S	2
IOLA	ALLEN	054	.398	.873	.000	.000	C	2
IOLA	ALLEN	169	.596 .994	1.271 2.144	.000 .000	.000 .000	C	2
MILDRED	ALLEN	059	.282 .282	.000 .000	.000 .000	.000 .000	S	3
MORAN	ALLEN	059	.000 .000	.728 .728	.000 .000	.000 .000	C	3
MORAN	ALLEN	054	.079 .079	.000 .000	.000 .000	.000 .000	S	3
			2.713	3.628	.000	.000		
COLONY	ANDERSON	169	.464 .464	.000 .000	.000 .000	.000 .000	S	3
GARNETT	ANDERSON	059	.875	.000	.000	.000	C	2
GARNETT	ANDERSON	169	.999 1.874	.000 .000	.000 .000	.000 .000	C	2
GARNETT	ANDERSON	031	.202	.000	.000	.000	S	2
GARNETT	ANDERSON	059	.048 .250	.000 .000	.000 .000	.000 .000	S	2
HARRIS	ANDERSON	031	.458 .458	.000 .000	.000 .000	.000 .000	S	3
KINCAID	ANDERSON	031	.510 .510	.000 .000	.000 .000	.000 .000	S	3
			3.556	.000	.000	.000		
BRONSON	BOURBON	054	.446 .446	.000 .000	.000 .000	.000 .000	S	3

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CITY	COUNTY	ROUTE	2LANE	4LANE	6LANE	8LANE	MAINT BY	CL
FORT SCOTT	BOURBON	054	1.234 1.234	.000 .000	.000 .000	.000 .000	C	1
FORT SCOTT	BOURBON	054	.000	.464	.000	.000	S	1
FORT SCOTT	BOURBON	069	.000 .000	2.150 2.614	.000 .000	.000 .000	S	1
FULTON	BOURBON	031	.608 .608	.000 .000	.000 .000	.000 .000	S	3
MAPLETON	BOURBON	031	.846	.000	.000	.000	S	3
MAPLETON	BOURBON	065	.558 1.404	.000 .000	.000 .000	.000 .000	S	3
UNIONTOWN	BOURBON	003	.154 .154	.000 .000	.000 .000	.000 .000	S	3
			3.846	2.614	.000	.000		
CEDAR VALE	CHAUTAUQUA	166	.961 .961	.000 .000	.000 .000	.000 .000	S	3
CHAUTAUQUA	CHAUTAUQUA	099	.430 .430	.000 .000	.000 .000	.000 .000	S	3
NIOTAZE	CHAUTAUQUA	166	.647 .647	.000 .000	.000 .000	.000 .000	S	3
PERU	CHAUTAUQUA	166	.634 .634	.000 .000	.000 .000	.000 .000	S	3
SEDAN	CHAUTAUQUA	166	.863 .863	.000 .000	.000 .000	.000 .000	S	3
			3.535	.000	.000	.000		
BAXTER SPRINGS	CHEROKEE	066	1.514	.000	.000	.000	S	2
BAXTER SPRINGS	CHEROKEE	166	1.004 2.518	.000 .000	.000 .000	.000 .000	S	2
COLUMBUS	CHEROKEE	069	.333	.000	.000	.000	C	2
COLUMBUS	CHEROKEE	096	.093 .426	.000 .000	.000 .000	.000 .000	C	2

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CITY CONNECTING LINK RESOLUTIONS AND CITY MAINTENANCE AGREEMENTS FOR CONNECTING LINKS IN THE STATE HIGHWAY SYSTEM. LEGEND C% CITY S% STATE

CITY	COUNTY	ROUTE	2LANE	4LANE	6LANE	8LANE	MAINT BY	CL
GALENA	CHEROKEE	026	1.252	.000	.000	.000	S	2
GALENA	CHEROKEE	066	.000	1.845	.000	.000	S	2
			1.252	1.845	.000	.000		
ROSELAND	CHEROKEE	102	1.285	.000	.000	.000	S	3
			1.285	.000	.000	.000		
WEIR	CHEROKEE	103	1.238	.000	.000	.000	S	2
			1.238	.000	.000	.000		
			6.719	1.845	.000	.000		
BURLINGTON	COFFEY	075	.000	.493	.000	.000	C	2
			.000	.493	.000	.000		
BURLINGTON	COFFEY	075	.430	.000	.000	.000	S	2
			.430	.000	.000	.000		
GRIDLEY	COFFEY	057	.823	.000	.000	.000	S	3
			.823	.000	.000	.000		
LEROY	COFFEY	057	.543	.000	.000	.000	S	3
			.543	.000	.000	.000		
NEW STRAWN	COFFEY	075	.500	.000	.000	.000	S	3
			.500	.000	.000	.000		
WAVERLY	COFFEY	031	.502	.000	.000	.000	C	3
			.502	.000	.000	.000		
WAVERLY	COFFEY	031	.024	.000	.000	.000	S	3
			.024	.000	.000	.000		
			2.822	.493	.000	.000		
ARMA	CRAWFORD	069	.765	.000	.000	.000	S	3
			.765	.000	.000	.000		
CHEROKEE	CRAWFORD	007	.052	.000	.000	.000	S	3
			.052	.000	.000	.000		
FRONTENAC	CRAWFORD	069	.000	.759	.000	.000	S	2
FRONTENAC	CRAWFORD	160	1.967	.000	.000	.000	S	2
			1.967	.759	.000	.000		

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CITY	COUNTY	ROUTE	2LANE	4LANE	6LANE	8LANE	MAINT BY	CL
GIRARD	CRAWFORD	007	1.518	.000	.000	.000	S	2
GIRARD	CRAWFORD	057	1.487	.000	.000	.000	S	2
			3.005	.000	.000	.000		
HEPLER	CRAWFORD	003	1.006	.000	.000	.000	S	3
			1.006	.000	.000	.000		
PITTSBURG	CRAWFORD	069	1.755	2.695	.000	.000	C	1
PITTSBURG	CRAWFORD	126	2.028	.231	.000	.000	C	1
			3.783	2.926	.000	.000		
PITTSBURG	CRAWFORD	069	1.021	.000	.000	.000	S	1
			1.021	.000	.000	.000		
WALNUT	CRAWFORD	146	1.499	.000	.000	.000	S	3
			1.499	.000	.000	.000		
			13.098	3.685	.000	.000		
ELK FALLS	ELK	160	.825	.000	.000	.000	S	3
			.825	.000	.000	.000		
LONGTON	ELK	160	1.004	.000	.000	.000	S	3
			1.004	.000	.000	.000		
MOLINE	ELK	160	.905	.000	.000	.000	S	3
			.905	.000	.000	.000		
			2.734	.000	.000	.000		
OTTAWA	FRANKLIN	050	.775	.000	.000	.000	C	2
OTTAWA	FRANKLIN	059	.769	3.142	.000	.000	C	2
OTTAWA	FRANKLIN	068	.681	.997	.000	.000	C	2
			2.225	4.139	.000	.000		
POMONA	FRANKLIN	068	.998	.000	.000	.000	S	3
			.998	.000	.000	.000		
PRINCETON	FRANKLIN	059	.063	.000	.000	.000	S	3
			.063	.000	.000	.000		
RICHMOND	FRANKLIN	059	.547	.000	.000	.000	S	3
			.547	.000	.000	.000		

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CITY	COUNTY	ROUTE	2LANE	4LANE	6LANE	8LANE	MAINT BY	CL
WELLSVILLE	FRANKLIN	033	1.020	.000	.000	.000	S	3
			1.020	.000	.000	.000		
			4.853	4.139	.000	.000		
EUREKA	GREENWOOD	054	.982	.600	.000	.000	C	2
			.982	.600	.000	.000		
EUREKA	GREENWOOD	054	.038	.000	.000	.000	S	2
			.038	.000	.000	.000		
HAMILTON	GREENWOOD	099	.531	.000	.000	.000	S	3
			.531	.000	.000	.000		
MADISON	GREENWOOD	057	.427	.000	.000	.000	C	3
			.427	.000	.000	.000		
MADISON	GREENWOOD	057	.518	.000	.000	.000	S	3
MADISON	GREENWOOD	099	.124	.000	.000	.000	S	3
MADISON	GREENWOOD	249	.428	.000	.000	.000	S	3
			1.070	.000	.000	.000		
			3.048	.600	.000	.000		
ALTAMONT	LABETTE	096	.996	.000	.000	.000	S	3
			.996	.000	.000	.000		
CHETOPA	LABETTE	059	.000	.940	.000	.000	C	2
CHETOPA	LABETTE	166	.000	.249	.000	.000	C	2
			.000	1.189	.000	.000		
CHETOPA	LABETTE	059	.950	.000	.000	.000	S	2
			.950	.000	.000	.000		
EDNA	LABETTE	101	.499	.000	.000	.000	S	3
			.499	.000	.000	.000		
OSWEGO	LABETTE	059	1.393	.294	.000	.000	S	2
OSWEGO	LABETTE	096	.776	.000	.000	.000	S	2
			2.169	.294	.000	.000		
PARSONS	LABETTE	059	.200	1.593	.000	.000	C	1
PARSONS	LABETTE	160	.894	2.731	.000	.000	C	1
			1.094	4.324	.000	.000		

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CITY	COUNTY	ROUTE	2LANE	4LANE	6LANE	8LANE	MAINT BY	CL
PARSONS	LABETTE	059	.914	.000	.000	.000	S	1
			.914	.000	.000	.000		
			6.622	5.807	.000	.000		
BLUE MOUND	LINN	031	.830	.000	.000	.000	S	3
			.830	.000	.000	.000		
LACYGNE	LINN	135	1.003	.000	.000	.000	S	3
			1.003	.000	.000	.000		
MOUND CITY	LINN	007	.335	.000	.000	.000	S	3
	LINN	052	1.105	.000	.000	.000	S	3
PLEASANTON	LINN	069	1.530	.000	.000	.000	S	3
			1.530	.000	.000	.000		
PRESCOTT	LINN	239	.091	.000	.000	.000	S	3
			.091	.000	.000	.000		
			4.894	.000	.000	.000		
LOUISBURG	MIAMI	068	.499	.000	.000	.000	S	3
			.499	.000	.000	.000		
OSAWATOMIE	MIAMI	169	.884	.000	.000	.000	S	2
			.884	.000	.000	.000		
			1.383	.000	.000	.000		
CANEY	MONTGOMERY	075	.471	.498	.000	.000	S	2
			.471	.498	.000	.000		
CHERRYVALE	MONTGOMERY	160	.788	.000	.000	.000	C	2
			.788	.000	.000	.000		
COFFEYVILLE	MONTGOMERY	166	.635	4.259	.000	.000	C	1
COFFEYVILLE	MONTGOMERY	169	.491	1.300	.000	.000	C	1
			1.126	5.559	.000	.000		
INDEPENDENCE	MONTGOMERY	075	1.518	2.424	.000	.000	C	2

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CITY	COUNTY	ROUTE	2LANE	4LANE	6LANE	8LANE	MAINT BY	CL
INDEPENDENCE	MONTGOMERY	096	.227	.000	.000	.000	C	2
INDEPENDENCE	MONTGOMERY	160	.986	.000	.000	.000	C	2
			2.731	2.424	.000	.000		
TYRO	MONTGOMERY	166	.600	.000	.000	.000	S	3
			.600	.000	.000	.000		
			5.716	8.481	.000	.000		
CHANUTE	NEOSHO	039	.579	.719	.000	.000	C	2
CHANUTE	NEOSHO	169	2.067	.480	.000	.000	C	2
			2.646	1.199	.000	.000		
CHANUTE	NEOSHO	039	.316	.000	.000	.000	S	2
			.316	.000	.000	.000		
EARLTON	NEOSHO	169	.417	.000	.000	.000	S	3
			.417	.000	.000	.000		
ERIE	NEOSHO	108	1.009	.000	.000	.000	S	3
			1.009	.000	.000	.000		
ST PAUL	NEOSHO	057	.750	.000	.000	.000	S	3
			.750	.000	.000	.000		
THAYER	NEOSHO	169	.628	.000	.000	.000	S	3
			.628	.000	.000	.000		
			5.766	1.199	.000	.000		
ALTOONA	WILSON	047	.344	.000	.000	.000	S	3
ALTOONA	WILSON	075	1.761	.000	.000	.000	S	3
			2.105	.000	.000	.000		
FREDONIA	WILSON	039	1.165	.000	.000	.000	S	2
FREDONIA	WILSON	047	.000	1.023	.000	.000	S	2
			1.165	1.023	.000	.000		
NEODESHA	WILSON	075	.756	.000	.000	.000	S	2
			.756	.000	.000	.000		
			4.026	1.023	.000	.000		
TORONTO	WOODSON	105	.803	.000	.000	.000	C	3
			.803	.000	.000	.000		

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CITY	COUNTY	ROUTE	2LANE	4LANE	6LANE	8LANE	MAINT BY	CL
YATES CENTER	WOODSON	054	.148	1.142	.000	.000	C	2
YATES CENTER	WOODSON	075	.422	.581	.000	.000	C	2
			.570	1.723	.000	.000		
			1.373	1.723	.000	.000		
TOTAL DIVISION 4			76.704	35.237	.000	.000		

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CITY	COUNTY	ROUTE	2LANE	4LANE	6LANE	8LANE	MAINT BY	CL
HARDTNER	BARBER	281	.499 .499	.000 .000	.000 .000	.000 .000	S	3
HAZELTON	BARBER	002	.527 .527	.000 .000	.000 .000	.000 .000	S	3
KIOWA	BARBER	002	1.044	.000	.000	.000	C	3
KIOWA	BARBER	008	.599 1.643	.000 .000	.000 .000	.000 .000	C	3
MEDICINE LODGE	BARBER	160	.400	.000	.000	.000	S	3
MEDICINE LODGE	BARBER	281	.000 .400	.155 .155	.000 .000	.000 .000	S	3
			3.069	.155	.000	.000		
ALBERT	BARTON	096	.392 .392	.000 .000	.000 .000	.000 .000	S	3
CLAFLIN	BARTON	004	.965 .965	.000 .000	.000 .000	.000 .000	S	3
ELLINWOOD	BARTON	056	.000 .000	1.013 1.013	.000 .000	.000 .000	S	3
GREAT BEND	BARTON	056	.156	3.926	.000	.000	C	2
GREAT BEND	BARTON	096	1.179	.000	.000	.000	C	2
GREAT BEND	BARTON	281	1.817 3.152	1.592 5.518	.000 .000	.000 .000	C	2
HOISINGTON	BARTON	281	.614 .614	.140 .140	.000 .000	.000 .000	C	2
HOISINGTON	BARTON	004	.167	.000	.000	.000	S	2
HOISINGTON	BARTON	281	.339 .506	.000 .000	.000 .000	.000 .000	S	2
PAWNEE ROCK	BARTON	056	.583 .583	.000 .000	.000 .000	.000 .000	S	3
			6.212	6.671	.000	.000		
ANDOVER	BUTLER	054	.000 .000	.241 .241	.000 .000	.000 .000	S	2

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CITY	COUNTY	ROUTE	2LANE	4LANE	6LANE	8LANE	MAINT BY	CL
AUGUSTA	BUTLER	054	.000	1.004	.000	.000	C	2
AUGUSTA	BUTLER	077	.000	.501	.000	.000	C	2
			.000	1.505	.000	.000		
CASSODAY	BUTLER	177	.543	.000	.000	.000	S	3
			.543	.000	.000	.000		
ELDORADO	BUTLER	054	.499	.664	.000	.000	C	2
ELDORADO	BUTLER	077	.000	2.038	.000	.000	C	2
ELDORADO	BUTLER	196	1.980	2.053	.000	.000	C	2
			2.479	4.755	.000	.000		
TOWANDA	BUTLER	254	.762	.138	.000	.000	S	3
			.762	.138	.000	.000		
			3.784	6.639	.000	.000		
COLDWATER	COMANCHE	160	.191	.512	.000	.000	C	3
			.191	.512	.000	.000		
COLDWATER	COMANCHE	160	.496	.000	.000	.000	S	3
			.496	.000	.000	.000		
			.687	.512	.000	.000		
ARKANSAS CITY	COWLEY	077	.000	4.110	.000	.000	C	2
ARKANSAS CITY	COWLEY	166	2.421	.000	.000	.000	C	2
			2.421	4.110	.000	.000		
ARKANSAS CITY	COWLEY	077	.000	.034	.000	.000	S	2
			.000	.034	.000	.000		
BURDEN	COWLEY	160	.451	.000	.000	.000	S	3
			.451	.000	.000	.000		
CAMBRIDGE	COWLEY	160	.497	.000	.000	.000	S	3
			.497	.000	.000	.000		
DEXTER	COWLEY	015	.221	.000	.000	.000	S	3
			.221	.000	.000	.000		
UDALL	COWLEY	015	.161	.000	.000	.000	S	3
UDALL	COWLEY	055	.087	.000	.000	.000	S	3
			.248	.000	.000	.000		

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CITY	COUNTY	ROUTE	2LANE	4LANE	6LANE	8LANE	MAINT BY	CL
WINFIELD	COWLEY	015	.000	.000	.000	.000	C	2
WINFIELD	COWLEY	077	.000	1.819	.000	.000	C	2
WINFIELD	COWLEY	160	2.574	.574	.000	.000	C	2
			2.574	2.393	.000	.000		
WINFIELD	COWLEY	077	.046	.000	.000	.000	S	2
			.046	.000	.000	.000		
			6.458	6.537	.000	.000		
BELPRE	EDWARDS	019	.195	.000	.000	.000	S	3
			.195	.000	.000	.000		
KINSLEY	EDWARDS	050	1.132	.000	.000	.000	S	2
KINSLEY	EDWARDS	056	1.253	.000	.000	.000	S	2
KINSLEY	EDWARDS	183	.893	.000	.000	.000	S	2
			3.278	.000	.000	.000		
OFFERLE	EDWARDS	050	.515	.000	.000	.000	S	3
			.515	.000	.000	.000		
			3.988	.000	.000	.000		
ANTHONY	HARPER	002	.502	.000	.000	.000	C	2
ANTHONY	HARPER	044	1.009	.000	.000	.000	C	2
ANTHONY	HARPER	179	.503	.000	.000	.000	C	2
			2.014	.000	.000	.000		
ATTICA	HARPER	160	.857	.000	.000	.000	S	3
			.857	.000	.000	.000		
HARPER	HARPER	002	.606	.000	.000	.000	C	2
HARPER	HARPER	160	.000	1.163	.000	.000	C	2
			.606	1.163	.000	.000		
			3.477	1.163	.000	.000		
BURRTON	HARVEY	050	.252	.000	.000	.000	S	3
			.252	.000	.000	.000		
NEWTON	HARVEY	015	.099	2.678	.000	.000	C	1
			.099	2.678	.000	.000		

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CITY	COUNTY	ROUTE	2LANE	4LANE	6LANE	8LANE	MAINT BY	CL
NEWTON	HARVEY	015	.000	.424	.000	.000	S	1
NEWTON	HARVEY	050	.756	.460	.000	.000	S	1
NEWTON	HARVEY	354	.000	2.554	.000	.000	S	1
			.756	3.438	.000	.000		
NORTH NEWTON	HARVEY	015	1.004	.000	.000	.000	S	3
			1.004	.000	.000	.000		
WALTON	HARVEY	050	.780	.000	.000	.000	S	3
			.780	.000	.000	.000		
			2.891	6.116	.000	.000		
CUNNINGHAM	KINGMAN	054	.680	.000	.000	.000	S	3
			.680	.000	.000	.000		
KINGMAN	KINGMAN	014	.401	.642	.000	.000	C	2
KINGMAN	KINGMAN	054	.000	2.020	.000	.000	C	2
			.401	2.662	.000	.000		
KINGMAN	KINGMAN	014	.419	.000	.000	.000	S	2
			.419	.000	.000	.000		
NASHVILLE	KINGMAN	042	.239	.000	.000	.000	S	3
			.239	.000	.000	.000		
NORWICH	KINGMAN	042	.638	.000	.000	.000	S	3
			.638	.000	.000	.000		
SPIVEY	KINGMAN	042	1.343	.000	.000	.000	S	3
			1.343	.000	.000	.000		
ZENDA	KINGMAN	042	.186	.000	.000	.000	S	3
			.186	.000	.000	.000		
			3.906	2.662	.000	.000		
GREENSBURG	KIOWA	054	1.255	.000	.000	.000	S	3
			1.255	.000	.000	.000		
HAVILAND	KIOWA	054	.278	.000	.000	.000	S	3
			.278	.000	.000	.000		
MULLINVILLE	KIOWA	154	.493	.000	.000	.000	S	3
			.493	.000	.000	.000		
			2.026	.000	.000	.000		

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CITY	COUNTY	ROUTE	2LANE	4LANE	6LANE	8LANE	MAINT	BY	CL
BURDETT	PAWNEE	156	.439 .439	.000 .000	.000 .000	.000 .000	S		3
GARFIELD	PAWNEE	056	.297 .297	.618 .618	.000 .000	.000 .000	S		3
LARNED	PAWNEE	019	.378	.000	.000	.000	C		2
LARNED	PAWNEE	056	.966	.978	.000	.000	C		2
LARNED	PAWNEE	156	.146	.612	.000	.000	C		2
			1.490	1.590	.000	.000			
			2.226	2.208	.000	.000			
CULLISON	PRATT	054	.999 .999	.000 .000	.000 .000	.000 .000	S		3
IUKA	PRATT	281	.503 .503	.000 .000	.000 .000	.000 .000	S		3
PRATT	PRATT	054	.526	1.690	.000	.000	C		2
PRATT	PRATT	064	.113	.000	.000	.000	C		2
PRATT	PRATT	281	.277	1.420	.000	.000	C		2
			.916	3.110	.000	.000			
PRESTON	PRATT	061	.943 .943	.000 .000	.000 .000	.000 .000	C		3
SAWYER	PRATT	042	.249	.000	.000	.000	S		3
SAWYER	PRATT	281	.414	.000	.000	.000	S		3
			.663	.000	.000	.000			
			4.024	3.110	.000	.000			
ARLINGTON	RENO	014	.869	.000	.000	.000	S		3
ARLINGTON	RENO	061	.748	.000	.000	.000	S		3
			1.617	.000	.000	.000			
HUTCHINSON	RENO	061	1.341	3.826	.000	.000	C		1
HUTCHINSON	RENO	096	1.798	1.216	.000	.000	C		1
			3.139	5.042	.000	.000			
HUTCHINSON	RENO	050	.216 .216	.304 .304	.000 .000	.000 .000	S		1

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CITY CONNECTING LINK RESOLUTIONS AND CITY MAINTENANCE AGREEMENTS FOR CONNECTING LINKS IN THE STATE HIGHWAY SYSTEM. LEGEND C% CITY S% STATE

CITY	COUNTY	ROUTE	2LANE	4LANE	6LANE	8LANE	MAINT BY	CL
LANGDON	RENO	061	.224 .224	.000 .000	.000 .000	.000 .000	S	3
NICKERSON	RENO	096	.942 .942	.000 .000	.000 .000	.000 .000	S	2
SOUTH HUTCHINSON	RENO	096	.000 .000	1.695 1.695	.000 .000	.000 .000	S	3
SYLVIA	RENO	050	.083 .083	.000 .000	.000 .000	.000 .000	S	3
TURON	RENO	061	.600 .600	.000 .000	.000 .000	.000 .000	S	3
			6.821	7.041	.000	.000		
GENESE0	RICE	004	.407 .407	.000 .000	.000 .000	.000 .000	S	3
LYONS	RICE	014	.000	1.735	.000	.000	C	2
LYONS	RICE	056	.000 .000	2.118 3.853	.000 .000	.000 .000	C	2
STERLING	RICE	014	1.347 1.347	.000 .000	.000 .000	.000 .000	C	2
			1.754	3.853	.000	.000		
ALEXANDER	RUSH	096	.505 .505	.000 .000	.000 .000	.000 .000	S	3
LACROSSE	RUSH	183	1.000 1.000	.000 .000	.000 .000	.000 .000	C	3
LIEBENTHAL	RUSH	183	.377 .377	.000 .000	.000 .000	.000 .000	S	3
MCCRACKEN	RUSH	004	1.000 1.000	.000 .000	.000 .000	.000 .000	S	3
RUSH CENTER	RUSH	096	.902	.000	.000	.000	S	3
RUSH CENTER	RUSH	183	.815 1.717	.000 .000	.000 .000	.000 .000	S	3
			4.599	.000	.000	.000		

JULY 1, 1977

STATE HIGHWAY COMMISSION OF KANSAS

CITY CONNECTING LINK RESOLUTIONS AND CITY MAINTENANCE AGREEMENTS FOR CONNECTING LINKS IN THE STATE HIGHWAY SYSTEM. LEGEND C% CITY S% STATE

CITY	COUNTY	ROUTE	2LANE	4LANE	6LANE	8LANE	MAINT BY	CL
ANDALE	SEDGWICK	296	.133 .133	.000 .000	.000 .000	.000 .000	S	3
COLWICH	SEDGWICK	296	.000 .000	.497 .497	.000 .000	.000 .000	S	3
DERBY	SEDGWICK	015	.487 .487	.992 .992	.000 .000	.000 .000	C	2
GODDARD	SEDGWICK	054	.000 .000	.559 .559	.000 .000	.000 .000	S	3
HAYSVILLE	SEDGWICK	081	.159 .159	.000 .000	.000 .000	.000 .000	S	2
MULVANE	SEDGWICK	015	1.251 1.251	.000 .000	.000 .000	.000 .000	S	3
VIOLA	SEDGWICK	049	.577 .577	.000 .000	.000 .000	.000 .000	S	3
WICHITA	SEDGWICK	002	.000	3.037	.000	.000	C	1
WICHITA	SEDGWICK	015	.256	3.886	.000	.000	C	1
WICHITA	SEDGWICK	054	.000	13.704	.604	.000	C	1
WICHITA	SEDGWICK	081	4.852	4.906	.000	.000	C	1
WICHITA	SEDGWICK	096	5.762	1.004	.000	.000	C	1
WICHITA	SEDGWICK	226	.000	1.292	.000	.000	C	1
			10.870	27.829	.604	.000		
WICHITA	SEDGWICK	235	.000	14.728	.000	.000	S	1
WICHITA	SEDGWICK	354	.000 .000	6.289 21.017	.000 .000	.000 .000	S	1
			13.477	50.894	.604	.000		
MACKSVILLE	STAFFORD	050	1.001 1.001	.000 .000	.000 .000	.000 .000	S	3
STAFFORD	STAFFORD	050	.223 .223	.000 .000	.000 .000	.000 .000	S	3
			1.224	.000	.000	.000		
ARGONIA	SUMNER	160	.252 .252	.000 .000	.000 .000	.000 .000	S	3

JULY 1, 1977

STATE HIGHWAY COMMISSION OF KANSAS

CITY CONNECTING LINK RESOLUTIONS AND CITY MAINTENANCE AGREEMENTS FOR CONNECTING LINKS IN THE STATE HIGHWAY SYSTEM. LEGEND C% CITY S% STATE

CITY	COUNTY	ROUTE	2LANE	4LANE	6LANE	8LANE	MAINT BY	CL
BELLE PLAINE	SUMNER	055	.710 .710	.000 .000	.000 .000	.000 .000	C	3
CALDWELL	SUMNER	049	.716	.000	.000	.000	C	2
CALDWELL	SUMNER	081	.928 1.644	.000 .000	.000 .000	.000 .000	C	2
CONWAY SPRINGS	SUMNER	049	.749 .749	.000 .000	.000 .000	.000 .000	S	3
MULVANE	SUMNER	053	1.030 1.030	.000 .000	.000 .000	.000 .000	C	3
MULVANE	SUMNER	053	.248 .248	.000 .000	.000 .000	.000 .000	S	3
OXFORD	SUMNER	160	.824 .824	.000 .000	.000 .000	.000 .000	S	3
SOUTH HAVEN	SUMNER	081	1.010	.000	.000	.000	C	3
SOUTH HAVEN	SUMNER	166	.040	.000	.000	.000	C	3
SOUTH HAVEN	SUMNER	177	.499 1.549	.000 .000	.000 .000	.000 .000	C	3
WELLINGTON	SUMNER	081	2.019	1.080	.000	.000	C	2
WELLINGTON	SUMNER	160	.000 2.019 9.025	2.000 3.080 3.080	.000 .000 .000	.000 .000 .000	C	2
TOTAL DIVISION 5			79.648	100.641	.604	.000		

JULY 1, 1977

STATE HIGHWAY COMMISSION OF KANSAS

CITY CONNECTING LINK RESOLUTIONS AND CITY MAINTENANCE AGREEMENTS FOR CONNECTING LINKS IN THE STATE HIGHWAY SYSTEM. LEGEND C%CITY S%STATE T%TURNPIKE

CITY	COUNTY	ROUTE	2LANE	4LANE	6LANE	8LANE	MAINT BY	CL
ASHLAND	CLARK	160	1.361 1.361	.000 .000	.000 .000	.000 .000	C	3
ENGLEWOOD	CLARK	283	1.301 1.301	.000 .000	.000 .000	.000 .000	S	3
MINNEOLA	CLARK	054	.263	.371	.000	.000	S	3
MINNEOLA	CLARK	283	.380 .643	.262 .633	.000 .000	.000 .000	S	3
			3.305	.633	.000	.000		
GARDEN CITY	FINNEY	050	.674	2.720	.000	.000	C	1
GARDEN CITY	FINNEY	083	.296	.654	.000	.000	C	1
GARDEN CITY	FINNEY	156	.000 .970	.825 4.199	.000 .000	.000 .000	C	1
GARDEN CITY	FINNEY	083	.476	.000	.000	.000	S	1
GARDEN CITY	FINNEY	156	.507 .983	.000 .000	.000 .000	.000 .000	S	1
HOLCOMB	FINNEY	050	.531 .531	.000 .000	.000 .000	.000 .000	S	3
			2.484	4.199	.000	.000		
BUCKLIN	FORD	034	.783	.000	.000	.000	S	3
BUCKLIN	FORD	054	.000 .783	.577 .577	.000 .000	.000 .000	S	3
DODGE CITY	FORD	050	2.642	2.966	.000	.000	C	2
DODGE CITY	FORD	056	.313	.995	.000	.000	C	2
DODGE CITY	FORD	154	.279	.000	.000	.000	C	2
DODGE CITY	FORD	283	.643 3.877	.000 3.961	.000 .000	.000 .000	C	2
DODGE CITY	FORD	056	1.287	.000	.000	.000	S	2
DODGE CITY	FORD	154	1.727 3.014	.000 .000	.000 .000	.000 .000	S	2
FORD	FORD	154	.847 .847	.000 .000	.000 .000	.000 .000	S	3
			8.521	4.538	.000	.000		

JULY 1, 1977

STATE HIGHWAY COMMISSION OF KANSAS

CITY CONNECTING LINK RESOLUTIONS AND CITY MAINTENANCE AGREEMENTS FOR CONNECTING LINKS IN THE STATE HIGHWAY SYSTEM. LEGEND C% CITY S% STATE

CITY	COUNTY	ROUTE	2LANE	4LANE	6LANE	8LANE	MAINT BY	CL
ULYSSES	GRANT	025	1.167	.000	.000	.000	C	2
ULYSSES	GRANT	160	.490	.747	.000	.000	C	2
ULYSSES	GRANT	270	.448	.000	.000	.000	C	2
			2.105	.747	.000	.000		
			2.105	.747	.000	.000		
CIMARRON	GRAY	023	1.265	.000	.000	.000	C	3
CIMARRON	GRAY	050	.000	.959	.000	.000	C	3
			1.265	.959	.000	.000		
COPELAND	GRAY	056	.103	.481	.000	.000	S	3
			.103	.481	.000	.000		
ENSIGN	GRAY	056	.331	.777	.000	.000	S	3
			.331	.777	.000	.000		
MONTEZUMA	GRAY	056	.418	.535	.000	.000	S	3
			.418	.535	.000	.000		
			2.117	2.752	.000	.000		
TRIBUNE	GREELEY	027	.532	.053	.000	.000	S	3
			.532	.053	.000	.000		
			.532	.053	.000	.000		
COOLIDGE	HAMILTON	050	1.029	.000	.000	.000	S	3
			1.029	.000	.000	.000		
SYRACUSE	HAMILTON	050	.000	1.087	.000	.000	C	3
SYRACUSE	HAMILTON	270	.000	.630	.000	.000	C	3
			.000	1.717	.000	.000		
			1.029	1.717	.000	.000		
SATANTA	HASKELL	056	.000	1.080	.000	.000	S	3
			.000	1.080	.000	.000		
SUBLETTE	HASKELL	056	.313	.831	.000	.000	S	3
			.313	.831	.000	.000		
			.313	1.911	.000	.000		

JULY 1, 1977

STATE HIGHWAY COMMISSION OF KANSAS

CITY CONNECTING LINK RESOLUTIONS AND CITY MAINTENANCE AGREEMENTS FOR CONNECTING LINKS IN THE STATE HIGHWAY SYSTEM. LEGEND C% CITY S% STATE

CITY	COUNTY	ROUTE	2LANE	4LANE	6LANE	8LANE	MAINT BY	CL
JETMORE	HODGEMAN	283	.492 .492	.000 .000	.000 .000	.000 .000	C	3
JETMORE	HODGEMAN	283	.678 .678	.000 .000	.000 .000	.000 .000	S	3
			1.170	.000	.000	.000		
DEERFIELD	KEARNY	050	.114 .114	.000 .000	.000 .000	.000 .000	S	3
LAKIN	KEARNY	025	.801 .801	.000 .000	.000 .000	.000 .000	C	3
LAKIN	KEARNY	050	.008 .008	.942 .942	.000 .000	.000 .000	S	3
			.923	.942	.000	.000		
DIGHTON	LANE	023	.817	.000	.000	.000	C	3
DIGHTON	LANE	096	.000 .817	1.058 1.058	.000 .000	.000 .000	C	3
			.817	1.058	.000	.000		
FOWLER	MEADE	098	.608 .608	.000 .000	.000 .000	.000 .000	S	3
MEADE	MEADE	023	1.010	.000	.000	.000	S	3
MEADE	MEADE	054	.758 1.768	.645 .645	.000 .000	.000 .000	S	3
PLAINS	MEADE	160	.999 .999	.000 .000	.000 .000	.000 .000	C	3
PLAINS	MEADE	054	.633 .633	.000 .000	.000 .000	.000 .000	S	3
			4.008	.645	.000	.000		
ELKHART	MORTON	027	1.763	.000	.000	.000	S	2

JULY 1, 1977

STATE HIGHWAY COMMISSION OF KANSAS

CITY CONNECTING LINK RESOLUTIONS AND CITY MAINTENANCE AGREEMENTS FOR CONNECTING LINKS IN THE STATE HIGHWAY SYSTEM. LEGEND C% CITY S% STATE

CITY	COUNTY	ROUTE	2LANE	4LANE	6LANE	8LANE	MAINT BY	CL
ELKHART	MORTON	056	1.444 3.207	.000 .000	.000 .000	.000 .000	S	2
RICHFIELD	MORTON	027	1.076 1.076	.000 .000	.000 .000	.000 .000	S	3
ROLLA	MORTON	056	.518 .518 4.801	.000 .000 .000	.000 .000 .000	.000 .000 .000	S	3
BAZINE	NESS	096	.440 .440	.000 .000	.000 .000	.000 .000	S	3
BROWNELL	NESS	004	.345 .345	.000 .000	.000 .000	.000 .000	S	3
NESS CITY	NESS	096	.473	.000	.000	.000	C	3
NESS CITY	NESS	283	.228 .701	.000 .000	.000 .000	.000 .000	C	3
NESS CITY	NESS	096	.715	.000	.000	.000	S	3
NESS CITY	NESS	283	.822 1.537 3.023	.000 .000 .000	.000 .000 .000	.000 .000 .000	S	3
SCOTT CITY	SCOTT	083	.000	.920	.000	.000	C	2
SCOTT CITY	SCOTT	096	.000 .000	.292 1.212	.000 .000	.000 .000	C	2
SCOTT CITY	SCOTT	083	.337	.000	.000	.000	S	2
SCOTT CITY	SCOTT	096	.692 1.029 1.029	.000 .000 1.212	.000 .000 .000	.000 .000 .000	S	2
KISMET	SEWARD	054	.130 .130	.000 .000	.000 .000	.000 .000	S	3
LIBERAL	SEWARD	054	.000	.381	.000	.000	C	2
LIBERAL	SEWARD	083	1.371 1.371	.000 .381	.000 .000	.000 .000	C	2

JULY 1, 1977

STATE HIGHWAY COMMISSION OF KANSAS

CITY CONNECTING LINK RESOLUTIONS AND CITY MAINTENANCE AGREEMENTS FOR CONNECTING LINKS IN THE STATE HIGHWAY SYSTEM. LEGEND C% CITY S% STATE

CITY	COUNTY	ROUTE	2LANE	4LANE	6LANE	8LANE	MAINT BY	CL
LIBERAL	SEWARD	054	.000	.966	.000	.000	S	2
LIBERAL	SEWARD	083	.000	.967	.000	.000	S	2
			.000	1.933	.000	.000		
			1.501	2.314	.000	.000		
JOHNSON	STANTON	160	.614	.000	.000	.000	S	3
			.614	.000	.000	.000		
MANTER	STANTON	160	.540	.000	.000	.000	S	3
			.540	.000	.000	.000		
			1.154	.000	.000	.000		
HUGOTON	STEVENS	056	.000	1.322	.000	.000	S	3
HUGOTON	STEVENS	270	.000	.333	.000	.000	S	3
			.000	1.655	.000	.000		
MOSCOW	STEVENS	056	.236	.426	.000	.000	S	3
			.236	.426	.000	.000		
			.236	2.081	.000	.000		
LEOTI	WICHITA	025	1.254	.000	.000	.000	S	3
LEOTI	WICHITA	096	1.144	.000	.000	.000	S	3
			2.398	.000	.000	.000		
			2.398	.000	.000	.000		
TOTAL DIVISION 6			41.466	24.802	.000	.000		

JULY 1, 1977

STATE HIGHWAY COMMISSION OF KANSAS

CITY CONNECTING LINK RESOLUTIONS AND CITY MAINTENANCE AGREEMENTS FOR CONNECTING LINKS IN THE STATE HIGHWAY SYSTEM. LEGEND C% CITY S% STATE T% TURNPIKE

CITY	COUNTY	ROUTE	2LANE	4LANE	6LANE	8LANE	MAINT BY	CL
------	--------	-------	-------	-------	-------	-------	----------	----

TOTAL ALL DIVISIONS			443.055339	.100	14.137	.000		
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R 28 W | R 27 W

T 25 S
T 26 S

T 25 S
T 26 S

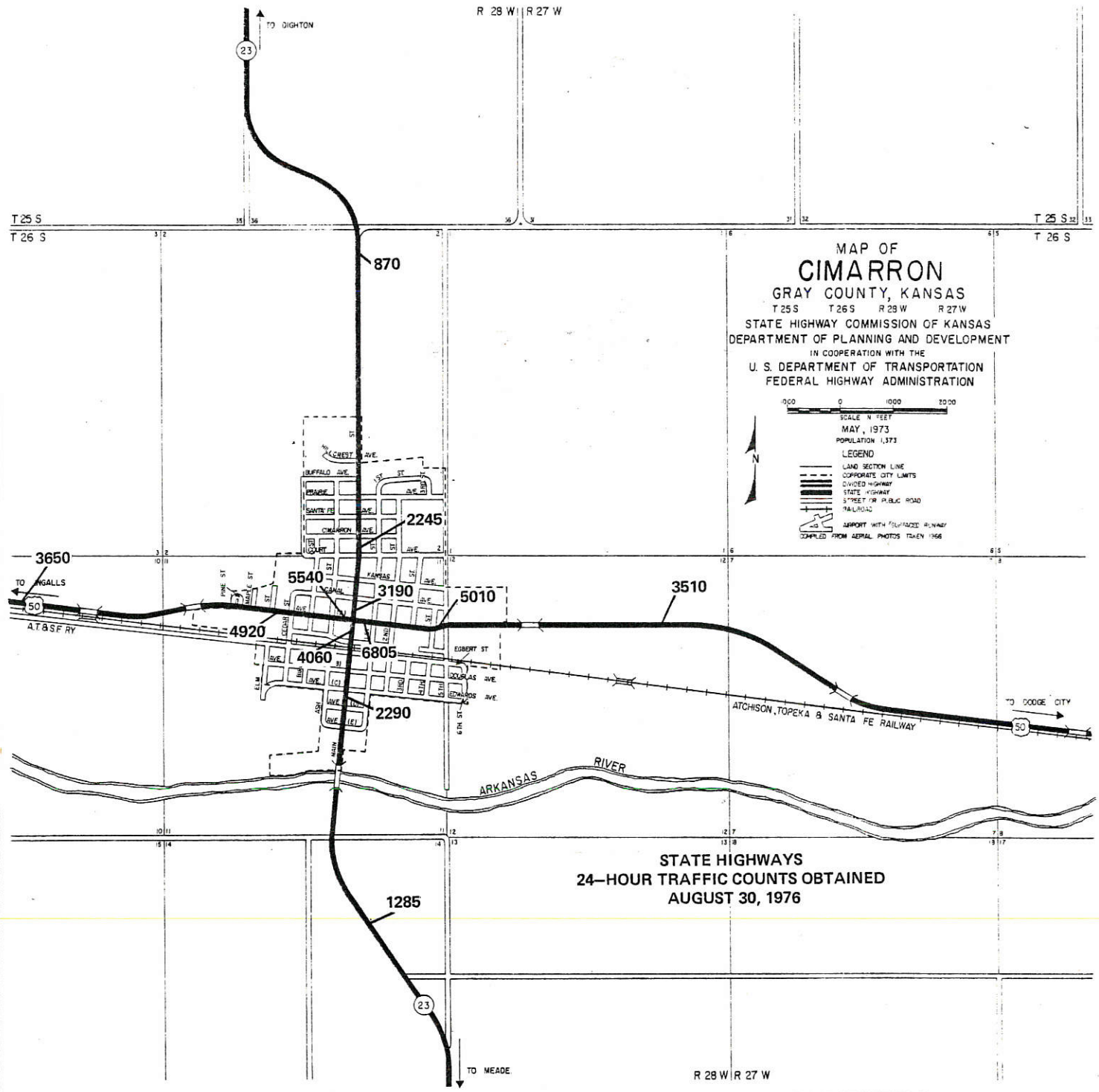
MAP OF
CIMARRON
 GRAY COUNTY, KANSAS
 T 25 S T 26 S R 28 W R 27 W
 STATE HIGHWAY COMMISSION OF KANSAS
 DEPARTMENT OF PLANNING AND DEVELOPMENT
 IN COOPERATION WITH THE
 U. S. DEPARTMENT OF TRANSPORTATION
 FEDERAL HIGHWAY ADMINISTRATION

SCALE 1" = 1000'

MAY, 1973
POPULATION 1,373

LEGEND

- LAND SECTION LINE
 - - - CORPORATE CITY LIMITS
 - == DIVIDED HIGHWAY
 - STATE HIGHWAY
 - STREET OR PUBLIC ROAD
 - RAILROAD
 - AIRPORT WITH SURFACE RUNWAY
- COMPILED FROM AERIAL PHOTOS TAKEN 1966



STATE HIGHWAYS
 24-HOUR TRAFFIC COUNTS OBTAINED
 AUGUST 30, 1976

TO MEADE

R 28 W | R 27 W

CIMARRON

R 2 E | R 3 E

T 7 S
T 8 S

T 7 S
T 8 S

R 2 E | R 3 E

MAP OF CLAY CENTER

CLAY COUNTY, KANSAS

T 7 S T 8 S R 2 E R 3 E

STATE HIGHWAY COMMISSION OF KANSAS
DEPARTMENT OF PLANNING AND DEVELOPMENT
IN COOPERATION WITH THE
U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

1000 0 1000 2000

SCALE IN FEET

FEB., 1972

POPULATION 4,963

LEGEND

LAND SECTION LINE

CORPORATE CITY LIMITS

DIVIDED HIGHWAY

STATE HIGHWAY

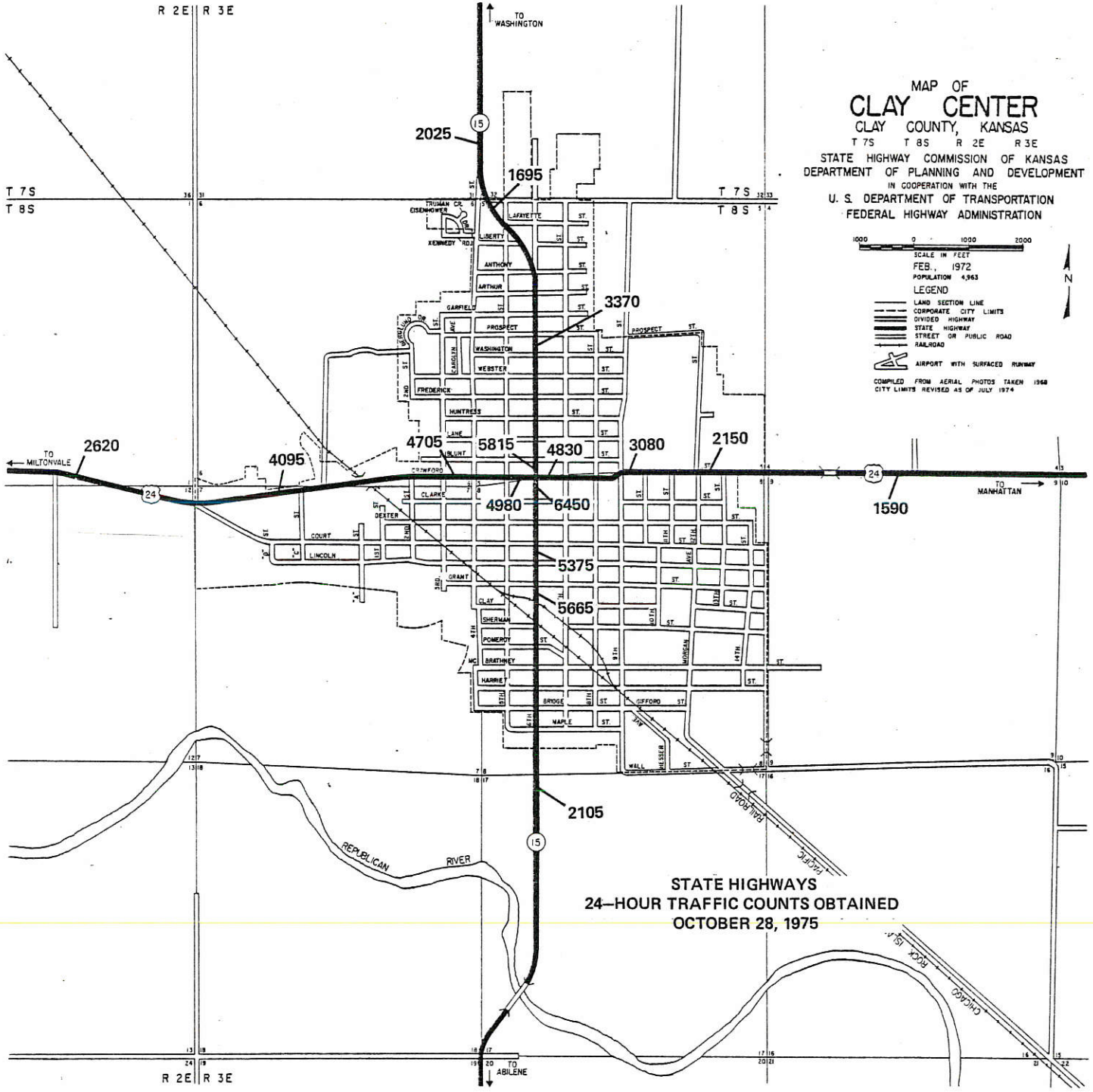
STREET OR PUBLIC ROAD

RAILROAD

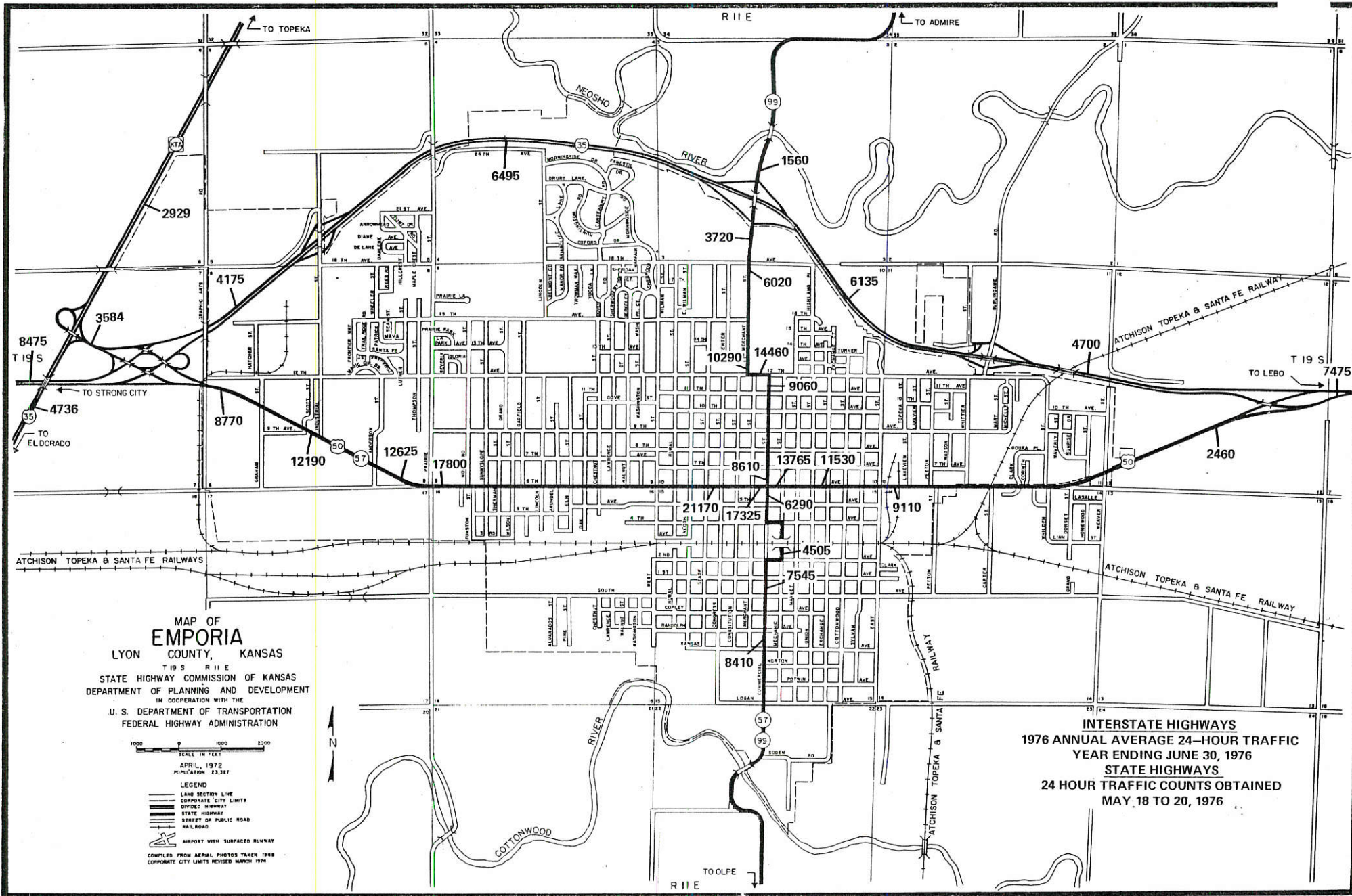
AIRPORT WITH SURFACED RUNWAY

COMPILED FROM AERIAL PHOTOS TAKEN 1968

CITY LIMITS REVISED AS OF JULY 1974



STATE HIGHWAYS
24-HOUR TRAFFIC COUNTS OBTAINED
OCTOBER 28, 1975



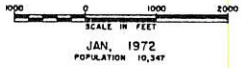
MAP OF
EMPORIA
 LYON COUNTY, KANSAS
 T 19 S R 11 E
 STATE HIGHWAY COMMISSION OF KANSAS
 DEPARTMENT OF PLANNING AND DEVELOPMENT
 IN COOPERATION WITH THE
 U. S. DEPARTMENT OF TRANSPORTATION
 FEDERAL HIGHWAY ADMINISTRATION

1000 0 1000 2000
 SCALE IN FEET
 APRIL, 1972
 POPULATION 23,127
LEGEND
 LAND SECTION LINE
 CORPORATE CITY LIMITS
 DIVIDED HIGHWAY
 STATE HIGHWAY
 STREET OR PUBLIC ROAD
 RAIL ROAD
 AIRPORT WITH SURFACED RUNWAY
 COMPILED FROM AERIAL PHOTOS TAKEN 1948
 CORPORATE CITY LIMITS REVISED MARCH 1974

INTERSTATE HIGHWAYS
 1976 ANNUAL AVERAGE 24-HOUR TRAFFIC
 YEAR ENDING JUNE 30, 1976
STATE HIGHWAYS
 24 HOUR TRAFFIC COUNTS OBTAINED
 MAY 18 TO 20, 1976

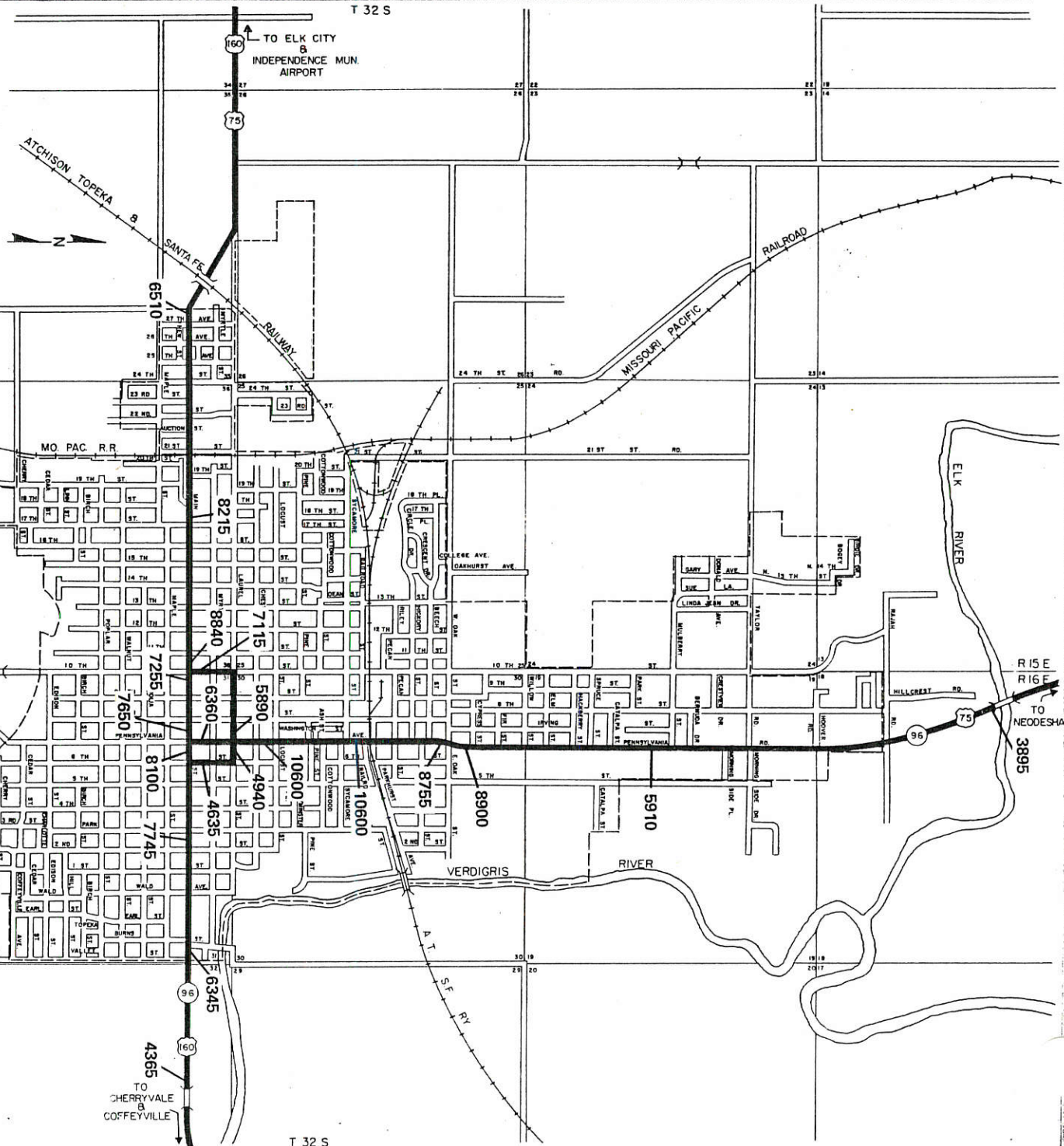
**MAP OF
INDEPENDENCE**
MONTGOMERY COUNTY, KANSAS
T 32 S R 15 E R 16 E
STATE HIGHWAY COMMISSION OF KANSAS
DEPARTMENT OF PLANNING AND DEVELOPMENT

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION



LEGEND
LAND SECTION LINE
CORPORATE CITY LIMITS
DIVIDED HIGHWAY
STATE HIGHWAY
STREET OR PUBLIC ROAD
RAILROAD
AIRPORT WITH SURFACED RUNWAY

COMPILED FROM AERIAL PHOTOS TAKEN 1970
CITY LIMITS REVISED AS OF JULY 1974



STATE HIGHWAYS
24-HOUR TRAFFIC COUNTS OBTAINED
APRIL 12 AND 13, 1976
CITY ROUTE MARKING

4365
TO CHERRYVALE
OR COFFEYVILLE

3895
TO NEODESHA

MAP OF
MINNEOLA
 CLARK COUNTY, KANSAS

T 30S R 24W R 25W
 KANSAS DEPARTMENT OF TRANSPORTATION
 PLANNING AND DEVELOPMENT DEPARTMENT
 IN COOPERATION WITH THE
 U. S. DEPARTMENT OF TRANSPORTATION
 FEDERAL HIGHWAY ADMINISTRATION

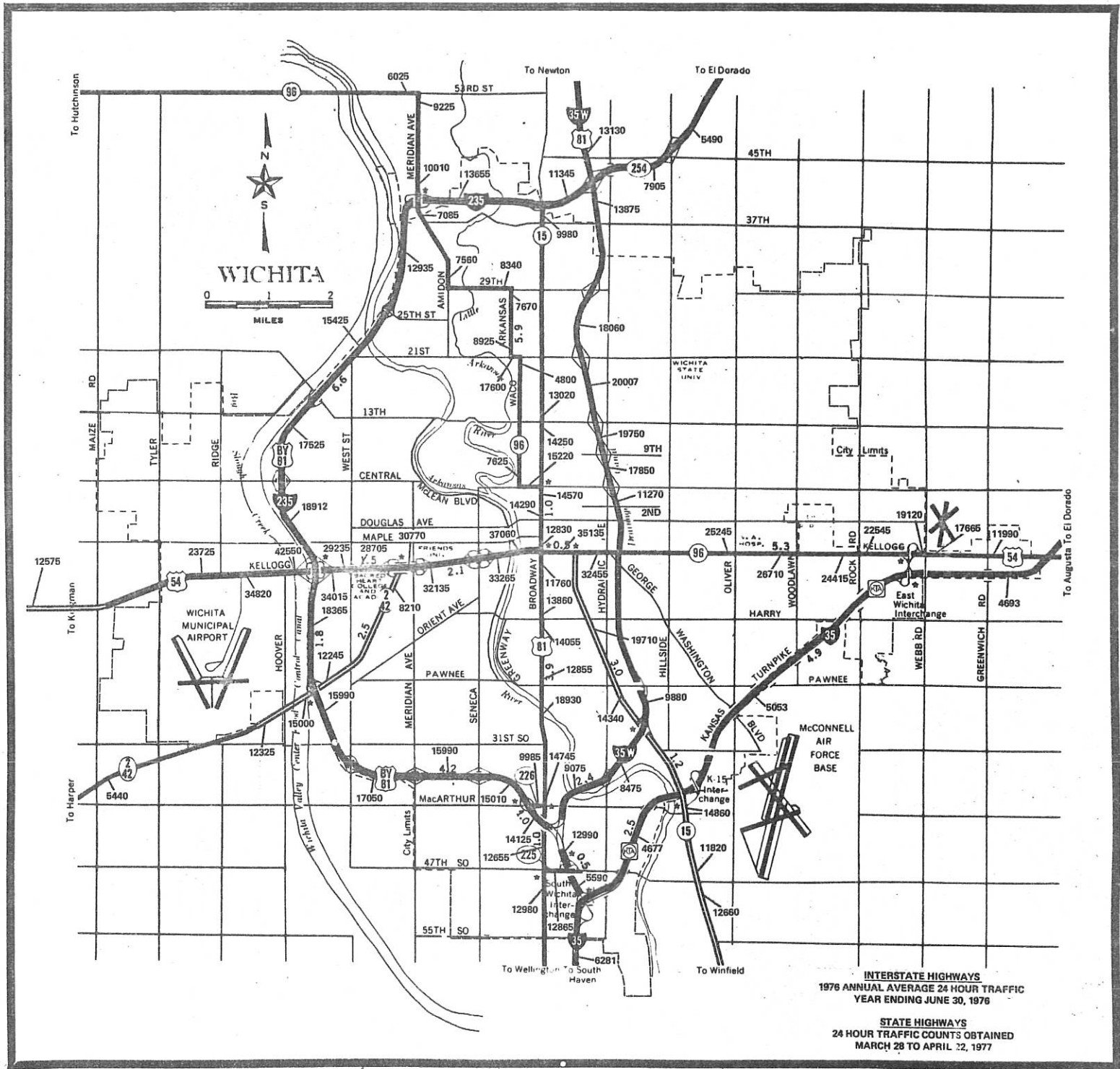
1000 0 1000 2000
 SCALE IN FEET
 FEBRUARY, 1976
 POP. 532

LEGEND
 LAND SECTION LINE
 CORPORATE CITY LIMITS
 DIVIDED HIGHWAY
 STATE HIGHWAY
 STREET OR PUBLIC ROAD
 RAILROAD
 AIRPORT WITH SURFACED RUNWAY

COMPILED FROM AERIAL PHOTOS TAKEN 1955



STATE HIGHWAYS
24-HOUR TRAFFIC COUNTS OBTAINED
AUGUST 23, 1976



To Hutchinson

To Newton

To El Dorado



WICHITA

0 1 2
MILES

To Kitchman

To Harper

To Wellington

To South Haven

To Winfield

To Augusta To El Dorado



INTERSTATE HIGHWAYS
1976 ANNUAL AVERAGE 24 HOUR TRAFFIC
YEAR ENDING JUNE 30, 1976

STATE HIGHWAYS
24 HOUR TRAFFIC COUNTS OBTAINED
MARCH 28 TO APRIL 22, 1977



EXECUTIVE CHAMBER
ONE CIVIC CENTER PLAZA

CITY OF KANSAS CITY, KANSAS
BOARD OF CITY COMMISSIONERS

Exhibit III
7.12.77
Rick Liberman



KANSAS CITY, KANSAS 66101
(913) 371-2000

To The Special Committee On Transportation And Utilities

By Thomas Lally, City Commissioner
City of Kansas City, Kansas
July 12, 1977

Regarding: Connecting Links

1. The current level of funding for connecting links is inadequate. The Kansas highway system has traditionally been based on our states' agriculture economy. In recent years however, agriculture and the personal income it generates has been on the decline. Kansas's economy is becoming more and more dependent on commerce and industry. In 1960, 11% of all personal income in Kansas came from agriculture, in 1975 7% and in 1976 the figure drops again to 6.25%. Kansas industry demands that this state adopt a new set of priorities. Already the need for better maintained roads arises. If the economy of our state is to continue to grow we must be able to provide the basic services of highway maintenance on our state highways and connecting links.
2. In Kansas City, Kansas in the last seven years we have spent over \$10,000,000.00 on our connecting links. This amount averages to be a cost factor of 14,636.86 per lane mile/per year. Even after we subtract the amount received from the state we are still bearing 94.9% of the cost of the maintenance of these connecting links.
3. In addition to the 10 million dollars we have spent on our connecting links we have also, had to spend another \$20,000,000.00 on other main throughfares in our city. Needless to say this constant drain on our cities' resources has taken its toll. We have tried to maintain everything that we possibly could. The future is grim. Kansas City, Kansas residents are now faced with the highest tax rate in the state.
4. Last year city officials had to combat a local tax-lid which would have cut back the operating budget by more than 30%. The electorate has demanded lower taxes in 1977. The city can no longer afford the luxury of entirely funding these maintenance projects.
5. There are many alternatives. How this committee acts or fails to act will not only decide the fate of our city but also, the fate of the Kansas economy. An increase in the per lane mile fee to \$1500.00 has been urged in the last session.

6. Along with that increase many legislators wanted cities to justify what they are spending now. Although this represents no problem to us it is definitely placing a burden on medium and small sized cities. We recognize that the legislature can not really be cost effective and just grant a blanket increase. Therefore, we are asking for another alternative that can help cities meet their needs, help the state meet their obligations and do it in a way to produce the most cost effective dollar. We propose not raising the connecting link fee but keeping it the same and in addition to that fee the state bear the cost of a certain percentage of a maintenance project on a connecting link. A shared cost would require no additional hardship on smaller cities and can be universally applied to all cities with connecting links. The percentage could easily be 70/30 with the state paying 70% of the cost of any maintenance project. This is just an example percentage and this figure can be lowered or raised per the discretion of the legislature. We think this is the only equitable solution to the state highway system maintenance problem. Thank you for your time.

Exhibit 11
7-22-
Wm. S.

Hwy. 99 traverses Wamego and is considered a connecting link in the State Highway System and is maintained by the City as such. The distance from the South City Limits North to Highway 24 is .872 miles. The City is paid for two lanes of this road so that the total lane miles is 1.744. This amounts to payments of \$1308 per year based on \$750 per lane mile.

We do not keep a breakdown of all the moneys spent on this connecting link but do maintain, in our expenditure analysis, the amount expended for snow removal.

Beginning with 1972, the following amounts were spent for this one item. 1972 - \$354; 1973 - \$668; 1974 - \$1012; 1975 - \$1493; 1976 - \$275; 1977 to date \$531.. These amounts are for rental of a truck and large front end loader and do not include wages paid to City Employees and use of City Equipment for snow removal on this connecting link. In 1974 we also expended \$5312 for slurry sealing of this connecting link. Added to the above are expenditures for normal maintenance such as patching, crack filling, cleaning of storm sewer inlets, sweeping, etc.

Although we are paid for two lanes there are actually four. But because the two outside lanes are used for parking they are ineligible for payments even though there is as much maintenance involved.

During the past three or four years there has been a great increase in the cost of road material, equipment, and labor. This is known to all of us and the reason I point it out is that the payments to Cities for connecting links has not been changed since 1968 when it was increased from \$500 to \$750 per lane mile. I do not know how much the Department of Transportation estimates it spends on maintenance of roads per lane mile in the State Highway System but it surely is more than \$750. I base this on the fact that the roads in Kansas are generally well maintained, and in order to do this, it takes money.

I hope the few facts I have given and my comments will be of some assistance to you. Thank you for asking me to appear.

RESOLUTION
DESIGNATING CITY CONNECTING LINKS IN STATE HIGHWAY SYSTEM

RESOLVED, by the State Highway Commission of Kansas, this 14th day of May, 1975, that pursuant to the provisions of K. S. A. 68-406, the following described streets in the city of Wamego, county of Pottawatomie, a city of the Second class, be designated as connecting links in the State Highway System.

Route		DESCRIPTION	Number of Lanes	*Miles	*Total Route Miles
No.	Sec.				
24	75	Beginning at the intersection of US-24 and the west city limits (25 ft. east of west Sec. Line Sec. 4, T10S, R10E); thence east on US-24 for 0.317 miles to the east city limits. Begin again 0.379 miles east at the west city limits; thence east on US-24 for 0.114 miles to the east city limits.	2	0.331	0.331
99	75	Beginning on Lincoln Avenue at the south city limits (Wabaunsee-Pottawatomie County Line); thence northerly on Lincoln Avenue for 0.872 miles to the north city limits at US-24 Highway.	2	0.872	0.872

*(In computing net mileage where routes overlap, use mileage of one route only.)

TOTAL CONNECTING LINK MILEAGE (Net) 1.203

Recommended: [Signature]
For Division Engineer

Attest: [Signature]
Secretary

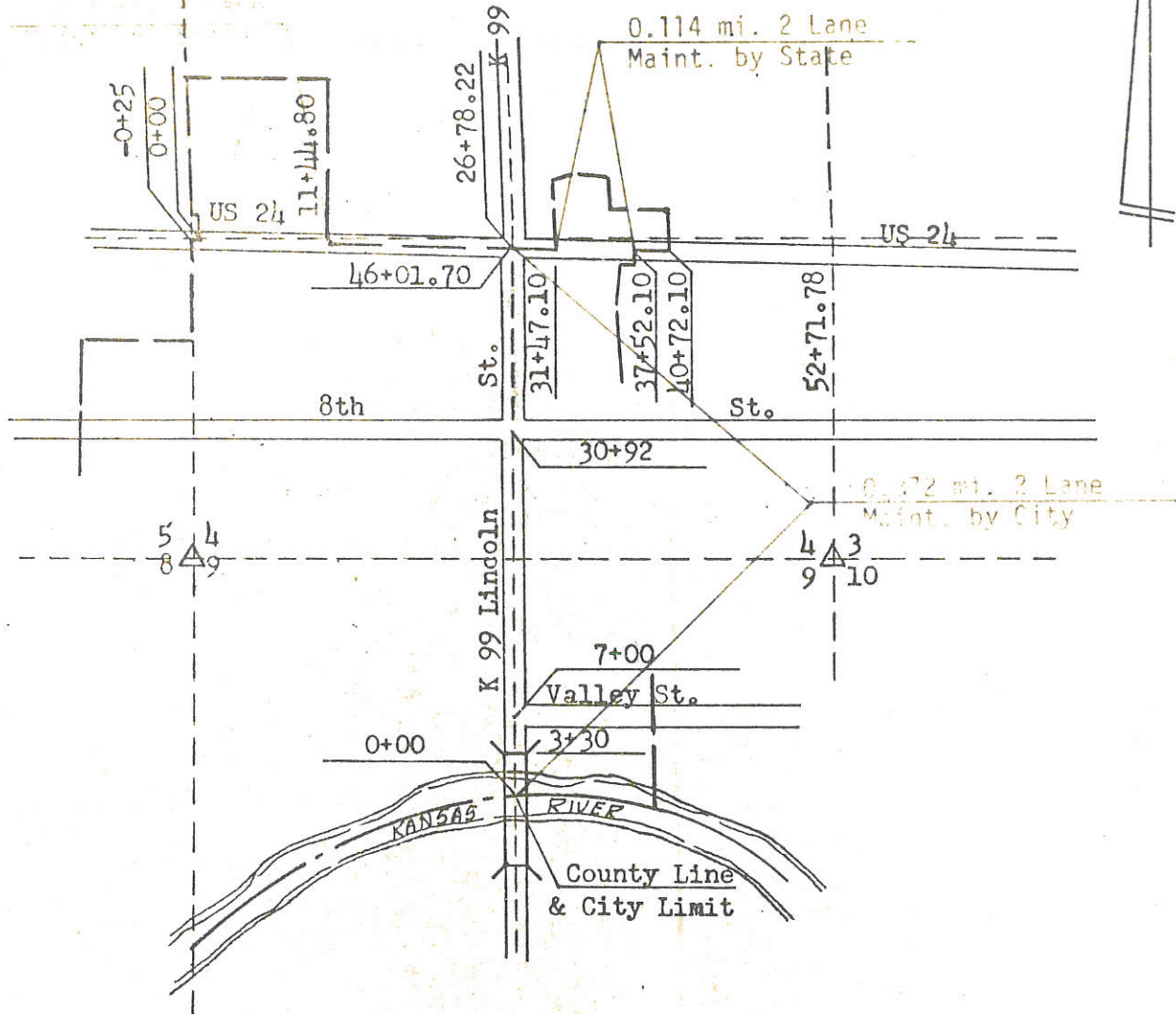
Approved: [Signature]
State Highway Engineer

Signed: [Signature]
Acting Director

MAINTENANCE AGREEMENTS ON BACK MUST BE EXECUTED



W A M E G O
 Pottawatomie County
 T. 10S. R. 10E.



Scale: $\frac{3}{32}'' = 1 \text{ Mile.}$

Legend:

- US 24 Trans. Rural to City.
- K 99

CITY CONNECTING LINK MILEAGE

US 24.....	0.331 Miles.
K 99.....	0.872 Miles.

Exhibit I
7-12-77
Ernie M

Statement on Proposal No. 61 -- City Connecting Links

To the Special Committee on Transportation and Utilities
By E. A. Mosher, Executive Director, League of Kansas Municipalities
July 12, 1977

(This statement supplements informal remarks presented to the committee on June 7)

At least two major issues confront the committee in dealing with Proposal No. 61. The first issue relates to the amount to be paid or method of handling payments to cities for city maintenance of state highway connecting links within cities. The second and broader issue involves the general matter of state-city relations affecting state highways within cities, including such matters as routing and the allocation of costs for construction or reconstruction of roadways and bridges. These remarks relate to the first issue.

For the fiscal year ending June 30, 1977, there were 18 cities of the first class, 54 cities of the second class and 49 cities of the third class -- a total of 121 -- which received connecting links payments totaling \$796,111 at the rate of \$750 per lane mile. For the distribution to be made in July, 1977, for the quarterly period ending June 30, DOT reports a lane mileage of 1,050.624.

I am advised that the total straight mileage of state connecting links is currently about 330 miles, the average connecting link being about three traffic lanes. The average state payment to cities on a per mile basis is thus about \$2,412 per mile (\$796,111 divided by 330).

The Governor's budget document shows that the Department of Transportation will spend \$49,154,617 for "maintenance" in FY 1977. This same report notes that DOT "is maintaining approximately 10,178 miles of state highway." The state therefore spent an average of about \$4,829 per mile in FY 1977 for maintenance purposes (\$49,154,617 divided by 10,178).

Thus, in comparison, the cost to the state for payments to cities for maintaining state highways within cities amount to about \$2,412 per mile, while it costs the state about \$4,829 per mile for maintaining other state highways, generally in rural areas. The lane mile rate would have to be about doubled if cities are to receive the same amount for maintenance of highways within cities as the state spends for maintaining other state highways. In comparing these relative costs, it should be noted that it is common for cities to contribute toward the cost of contractual improvements to state highways within cities, which are often a joint federal-state-local project.

The 121 cities now receiving connecting links payments, in amounts varying from \$129 to \$102,510 annually, vary widely both in their capacity to maintain streets and highways as well as the sophistication of their accounting system. To recognize the varying conditions which exist, we recommend: (1) the fixed amount payment be increased to at least \$1,000 per lane mile; (2) that provision be made for reimbursement of actual costs; and (3) the statutes be amended to provide the city governing body with authority to compel state takeover of the maintenance. Each of these amendments are briefly discussed below and shown on the attached sheet.

(1) Fixed Amount Increase. Increasing the flat amount to \$1,000 per lane mile would increase the state payment for the average three-lane connecting link to \$3,000 per mile, which is still significantly less than the cost of maintaining rural state highways. If all eligible cities received this amount, it would cost the state \$262,656 (\$250 times 1,050.624).

(2) Cost Reimbursement. Providing cities with an option of accepting either \$1,000 per lane mile or cost reimbursement would recognize the varying cost-accounting abilities of the different cities as well as the amount of maintenance actually done. A clear definition of what constitutes "maintenance" would be necessary. A mutual agreement between the city and DOT would be required. A maximum could be stipulated.

(3) State Takeover. The present law grants unilateral authority to the DOT secretary as to whether a highway within a city is maintained by the city or by the state. We believe this should be reversed, requiring the secretary to provide for direct state maintenance at the request of the city governing body. This would give some meaning to the reimbursement provision suggested above. For example, a city which finds its payments, either at the fixed amount or at the cost amount proposed by DOT, are unsatisfactory, would then be able to secure state takeover of the complete maintenance.

Two more observations appear appropriate to the discussion: (1) connecting links are some of the most heavily traveled highways in the state; they "earn" comparatively high amounts for the state highway fund. (2) While we would agree that some local subsidization of state highways within cities may be appropriate, especially as to lighting and traffic control activity required for heavy traffic, we would also note that the property taxpayers living outside cities are not asked to subsidize state highways they may use.

Proposed Amendments to K.S.A. 1976 Supp. 68-416(b)(3)
(Page 2 of HB 2058)

0045 is hereby abolished, and on the effective date of this act, the state
0046 treasurer shall transfer all moneys in said fund to the special city
0047 and county highway fund created by K.S.A. ~~1975~~ 1976 Supp.
0048 79-3425.

0049 (2) The fund known as the "state highway benefit district
0050 fund" is discontinued and hereafter the highway fund shall be
0051 used for the payment and reimbursement of benefit district costs
0052 and assessments for such benefit districts that have been and may
0053 hereafter be constructed as a part of the state highway system. On
0054 the effective date of this act the state treasurer shall transfer all
0055 state highway benefit district funds to the highway fund.

0056 (3) The secretary of transportation shall annually apportion
0057 and distribute quarterly to cities on the state highway system
0058 from the highway fund moneys at the rate of ~~seven hundred fifty~~
0059 ~~dollars (\$750)~~ *one thousand five hundred dollars (\$1,500)* (\$1,000)
0060 per lane per mile for the maintenance of streets and highways in
0061 said cities ~~designated by the secretary as connecting links in the~~
0062 ~~state highway system.~~ All said moneys distributed by the secre-
0063 tary shall be credited to the street and alley funds of such cities
0064 and shall be used solely for the maintenance of connecting links.
0065 "Lane," as used in this subsection, shall refer to a portion of the
0066 roadway for use of moving traffic of a standard width prescribed
0067 by the secretary. In lieu of said apportionment ~~the secretary may,~~
0068 ~~by and with the consent~~ of the governing body of any city within
0069 the state of Kansas, ~~maintain such streets within said city and pay~~
0070 for such maintenance from the highway fund.

, or may enter into written
agreements with such cities
for periodic payment of the
cost of maintaining such
streets or highways.

, upon the request

the secretary shall

0071 (4) All of the remainder of such highway fund shall be used
0072 by the secretary of transportation in the construction, improve-
0073 ment, reconstruction and maintenance of the state highway sys-
0074 tem and the support and maintenance of the department of
0075 transportation and the expenses of administering the motor vehi-
0076 cle registration and drivers' license laws: *Provided*, That the
0077 secretary shall not construct more than two hundred (200) miles
0078 of high-type pavement in any one year until all the roads of the
0079 state highway system have been improved with an all-weather
0080 surface such as sand, gravel or chat. All apportionments and
0081 distribution provided for by this section shall be made quarterly

THE CITY OF WICHITA

Exhibit II
7.12.77

JOHN DEKKER, Director of Law and City Att.
GARY E. REBENSTORF, Assistant City Attorney



DEPARTMENT OF LAW
OFFICE OF CITY ATTORNEY
CITY HALL — THIRTEENTH FLOOR
455 NORTH MAIN STREET
WICHITA, KANSAS 67202
(316) 268-4581

July 6, 1977

Representative Lee Hamm
Chairman of the Special Committee
on Transportation and Utilities
Statehouse
Topeka, Kansas 66612

Dear Representative Hamm:

Although representatives from the City of Wichita are unable to appear before your committee on July 12, 1977, we wish to submit the enclosed material concerning state and federal highway connecting links maintenance costs. Such material was prepared by the City's Department of Public Works. It shows a breakdown of the City's cost of maintenance and a comparison of the state payment to such costs.

It is the City of Wichita's contention that actual costs should be reimbursed by the State of Kansas to cities who actually perform such maintenance and keep detailed records of such costs. The present system is inequitable to the cities and its citizens due to the fact that state highways in the counties are maintained by the state or counties are fully reimbursed for such maintenance.

We hope this information will aid your committee in recommending legislation to bring about the necessary changes to the payment of maintenance costs for connecting link highways.

Very truly yours,

Gary E. Rebenstorf
Gary E. Rebenstorf
Assistant City Attorney

GER:kh
Enclosure



THE CITY OF WICHITA

OFFICE OF Administrative Division
Department of Public Works

DATE February 25, 1977

TO E. H. Denton, City Manager

FROM Robert G. Vinson, Public Works Administrator

SUBJECT State and Federal Highway
Connecting Links
Maintenance Costs

OFFICE OF CITY MANAGER			
<input checked="" type="checkbox"/> EHD	<input type="checkbox"/> EK	<input type="checkbox"/> RT	<input type="checkbox"/> RT
<input type="checkbox"/> RT	<input type="checkbox"/> RT	<input type="checkbox"/> RT	<input type="checkbox"/> RT
FEB 25 1977			
<input type="checkbox"/> COPIES TO: _____		<input type="checkbox"/> FILE _____	

The attached schedule provides maintenance costs by activity for federal and state highway connecting links for 1976 and 1975.

Costs are well above the revenue received from the state for such maintenance.

Robert G. Vinson
Robert G. Vinson
Public Works Administrator

/cj

cc: R. W. Bruggeman, Director of Public Works

APPROVED:

R. W. Bruggeman
R. W. Bruggeman, Director of Public Works

3/28 - COPY SENT TO JIM FOSTER, COCC

MAINTENANCE COSTS BY ACTIVITY
FEDERAL AND STATE HIGHWAY CONNECTING LINKS
FOR CALENDAR YEARS 1975 & 1976

<u>TYPE OF MAINTENANCE</u>	<u>1976 COST</u>	<u>1975 COST</u>
Pavement Repair	\$119,732.03	\$107,356.46
Curb and Gutter Repair	3,007.57	980.40
Sidewalk Repair	—	—
Asphalt Surface Treatment	—	—
Joint and Crack Sealing	1,546.69	3,100.67
Fence and Guardrails	888.43	655.77
Maint. of Unpaved, Blading, etc.	1,744.71	3,704.57
Bridge Maintenance	---	---
Linseed Oil Treatment	305.35	2,672.24
Weed and Grass Cutting	14,133.85	9,154.32
Storm Sewer Maintenance	3,152.68	2,243.60
Cleanup	21,021.77	16,170.79
Sweeping	8,180.00	10,794.73
Flushing	78.92	365.01
Snow and Ice Removal	1,449.18	9,785.45
Street Marking	12,000.00	11,000.00
Street Lighting	144,000.00	77,100.00
Traffic Signals	<u>48,000.00</u>	<u>33,000.00</u>
 TOTAL COST	 <u>379,241.18</u>	 <u>\$288,084.01</u>

Percent of Cost Increase 31.6%

	<u>1976</u>	<u>1975</u>
	<u>Total</u>	<u>Per Lane Mile</u>
Reimbursement from State	102,509.96	750.00
Cost of Maintaining 136.68 lane miles	379,241.18	2,774.67
Costs exceeding state reimbursement	276,731.22	2,024.67
Reimbursement from State	<u>Total</u> 101,335.96	<u>Per Lane Mile</u> 741.41
Cost of Maintaining 136.68 lane miles	288,084.01	2,107.73
Costs exceeding state reimbursement	186,748.05	1,366.32

* Current agreement calls for reimbursement of \$750.00 per lane mile.

R 2 W | R 1 W

MAP OF MOUNDRIDGE

MCPHERSON COUNTY, KANSAS
T 21 S R 2 W R 1 W

STATE HIGHWAY COMMISSION OF KANSAS
DEPARTMENT OF HIGHWAY AND DEVELOPMENT
IN COOPERATION WITH THE
U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION



SCALE IN FEET
AUGUST, 1973
POPULATION 1,271

LEGEND

- LAND SECTION LINE
- CORPORATE CITY LIMITS
- DIVIDED HIGHWAY
- STATE HIGHWAY
- STREET OR PUBLIC ROAD
- RAILROAD
- AIRPORT WITH SURFACED RUNWAY

COMPILED FROM AERIAL PHOTOS TAKEN 1970

TO MCPHERSON

950

2190

2545

795

24-HOUR TRAFFIC COUNTS OBTAINED
10-21-76

R 2 W | R 1 W

1974 TRAFFIC MAP

UNABLE TO

SCAN—PLEASE

SEE COMMITTEE

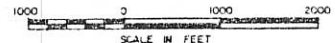
BOOK

TO LOUISVILLE

R 10 E

MAP OF WAMEGO

POTTAWATOMIE COUNTY, KANSAS
T 9 S T 10 S R 10 E
STATE HIGHWAY COMMISSION OF KANSAS
DEPARTMENT OF PLANNING AND DEVELOPMENT
IN COOPERATION WITH THE
U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION



SCALE IN FEET
MAY, 1973
POPULATION 2,507



- LEGEND**
- LAND SECTION LINE
 - - - CORPORATE CITY LIMITS
 - == DIVIDED HIGHWAY
 - STATE HIGHWAY
 - STREET OR PUBLIC ROAD
 - RAILROAD
 - AIRPORT WITH SURFACED RUNWAY

COMPILED FROM AERIAL PHOTOS TAKEN 1962
CITY LIMITS REVISED APRIL 1974

T 9 S
T 10 S

4370

99

32 33

28 27
33 34

2605

4575

3190

RESERVATION
INDIAN

TO BELVUE

24

24



5655

3530

3250

POTTAWATOMIE COUNTY
WABAUNSEE COUNTY

POTAWATOMI

KANSAS RIVER

99

TO ALMA

24-HOUR TRAFFIC COUNT
OBTAINED 5-10-76

R 10 E

OLD

Exhibit VII
7-12-77
mcNeal

APPORTIONMENT
SPECIAL CITY AND COUNTY HIGHWAY FUND

57% apportioned to Counties
43% apportioned directly* to Cities.

Apportionment to each County

1. Each County receives \$5,000
2. Of the remaining balance
 - a) 50% is apportioned on basis of money collected in County for motor vehicle registration fees of the second proceeding calendar year.
 - b) 50% is apportioned on basis of average daily vehicle miles traveled in each county in second proceeding calendar year.

*Of the County share apportioned in each County:

1. Johnson County receives the total amount.
2. Counties with over 150,000 population distribute 50% to cities.
3. Counties with populations greater than 34,000 distribute 10% to cities.
4. Counties with populations 34,000 or less retain 100%.

Distribution to cities is on a basis on population.

In addition to the above the \$2,500,000 County equalization fund is distributed to the Counties.

Federal-aid Secondary Funds are also distributed to Counties by statutory formula (KSA 68-402B, attached).

government, or the director of property valuation, in the manner as provided in K. S. A. 74-2424 and acts amendatory thereof. [K. S. A. 79-3420; L. 1971, ch. 317, § 1; July 1.]

79-3424.

Law Review and Bar Journal References:

Cited in "City Home Rule in Kansas," Wright W. Crummett, 9 W.L.J. 1, 13 (1969).

79-3425. Payment into state treasury; distribution of proceeds of tax; transfers from state freeway fund to state highway fund. All of the tax collected under the provisions of this act shall be paid into the state treasury by the director, and the state treasurer shall place one and seventy-five hundredths percent (1.75%) of all taxes so collected in the state general fund and such amount thereof as the director shall order in the motor-vehicle fuel tax refund fund to be used for the purpose of paying motor-vehicle fuel tax refunds as provided by law. On July 1, October 1, January 1 and April 1 of each year, beginning in the year 1970, or as soon thereafter as the money is available, the state treasurer shall place six hundred twenty-five thousand dollars (\$625,000) of the remaining tax moneys collected under the provisions of this act in the county equalization and adjustment fund, which fund is hereby created, to be apportioned and distributed in the manner provided in K. S. A. 1976 Supp. 79-3425c. Eighty-seven and fifty hundredths percent (87.50%) of the remainder of said tax moneys so collected shall be credited as follows: On and after July 1, 1974, sixty-five percent (65%) thereof to the state freeway fund which is hereby created, to be expended in the manner provided in K. S. A. 1976 Supp. 68-2301, and thirty-five percent (35%) thereof to a special city and county highway fund which is hereby created, to be apportioned and distributed in the manner provided in K.S.A. 1976 Supp. 79-3425c. The remaining twelve and fifty hundredths percent (12.50%) of the tax moneys so collected shall be credited to the highway fund.

On July 2, 1974, and on each day thereafter, after the state treasurer has received certification from the secretary of transportation that provisions have been made for the payment of the pro rata share of the amount required to be paid on the next ensuing payment date of either the principal of or the interest on the outstanding highway bonds issued pursuant to K.S. A. 1976 Supp. 68-2304, the state treasurer shall transfer from the state freeway fund to the state highway fund an amount equal to

sixty-nine and twenty-three hundredths percent (69.23%) of the moneys deposited in the state freeway fund on the preceding day. [K. S. A. 79-3425; L. 1970, ch. 397, § 6; L. 1970, ch. 398, § 3; L. 1972, ch. 252, § 13; L. 1974, ch. 441, § 1; L. 1975, ch. 427, § 249; L. 1976, ch. 426, § 3; July 1.]

Cross References to Related Sections:

Payments for retirement of bonds issued under 68-2302 et seq. constitute first lien and claim on freeway fund, see 68-2306.

Availability of moneys in freeway fund for construction of interstate bridge across Missouri river, see 68-1611.

79-3425b. [K. S. A. 79-3425b; Repealed, L. 1970, ch. 397, § 10; July 1.]

79-3425c. Apportionment of special city and county highway fund; apportionment of county equalization and adjustment fund; credit and use. (a) On January 15, April 15, July 15 and October 15 of each year, the state treasurer shall apportion and pay to the several counties of the state fifty-seven percent (57%) of the moneys in the special city and county highway fund, created by K. S. A. 1976 Supp. 79-3425, and shall apportion and pay to the several cities of the state the remaining forty-three percent (43%) of such moneys.

(b) The allocation and payment to each county under the provisions of this section shall be made in the following manner:

First, Each county of the state shall receive a payment of five thousand dollars (\$5,000);

Second, Of the balance remaining, fifty percent (50%) thereof shall be apportioned and paid to each county on January 15 and April 15 of each year in the proportion that the total amount of money collected in such county from motor vehicle registration fees for the second preceding calendar year bears to the total amount of money collected in all counties from motor vehicle registration fees for the second preceding calendar year, and on July 15 and October 15 of each year in the proportion that the total amount of money collected in such county from motor vehicle registration fees for the preceding calendar year bears to the total amount of money collected in all counties from motor vehicle registration fees for the preceding calendar year;

Third, The remaining fifty percent (50%) of such balance shall be apportioned and paid to each county on January 15 and April 15 of each year in the proportion that the average daily vehicle miles traveled in such

coun. the second preceding calendar year bears to the average daily vehicle miles traveled in all counties of the state for the second preceding calendar year, and on July 15 and October 15 of each year in the proportion that the average daily vehicle miles traveled in such county for the preceding calendar year bears to the average daily vehicle miles traveled in all counties of the state for the preceding calendar year.

In the event that the total amount of money received by any county pursuant to the foregoing distribution formula and by all cities located within such county pursuant to subsection (c) of this section during the period from July 15 of any year to April 15 of the next succeeding year is less than the total amount received by such county and all cities located within such county from the county road and city street fund, the special city and county highway fund, the county and township road fund and the special motor carrier fee county road fund during the period from July 1, 1969, to June 30, 1970, plus the total amount such county and all cities located within such county would have received on July 15, 1970, from the special city and county highway fund based on the formula for distributing said fund in effect on June 30, 1970, then on April 15 of each year, the state treasurer shall apportion and pay to each such county from the county equalization and adjustment fund an amount which together with the amount received pursuant to the foregoing distribution formula will equal the total amount received from the four (4) aforementioned funds during said period of time plus the total amount such county and all cities located within such county would have received on July 15, 1970, from the special city and county highway fund based on the formula for distributing said fund in effect on June 30, 1970. In the event that there is insufficient funds in the county equalization and adjustment fund to pay each such county the amount to which it is entitled, each such county shall receive a payment in the proportion that the amount to which such county is entitled bears to the amount to which all such counties are entitled. In the event that there is money remaining in said fund after such distribution, the state treasurer shall distribute the balance to the several counties in the manner provided in the second and third clauses of the foregoing formula for distributing moneys to counties from the special city and county highway fund.

All such payments shall be made to the county treasurers of the respective counties, and upon receipt of the same:

(1) The county treasurer of each county having a population of more than one hundred fifty thousand (150,000), except counties designated as urban areas, shall credit fifty percent (50%) of the moneys so received to the road and bridge fund of such county and apportion and pay the remainder of such moneys to the several cities located in such county;

(2) The county treasurer of each county having a population of more than thirty-four thousand (34,000) and not more than one hundred fifty thousand (150,000) shall credit ninety percent (90%) of the moneys so received to the road and bridge fund of such county and apportion and pay the remainder of such moneys to the several cities located in such county; and

(3) The county treasurer of each county having a population of not more than thirty-four thousand (34,000) and of each county designated as an urban area shall credit all of the moneys so received to the road and bridge fund of such county.

Not less than twenty-five percent (25%) of the amount received by each county and credited to the county road and bridge fund under the provisions of this section shall be expended by the county on mail and school bus routes on county roads as defined in K. S. A. 1976 Supp. 68-101. Payments to the cities under the provisions of this subsection (b) shall be in the proportion that the population of each city bears to the total population of all cities located in the same county as such city.

In counties which have not adopted the county-unit road system, the amount of money retained by such counties after distribution to the cities within such county pursuant to this subsection (b) shall be distributed to each township within such county in not less than the proportion that the amount of money received by each such township from the county and township road fund during the period from July 1, 1969, to June 30, 1970, bears to the total amount of money received by such county from the county and township road fund, the county road and city street funds, the special motor carrier fee county road fund and the special city and county highway fund during the period from July 1, 1969, to June 30, 1970, plus the amount such county would have received on July 15, 1970, from the special city and county high-

way fund based on the formula for distributing said fund in effect on June 30, 1970. All payments to townships hereunder shall be made to the treasurers thereof, and all moneys so received shall be deposited in the general road fund of such township.

(c) The allocation and payment of moneys to the several cities of the state from the special city and county highway fund shall be in the proportion that the population of each such city bears to the total population of all cities in the state. All such payments shall be made to the city treasurers of the respective cities, and upon receipt of same the city treasurer of each city shall credit the same to a separate fund to be used for the construction, reconstruction, alteration, repair and maintenance of the streets and highways of such city, except that any city located in a county designated as an urban area by K. S. A. 19-2654, in order to reduce vehicular traffic and congestion on the streets and highways within such city, may use not to exceed ten percent (10%) of the moneys credited to said fund for the purpose of constructing, repairing and maintaining footpaths and bicycle trails within such city.

(d) For the purposes of this section, the average daily vehicle miles traveled in each county shall be as determined by the secretary of transportation, but it shall not include miles traveled on interstate highways, and the population of each city shall be as reported in the annual enumeration by the state board of agriculture for the preceding calendar year. [K. S. A. 79-3425c; L. 1970, ch. 397, § 7; L. 1970, ch. 398, § 4; L. 1972, ch. 376, § 1; L. 1975, ch. 504, § 1; L. 1975, ch. 427, § 250; L. 1976, ch. 427, § 1; March 30.]

79-3425d. Apportionment of money under 79-3425c in the years 1971 to 1975 inclusive. The entitlement of the several counties from and the liabilities of the county equalization and adjustment fund as determined by the state treasurer in the years 1971, 1972, 1973, 1974 and 1975, and the amounts apportioned and paid to such counties as so determined are hereby ratified and approved and shall constitute the legal entitlements, liabilities, apportionment and payments from such fund for such years. [L. 1976, ch. 427, § 2; March 30.]

79-3430. Rules and regulations. The secretary of revenue shall adopt rules and regulations as necessary relating to sales of motor-vehicle fuels under the provisions of this act. [K. S. A. 79-3430; L. 1972, ch. 342, § 108; July 1.]

REFUND OF MOTOR-FUEL TAX

79-3454. Refund permit; application; contents; fee; duties of state director. Every person who desires to be eligible to receive motor-vehicle-fuels tax refund shall, before making any claim for a refund, make written application, upon a form furnished by the director, for a permit to obtain such refunds. Such application shall be filed with the director and shall be signed by the applicant or an agent of the applicant, if such agent is authorized to do so in writing by the applicant and in such event the written authorization of the applicant shall be filed with and attached to the application. The application shall contain the name of the applicant and show whether applicant is an individual, corporation, partnership or association, applicant's address and occupation, the uses to which the applicant intends to put such motor-vehicle fuel upon which a refund will be claimed, the make, horsepower, year made, and other mechanical description of machinery of over two (2) horsepower in which motor fuels upon which a refund will be claimed are to be used, and, if the applicant is engaged in farming, the location of the farm and the number of acres under cultivation or to be cultivated, and if such motor-vehicle fuels are to be used in a manufacturing or industrial process, the application shall state the nature and kind of process. Such application shall also include the storage capacity for motor-vehicle fuels subject to claim for tax refunds, storage capacity for motor-vehicle fuels used on public highways, and a list of the cars and trucks, including make and year, owned and operated by the applicant in which is used motor-vehicle fuel on which refunds may not be claimed when used on the highway.

Said application shall be accompanied by a fee of one dollar (\$1). The director shall deposit all such fees in the state treasury and the state treasurer shall credit the same to the state general fund. Upon investigation by the director, if the statements contained in the application shall be found to be true, and if the director shall be satisfied that the application is made in good faith, said director shall issue to said applicant a refund permit specifying the terms and conditions under which refunds shall be made. The permit so issued shall contain a number to be given to each applicant and shall be in such form as may be prescribed by the director. Such permit shall not be transferable and shall be issued for a period of three (3) years and

land, easement or other interest in such land direct to the seller or sellers thereof. [L. 1973, ch. 264, § 1; L. 1975, ch. 427, § 79; Aug. 15.]

63-133. Same; limitations on meaning of term "by purchase." The term "by purchase" as used in this act shall not include land, or an easement or other interest in land acquired by eminent domain proceedings. [L. 1973, ch. 264, § 2; April 6.]

SPRINKLING IRRIGATION WATER ON HIGHWAYS

63-134. Sprinkling irrigation water on highways declared a public nuisance; injunction. (a) No person shall allow the sprinkling of water from any irrigation watering system upon any state, county or township road or highway within this state.

(b) Any sprinkling of water on roads or highways, as provided in subsection (a), is hereby declared to be a public nuisance, and it shall be the duty of the county attorney or district attorney of each county of this state, upon receiving notice of such nuisance from any person, to initiate injunctive remedies, if necessary, to prevent the occurrence of any such public nuisance.

(c) Prior to seeking injunctive relief, as hereinbefore provided, the county attorney or district attorney of any county in which there exists such public nuisance shall notify or cause to be notified, the owner, occupant or person in charge of land on which the irrigation system causing a public nuisance is located that such person is maintaining a nuisance and that injunctive relief will be sought if such nuisance is not otherwise abated. [L. 1976, ch. 222, § 1; July 1.]

Article 3.—LIABILITY FOR DEFECTS IN BRIDGES, CULVERTS OR HIGHWAYS

63-301.

Law Review and Bar Journal References:

Cited; statutory deviation from common-law doctrine of governmental immunity for tort liability, John W. Johnson, 11 W. L. J. 310, 311 (1972).

Mentioned in comment on first *Brown* decision (*Brown v. Wichita State University*, 217 K. 279), Nancy Scherer, 15 W. L. J. 155, 156 (1976).

CASE ANNOTATIONS

105. Cited; what constitutes a "defect" under statute determined by case-by-case approach. *Martin v. State Highway Commission*, 213 K. 877, 880, 518 P. 2d 437.

Article 4.—STATE HIGHWAYS

Revisor's Note:

This article formerly entitled "State Highway Department and State Highways."

Cross References to Related Sections:

Department of Transportation, see ch. 75, art. 50.

GENERAL PROVISIONS

63-402. Acceptance of federal aid; contracts; disbursements of moneys. The secretary of transportation may enter into all contracts and agreements necessary to cooperate with the United States department of transportation or any of the other federal departments or agencies and may do and perform all acts required of a state agency to obtain all benefits under the terms and provisions of federal legislation mentioned in the preceding section or any subsequent federal legislation relating to highways, roads or streets or relating to the various other modes and systems of transportation. The state treasurer shall receive and deposit in the state treasury all funds apportioned to the state or any county, city or political subdivision thereof in accordance with the provisions of any federal legislation for highway, road or street purposes or for purposes relating to the various other modes and systems of transportation. Such funds shall be distributed by the director of accounts and reports upon vouchers approved by the secretary of transportation in accordance with such federal legislation and in accordance with appropriation acts of this state. [K. S. A. 63-402; L. 1975, ch. 426, § 52; Aug. 15.]

63-402b. Federal aid for counties, cities and political subdivisions; contracts; payments; allocation of federal aid. Authority is hereby granted to the several counties, cities and political subdivisions in this state to enter into contracts through or with the secretary of transportation, to enable them to participate in the benefits to be secured from federal-aid funds, or funds made available from the federal government for highway, road or street purposes or for purposes relating to the various other modes and systems of transportation. Contracts so entered into by the boards of county commissioners or the governing bodies of cities or other political subdivisions shall be binding on them or their successors. The secretary of transportation may negotiate and enter into contracts with the federal govern-

ment, federal departments or federal agencies and take all steps and proceedings necessary to secure such benefits for such counties, cities or other political subdivisions. The secretary of transportation may determine amounts to be paid from the state highway fund on account of any federal-aid project on the highway system in any county, city or other political subdivision constructed under the provisions of the federal-aid highway act of 1956 or prior federal-aid acts and all acts amendatory thereof or supplemental thereto, or relating to the various other modes and systems of transportation, and approve vouchers therefor. The counties' share of the cost of all such contracts so entered into by them under the federal-aid highway act of 1956 or prior federal aid acts and all acts amendatory thereof or supplemental thereto and federal acts relating to other modes and systems of transportation shall be paid by the proper county from the road and bridge fund of such county, or from any special fund available for such purpose.

Federal aid for secondary roads shall be allocated by the secretary of transportation to each of the several counties in the proportion that the total gross amount of moneys received by each county from the special city and county highway fund and the county equalization and adjustment fund in the preceding calendar year prior to distribution of any such moneys bears to the total amount of moneys received by all counties from said fund in such year. If any county does not provide matching funds for federal aid allocated to such county, then the secretary of transportation may allocate such federal-aid funds to other counties or to the state secondary road system, and the secretary may accumulate any federal-aid moneys allocated to any or all counties over such period of time as the secretary deems necessary. [K. S. A. 68-402b; L. 1975, ch. 426, § 53; Aug. 15.]

63-402c. Federal aid; limitation on high type pavement inapplicable. The limitation on the amount of high type pavement which may be constructed in any one year by the secretary of transportation, as provided in K. S. A. 1975 Supp. 68-416, and acts amendatory thereof or supplemental thereto, shall not apply to pavement constructed from funds received from the federal government under any federal-aid legislation relating to highways, roads or streets. [K. S. A. 68-402c; L. 1975, ch. 427, § 80; Aug. 15.]

63-402e. Fees charged counties by secretary of transportation on certain federal road and bridge projects. Whenever any federal act or the regulation by any federal agency shall require that the secretary of transportation shall perform engineering services in connection with a federal aid project pertaining to the construction or reconstruction of any county road or bridge, the secretary shall not charge the county a fee for such engineering services which exceeds an amount equal to ten percent (10%) of the county's share of the construction cost of such project. [K. S. A. 68-402e; L. 1975, ch. 427, § 81; Aug. 15.]

63-404. Powers and duties of secretary of transportation. The secretary of transportation shall have the following powers, duties, authority and jurisdiction:

(a) General supervision over the administration of all road and bridge laws and over the construction and maintenance of all roads, bridges and culverts throughout the state, except that such supervision by the secretary shall not extend to township roads: *Provided*, That any township road for which federal aid is granted shall be under the supervision of the secretary;

(b) to compile information concerning the road, bridge and culvert materials of the state and furnish such information to boards of county commissioners, township highway commissioners, county engineers and other highway officials; the secretary shall answer all inquiries of such officials concerning highway construction and maintenance and shall advise them of the reasonable prices for materials and construction work;

(c) devise and adopt standard plans and specifications for road, bridge and culvert construction and maintenance suited to the needs of the different counties of the state and furnish the same to the several county engineers;

(d) make a biennial report for the use of the legislature and may issue bulletins and pamphlets as the secretary deems necessary, which shall be printed as public documents;

(e) carry on such other highway educational work as the secretary deems expedient and may cooperate with the state and national organizations for the support and advancement of highway construction;

(f) may make investigations of the highway conditions in any county, assist boards of county commissioners and the attorney general in the prosecution or defense of patent suits relative to road and bridge construction

7

GAS TAX DISTRIBUTION TO COUNTIES
FROM CITY AND COUNTY HIGHWAY FUND AND
COUNTY EQUALIZATION AND ADJUSTMENT FUND
FROM JUL 1, 1975 TO JUN 30, 1976

	CITY & COUNTY HIGHWAY FUND	COUNTY EQUALIZATION & ADJUSTMENT FUND	TOTAL
ALLEN	135,819.44	6,677.18	142,496.62
ANDERSON	98,673.92	18,541.85	117,215.77
ATCHISON	131,546.16	6,430.81	137,976.97
BARBER	85,738.56	40,301.37	126,039.93
BARTON	302,765.81	16,301.90	319,067.71
BOURBON	142,134.27	7,041.24	149,175.51
BROWN	137,540.26	17,535.70	155,075.96
BUTLER	372,691.39	20,333.22	393,024.61
CHASE	64,849.62	22,764.48	87,614.10
CHAUTAUQUA	62,499.54	22,999.92	85,499.46
CHEROKEE	188,371.31	9,706.88	198,078.19
CHEYENNE	63,845.89	29,040.43	92,886.32
CLARK	55,967.02	26,085.94	82,052.96
CLAY	102,934.84	27,750.58	130,685.42
CLOUD	131,317.80	9,614.17	140,931.97
COFFEY	92,121.49	25,145.97	117,267.46
COMANCHE	47,437.31	22,718.49	70,155.80
COWLEY	259,257.31	13,793.57	273,050.88
CRAWFORD	248,935.59	13,198.50	262,134.09
DECATUR	70,019.15	33,272.87	103,292.02
DICKINSON	165,735.20	21,343.13	187,078.33
DONIPHAN	102,189.13	4,738.34	106,927.47
DOUGLAS	341,988.37	18,563.15	360,551.52
EDWARDS	69,511.44	19,815.52	89,326.96
ELK	51,540.23	32,565.83	84,106.06
ELLIS	183,058.80	9,400.60	192,459.40
ELLSWORTH	87,196.94	21,057.41	108,254.35
FINNEY	216,199.74	11,311.23	227,510.97
FORD	238,358.77	12,588.74	250,947.51
FRANKLIN	167,045.30	8,477.40	175,522.70
GEARY	176,855.45	9,042.97	185,898.42
GOVE	54,533.47	34,612.96	89,146.43
GRAHAM	66,953.99	39,368.04	106,322.03
GRANT	98,134.39	4,504.57	102,638.96
GRAY	90,850.00	4,084.61	94,934.61
GREELEY	45,395.72	13,644.64	59,040.36
GREENWOOD	124,191.97	35,530.26	159,722.23
HAMILTON	53,019.25	18,047.81	71,067.06
HARPER	98,810.58	37,535.47	136,346.05
HARVEY	234,452.31	12,363.52	246,815.83
HASKELL	76,488.91	3,256.67	79,745.58

GAS TAX DISTRIBUTION TO COUNTIES
 FROM CITY AND COUNTY HIGHWAY FUND AND
 COUNTY EQUALIZATION AND ADJUSTMENT FUND
 FROM JUL 1, 1975 TO JUN 30, 1976

	CITY & COUNTY HIGHWAY FUND	COUNTY EQUALIZATION & ADJUSTMENT FUND	TOTAL
HODGEMAN	56,533.73	29,141.46	85,675.19
JACKSON	118,490.30	16,274.20	134,764.50
JEFFERSON	140,947.05	6,972.79	147,919.84
JEWELL	79,815.81	64,798.41	144,614.22
JOHNSON	1,340,700.87	76,140.53	1,416,841.40
KEARNY	58,121.13	17,581.68	75,702.81
KINGMAN	125,671.77	20,247.35	145,919.12
KIOWA	74,646.69	6,819.06	81,465.75
LABETTE	197,213.70	10,215.65	207,429.35
LANE	50,836.93	16,952.33	67,789.26
LEAVENWORTH	278,673.67	14,912.95	293,586.62
LINCOLN	62,471.89	48,258.20	110,730.09
LINN	101,225.71	20,646.73	121,872.44
LOGAN	59,292.83	17,035.48	76,328.31
LYON	243,665.98	12,894.70	256,560.68
MARION	146,852.46	28,738.90	175,591.36
MARSHALL	142,354.66	38,619.90	180,974.56
MCPHERSON	233,083.24	26,432.74	259,515.98
MEADE	79,137.06	14,668.95	93,806.01
MIAMI	182,475.14	9,365.95	191,841.09
MITCHELL	91,541.27	31,674.79	123,216.06
MONTGOMERY	290,135.96	15,573.77	305,709.73
MORRIS	78,401.50	27,978.34	106,379.84
MORTON	54,235.42	17,275.42	71,510.84
NEMAHA	103,554.22	48,515.71	152,069.93
NEOSHO	171,614.68	8,740.83	180,355.51
NESS	77,390.83	39,085.06	116,475.89
NORTON	83,653.84	27,074.23	110,728.07
OSAGE	149,119.87	7,443.97	156,563.84
OSBORNE	75,966.63	40,778.37	116,745.00
OTTAWA	91,471.71	29,129.46	120,601.17
PAWNEE	105,081.43	17,288.09	122,369.52
PHILLIPS	94,798.80	28,200.61	122,999.41
POTTAWATOMIE	129,481.33	10,495.58	139,976.91
PRATT	131,602.46	18,819.15	150,421.61
RAWLINS	61,712.35	36,025.18	97,737.53
RENO	495,689.06	27,424.24	523,113.30
REPUBLIC	109,338.77	42,878.59	152,217.36
RICE	126,829.54	54,422.77	181,252.31
RILEY	252,922.55	13,428.35	266,350.90
ROOKS	97,551.44	24,931.17	122,482.61

GAS TAX DISTRIBUTION TO COUNTIES
 FROM CITY AND COUNTY HIGHWAY FUND AND
 COUNTY EQUALIZATION AND ADJUSTMENT FUND
 FROM JUL 1, 1975 TO JUN 30, 1976

	CITY & COUNTY HIGHWAY FUND	COUNTY EQUALIZATION & ADJUSTMENT FUND	TOTAL
RUSH	80,051.01	28,854.19	108,905.20
RUSSELL	113,457.03	38,808.94	152,265.97
SALINE	335,937.05	18,214.28	354,151.33
SCOTT	88,175.43	3,930.40	92,105.83
SEDGWICK	2,119,787.12	121,055.10	2,240,842.22
SEWARD	158,938.17	8,010.01	166,948.18
SHAWNEE	913,190.11	51,493.85	964,683.96
SHERIDAN	60,406.05	26,688.01	87,094.06
SHERMAN	96,406.71	6,639.27	103,045.98
SMITH	90,250.17	38,907.33	129,157.50
STAFFORD	90,390.16	38,354.61	128,744.77
STANTON	52,852.57	12,292.93	65,145.50
STEVENS	80,032.73	12,271.79	92,304.52
SUMNER	209,334.84	22,118.90	231,453.74
THOMAS	93,044.09	13,750.42	106,794.51
TREGO	58,126.71	29,475.71	87,602.42
WABAUNSEE	71,997.31	36,075.12	108,072.43
WALLACE	44,865.93	14,970.79	59,836.72
WASHINGTON	105,616.63	64,543.22	170,159.85
WICHITA	58,318.39	8,829.96	67,148.35
WILSON	111,812.85	5,293.16	117,106.01
WOODSON	71,055.47	13,390.50	84,445.97
WYANDOTTE	1,081,895.53	61,219.09	1,143,114.62
TOTALS:	18,367,243.38	2,500,000.00	20,867,243.38

DISTRIBUTION: LEAGUE OF KANSAS MUNICIPALITIES
 ACCOUNTS AND REPORTS DIVISION, DEPARTMENT OF ADMINISTRATION
 SECONDARY ROADS DEPARTMENT

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GAS TAX DISTRIBUTION TO CITIES
 FROM CITY AND COUNTY HIGHWAY FUND
 FROM JUL 1, 1975 TO JUN 30, 1976

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13	ARBEYVILLE	1,080.56
14	ARILENE	55,166.39
15	ADMIRE	1,241.37
16	AGENDA	889.60
	AGRA	2,671.42
	ALBERT	1,746.78
	ALDEN	1,602.65
	ALEXANDER	937.68
	ALLEN	1,479.90
	ALMA	7,171.36
	ALMENA	3,908.73
	ALTA VISTA	3,314.55
	ALIAMOUNT	7,029.52
	ALTON	1,401.69
	ALTOONA	4,792.02
	AMERICUS	4,785.48
	ANDALE	3,986.07
	ANDOVER	15,401.74
	ANTHONY	21,233.77
	ARCADIA	3,195.47
	ARGONJA	4,295.23
	ARKANSAS CITY	104,350.53
	ARLINGTON	3,978.32
	ARMA	11,637.29
	ASHLAND	9,300.01
	ASSARTA	2,756.69
	ATCHISON	101,848.37
	ATHOL	741.62
	ATLANTA	1,958.55
	ATTICA	5,550.92
	ATWOOD	12,829.13
	AUBURN	2,687.46
	AUGUSTA	48,108.18
	AURORA	971.15
	AXTELL	3,908.57
	BALDWIN CITY	20,807.11
	BARNARD	1,557.40
	BARNES	1,841.38
	BARTLETT	237.40
	BARTLETT	257.82
	BARTLETT	458.56
	BASEHOR	10,112.84
	BASSETT	192.74
	BAXTER SPRINGS	38,076.80
	BAZINE	2,873.82
	BEATTIE	2,218.52
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GAS TAX DISTRIBUTION TO CITIES
FROM CITY AND COUNTY HIGHWAY FUND
FROM JUL 1, 1975 TO JUN 30, 1976

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14	BELLE PLAINE	12,937.14
15	HELLEVILLE	22,412.21
16	BELOIT	31,520.21
	HELPRE	1,336.31
	BELVUE	1,233.81
	BENEDICT	1,054.13
	HENNINGTON	4,452.19
	BENTLEY	1,786.93
	HENTON	3,791.08
	BERN	1,615.01
	BEVERLY	1,630.87
	BIRD CITY	4,821.60
	BJSON	2,016.64
	BLUE MOUND	2,582.46
	BLUE RAPIDS	9,824.59
	BLUFF CITY	875.31
	BOGUE	1,708.89
	HONNER SPRINGS	60,055.25
	BREWSTER	2,574.90
	BRONSON	3,043.98
	BROOKVILLE	1,880.65
	BROWNELL	674.87
	BUCKLIN	6,378.97
	BUFFALO	3,538.82
	BUHLER	8,501.13
	BUNKER HILL	1,212.31
	BURDEN	4,200.98
	BURDETT	2,399.59
	BURLINGAME	8,262.64
	HURLINGTON	18,170.12
	BURNS	2,228.40
	BURR OAK	3,009.29
	HURPTON	6,502.86
	BUSHONG	286.09
	HUSHTON	2,618.75
	BYERS	291.20
	CALDWELL	11,054.41
	CAMBRIDGE	957.97
	CANEY	18,976.65
	CANTON	7,127.30
	CARBONDALE	6,972.09
	CARLTON	326.61
	CASSDAY	997.76
	CAWKER CITY	5,549.28
	CEDAR	375.75
	CEDAR POINT	650.43
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GAS TAX DISTRIBUTION TO CITIES
FROM CITY AND COUNTY HIGHWAY FUND
FROM JUL 1, 1975 TO JUN 30, 1976

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	CEDAR VALF	6,570.81
	CENTRALIA	4,069.39
	CHANUTE	77,428.94
	CHAPMAN	10,576.50
	CHASE	5,401.14
	CHAUTAQUA	1,190.11
	CHENEY	9,492.93
	CHEROKFE	5,835.37
	CHERRYVALF	22,395.89
	CHETOPA	12,459.07
	CIMARRON	10,992.36
	CIRCLEVILLE	1,331.92
	CLAFLIN	6,942.52
	CLAY CENTER	38,355.73
	CLAYTON	839.57
	CLEARWATER	11,932.69
	CLIFTON	5,400.26
	CLIMAX	591.70
	CLYDE	7,219.63
	COATS	894.69
	COFFEYVILLE	117,051.73
	COLAY	36,679.37
	COLDWATER	8,411.48
	COLLYER	1,454.35
	COLONY	3,191.79
	COLUMBUS	28,978.55
	COLWICH	6,477.47
	CONCORDIA	59,286.78
	CONWAY SPRINGS	9,127.71
	COOLIDGE	835.34
	COPELAND	2,252.00
	CORNING	1,246.46
	COTTONWOOD FALLS	8,005.79
	COUNCIL GROVE	19,501.21
	COUNTRYSIDE	2,989.37
	COURTLAND	2,861.14
	COYVILLE	905.10
	CUBA	2,228.37
	CULLISON	963.38
	CULVER	1,092.00
	CUNNINGHAM	1,187.65
	CUNNINGHAM	2,927.35
	DAMAR	1,849.48
	DANVILLE	602.63
	DE SOTO	15,103.75
	DEARING	3,063.55
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GAS TAX DISTRIBUTION TO CITIES
FROM CITY AND COUNTY HIGHWAY FUND
FROM JUL 1, 1975 TO JUN 30, 1976

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14	DEERFIELD	3,796.01
15	DELIA	1,435.66
16	DELPHOS	4,663.93
	DENISON	1,943.87
	DENTON	1,231.84
	DERRY	60,268.72
	DEXTER	2,618.23
	DIGHTON	12,464.06
	DODGE CITY	130,307.81
	DORRANCE	2,118.30
	DOUGLASS	9,361.85
	DOWNES	10,300.05
	DRESDEN	683.84
	DUNLAP	970.81
	DURHAM	1,351.81
	DWIGHT	2,789.42
	EARLTON	631.86
	EASTBOROUGH	7,380.40
	EASTON	4,050.72
	EDGERTON	4,953.80
	EDMOND	639.28
	EDNA	2,542.09
	EDWARDSVILLE	21,677.47
	EFFINGHAM	5,220.07
	EL DORADO	90,896.03
	ELBING	944.36
	ELGIN	987.72
	ELK CITY	3,535.80
	ELK FALLS	1,105.39
	ELKHART	17,250.44
	ELLINWOOD	23,151.91
	ELLIS	15,814.46
	ELLSWORTH	19,837.35
	ELMDALE	758.00
	ELSMORE	1,006.57
	ELWOOD	13,941.40
	EMMETT	1,468.09
	EMPORTA	166,510.45
	ENGLEWOOD	1,019.60
	ENSIGN	1,712.93
	ENTERPRISE	7,034.87
	ERIE	10,745.69
	ESBON	1,717.34
	ESKRIDGE	4,769.18
	EUDORA	19,964.67
20	EUREKA	26,847.29
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GAS TAX DISTRIBUTION TO CITIES
FROM CITY AND COUNTY HIGHWAY FUND
FROM JUL 1, 1975 TO JUN 30, 1976

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14	EVEREST	2,759.11
15	FAIRVIEW	2,430.61
16	FAIRWAY	37,723.23
	FALL RIVER	1,315.88
	FLORENCE	6,217.26
	FONTANA	1,241.37
	FORD	2,505.29
	FORMOSO	1,511.60
	FORT SCOTT	67,053.74
	FOWLER	4,402.68
	FRANKFORT	8,120.64
	FREDERICK	218.10
	FREDONIA	28,535.51
	FREEPORT	85.44
	FRONTENAC	19,525.59
	FULTON	1,754.50
	GALATIA	572.68
	GALENA	27,255.71
	GALESBURG	1,084.05
	GALVA	4,254.91
	GARDEN CITY	136,291.08
	GARDEN PLAIN	5,289.61
	GARDNER	14,768.65
	GARFIELD	555.78
	GARFIELD	1,561.09
	GARNETT	23,623.65
	GAS CITY	3,537.62
	GAYLORD	1,606.92
	GEM	728.78
	GENESEO	4,100.26
	GEUDA SPRINGS	1,409.75
	GIRARD	19,929.12
	GLADE	1,134.97
	GLASCO	6,226.27
	GLEN ELDER	3,342.93
	GODDARD	7,970.95
	GOESSEL	3,986.09
	GOFF	1,731.62
	GOODLAND	44,521.06
	GORHAM	2,931.78
	GOVE	1,109.26
	GRAINFIELD	3,052.09
	GRANDVIEW PLAZA	9,033.67
	GREAT BEND	148,360.33
	GREELFY	3,324.44
	GREEN	1,267.97
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GAS TAX DISTRIBUTION TO CITIES
 FROM CITY AND COUNTY HIGHWAY FUND
 FROM JUL 1, 1975 TO JUN 30, 1976

	GREENLEAF	3,785.97
	GREENSBURG	14,978.93
	GRENOLA	2,561.66
	GRIDLEY	2,858.00
	GRINNELL	3,441.05
	GYPSUM	3,254.25
	HADDAM	1,938.78
	HALSTEAD	14,672.65
	HAMILTON	2,788.02
	HAMLIN	688.07
	HANOVER	6,263.59
	HANSTON	2,157.21
	HARDTNER	2,577.17
	HARPER	13,236.39
	HARRIS	451.50
	HARTFORD	3,912.24
	HARVEYVILLE	2,020.51
	HAVANA	1,415.95
	HAVEN	9,741.63
	HAVENSVILLE	1,278.72
	HAVILAND	4,536.03
	HAYS	117,001.59
	HAYSVILLE	54,175.17
	HAZELTON	1,161.40
	HEPLER	1,222.53
	HERKINGTON	27,828.74
	HERNDON	1,783.06
	HESSTON	16,536.14
	HIAWATHA	28,967.16
	HIGHLAND	6,104.91
	HILL CITY	16,290.70
	HILLSBORO	22,165.64
	HOISINGTON	33,453.16
	HOLCOMB	4,211.22
	HOLLENBURG	543.28
	HOLTON	24,218.68
	HOLYROOD	4,856.28
	HOPE	4,305.09
	HORACE	1,550.02
	HORTON	18,022.57
	HOWARD	7,394.70
	HOXIE	11,742.98
	HOYT	3,626.18
	HUDSON	1,459.64
	HUGOTON	24,257.77
	HUMBOLDT	17,876.05

GAS TAX DISTRIBUTION TO CITIES
 FROM CITY AND COUNTY HIGHWAY FUND
 FROM JUL 1, 1975 TO JUN 30, 1976

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14	HUNNEWELL	610.57
15	HUNTER	1,052.54
16	HURON	1,292.29
	HUTCHINSON	314,891.67
	INDEPENDENCE	82,951.03
	INGALLS	2,061.20
	INMAN	7,220.84
	IOLA	51,522.87
	ISABEL	971.15
	IUKA	1,515.83
	JAMESTOWN	3,873.51
	JENNINGS	1,758.93
	JETMORE	7,838.97
	JEWELL	4,557.19
	JOHNSON	9,176.02
	JUNCTION CITY	150,737.85
	KANOPOLIS	1,625.09
	KANOPOLIS	4,161.66
	KANORADO	2,280.21
	KANSAS CITY	1,335,157.25
	KECHI	1,693.22
	KENSINGTON	4,762.75
	KINCAID	1,407.84
	KINGMAN	30,438.26
	KINSLEY	16,426.88
	KIOWA	11,776.60
	KIRWIN	2,372.84
	KISMET	2,545.14
	LABETTE	876.58
	LACROSSE	13,056.59
	LACYGNE	8,139.66
	LAHARPE	4,292.07
	LAKE QUIVIRA	8,211.56
	LAKIN	13,240.70
	LANCASTER	2,174.31
	LANE	2,111.76
	LANGDON	702.51
	LANSING	30,380.07
	LARNED	37,479.21
	LATHAM	1,196.98
	LATIMER	267.25
	LAWRENCE	362,929.77
	LEAVENWORTH	235,281.46
	LEAWOOD	92,141.42
	LEBANON	3,672.35
20	LEBO	6,027.21
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GAS TAX DISTRIBUTION TO CITIES
 FROM CITY AND COUNTY HIGHWAY FUND
 FROM JUL 1, 1975 TO JUN 30, 1976

	MAYETTA	1,935.79
	MAYFIELD	888.35
	MCCRACKEN	2,913.12
	MCCUNE	3,852.17
	MCDONALD	2,161.27
	MCFARLAND	1,846.29
	MCLOUTH	4,854.56
	MCPHERSON	83,400.30
	MEADE	15,204.78
	MEDICINE LODGE	19,392.51
	MELVERN	3,057.73
	MENLO	284.85
	MERIDEN	3,621.59
	MERRIAM	82,100.42
	MILAN	1,208.25
	MILDRED	538.15
	MILFORD	4,489.32
	MILTONVALE	4,753.60
	MINERAL	1,696.02
	MINNEAPOLIS	16,423.39
	MINNEOLA	4,883.43
	MISSION	69,100.43
	MISSION HILLS	32,698.37
	MISSION WOODS	1,866.74
	MOLINE	4,554.70
	MONTEZUMA	4,995.46
	MORAN	8,502.03
	MORGANVILLE	1,854.57
	MORLAND	2,149.67
	MORRILL	2,534.79
	MORROWVILLE	1,517.59
	MOSCOW	1,860.59
	MOUND CITY	6,075.65
	MOUND VALLEY	3,323.69
	MOUNDRIDGE	10,925.07
	MOUNT HOPE	5,431.11
	MULHERRY	4,807.84
	MULLINVILLE	2,867.42
	MULVANE	25,642.70
	MUNDEN	1,189.25
	MUSCOTAH	1,641.91
	NARKA	1,087.25
	NASHVILLE	950.59
	NATOMA	4,227.55
	NEODESHA	31,211.21
	NEOSHO FALLS	1,326.10

GAS TAX DISTRIBUTION TO CITIES
FROM CITY AND COUNTY HIGHWAY FUND
FROM JUL 1, 1975 TO JUN 30, 1976

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13	NEOSHO RAPIDS	2,020.17
14	NESS CITY	13,007.54
15	NETAWAKA	1,734.97
16	NEW ALBANY	745.66
	NEW CAMBRIA	1,302.18
	NEW STRAWN	1,732.83
	NEWTON	121,901.65
	NEWTON, NORTH	4,072.02
	NICKERSON	9,340.54
	NIOTAZE	867.22
	NORCATUR	2,057.67
	NORTH NEWTON	1,191.90
	NORTON	28,095.38
	NORTONVILLE	4,439.57
	NORWICH	3,920.88
	OAK HILL	280.81
	OAKLEY	18,354.29
	OBERLIN	18,473.87
	OFFERLE	1,630.17
	OGDEN	17,750.21
	OKETO	1,184.49
	OLATHE	163,266.49
	OLIVET	467.17
	OLMITZ	1,175.32
	OLPE	3,441.23
	OLSBURG	1,162.64
	ONAGA	6,163.01
	ONEIDA	839.04
	OSAGE CITY	20,135.91
	OSAWATOMIE	33,170.32
	OSBORNE	16,066.73
	OSKALOOSA	7,239.17
	OSWEGO	16,656.43
	OTIS	3,132.25
	OTTAWA	18,836.54
	OVERBROOK	5,416.65
	OVERLAND PARK	622,097.18
	OXFORD	8,689.30
	OZAWATIE	2,447.89
	PALCO	822.05
	PALCO	1,982.52
	PALMER	1,094.63
	PAULA	37,712.69
	PARADISE	874.04
	PARK	1,348.82
	PARKER	1,610.59
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5,263.92

GAS TAX DISTRIBUTION TO CITIES
 FROM CITY AND COUNTY HIGHWAY FUND
 FROM JUL 1, 1975 TO JUN 30, 1976

	PARKERVILLE	262.12
	PARSONS	102,423.38
	PARTRIDGE	2,166.73
	PAWNEE ROCK	3,718.33
	PAXICO	1,470.54
	PEABODY	14,888.00
	PENALOSA	372.04
	PERRY	5,431.63
	PERU	2,200.38
	PHILLIPSBURG	26,970.34
	PITTSBURG	151,788.68
	PLAINS	7,530.91
	PLAINVILLE	17,808.18
	PLEASANTON	9,367.47
	PLEVNA	742.32
	POMONA	5,540.87
	PORTIS	1,270.96
	POTWIN	4,026.97
	POWHATTAN	987.34
	PRAIRIE VIEW	1,424.93
	PRAIRIE VILLAGE	213,895.19
	PRATT	46,826.26
	PRESCOTT	1,854.95
	PRESCOTT	536.18
	PRESTON	1,540.12
	PRETTY PPAIRIE	5,124.77
	PRINCETON	1,792.93
	PROTECTION	5,378.06
	QUENEMO	3,309.61
	QUINTER	6,858.65
	RADIUM	350.60
	RAMONA	1,427.41
	RANDALL	1,274.31
	RANDOLPH	1,119.66
	RANSOM	3,252.74
	RANTOUL	1,891.92
	RAYMOND	1,074.74
	READING	1,936.30
	REDFIELD	1,489.23
	REPUBLIC	1,889.79
	RESERVE	1,114.37
	REXFORD	1,711.00
	RICHFIELD	577.95
	RICHMOND	3,979.91
	RILEY	5,482.16
	ROBINSON	2,581.24

GAS TAX DISTRIBUTION TO CITIES
FROM CITY AND COUNTY HIGHWAY FUND
FROM JUL 1, 1975 TO JUN 30, 1976

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14	ROELAND PARK	68,464.61
15	ROLLA	3,072.52
16	ROSE HILL	4,116.81
	ROSELAND	746.72
	ROSSVILLE	7,727.63
	ROZEL	1,810.53
	RUSH CENTER	1,823.05
	RUSSELL	42,304.65
	RUSSELL SPRINGS	605.26
	SABETHA	19,019.64
	SALINA	288,587.86
	SATANTA	9,684.52
	SAVONBURG	761.34
	SAWYER	1,173.38
	SCAMMON	3,652.94
	SCANDIA	4,242.74
	SCHOENCHEN	1,536.44
	SCOTT CITY	34,587.05
	SCOTTSVILLE	342.98
	SCRANTON	4,184.97
	SEDAN	11,975.08
	SEDGWICK	9,495.24
	SELDEN	2,151.19
	SENECA	18,295.09
	SEVERANCE	1,064.50
	SEVERY	3,268.93
	SEWARD	545.38
	SHARON	2,050.27
	SHARON SPRINGS	8,417.82
	SHAWNEE	186,585.91
	SILVER LAKE	7,673.02
	SIMPSON	1,213.19
	SMITH CENTER	18,898.58
	SMULAN	1,320.47
	SOLDIER	1,239.07
	SOLOMON	8,563.37
	SOUTH HAVEN	3,432.97
	SOUTH HUTCHINSON	21,292.15
	SPEARVILLE	6,420.94
	SPEED	455.37
	SPIVEY	651.79
	SPRING HILL	11,536.02
	ST FRANCIS	9,926.31
	ST GEORGE	1,854.04
	ST JOHN	9,596.75
20	ST MARYS	8,993.41
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GAS TAX DISTRIBUTION TO CITIES
FROM CITY AND COUNTY HIGHWAY FUND
FROM JUL 1, 1975 TO JUN 30, 1976

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14	ST PAUL	4,609.07
15	ST. FRANCIS	2,861.93
16	ST. GEORGE	524.23
	ST. JOHN	2,800.46
	ST. MARYS	2,605.79
	ST. PAUL	1,297.77
	STAFFORD	11,466.78
	STARK	883.95
	STERLING	14,821.05
	STOCKTON	13,727.50
	STRONG CITY	5,121.21
	SUBLETTE	10,720.55
	SUMMERFIELD	1,940.01
	SUN CITY	735.27
	SUSANK	505.40
	SYLVAN GROVE	3,243.57
	SYLVIA	3,252.91
	SYRACUSE	14,333.71
	TAMPA	1,330.15
	TESCOTT	2,959.09
	THAYER	2,905.48
	TIMKEN	1,161.92
	TIPTON	2,634.59
	TONGANOXIE	19,100.19
	TOPEKA	1,065,153.67
	TORONTO	3,749.85
	TOWANDA	9,274.83
	TREECE	1,710.81
	TRIBUNE	9,494.87
	TROY	9,316.76
	TURON	3,586.39
	TYRO	2,003.07
	UDALL	5,541.35
	ULYSSES	32,956.94
	UNIONTOWN	2,887.73
	UTICA	1,928.23
	VALLEY CENTER	22,310.61
	VALLEY FALLS	8,756.92
	VERMILLION	1,459.22
	VICTORIA	9,881.00
	VJNING	690.38
	VIOLA	1,392.00
	VIRGIL	1,214.24
	WAKEENEY	19,184.39
	WAKEFIELD	5,654.12
20	WALDO	920.77
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GAS TAX DISTRIBUTION TO CITIES
FROM CITY AND COUNTY HIGHWAY FUND
FROM JUL 1, 1975 TO JUN 30, 1976

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13		WALDRON	236.93
14		WALLACE	686.84
15		WALNUT	2,550.90
16		WALTON	1,552.68
		WAMEGO	20,237.95
		WASHINGTON	13,023.24
		WATERVILLE	6,105.95
		WATHENA	9,640.00
		WAVERLY	4,403.91
		WEBBER	416.61
		WEIR	5,439.69
		WELLINGTON	63,315.23
		WELLSVILLE	10,494.52
		WESTMORELAND	3,908.91
		WESTPHALIA	1,528.85
		WESTWOOD	16,432.21
		WESTWOOD HILLS	3,744.56
		WETMORE	3,211.69
		WHEATON	843.27
		WHITE CITY	3,792.64
		WHITE CLOUD	1,724.96
		WHITEWATER	4,882.38
		WHITING	2,163.39
		WICHITA	1,998,842.63
		WILLIAMSBURG	1,996.14
		WILLARD	572.86
		WILLIAMSBURG	431.26 2,226.62
		WILLIAMSBURG	438.62
		WILLIS	725.06
		WILLOWBROOK	935.23
		WILMORE	739.85
		WILSEY	1,506.50
		WILSON	7,102.63
		WINCHESTER	4,457.10
		WINDOM	1,374.38
		WINFIELD	78,024.56
		WINONA	2,456.16
		WOODBINE	1,319.24
		WOODSTON	1,648.66
		YATES CENTER	16,063.14
		ZENDA	1,245.25
		ZURICH	1,319.95
		TOTAL:	13,855,990.62 ✓

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GAS TAX DISTRIBUTION TO COUNTIES
FROM CITY AND COUNTY HIGHWAY FUND AND
COUNTY EQUALIZATION AND ADJUSTMENT FUND
FROM JUL 1, 1974 TO JUN 30, 1975

	CITY & COUNTY HIGHWAY FUND	COUNTY EQUALIZATION & ADJUSTMENT FUND	TOTAL
ALLEN	135,109.82	5,037.40	140,147.22
ANDERSON	98,502.52	18,597.73	117,100.25
ATCHISON	124,881.86	4,589.81	129,471.67
BARBER	83,095.28	42,417.96	125,513.24
BARTON	287,052.84	11,686.67	298,739.51
BOURBON	140,351.09	5,266.76	145,617.85
BROWN	132,383.58	22,160.88	154,544.46
BUTLER	359,855.32	14,872.64	374,727.96
CHASE	63,150.45	24,085.92	87,236.37
CHAUTAUQUA	62,733.23	22,354.23	85,087.46
CHEROKEE	190,106.18	7,444.13	197,550.31
CHEYENNE	63,081.64	29,422.64	92,504.28
CLARK	54,279.81	27,682.83	81,962.64
CLAY	97,552.42	33,288.23	130,840.65
CLOUD	130,092.06	12,123.47	142,215.53
COFFEY	102,140.42	15,740.53	117,880.95
COMANCHE	46,119.88	23,830.70	69,950.58
COWLEY	249,103.69	10,025.96	259,129.65
CRAWFORD	248,654.64	10,006.30	258,660.94
DECATUR	69,734.22	33,139.80	102,874.02
DICKINSON	165,674.49	12,900.45	178,574.94
DONIPHAN	99,510.45	5,669.68	105,180.13
DOUGLAS	333,729.21	13,729.32	347,458.53
EDWARDS	65,903.88	22,686.35	88,590.23
ELK	51,740.24	32,120.66	83,860.90
ELLIS	177,755.07	6,903.63	184,658.70
ELLSWORTH	84,304.09	24,137.57	108,441.66
FINNEY	195,527.61	7,681.38	203,208.99
FORD	223,287.18	8,896.19	232,183.37
FRANKLIN	172,800.67	6,686.81	179,487.48
GEARY	173,011.30	6,696.03	179,707.33
GOVE	51,667.93	37,143.45	88,811.38
GRAHAM	63,466.78	43,202.18	106,668.96
GRANT	89,906.05	7,153.13	97,059.18
GRAY	90,636.08	3,450.57	94,086.65
GREELEY	44,240.28	15,139.30	59,379.58
GREENWOOD	119,662.80	38,813.14	158,475.94
HAMILTON	54,146.79	16,907.48	71,054.27
HARPER	94,550.16	41,360.03	135,910.19
HARVEY	226,737.11	9,047.16	235,784.27
HASKELL	71,168.95	3,705.38	74,874.33

GAS TAX DISTRIBUTION TO COUNTIES
FROM CITY AND COUNTY HIGHWAY FUND AND
COUNTY EQUALIZATION AND ADJUSTMENT FUND
FROM JUL 1, 1974 TO JUN 30, 1975

	CITY & COUNTY HIGHWAY FUND	COUNTY EQUALIZATION & ADJUSTMENT FUND	TOTAL
HODGEMAN	53,495.77	31,716.24	85,212.01
JACKSON	114,876.38	18,515.68	133,392.06
JEFFERSON	133,201.97	8,716.80	141,918.77
JEWELL	75,118.72	68,803.34	143,922.06
JOHNSON	1,295,602.49	55,822.49	1,351,424.98
KEARNY	57,384.10	18,543.59	75,927.69
KINGMAN	119,009.93	25,695.97	144,705.90
KIOWA	73,260.84	7,637.63	80,898.47
LABETTE	194,723.83	7,646.20	202,370.03
LANE	49,454.50	17,578.80	67,033.30
LEAVENWORTH	267,826.27	10,845.29	278,671.56
LINCOLN	60,638.74	50,271.27	110,910.01
LINN	99,254.02	22,125.70	121,379.72
LOGAN	57,433.19	18,979.22	76,412.41
LYON	232,600.16	9,303.73	241,903.89
MARION	146,328.70	30,672.09	177,000.79
MARSHALL	133,807.31	46,908.50	180,715.81
MCPHERSON	222,253.08	38,586.89	260,839.97
MEADE	75,114.65	18,442.36	93,557.01
MIAMI	174,222.97	6,749.06	180,972.03
MITCHELL	87,322.07	35,463.47	122,785.54
MONTGOMERY	286,460.07	11,660.74	298,120.81
MORRIS	78,882.41	27,179.62	106,062.03
MORTON	52,561.04	18,281.32	70,842.36
NEMAHA	100,109.29	51,618.20	151,727.49
NEOSHO	176,151.21	6,833.44	182,984.65
NESS	73,877.02	42,094.25	115,971.27
NORTON	85,350.24	24,907.65	110,257.89
OSAGE	150,881.98	5,727.62	156,609.60
OSBORNE	74,304.00	42,444.52	116,748.52
OTTAWA	89,135.00	31,056.86	120,191.86
PAWNEE	100,091.60	21,458.76	121,550.36
PHILLIPS	91,612.78	31,894.86	123,507.64
POTTAWATOMIE	125,757.33	13,757.39	139,514.72
PRATT	127,376.96	19,913.96	147,290.92
RAWLINS	60,333.70	37,131.37	97,465.07
RENO	469,956.74	19,690.86	489,647.60
REPUBLIC	105,136.79	46,191.61	151,328.40
RICE	96,883.20	58,556.47	155,439.67
RILEY	221,633.62	9,899.23	231,532.85
ROOKS	143,399.80	28,836.44	172,236.24

GAS TAX DISTRIBUTION TO COUNTIES
 FROM CITY AND COUNTY HIGHWAY FUND AND
 COUNTY EQUALIZATION AND ADJUSTMENT FUND
 FROM JUL 1, 1974 TO JUN 30, 1975

	CITY & COUNTY HIGHWAY FUND	COUNTY EQUALIZATION & ADJUSTMENT FUND	TOTAL
RUSH	76,072.53	33,872.05	109,944.58
RUSSELL	108,170.62	44,472.15	152,642.77
SALINE	321,634.44	13,200.02	334,834.46
SCOTT	82,526.34	2,736.26	85,262.60
SEDGWICK	2,023,072.23	87,657.76	2,110,729.99
SEWARD	150,047.90	5,691.11	155,739.01
SHAWNEE	909,985.29	38,947.24	948,932.53
SHERIDAN	57,578.93	28,971.64	86,550.57
SHERMAN	92,317.28	11,727.49	104,044.77
SMITH	86,031.24	42,388.04	128,419.28
STAFFORD	86,011.83	42,589.57	128,601.40
STANTON	48,935.21	16,130.48	65,065.69
STEVENS	74,980.03	17,885.61	92,865.64
SUMNER	198,654.70	32,867.98	231,522.68
THOMAS	87,874.04	19,179.69	107,053.73
TREGO	56,470.17	30,382.16	86,852.33
WABAUNSEE	68,678.22	38,953.96	107,632.18
WALLACE	43,848.51	15,707.32	59,555.83
WASHINGTON	101,088.56	68,508.01	169,596.57
WICHITA	56,261.69	10,522.50	66,784.19
WILSON	110,846.20	3,975.59	114,821.79
WOODSON	72,651.54	11,173.09	83,824.63
WYANDOTTE	1,082,489.74	46,496.31	1,128,986.05
TOTALS:	17,816,459.78	2,500,000.00	20,316,459.78

DISTRIBUTION: LEAGUE OF KANSAS MUNICIPALITIES
 ACCOUNTS AND REPORTS DIVISION, DEPARTMENT OF ADMINISTRATION
 SECONDARY ROADS DEPARTMENT

GAS TAX DISTRIBUTION TO CITIES
FROM CITY AND COUNTY HIGHWAY FUND
FROM JUL 1, 1974 TO JUN 30, 1975

ABBAYVILLE	1,007.53
ABILENE	58,746.42
ADMIRE	1,169.53
AGENDA	847.25
AGRA	2,570.67
ALBERT	1,693.08
ALDEN	1,683.59
ALEXANDER	953.98
ALLEN	1,392.01
ALMA	6,844.93
ALMENA	3,903.08
ALTA VISTA	3,352.55
ALTAMONT	6,913.87
ALTON	1,314.20
ALTOONA	4,521.94
AMERICUS	4,553.39
ANDALE	3,904.35
ANDOVER	14,720.27
ANTHONY	20,670.22
ARCADIA	3,235.37
ARGONIA	4,163.80
ARKANSAS CITY	101,776.11
ARLINGTON	3,800.84
ARMA	11,044.08
ASHLAND	9,020.86
ASSARIA	2,617.63
ATCHISON	96,522.43
ATHOL	815.27
ATLANTA	1,881.45
ATTICA	5,274.49
ATWOOD	12,567.59
AUBURN	2,309.43
AUGUSTA	45,409.80
AURORA	903.03
AXTELL	3,811.13
BALDWIN	18,400.36
BARNARD	1,483.15
BARNES	1,706.08
BARTLETT	982.59
BASEHOR	9,394.38
BASSETT	150.29
BAXTER SPRINGS	36,638.91
BAZINE	2,848.64
BEATTIE	2,148.45
BELLE PLAINE	11,704.38
BELLEVILLE	22,131.32

GAS TAX DISTRIBUTION TO CITIES
FROM CITY AND COUNTY HIGHWAY FUND
FROM JUL 1, 1974 TO JUN 30, 1975

BELOIT	30,962.74
BELPRE	1,374.78
BELVUE	1,176.78
BENEDICT	1,006.71
BENNINGTON	4,267.78
BENTLEY	1,844.01
BENTON	3,612.92
BERN	1,535.71
BEVERLY	1,422.20
BIRD CITY	4,654.71
BISON	2,088.54
BLUE MOUND	2,451.76
BLUE RAPIDS	9,661.08
BLUFF CITY	869.28
BOGUE	1,605.93
BONNER SPRINGS	47,946.18
BREWSTER	2,469.45
BROMSON	2,964.14
BROOKVILLE	1,824.38
BROWNELL	594.59
BUCKLIN	6,456.97
BUFFALO	3,282.12
BUHLER	8,405.87
BUNKER HILL	1,171.17
BURDEN	4,042.74
BURDETT	2,416.56
BURLINGAME	7,966.74
BURLINGTON	16,937.25
BURNS	2,048.96
BURR OAK	3,024.35
BURRTON	6,053.77
BUSHONG	251.25
BUSHTON	2,670.11
BYERS	286.13
CALDWELL	10,745.14
CAMBRIDGE	979.38
CANEY	18,981.06
CANTON	6,733.46
CARBONDALE	7,007.54
CARLTON	319.22
CASSODAY	976.97
CAWKER CITY	5,379.78
CEDAR	331.76
CEDAR POINT	501.67
CEDAR VALE	6,342.55
CENTRALIA	4,098.59

GAS TAX DISTRIBUTION TO CITIES
FROM CITY AND COUNTY HIGHWAY FUND
FROM JUL 1, 1974 TO JUN 30, 1975

CHANUTE	76,643.35
CHAPMAN	11,317.34
CHASE	5,268.41
CHAUTAUQUA	1,226.96
CHENEY	8,973.23
CHEROKEE	5,610.13
CHERRYVALE	21,601.81
CHETOPA	11,921.61
CIMARRON	10,572.48
CIRCLEVILLE	1,322.41
CLAFLIN	6,685.32
CLAY CENTER	37,307.73
CLAYTON	862.71
CLEARWATER	11,490.56
CLIFTON	5,231.60
CLIMAX	578.00
CLYDE	6,918.92
COATS	926.02
COFFEYVILLE	118,050.46
COLBY	35,398.81
COLDWATER	8,348.36
COLLYER	1,423.84
COLONY	3,071.42
COLUMBUS	26,850.30
COLWICH	6,198.43
CONCORDIA	57,454.31
CONWAY SPRINGS	8,880.49
COOLIDGE	789.38
COPELAND	2,097.50
CORNING	1,284.32
COTTONWOOD FALLS	7,908.23
COUNCIL GROVE	19,012.13
COUNTRYSIDE	3,108.40
COURTLAND	2,779.18
COYVILLE	835.53
CUBA	2,253.09
CULLISON	999.47
CULVER	1,079.22
CUNNINGHAM	4,161.71
DAMAR	1,812.36
DANVILLE	598.91
DE SOTO	14,132.73
DEARING	2,969.35
DEERFIELD	3,618.59
DELIA	1,453.34
DELPHOS	4,591.22

GAS TAX DISTRIBUTION TO CITIES
FROM CITY AND COUNTY HIGHWAY FUND
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DENISON	1,991.89
DENTON	1,280.14
DERBY	58,565.14
DEXTER	2,516.86
DIGHTON	12,731.18
DODGE CITY	126,699.03
DOPRANCE	2,030.96
DOUGLASS	9,006.68
DOWNES	10,003.10
DRESDEN	689.58
DUNLAP	894.02
DURHAM	1,379.77
DWIGHT	2,963.92
EARLTON	745.68
EASTBOROUGH	7,401.36
FASTON	3,896.79
EDGERTON	3,876.31
EDMOND	659.03
EDNA	2,796.92
EDWARDSVILLE	20,797.36
EFFINGHAM	5,058.83
EL DORADO	87,748.74
ELBING	941.28
ELGIN	1,013.79
ELK CITY	3,519.40
ELK FALLS	1,032.92
ELKHART	17,320.06
ELLINWOOD	22,287.64
ELLIS	15,578.29
ELLSWORTH	19,070.97
ELMDALE	804.82
ELSMORE	900.59
ELWOOD	13,423.34
EMMETT	1,353.11
EMPORIA	158,350.47
ENGLEWOOD	968.62
ENSIGN	1,781.00
ENTERPRISE	7,816.10
ERIE	10,955.13
ESSON	1,664.78
ESKRIDGE	4,651.19
EUDORA	18,257.06
EUREKA	26,693.90
EVEREST	2,532.47
FAIRVIEW	2,276.04
FAIRWAY	37,321.04

GAS TAX DISTRIBUTION TO CITIES
FROM CITY AND COUNTY HIGHWAY FUND
FROM JUL 1, 1974 TO JUN 30, 1975

FALL RIVER	1,256.17
FLORENCE	6,046.98
FONTANA	1,200.90
FORD	2,423.25
FORMOSO	1,442.30
FORT SCOTT	65,755.14
FOWLER	4,367.47
FRANKFORT	7,945.83
FREDERICK	272.46
FREDONIA	26,983.54
FREEPORT	97.09
FRONTENAC	18,643.29
FULTON	1,773.60
GALATIA	547.02
GALENA	27,234.53
GALESBURG	1,066.98
GALVA	3,897.92
GARDEN CITY	131,377.91
GARDEN PLAIN	5,320.94
GARDNER	14,125.29
GARFIELD	1,980.18
GARNETT	22,851.71
GAS CITY	3,344.20
GAYLORD	1,521.44
GEM	660.16
GENESE	3,701.71
GEUDA SPRINGS	1,591.14
GIRARD	19,777.73
GLADE	1,136.44
GLASCO	6,036.13
GLEN ELDER	3,252.09
GODDARD	7,415.25
GOESSEL	3,635.37
GOFF	1,655.30
GOODLAND	42,659.23
GORHAM	2,908.15
GOVE	1,124.40
GRAINFIELD	2,908.10
GRANDVIEW PLAZA	8,592.87
GREAT BEND	137,315.67
GREELEY	3,242.61
GREEN	1,253.92
GREENLEAF	3,607.31
GREENSBURG	14,763.11
GRENOLA	2,607.68
GRIDLEY	2,996.41

GAS TAX DISTRIBUTION TO CITIES
FROM CITY AND COUNTY HIGHWAY FUND
FROM JUL 1, 1974 TO JUN 30, 1975

GRINNELL	3,360.11
GYP SUM	3,078.01
HADDAM	1,959.10
HALSTEAD	14,045.58
HAMILTON	2,752.98
HAMLIN	696.01
HANOVER	6,190.90
HANSTON	2,182.05
HARDTNER	2,570.88
HARPER	13,229.08
HARRIS	409.88
HARTFORD	3,995.97
HARVEYVILLE	2,056.66
HAVANA	1,333.98
HAVEN	9,484.24
HAVENSVILLE	1,210.07
HAVILAND	4,491.90
HAYS	112,928.98
HAYSVILLE	51,395.37
HAZELTON	1,124.70
HEPLER	1,201.20
HERINGTON	28,536.18
HERNDON	1,739.99
HESSTON	14,592.24
HIAWATHA	28,551.83
HIGHLAND	5,746.43
HILL CITY	15,376.14
HILLSBORO	21,103.71
HOISINGTON	31,324.34
HOLCOMB	3,776.66
HOLLENBURG	518.71
HOLTON	24,236.93
HOLYROOD	4,753.39
HOPE	4,270.52
HORACE	1,355.19
HORTON	17,679.26
HOWARD	7,258.84
HOXIE	11,498.67
HOYT	3,519.71
HUDSON	1,344.43
HUGOTON	22,860.18
HUMBOLDT	17,249.28
HUNNEWELL	571.43
HUNTER	1,062.64
HURON	1,188.81
HUTCHINSON	323,875.76

GAS TAX DISTRIBUTION TO CITIES
FROM CITY AND COUNTY HIGHWAY FUND
FROM JUL 1, 1974 TO JUN 30, 1975

INDEPENDENCE	81,971.54
INGALLS	2,062.63
INMAN	6,775.84
IOLA	49,631.53
ISABEL	930.21
IUKA	1,515.63
JAMESTOWN	3,730.61
JENNINGS	1,688.74
JETMORE	7,636.91
JEWELL	4,284.35
JOHNSON	8,672.99
JUNCTION CITY	146,613.34
KANOPOLIS	5,690.19
KANORADO	1,903.02
KANSAS CITY	1,322,083.40
KECHI	1,544.54
KENSINGTON	4,665.02
KINCAID	1,509.20
KINGMAN	30,156.14
KINSLEY	16,420.40
KIOWA	11,536.31
KIRWIN	2,179.60
KISMET	2,278.18
LABETTE	639.92
LACROSSE	12,418.75
LACYGNE	7,978.90
LAHARPE	3,941.93
LAKE QUIVIRA	7,746.79
LAKIN	12,631.49
LANCASTER	2,091.38
LANE	2,143.96
LANGDON	774.28
LANSING	28,452.30
LARNED	36,955.63
LATHAM	1,243.46
LATIMER	67.46
LATIMER	69.15
LATIMER	119.12
LAWRENCE	322,499.21
LEAVENWORTH	227,485.76
LEAWOOD	89,059.12
LEBANON	3,565.39
LEBO	6,072.73
LECOMPTON	4,457.67
LEHIGH	1,527.50
LENEXA	71,096.23

GAS TAX DISTRIBUTION TO CITIES
FROM CITY AND COUNTY HIGHWAY FUND
FROM JUL 1, 1974 TO JUN 30, 1975

LENORA	3,787.98
LEON	4,170.17
LEONA	698.91
LEONARDVILLE	3,572.59
LEOTI	17,140.92
LEROY	4,698.66
LEWIS	4,260.39
LIBERAL	103,884.03
LIBERTY	1,424.80
LIEBENTHAL	1,257.95
LINCOLN	13,429.33
LINCOLNVILLE	1,931.93
LINDSBORG	16,786.37
LINN	3,496.09
LINWOOD	2,642.57
LITTLE RIVER	4,006.39
LOGAN	6,031.08
LONE ELM	480.61
LONG ISLAND	1,055.66
LONG ISLAND	359.81
LONGFORD	206.14
LONGFORD	617.66
LONGTON	2,650.57
LORRAINE	1,320.63
LOST SPRINGS	1,025.53
LOUISBURG	9,426.56
LOUISVILLE	1,759.93
LUCAS	4,401.54
LURAY	2,566.38
LYNDON	8,318.02
LYONS	31,573.99
MACKSVILLE	3,774.98
MADISON	8,703.13
MAHASKA	880.70
MAIZE	6,977.11
MANCHESTER	863.01
MANHATTAN	208,712.19
MANKATO	9,918.96
MANter	1,702.72
MAPLE HILL	2,874.19
MAPLETON	935.32
MARION	17,696.86
MARQUETTE	4,669.45
MARYSVILLE	27,399.09
MATFIELD GREEN	650.67
MAYETTA	1,873.09

GAS TAX DISTRIBUTION TO CITIES
FROM CITY AND COUNTY HIGHWAY FUND
FROM JUL 1, 1974 TO JUN 30, 1975

MAYFIELD	887.13
MCCRACKEN	2,687.56
MCCUNE	3,945.81
MCDONALD	2,098.62
MCFARLAND	1,874.05
MCLOUTH	4,333.46
MCPHERSON	81,379.93
MEADE	14,968.41
MEDICINE LODGE	19,177.91
MELVERN	3,039.76
MENLO	272.31
MERIDEN	3,468.72
MERRIAM	80,564.25
MILAN	1,210.68
MILDRED	458.73
MILFORD	4,505.46
MILTONVALE	4,402.81
MINERAL	1,755.28
MINNEAPOLIS	16,188.17
MINNEOLA	4,730.45
MISSION	66,606.59
MISSION HILLS	31,848.45
MISSION WOODS	1,803.18
MOLINE	4,610.04
MONTEZUMA	4,880.55
MORAN	4,487.87
MORGANVILLE	1,836.78
MORLAND	2,024.89
MORRILL	2,471.84
MORROWVILLE	1,543.26
MOSCOW	1,652.09
MOUND CITY	5,816.34
MOUND VALLEY	3,499.76
MOUNDRIDGE	10,302.33
MOUNT HOPE	4,925.96
MULBERRY	4,725.44
MULLINVILLE	2,788.83
MULVANE	24,167.39
MUNDEN	1,074.52
MUSCOTAH	2,001.83
NARKA	980.19
NASHVILLE	836.79
NATOMA	4,373.08
NEODESHA	28,964.22
NEOSHO FALLS	1,338.46
NEOSHO RAPIDS	1,954.31

GAS TAX DISTRIBUTION TO CITIES
FROM CITY AND COUNTY HIGHWAY FUND
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NESS CITY	13,073.66
NETAWAKA	1,662.54
NEW ALBANY	721.41
NEW CAMBRIA	1,110.22
NEW STRAWN	1,867.62
NEWTON	116,797.77
NEWTON, NORTH	5,148.68
NICKERSON	8,895.92
NIOTAZE	827.82
NORCATUR	2,115.30
NORTON	27,640.34
NORTONVILLE	5,197.75
NORWICH	3,810.93
OAK HILL	324.37
OAKLEY	17,850.13
OBERLIN	18,178.34
OFFERLE	1,558.86
OGDEN	17,521.70
OKETO	1,078.57
OLATHE	153,987.56
OLIVET	492.18
OLMITZ	1,125.01
OLPE	3,285.54
OLSBURG	779.60
OLSBURG	326.15
ONAGA	6,033.02
ONEIDA	809.82
OSAGE CITY	19,931.68
OSAWATOMIE	33,876.29
OSBORNE	15,451.98
OSKALOOSA	7,096.89
OSWEGO	16,572.97
OTIS	2,888.82
OTTAWA	77,709.59
OVERBROOK	5,304.77
OVERLAND PARK	451,574.34
OVERLAND PARK	158,211.20
OXFORD	8,384.67
OZAWKIE	2,115.45
PALCO	2,886.73
PALMER	1,122.77
PAOLA	38,103.95
PARADISE	946.79
PARK	1,379.47
PARKER	1,674.93
PARKERVILLE	229.21

GAS TAX DISTRIBUTION TO CITIES
 FROM CITY AND COUNTY HIGHWAY FUND
 FROM JUL 1, 1974 TO JUN 30, 1975

PARSONS	97,810.95
PARTRIDGE	2,048.45
PAWNEE ROCK	3,585.28
PAXICO	1,561.11
PEABODY	14,276.39
PENALOSA	384.49
PERRY	5,077.08
PEPU	2,095.72
PHILLIPSBURG	25,805.90
PIPER	2,050.97
PITTSBURG	149,296.46
PLAINS	7,054.05
PLAINVILLE	16,841.53
PLEASANTON	9,332.78
PLEVNA	732.98
POMONA	5,416.30
PORTIS	1,270.96
POTWIN	3,756.31
POWHATTAN	1,000.59
PRAIRIE VIEW	1,391.35
PRAIRIE VILLAGE	211,907.70
PRATT	47,985.41
PRESCOTT	2,190.47
PRESTON	1,663.00
PRETTY PRAIRIE	4,652.22
PRINCETON	1,594.51
PROTECTION	5,212.17
QUENEMO	3,397.06
QUINTER	6,767.77
RADIUM	327.43
RAMONA	1,345.06
RANDALL	1,307.47
RANDOLPH	1,029.71
RANSOM	3,026.72
RANTOUL	1,770.69
RAYMOND	1,040.31
READING	1,980.33
REDFIELD	1,358.05
REPUBLIC	2,021.78
RESERVE	1,119.56
REXFORD	1,678.14
RICHFIELD	703.10
RICHMOND	3,749.08
RILEY	5,439.91
ROBINSON	2,443.54
ROELAND PARK	68,100.36

GAS TAX DISTRIBUTION TO CITIES
FROM CITY AND COUNTY HIGHWAY FUND
FROM JUL 1, 1974 TO JUN 30, 1975

ROLLA	2,997.44
ROSE HILL	3,726.75
ROSELAND	818.80
ROSSVILLE	7,619.06
ROZEL	1,873.75
RUSH CENTER	1,842.90
RUSSELL	40,658.24
RUSSELL SPRINGS	644.56
SABETHA	18,672.39
SALINA	275,916.86
SATANTA	9,720.02
SAVONBURG	789.07
SAWYER	1,224.20
SCAMMON	3,654.22
SCANDIA	4,171.19
SCHOENCHEN	1,511.59
SCOTT CITY	32,700.50
SCOTTSVILLE	352.67
SCRANTON	4,152.13
SEDAN	12,116.40
SEDGWICK	8,830.81
SELDEN	2,304.03
SENECA	17,926.68
SEVERANCE	1,153.78
SEVERY	3,170.25
SEWARD	549.11
SHARON	2,054.27
SHARON SPRINGS	8,299.46
SHAWNEE	176,796.66
SILVER LAKE	7,512.43
SIMPSON	1,176.61
SMITH CENTER	18,636.91
SMOLAN	1,279.98
SOLDIER	1,322.41
SOLOMON	9,311.26
SOUTH HAVEN	3,147.98
SOUTH HUTCHINSON	19,596.66
SPEARVILLE	6,055.86
SPEED	461.64
SPIVEY	596.82
SPRING HILL	10,689.11
ST FRANCIS	9,471.46
ST GEORGE	1,805.47
ST JOHN	9,040.97
ST MARYS	8,597.44
ST PAUL	4,658.23

GAS TAX DISTRIBUTION TO CITIES
FROM CITY AND COUNTY HIGHWAY FUND
FROM JUL 1, 1974 TO JUN 30, 1975

ST. FRANCIS	3,223.26
ST. GEORGE	622.16
ST. JOHN	3,050.85
ST. MARYS	2,895.31
ST. PAUL	1,557.28
STAFFORD	10,881.90
STARK	1,013.79
STERLING	15,087.01
STOCKTON	13,546.78
STRONG CITY	5,005.20
SUBLETTE	10,389.11
SUMMERFIELD	1,912.95
SUN CITY	768.01
SUSANK	492.18
SYLVAN GROVE	3,125.43
SYLVIA	3,139.56
SYRACUSE	13,982.96
TAMPA	1,288.49
TESCOTT	2,778.52
THAYER	3,138.59
TIMKEN	1,146.22
TIPTON	2,723.10
TONGANOXIE	17,816.19
TOPEKA	1,035,051.58
TORONTO	3,556.16
TOWANDA	8,940.45
TREECE	1,767.32
TRIBUNE	8,947.22
TROY	8,965.07
TURON	3,333.89
TYRO	1,948.81
UDALL	5,373.81
ULYSSES	32,468.28
UNIONTOWN	2,687.95
UTICA	1,747.28
VALLEY CENTER	21,239.15
VALLEY FALLS	8,631.72
VERMILLION	1,529.95
VICTORIA	9,513.87
VINING	559.85
VIOLA	1,268.05
VIRGIL	1,276.11
WAKEENEY	18,362.92
WAKEFIELD	5,312.79
WALDO	982.64
WALDRON	247.07

GAS TAX DISTRIBUTION TO CITIES
FROM CITY AND COUNTY HIGHWAY FUND
FROM JUL 1, 1974 TO JUN 30, 1975

WALLACE	696.16
WALNUT	2,674.54
WALTON	1,586.96
WAMEGO	19,675.59
WASHINGTON	12,742.75
WATERVILLE	5,789.48
WATHENA	9,454.76
WAVERLY	4,442.58
WEBBER	400.40
WEIR	5,800.68
WELLINGTON	61,767.06
WELLSFORD	86.19
WELLSVILLE	10,275.10
WESTMORELAND	3,801.34
WESTPHALIA	1,481.19
WESTWOOD	16,431.65
WESTWOOD HILLS	3,721.29
WETMORE	3,116.25
WHEATON	820.43
WHITE CITY	3,828.02
WHITE CLOUD	1,484.77
WHITewater	4,488.78
WHITING	2,093.47
WICHITA	1,938,045.12
WILLAMSBURG	1,250.25
WILLARD	703.75
WILLIAMSBURG	1,025.38
WILLIS	710.79
WILLOWBROOK	766.88
WILMORE	735.37
WILSEY	1,434.59
WILSON	7,032.08
WINCHESTER	4,366.75
WINDOM	1,333.02
WINFIELD	75,787.81
WINONA	2,210.76
WOODBINE	1,319.87
WOODSTON	1,576.71
YATES CENTER	16,226.50
ZENDA	1,210.84
ZURICH	1,181.12

TOTAL:

13,440,487.22

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GAS TAX DISTRIBUTION TO COUNTIES
FROM CITY AND COUNTY HIGHWAY FUND AND
COUNTY EQUALIZATION AND ADJUSTMENT FUND
FROM JAN 1, 1973 TO DEC 31, 1973

and

Total Distribution of 1975 Fiscal Year Federal Aid Secondary Funds

COUNTY	1973 Gas Tax Dist.	% Gas Tax Total	Total Co's FY 75 FAS Funds
Allen,	\$ 138,303.71	.66114811	46,280
Anderson,	121,597.50	.58128562	40,690
Atchison,	133,896.69	.64008076	44,805
Barber,	128,855.36	.61598115	43,119
Barton,	320,698.61	1.53307009	107,315
Bourbon,	153,057.62	.73167782	51,217
Brown,	159,648.53	.76318505	53,423
Butler,	369,869.84	1.76812861	123,769
Chase,	90,962.32	.43483697	30,439
Chautauqua,	89,209.51	.42645782	29,852
Cherokee,	209,979.56	1.00378789	70,265
Cheyenne,	93,524.17	.44708366	31,296
Clark,	83,422.17	.39879198	27,915
Clay,	135,101.91	.64584220	45,209
Cloud,	151,342.83	.72348042	50,644
Coffey,	125,231.72	.59865867	41,906
Comanche,	71,600.09	.34227762	23,959
Cowley,	263,515.64	1.25971218	88,180
Crawford,	268,170.24	1.28196306	89,737
Decatur,	105,140.59	.50261488	35,183
Dickinson,	190,515.56	.91074204	63,752
Doniphan,	111,074.88	.52008321	37,169
Douglas,	356,066.66	1.70185696	119,130
Edwards,	91,330.99	.43659936	30,562
Elk,	85,021.54	.40643762	28,451
Ellis,	190,587.25	.91108475	63,776
Ellsworth,	115,919.86	.55414418	38,790
Finney,	198,041.40	.94671862	66,270
Ford,	232,795.59	1.11285782	77,900
Franklin,	180,519.10	.86295488	60,407
Geary,	189,076.75	.88474231	61,932
Gove,	91,558.05	.43768480	30,638
Graham,	109,405.52	.52300298	36,610
Grant,	110,359.67	.52756421	36,929
Gray,	101,499.43	.48520865	33,965
Greeley,	61,430.59	.29366326	20,556
Greenwood,	163,769.27	.78288387	54,802
Hamilton,	73,187.68	.34986695	24,491
Harper,	142,140.73	.67949063	47,564
Harvey,	240,179.12	1.14815410	80,371
Haskell,	80,233.29	.38354783	26,848
Hodgeman,	87,422.58	.41791557	29,254
Jackson,	138,037.61	.65987605	46,191
Jefferson,	153,057.98	.73167954	51,218
Jewell,	147,051.19	.70296463	49,207
Johnson,	1,345,749.73	6.43323229	450,326
Kearny,	78,479.41	.37516357	26,261
Kingman,	148,996.73	.71226511	49,859
Kiowa,	83,203.96	.39774885	27,842
Labette,	210,156.41	1.00463331	70,324
Lane,	68,870.08	.32922706	23,046
Leavenworth,	280,696.94	1.34184580	93,929
Lincoln,	112,786.33	.53916463	37,742
Linn,	127,112.67	.60765038	42,536
Logan,	79,927.49	.38208598	26,746
Lyon,	248,597.13	1.18839562	83,188
Marion,	191,667.75	.91624998	64,137
Marshall,	185,905.56	.88870436	62,209
McPherson,	277,631.21	1.32719036	92,903
Meads,	97,917.59	.46808600	32,766
Miami,	183,391.71	.87668713	61,368
Mitchell,	128,305.50	.61335259	42,935
Montgomery,	306,262.73	1.46406069	102,484
Morris,	110,359.19	.52756192	36,929
Morton,	73,250.73	.35016835	24,512
Nemaha,	156,131.34	.74637145	52,246
Neosho,	185,392.88	.88625354	62,038
Ness,	117,676.64	.56254231	39,378
Norton,	113,717.08	.54361400	38,053
Osage,	160,939.27	.76935532	53,855
Osborne,	119,038.05	.56905040	39,834
Ottawa,	125,261.30	.59880008	41,916
Pawnee,	126,354.02	.60402372	42,282
Phillips,	126,200.15	.60328816	42,230
Pottawatomie,	151,233.78	.72295912	50,607
Pratt,	150,462.88	.71927390	50,349
Rawlins,	99,299.74	.47469324	33,229
Reno,	500,650.05	2.39331132	167,532
Republic,	155,878.89	.74516464	52,162
Rice,	183,723.33	.87827241	61,479
Riley,	261,827.09	1.25164022	87,615
Rocks,	124,004.66	.59279282	41,495
Rush,	111,764.58	.53428025	37,400
Russell,	159,368.83	.76184797	53,329
Saline,	337,612.89	1.61392724	112,975
Scott,	89,639.78	.42373428	29,661
Sedgwick,	2,166,003.40	10.35437920	724,807
Seward,	153,804.33	.73524739	51,467
Shawnee,	968,240.65	4.62858500	324,001
Sheridan,	90,874.50	.43441715	30,409
Sherman,	108,787.09	.52004664	36,403
Smith,	132,362.84	.63274833	44,292
Stafford,	131,880.14	.63044083	44,131
Stanton,	67,379.82	.32210301	22,547
Stevens,	97,957.12	.46827497	32,779
Sumner,	244,404.81	1.16835462	81,785
Thomas,	112,174.51	.53623988	37,537
Trego,	89,330.47	.42703606	29,893
Wabaunsee,	109,721.00	.52451111	36,716
Wallace,	61,998.92	.29638011	20,747
Washington,	171,453.79	.81961901	57,373
Wichita,	70,877.49	.33882330	23,718
Wilson,	124,396.51	.59466603	41,627
Woodson,	90,727.46	.43371424	30,360
Wyandotte,	1,182,546.30	5.65305337	395,714
TOTAL	20,918,718.13	100.00000000	7,000,000

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GAS TAX DISTRIBUTION TO COUNTIES
FROM CITY AND COUNTY HIGHWAY FUND AND
COUNTY EQUALIZATION AND APPROPRIATION FUND
FROM JAN 1, 1974 TO DEC 31, 1974

and
Total Distribution of 1976 Fiscal Year Federal Aid Secondary Funds

COUNTY	1974 Gas Tax Dist.	5 Gas Tax Total	Total Co's FY 76 FAS Funds
Allen	108,218.29	.52717738	40,592
Anderson	114,712.58	.5549316	43,028
Anderson	135,006.02	.6576633	50,640
Barber	121,290.56	.59041461	45,462
Barton	317,969.83	1.54895352	119,269
Baylor	152,471.62	.74274799	57,192
Brown	151,026.81	.73609076	56,575
Bullard	393,222.34	1.88682363	143,745
Chase	84,748.79	.41284400	31,789
Cherokee	82,324.84	.40103601	30,880
Cherokee	208,662.82	1.01647697	78,269
Cherokee	89,837.74	.43763424	33,698
Clark	79,820.18	.3883484	29,840
Clay	124,034.47	.60421968	46,525
Cloud	139,473.52	.67942924	52,316
Coffey	112,295.28	.54703356	42,122
Comanche	68,299.29	.33271215	25,619
Cowley	268,322.56	1.30710254	100,647
Crawford	270,928.73	1.31979820	101,624
Decatur	100,932.32	.49168021	37,859
Dickinson	179,645.71	.87512345	67,384
Doniphan	106,605.98	.51931879	39,988
Douglas	358,637.58	1.74706179	134,524
Edwards	86,364.73	.42071587	32,395
Elk	81,391.66	.39649013	30,530
Ellis	191,945.98	.93504280	71,998
Ellsworth	104,791.70	.51048074	39,307
Finney	208,036.83	1.01342753	78,034
Ford	240,887.74	1.17345697	90,356
Franklin	186,129.94	.90671063	69,817
Gary	187,452.83	.91315494	70,313
Gove	86,677.37	.42223886	32,512
Graham	101,822.45	.49601638	38,193
Grant	97,052.04	.47277787	36,404
Gray	95,128.52	.45340766	35,682
Greeley	57,791.04	.28152242	21,677
Greenwood	151,791.96	.73938839	56,933
Hamilton	69,653.72	.33931010	26,127
Harper	129,540.38	.63104109	48,590
Harvey	244,422.18	1.19067459	91,682
Haskell	74,780.18	.36428306	28,050
Hodgeman	83,850.98	.40847042	31,452
Jackson	129,784.21	.63222888	48,682
Jefferson	143,682.02	.69993046	53,895
Jewell	140,303.53	.68347254	52,627
Johnson	1,384,785.82	6.74582513	519,429
Kearny	75,248.38	.36656384	28,225
Kingman	139,662.80	.68035129	52,387
Kiowa	79,078.35	.38522110	29,662
Labette	211,441.20	1.03001153	79,311
Lane	66,361.27	.32327131	24,892
Leavenworth	288,705.39	1.40639515	108,292
Lincoln	108,369.15	.52790787	40,649
Linn	119,039.71	.57988828	44,651
Logan	75,351.46	.36706599	28,264
Lyon	253,283.97	1.23384378	95,006
Marion	173,162.75	.84354245	64,953
Marshall	174,834.28	.85168512	65,580
McPherson	247,564.69	1.20598296	92,861
Meade	91,020.15	.44325821	34,141
Miami	187,573.61	.91374330	70,358
Mitchell	118,374.91	.57664978	44,402
Montgomery	310,723.59	1.51365429	116,551
Morris	104,477.46	.50894995	39,189
Morton	69,522.00	.33866844	26,077
Nemaha	145,335.55	.70798544	54,515
Neosho	189,737.70	.92428542	71,170
Ness	112,840.70	.54969051	42,326
Norton	105,834.73	.51556174	39,698
Osage	160,723.07	.78294398	60,287
Osborne	114,033.81	.55550261	42,774
Ottawa	119,308.26	.58119649	44,752
Pawnee	118,730.90	.57838395	44,536
Phillips	119,450.77	.58189071	44,806
Pottawatomie	136,115.93	.66307313	51,057
Pratt	140,867.34	.68621907	52,839
Rawlins	95,742.57	.46639894	35,913
Reno	512,223.20	2.49523651	192,133
Republic	147,556.97	.71830684	55,348
Rice	170,547.77	.83080398	63,972
Riley	268,246.50	1.30673203	100,618
Rooks	114,972.20	.56007387	43,126
Rush	106,718.74	.51986809	40,030
Russell	146,026.48	.71164351	54,797
Saline	347,680.65	1.69358637	130,414
Scott	85,270.73	.43000073	33,110
Sedgwick	2,204,292.39	10.73795730	826,823
Seward	159,143.88	.77525114	59,694
Shawnee	990,510.33	4.82515764	371,537
Shelby	84,567.81	.41205981	31,729
Sherman	101,372.75	.49382571	38,025
Smith	125,211.81	.60995496	46,966
Stafford	124,195.07	.60500202	46,585
Stanton	64,636.35	.31486856	24,245
Stevens	92,532.28	.45076038	34,709
Sumner	220,520.60	1.07424078	82,717
Texas	104,255.48	.50786860	39,106
Thayer	83,979.79	.40999786	31,501
Washington	105,093.40	.51197866	39,422
Wallace	58,487.93	.28491753	21,939
Wagoner	164,649.16	.80266461	61,759
Wagoner	65,826.16	.32070365	24,694
Wagoner	121,541.39	.59217286	45,597
Wagoner	79,727.04	.38834112	29,906
Wagoner	1,169,094.96	5.77754373	444,947
Total	20,529,643.66	103.6430933	7,749,000

Farm Truck Registration in Surrounding States

Nebraska (§60-301)

- Farm truck defined in §60-301 - similar to Kansas definition but a little more specific and restrictive.
- Allow for special 30-day permits for farmers and ranchers to haul commodities at 1/12 commercial registration fee.
- Farm truck registration fee
 - \$18 for 1 ton rated capacity or less
 - \$22 for over 1 ton capacity

Missouri

- No distinction made for farm trucks

Oklahoma - (see Title 47, §22.6)

- §22.1 - Farm use defined
- Farm registration requires exclusive farm use and not for commercial or industrial purposes.*
- Fees range from \$15.00/1 ton to \$50.00 for up to 2 tons, but only pay 80% first year, then 80% of previous year, etc. for 7 years, but not less than \$6.50

Colorado (42-3-123)

- Farm trucks must be used exclusively for transporting raw agricultural products or livestock to market or storage...
- Registration fees:
 - fee for under 2,000 lbs to 5,000 lbs
 - ranges from \$6.20 to \$15.50
 - 5,000 - 10,000 lbs. \$15.50 + 45¢/100 lbs
 - 10,000 - 16,000 lbs. \$38.00 + \$1.20/100 lbs
 - over 16,000 lbs. \$110 + \$1.50/100 lbs

*any vehicle over 2 ton rated capacity is deemed commercial

Exhibit IX
7-12-77

SUMMARY OF EFFECT OF CHANGES IN LIGHT TRUCK REGISTRATION FEES*

	\$20/ALL	\$21/ALL	\$22/ALL	\$23/ALL	\$23.50/ALL	\$24/ALL	
REGULAR	-\$2,293,215	-\$1,987,453	-\$1,681,691	-\$1,375,929	-\$1,223,048	-\$1,070,767	LOWER REGULAR AND LOCAL TO \$20 AND LEAVE FARM AT \$15, BUT ELIMINATE FARM OVER 24,000 LBS.
FARM	+ \$674,570	+ \$809,484	+ \$959,832	+\$1,110,180	+\$1,185,354	+\$1,260,528	
LOCAL/6,000	- \$15,470	- \$12,376	- \$9,282	- \$6,188	- \$4,641	- \$3,094	
TOTAL	-\$1,643,115	-\$1,190,345	- \$731,141	- \$271,937	- \$42,335	+ \$186,667	PROBABLY A REVENUE GAIN

*BASED ON 1976 REGISTRATION FIGURES

EFFECT OF INCREASING FARM REGISTRATION FEES

	0-12	12-16	16-20	20-24	24-30	30-36	36-42	
NO. OF FARM TRUCKS REGISTERED	134,914	15,434	21,118	24,328	←	(10,086)	→	
PRESENT FEE	\$15.00	\$21.00	\$26.00	\$42.00	\$62.00	\$62.00	\$62.00	
ADDITIONAL REVENUE IF FEE INCREASED	\$20.00= \$650,000	\$25.00= \$60,000	\$31.00= \$100,000	\$52.00= \$250,000	←	\$87.00= \$250,000	→	= \$1,300,000 ADDITIONAL REVENUE
	\$20.00= \$650,000	\$30.00= \$140,000	\$40.00= \$300,000	\$60.00= \$440,000	←	\$100.00= \$380,000	→	= \$1,910,000 ADDITIONAL REVENUE
PRESENT REGULAR TRUCK FEE	\$ 27.50	\$ 75.00	\$ 100.00	\$ 150.00	\$ 235.00	\$ 285.00	\$ 360.00	

_____ BILL NO. _____

By

AN ACT relating to the registration of vehicles; amending K.S.A. 8-149b, 8-162, 8-184 and K.S.A. 1977 Supp. 8-132, 8-142, 8-143i, 8-234b and 79-34,120 and repealing the existing sections; also repealing K.S.A. 1977 Supp. 8-143.

Be it enacted by the Legislature of the State of Kansas:

New Section 1. All applications for the registration of motorcycles, motorized bicycles and passenger vehicles other than trucks and truck tractors, except as otherwise provided, shall be accompanied by an annual license fee as follows: For motorized bicycles, five dollars (\$5); for motorcycles, ten dollars (\$10); for passenger vehicles, other than motorcycles, used solely for the carrying of persons for pleasure or business, and for hearses and ambulances a fee of (i) thirteen dollars (\$13) for those having a gross weight of three thousand (3,000) pounds or less; (ii) sixteen dollars and twenty-five cents (\$16.25) for those having a gross weight of more than three thousand (3,000) pounds and less than four thousand (4,000) pounds; (iii) nineteen dollars and fifty cents (\$19.50) for those having a gross weight of four thousand (4,000) pounds and not more than four thousand five hundred (4,500) pounds; and (iv) twenty-six dollars (\$26) for those having a gross weight of more than four thousand five hundred (4,500) pounds; for each electrically propelled motor vehicle, except electrically propelled vehicles intended for the purpose of transporting any commodity, goods, merchandise, produce or freight, or passengers for hire, a fee of six dollars and fifty cents (\$6.50). The annual registration fee for each motor vehicle, trailer or semitrailer owned by any political or taxing subdivision of this state or by any agency or instrumentality of any one or more political or taxing subdivisions of this state and used exclusively for governmental purposes and not for any private or utility purposes, which is not otherwise exempt from

registration, shall be two dollars (\$2).

New Sec. 2. (a) The gross weight license fees hereinafter prescribed shall only apply to the truck or truck tractor used as the propelling unit for the cargo and vehicle propelled, either as a single vehicle or combination of vehicles. On application for the registration of a truck or truck tractor, the owner thereof shall declare as a part of such application the maximum gross weight said owner desires to be applicable to such vehicle, which declared gross weight in no event shall be in excess of the limitations described by K.S.A. 8-1908 and 8-1909 for such vehicle or combination of vehicles of which it will be a part. All applications for the registration of trucks or truck tractors, except as otherwise provided herein, shall be accompanied by an annual license fee as follows:

For a gross weight of 12,000 lbs. or less	\$27.50
For a gross weight of more than 12,000 lbs. and not more than 16,000 lbs.	75.00
For a gross weight of more than 16,000 lbs. and not more than 20,000 lbs.	100.00
For a gross weight of more than 20,000 lbs. and not more than 24,000 lbs.	150.00
For a gross weight of more than 24,000 lbs. and not more than 30,000 lbs.	235.00
For a gross weight of more than 30,000 lbs. and not more than 36,000 lbs.	285.00
For a gross weight of more than 36,000 lbs. and not more than 42,000 lbs.	360.00
For a gross weight of more than 42,000 lbs. and not more than 48,000 lbs.	460.00
For a gross weight of more than 48,000 lbs. and not more than 54,000 lbs.	615.00
For a gross weight of more than 54,000 lbs. and not more than 60,000 lbs.	765.00
For a gross weight of more than 60,000 lbs. and not more than 60,000 lbs.	915.00.

For a gross weight of more than 66,000 lbs. and not more than 74,000 lbs.	1,175.00
For a gross weight of more than 74,000 lbs. and not more than 80,000 lbs.	1,325.00
For a gross weight of more than 80,000 lbs. and not more than 85,000 lbs.	1,475.00

(b) If the applicant for registration of any truck or truck tractor for a gross weight of more than eight thousand (8,000) pounds is the state of Kansas or any political or taxing subdivision or agency of the state, whose truck or truck tractor is not otherwise entitled to the two dollars (\$2) license fee or otherwise exempt from all fees, said vehicle may be licensed for a fee in accordance with the schedule prescribed in section 3 for local trucks or truck tractors.

New Sec. 3. If the applicant for registration of any truck or truck tractor for a gross weight of more than eight thousand (8,000) pounds shall under oath state in writing on a form prescribed and furnished by the director of vehicles that the applicant does not expect to operate it more than six thousand (6,000) miles in the calendar year for which registration is sought, and that if the applicant shall operate it more than six thousand (6,000) miles during such registration year such applicant will pay an additional fee equal to the fee required by the schedule set forth in section 2, less the amount of the fee paid at time of registration, said vehicle may be licensed for a fee in accordance with the schedule hereinafter prescribed for local trucks or truck tractors. Whenever a truck or truck tractor is registered on a local truck or tractor fee basis a tab or marker shall be issued in connection with the regular license number plate, which tab or marker shall be attached or affixed to and displayed with the regular license number plate and the failure to have the same attached, affixed or displayed shall be subject to the same penalties as provided by law for the failure to display the regular license number plate. The secretary of revenue may adopt rules and regulations requiring the owners of trucks and truck

tractors registered on a local truck or truck tractor fee basis to keep such records and make such reports of mileage of such vehicles as the secretary of revenue shall deem proper.

A truck or truck tractor registered for a gross weight of more than eight thousand (8,000) pounds, and which is operated wholly within the corporate limits of a city or village or within a radius of twenty-five (25) miles beyond the corporate limits, shall be classified as a local truck except that in no event shall such vehicles operated as contract or common carriers outside a radius of three (3) miles beyond the corporate limits of the city or village in which such vehicles were based when registered and licensed be considered local trucks or truck tractors. The secretary of revenue is hereby authorized and directed to adopt rules and regulations prescribing a procedure for the issuance of permits by the division of vehicles whereby owners of local trucks may operate any such vehicle, empty, beyond the radius hereinbefore prescribed, when such operation is solely for the purpose of having such vehicle repaired, painted or serviced or for adding additional equipment thereto. The annual license fee for a local truck or truck tractor, except as otherwise provided herein, shall be as follows:

For a gross weight of not more than 12,000 lbs.	\$25.00
For a gross weight of more than 12,000 lbs. and not more than 16,000 lbs.	47.00
For a gross weight of more than 16,000 lbs. and not more than 20,000 lbs.	75.00
For a gross weight of more than 20,000 lbs. and not more than 24,000 lbs.	100.00
For a gross weight of more than 24,000 lbs. and not more than 30,000 lbs.	135.00
For a gross weight of more than 30,000 lbs. and not more than 36,000 lbs.	160.00
For a gross weight of more than 36,000 lbs. and not more than 42,000 lbs.	185.00
For a gross weight of more than 42,000 lbs. and not	

more than 48,000 lbs.	235.00
For a gross weight of more than 48,000 lbs. and not more than 54,000 lbs.	315.00
For a gross weight of more than 54,000 lbs. and not more than 60,000 lbs.	360.00
For a gross weight of more than 60,000 lbs. and not more than 66,000 lbs.	440.00
For a gross weight of more than 66,000 lbs. and not more than 74,000 lbs.	575.00
For a gross weight of more than 74,000 lbs. and not more than 80,000 lbs.	675.00
For a gross weight of more than 80,000 lbs. and not more than 85,500 lbs.	775.00

New Sec. 4. Any transporter delivering vehicles not said transporter's own by the driveaway method where such vehicles are being driven, towed, or transported singly, or by the saddlemount, towbar, or fullmount methods, or by any lawful combination thereof, may apply for license number plates which may be transferred from one such vehicle or combination to another for each delivery without further registration, and the annual license fee for such license number plates shall be as follows:

For the first such set of license plates	\$39
For each additional such set of license plates	13

New Sec. 5. (a) Any truck or truck tractor owned by a person engaged in farming and which truck or truck tractor is used by such owner to transport agricultural products produced by such owner or commodities purchased by such owner for use on the farm owned or rented by the owner of such farm truck or truck tractor, shall be classified as a farm truck or truck tractor and the annual license fee for such farm truck shall be as follows:

For a gross weight of 12,000 lbs. or less	\$15.00
For a gross weight of more than 12,000 lbs. and not more than 16,000 lbs.	21.00
For a gross weight of more than 16,000 lbs. and not	

more than 20,000 lbs.	26.00
For a gross weight of more than 20,000 lbs. and not more than 24,000 lbs.	42.00
For a gross weight of more than 24,000 lbs.	62.00

The provisions of this section shall not apply to any truck tractor which is used to pull or propel a vehicle or combinations of vehicles having a gross weight in excess of forty-two thousand (42,000) pounds. Any vehicle licensed as a farm truck or truck tractor may be used by the owner thereof to transport, for charity and without compensation of any kind, commodities for religious or educational institutions. Any truck which is licensed as a farm truck may be used for the transportation of sand, gravel, slag stone, limestone, crushed stone, cinders, black top, dirt or fill material to a township road maintenance or construction site of the township in which the owner of such truck resides.

(b) A farm trailer used in carrying not more than six thousand (6,000) pounds owned by a person engaged in farming and which trailer is used exclusively by the owner to transport agricultural products produced by such owner or commodities purchased by the owner for use on the farm owned or rented by the owner of such trailer shall not be subject to the registration and registration fees prescribed by this act for trailers. The weight of any such farm trailer, plus the cargo weight of six thousand (6,000) pounds or less, shall not be considered in determining the gross weight for which the farm truck or truck tractor propelling the same shall be registered.

(c) Any nonself-propelled vehicle used and designed for applying fertilizers to the soil shall not be subject to registration and registration fees prescribed by this act for trailers.

New Sec. 6. As used in sections 2, 3 and 5 of this act, the term "gross weight" shall mean and include the empty weight of truck, or of combination of truck or truck tractor and any type trailer or semitrailer, plus the maximum weight of cargo which

will be transported on or with the same, except that when the empty weight of a truck plus the maximum weight of cargo which will be transported thereon is twelve thousand (12,000) pounds or less, "gross weight" shall not include the weight of any travel trailer propelled thereby which is being used for private recreational purposes. The license fee for any truck or truck tractor which has a gross weight of 4,000 pounds or more and which uses solid tires shall be double the amount prescribed in sections 2, 3 or 5 of this act.

New Sec. 7. (a) (1) Except as provided in subsection (b), the annual license fee for each local urban transit bus used in local urban transit operations exempted under the provisions of subsection (a) of K.S.A. 1976 Supp. 66-1,109 shall be based on the passenger seating capacity of the bus and shall be as follows:

8 or more, but less than 31 passengers	\$15.00
31 or more, but less than 40 passengers	30.00
Over 39 passengers	60.00

(2) The annual license fee for each local urban transit bus which is owned by a metropolitan transit authority established pursuant to articles 25 and 28 of chapter 12 or pursuant to article 31 of chapter 13 of the Kansas Statutes Annotated shall be two dollars (\$2).

(b) For licensing purposes, station wagons with a carrying capacity of less than ten (10) passengers shall be subject to registration fees based on the weight of the vehicles, as provided in section 1 of this act. Station wagons with a carrying capacity of ten (10) or more passengers shall be subject to the truck classifications and license fees therefor shall be as provided in section 2 of this act.

New Sec. 8. (a) For any trailer, semitrailer, mobile home, travel trailer or pole trailer the annual license fee shall be as follows:

For a gross weight of 8,000 lbs. or less	\$10.00
For a gross weight of more than 8,000 lbs. and not more	

than 12,000 lbs. 15.00
For a gross weight of more than 12,000 lbs. 25.00
Any such vehicle having a gross weight of two thousand (2,000) pounds or less need not, but may, at the owner's option, be registered.

(b) Any trailer, semitrailer, mobile home or travel trailer owned by a nonresident of this state and based in another state, and which is properly registered and licensed in the state of residence of the owner or in the state where based, may be operated in this state without being registered or licensed in this state if the truck or truck tractor propelling the same is properly registered and licensed in this state, or is registered and licensed in some other state and is entitled to reciprocal privileges of operation in this state, but this provision shall not apply to any trailer or semitrailer owned by a nonresident of this state when such trailer or semitrailer is owned by a person who has proportionately registered and licensed a fleet of vehicles under the provisions of K.S.A. 8-149a, 8-149b, 8-149d and 8-149e, or under the terms of any reciprocal or proration agreement made pursuant thereto.

New Sec. 9. (a) The annual fees prescribed by this act for trucks, truck tractors, trailers, motorcycles and motorized bicycles shall be due January first of each year and payable on or before February fifteenth in each year. If said fee is not paid by said date a penalty of one dollar (\$1) shall be added to the fee charged herein for each month or fraction thereof and until December thirty-first of each registration year. The annual registration fee for all passenger vehicles shall be due on or before the last day of the month in which the registration plate expires and shall be due for other vehicles as provided by K.S.A. 8-134. If said registration fee is not paid by said date a penalty of one dollar (\$1) shall be added to the fee charged herein for each month or fraction thereof until such registration fee is paid, except that members of the armed forces of the United States shall be permitted to apply for registration at any time

and be subject to registration fee, less penalties, applicable at the time the application is made. If any motorcycle, motorized bicycle, trailer, semitrailer, mobile home, travel trailer, trailer or passenger vehicle, other than a truck or truck pole tractor, be either purchased or acquired after the anniversary or renewal date in any registration year there shall immediately become due and payable a registration fee as follows: If purchased or acquired between the anniversary or renewal date of any registration year and the first six (6) months of such registration year, the annual fee provided for in this act; if purchased or acquired during the last six (6) months of any registration year, fifty percent (50%) of such annual fee. If any truck or truck tractor is purchased or acquired prior to April first of any year the fee shall be the annual fee hereinbefore provided, but if any truck or truck tractor is purchased or acquired after the end of March of any year, the license fee for such year shall be reduced one-twelfth (1/12) for each calendar month which has elapsed since the beginning of the year.

(b) The owner of any motorcycle, motorized bicycle, passenger vehicle, truck, truck tractor, trailer, semitrailer, or electrically propelled vehicle who fails to pay the registration fee or fees herein provided on the date when the same becomes due and payable shall be guilty of a misdemeanor, and upon conviction thereof shall be subject to a penalty in the sum of one dollar (\$1) for each month or fraction thereof during which such fee has remained unpaid after it became due and payable; and in addition thereto shall be subject to such other punishment as is provided in this act, except that upon the transfer of motorcycles, motorized bicycles, passenger vehicles, trailers, semitrailers, trucks or truck tractors, on which registration fees have been paid for the year in which the transfer is made, either (A) to a corporation by one or more persons, solely in exchange for stock or securities in such corporation, or (B) by one corporation to another corporation when all of the assets of such corporation are transferred to the other corporation, then in either case (A)

or case (B) the corporation shall be exempt from the payment of registration fees on such vehicles for the year in which such transfer is made. Applications for transfer or registration shall be accompanied by a fee of one dollar (\$1). When the registration of a vehicle has expired at midnight on the last day of any registration year, and such vehicle is not thereafter operated upon the highways, then any application for renewal of registration made subsequent to the anniversary or renewal date of any registration year following the expiration of such registration and for succeeding registration years in which such vehicle has not been registered, shall be accompanied by an affidavit of nonoperation and nonuse and such application for renewal or registration shall be received by the division of vehicles upon payment of the proper fees for the current registration year and without penalty.

(c) Any nonresident of Kansas purchasing a vehicle from a Kansas resident and desiring to secure registration on the vehicle in the state of his or her residence may make application in the office of any county treasurer for a fifteen-day temporary registration. The county treasurer, upon presentation of evidence of ownership in the applicant and evidence the sales tax has been paid, if due, shall charge and collect a fee of two dollars (\$2) for each fifteen-day temporary license and issue a sticker or paper registration as may be determined by the director of vehicles, and the said registration so issued shall be valid for a period of fifteen (15) days from the date of issuance.

(d) Whenever a truck or truck tractor upon which the annual registration fee has been paid is sold, junked, repossessed, foreclosed by a mechanic's lien or title has transferred by operation of law, and the registration for which is not going to be transferred to another vehicle the owner thereof may secure a refund for the registration fee for the remaining portion of the year by making application to the division of vehicles on a form and in the manner prescribed by the director of vehicles, accom-

panied by all license number plates and attachments issued in connection therewith. Where the owner of the registration becomes deceased and the vehicle is not going to be used on the highway, and title is not being currently transferred, the proper representative of the estate shall be entitled to said refund. The refund shall be made only for the period of time remaining in the registration year from the date of completion and filing of the application with and delivery of the license number plates and attachments to the division of vehicles. Where the registration is secured under a quarterly payment annual registration fee, as provided for in K.S.A. 1976 Supp. 8-143a, such refund shall be made on the quarterly fee paid and unused and all remaining quarterly payments shall be canceled. For any truck or truck tractor upon which the registration fee is paid on said quarterly payment basis, all quarterly payments due or a fraction of quarterly payment due shall be paid before said title may be transferred, except that in case of death, the filing of the application and returning of the registration number plates and attachment shall cancel the remaining annual payments due. Whenever said truck or truck tractor, for which the registration is secured on a quarterly payment of the annual registration, the one repossessing the truck or truck tractor, or foreclosing by a mechanic's lien, or securing title by court order, the mortgagor or the assigns of the mortgagor, or the one securing title may pay the balance due on date of application for title, but the payments for the remaining portion of the year shall not be canceled unless application is made and the registration number plates and attachments are surrendered. Nothing in this subsection shall apply when registration is secured under the provisions of K.S.A. 8-149a, 8-149b, 8-149d and 8-149e. Notwithstanding any of the foregoing provisions of this section, no refund shall be made under the provisions of this section where the amount thereof does not exceed ten dollars (\$10). The division of vehicles shall furnish such blank forms as may be required under the provisions of this subsection as it deems necessary to

be completed by the applicant. Whenever a registration which has been secured on a quarterly basis shall be canceled as provided in this subsection, the division of vehicles shall notify the county treasurer issuing the original registration of such cancellation and such county treasurer shall cancel the registration of such vehicle in the county treasurer's office and release any lien issued in connection with such registration.

New Sec. 10. Every owner of a mobile home or travel trailer designed for or intended to be moved upon any highway in this state shall, before the same is so moved, apply for and obtain the proper registration thereof as provided in this act, except when such unit is permitted to be moved under the special provisions relating to secured parties, manufacturers, dealers and nonresidents contained in this act. At the time of registering any mobile home or travel trailer for the purpose of moving any such vehicle upon any highway in this state, the owner thereof shall indicate on the registration form whether or not such vehicle is being moved permanently to a location outside of the county in which such vehicle is being registered. No such vehicle which the owner thereof intends to move to a permanent location outside the boundaries of such county shall be registered for movement on the highways of this state until all taxes levied against such vehicle have been paid. A copy of such registration form shall be sent to the county clerk or assessor of the county to which such vehicle is being moved. When such mobile home or travel trailer is used for living quarters and not operated on the highways, the owner shall make application for nonhighway registration and, except as hereinafter provided, the annual license fee shall be two dollars (\$2) and such owner shall be exempt from the license fees prescribed by section 8 of this act as long as such mobile home or travel trailer is not operated on the highway. If the owner of a mobile home also owns the land where such vehicle is located, or if such vehicle is placed on a permanent foundation, and if such owner has registered such vehicle with the county clerk for real estate tax purposes in the

county where located, no registration under this act shall be required. The director of vehicles shall design such nonhighway registration forms to be used as provided in K.S.A. 8-129 and shall furnish a number plate of a distinctive type to the owner of every mobile home or travel trailer registering the same for nonhighway purposes under the provisions of this act. Said number plate shall be displayed in a conspicuous place on each such vehicle in accordance with rules and regulations adopted by the secretary of revenue relating thereto. Said nonhighway forms shall be an additional copy of the registration receipt and the owner of said mobile home or travel trailer shall retain one copy of the registration receipt in said vehicle at all times. The receipt shall contain the same information as the director of vehicles deemed necessary for purpose of registration and shall be validated by the county treasurer at the time of application. The issuance of such nonhighway registration shall be subject to the provisions of K.S.A. 8-173 and K.S.A. 1977 Supp. 79-306c, and other sections of this act providing for the titling and registering of all vehicles; and when the owner of a mobile home or travel trailer, registered for nonhighway use, disposes of said unit and acquires another mobile home or travel trailer, and the owner does not intend to operate it on the public highways, said owner shall transfer the nonhighway registration to the newly-acquired vehicle in the same manner provided in K.S.A. 8-135. The provisions of K.S.A. 8-153 shall be deemed to include all vehicles as defined in K.S.A. 8-126 and any amendments thereto.

Sec. 11. K.S.A. 1977 Supp. 8-132 is hereby amended to read as follows: 8-132. (a) Subject to the provisions of subsections (b), (c) and (d) of this section, the division of vehicles shall furnish to every owner whose vehicle shall be registered one (1) number plate for such vehicle. Such number plate shall have displayed on it the registration number assigned to the vehicle and to the owner thereof, also the name of the state, which may be abbreviated, and the year or years for which it is issued. The

same type of number plates shall be issued for passenger motor vehicles, rented without a driver, as are issued for private passenger vehicles.

(b) During calendar year 1975 commencing on the effective date of this act, and during every fifth calendar year thereafter, the division of vehicles, shall furnish one (1) number plate for any type of vehicle an owner registers or has the registration thereof renewed, but during the succeeding four-year period following calendar year 1975 and during the succeeding four-year period following every fifth calendar year subsequent to 1975, the division of vehicles shall not furnish any number plate for the renewal of a vehicle's registration. During calendar year 1976 and during each calendar year thereafter in which a number is not issued for the renewal of registration of a vehicle, the division of vehicles shall furnish one decal for the number plate issued for a vehicle as provided in K.S.A. 8-134 for each registration and renewal of registration of such vehicle.

(c) One personalized motor-vehicle number plate may be issued to any owner of a passenger vehicle, motorcycle or a truck licensed for a gross weight of not more than sixteen thousand (16,000) pounds, who makes proper application therefor to the division of vehicles not less than sixty (60) days prior to such owner's renewal of registration date. Such application shall be on a form prescribed by the division and accompanied by a fee of twenty-five dollars (\$25), which shall be in addition to any other fee required to renew the registration of such passenger vehicle under the laws of this state. Such fee shall be paid only once during the registration period for which such plate is issued, and any subsequent renewals during said registration period shall be subject only to the registration fee prescribed by ~~K.S.A. 1976-Supp. 8-143~~ otherwise applicable to such vehicle. The division shall design distinctive, personalized number plates to be issued hereunder which shall contain not more than seven (7) letters or numbers on truck or passenger vehicle plates and not more than five (5) letters or numbers on motorcycle plates,

or a combination thereof, to be designated by the applicant in lieu of the letters and numbers required by K.S.A. 1977 Supp. 8-147, other than the letters required to designate the county in which such vehicle is registered. Unless the letters or numbers designated by the applicant have been assigned to another vehicle of the same type registered in the same county, or unless the letters or numbers designated by the applicant have a profane, vulgar, lewd or indecent meaning or connotation, as determined by the director of vehicles, the division shall assign such letters or numbers to the applicant's vehicle, and the letters or numbers, or combination thereof, so assigned shall be deemed the registration number of such vehicle. Subject to the foregoing provisions, all number plates issued hereunder shall be manufactured in accordance with the provisions of K.S.A. 1977 Supp. 8-147, and said plates shall be issued for the registration period prescribed by subsection (b) of this section.

The secretary of revenue is hereby authorized and directed to adopt such rules and regulations as may be necessary to carry out the provisions of this act, including, without limitation, rules and regulations concerning (1) the procedure for insuring that duplicate number plates are not issued in the same county, (2) the procedure for reserving a distinctive number plate for the purpose of obtaining the same on each annual renewal of registration, (3) the procedure for allowing the transfer of a personalized number plate to a vehicle other than one for which such plate was originally issued, when the title to the original vehicle has not been transferred and the name or names of the owner or owners listed on the titles to both vehicles are identical, and (4) procedures necessary to coordinate this act with other laws of this state governing registration of vehicles. The director of vehicles shall remit all moneys received by the division of vehicles under this section to the state treasurer at least monthly. Upon receipt of each such remittance, the state treasurer shall deposit the entire amount thereof in the state treasury to the credit of the state highway general fund.

(d) Any person who is the owner of a motor vehicle and who submits satisfactory proof to the director of vehicles pursuant to procedures established by rules and regulations of the secretary of revenue, that such person has permanently lost the use of a leg or both legs or an arm or both arms, or any combination thereof, or is so severely disabled as to be unable to move without the aid of crutches or a wheelchair, or is a person who is responsible for providing transportation for any such handicapped person, shall be issued by the director of vehicles a special license plate for any motor vehicle owned by such person, which bears the official international wheelchair symbol, designating the vehicle as belonging to a handicapped person or a person responsible for the transportation of such handicapped person. Such license plates shall be issued for the same period of time as other license plates are issued, or for the remainder of such period where such other existing license plate is to be exchanged for the license plates authorized herein. There shall be no fee for such license plates in addition to the regular registration fee. Any person to whom such special plates are issued shall be allowed to park for unlimited periods in parking zones restricted as to the length of parking time permitted, and shall be exempted from paying parking meter fees of the state or any city, county or other political subdivision, except that this exemption shall not apply when the vehicle for which the plates were issued is not being operated by or used for the transportation of such handicapped person. This subsection shall not apply to zones where stopping, standing or parking is prohibited to all vehicles or which are reserved for special types of vehicles, nor shall this privilege apply where parking would clearly present a traffic hazard.

Any person who willfully and falsely represents himself or herself as having the qualifications to obtain the special plates prescribed by this section, or who falsely utilizes the parking privilege accorded by this subsection may be fined fifty dollars (\$50) and, in addition, may be confined for not more than ten

(10) days.

Sec. 12. K.S.A. 1977 Supp. 8-142 is hereby amended to read as follows: 8-142. It shall be unlawful for any person to commit any of the following acts:

First: To operate, or for the owner thereof knowingly to permit the operation, upon a highway of any vehicle, as defined in K.S.A. 8-126, which is not registered, or for which a certificate of title has not been issued or which does not have attached thereto and displayed thereon the number plate or plates assigned thereto by the division for the current registration year, including any registration decal required to be affixed to any such number plate pursuant to K.S.A. 8-134, subject to the exemptions allowed in K.S.A. 8-135 and K.S.A. 1976 Supp. 8-198 and 8-1751a and any amendments thereto.

Second: To display or cause or permit to be displayed, or to have in his or her possession, any registration receipt, certificate of title, registration number plate, or registration decal knowing the same to be fictitious or to have been canceled, revoked, suspended or altered.

Third: To lend to or knowingly permit the use by one not entitled thereto any registration receipt, certificate of title, registration number plate or registration decal issued to the person so lending or permitting the use thereof.

Fourth: To fail or refuse to surrender to the division, upon demand, any registration receipt, certificate of title, registration number plate or registration decal which has been suspended, canceled or revoked as in this act provided.

Fifth: To use a false or fictitious name or address in any application for a certificate of title, the registration of any vehicle or for any renewal or duplicate thereof, or knowingly to make a false statement or knowingly to conceal a material fact or otherwise commit a fraud in any such application.

Sixth: For the owner of a motor vehicle to file application for the registration thereof, in any county other than the county in which the owner of the vehicle resides or has a bona fide

place of business, which place shall not be an office or facility established or maintained solely for the purpose of obtaining registration.

Seventh: To operate on the highways of this state a vehicle or combination of vehicles whose weight with cargo is in excess of the gross weight for which the truck or truck tractor propelling the same is registered, except as provided by ~~K.S.A. 1976 Supp. 8-143~~ and subsections (a) to (f), inclusive, of K.S.A. 8-1911, or any amendments thereto.

Eighth: To operate a local truck or truck tractor which is registered for a gross weight of more than eight thousand (8,000) pounds as a common or contract carrier outside a radius of three (3) miles beyond the corporate limits of the city or village in which such vehicle was based when registered and licensed or to operate any other local truck or truck tractor licensed for a gross weight of more than eight thousand (8,000) pounds outside a radius of twenty-five (25) miles beyond the corporate limits of the city or village in which such vehicle was based when registered and licensed, except as provided in ~~subsection (2) of K.S.A. 1976 Supp. 8-143~~ or as provided in K.S.A. 1976 1977 Supp. 8-143i or section 3 of this act.

Ninth: To operate on the highways of this state a farm truck or farm trailer other than to transport: (a) Agricultural products produced by such owner; (b) commodities purchased by the owner for use on the farm owned or rented by the owner of such vehicles; (c) commodities for religious or educational institutions being transported by the owner of such vehicles for charity and without compensation of any kind, except as provided in subsection (c) of K.S.A. 66-1,109, or any amendments thereto; or (d) sand, gravel, slag stone, limestone, crushed stone, cinders, black top, dirt or fill material to a township road maintenance or construction site of the township in which the owner of such truck resides.

Tenth: To operate on the highways of this state any truck or truck tractor without the current quarter of license fees being

paid thereon.

Eleventh: To operate on the highways of this state a truck or truck tractor without carrying in the cab a copy of the registration receipt for such vehicle or without having painted or otherwise durably marked on said vehicle on both sides thereof, the gross weight for which said vehicle is licensed and the name and address of the owner thereof, except as provided in K.S.A. 8-143e, or any amendments thereto.

Twelfth: To operate on the highways of this state a farm trailer carrying more than six thousand (6,000) pounds without the same being registered and the registration fees paid thereon.

Thirteenth: To operate more than six thousand (6,000) miles in any calendar year any truck or truck tractor which has been registered and licensed to operate not more than six thousand (6,000) miles in such calendar year, as provided in ~~subsection (2) of K.S.A. 1976 Supp. 8-143~~, section 3 of this act unless the additional fee required by said ~~subsection (2)~~ section has been paid.

Fourteenth: For any owner who has registered a truck or truck tractor on the basis of operating not more than six thousand (6,000) miles to fail to keep the records required by the director of vehicles, or to fail to comply with rules and regulations of the secretary of revenue relating to such registration.

Sec. 13. K.S.A. 1977 Supp. 8-143i is hereby amended to read as follows: 8-143i. The owner of any truck or truck tractor which is properly registered and licensed in this state as a local truck or truck tractor as provided in ~~K.S.A. 1976 Supp. 8-143~~ section 3 of this act, may secure a temporary permit authorizing operation of such vehicle on the highways of this state beyond the local radius authorized by such annual registration for a period only of seventy-two (72) hours from the time of issuance of such permit. The fee for such permit shall be twenty dollars (\$20). Application for such permit shall be made to the division of vehicles on such form as the director of vehicles shall prescribe and shall be accompanied by the required fee.

~~Provided, however, That,~~ but in no event shall such owner shall not be entitled to more than ten (10) such permits in any calendar year. All such fees shall be deposited by said division as provided by K.S.A. 8-146. The division shall issue appropriate identification for such vehicle to authorize its operation under provisions of this act and to specify the expiration time of such permit. No truck or truck tractor shall be authorized to leave the territory of this state under any such 72-hour permit, nor shall any permit issued under authority of this act entitle any truck or truck tractor or the owner thereof to reciprocity in any other state. Nothing in this act shall be construed to authorize the movement of any truck or truck tractor on the highways of this state in violation of any size, weight, safety or insurance requirement of the laws of this state applicable to such truck or truck tractor. Nothing in this act shall be construed to authorize the operation of any motor vehicle in violation of K.S.A. 66-1,111.

Sec. 14. K.S.A. 8-149b is hereby amended to read as follows: 8-149b. If it is determined by the division of vehicles that the owner should have paid a greater amount of fee under the provisions of this act than was paid, the division shall deny the owner the right to further registration for a fleet license until such additional amount of fee is paid. All license fees which should have been paid under the provisions of this act shall constitute a lien in favor of the state upon all the property of the owner and shall attach at the time such additional fees shall be determined and notice of lien filed by said division in any county of the state in which such property may be located, which lien may be filed, and the lien and debt thereby secured be enforced and collected by said division in the same manner and to the extent as provided in ~~K.S.A. 8-143~~ sections 9 and 10 of this act. or any amendments thereto. All such fees, penalties and interest thereon remaining unpaid shall constitute a debt due the state of Kansas, which may be collected from the person, firm or corporation owing the same by suit or otherwise by the director

of vehicles in the name of the state. If it is determined by the division that the owner should have paid a lesser amount of fee under the provisions of this act than was paid, the division shall certify the name and address of the owner and the amount of such excess to the director of accounts and reports, who shall draw his or her warrant on the state treasury and against the state highway fund for the amount due. Such warrants shall be delivered to the division which shall mail the same to the owner entitled thereto.

Sec. 15. K.S.A. 8-162 is hereby amended to read as follows:

8-162. Owners of motor vehicles who are residents of the state of Kansas, and who hold an unrevoked and unexpired official amateur radio station license issued by the federal communications commission, upon application, accompanied by proof of ownership of such amateur radio station license, complying with the state motor vehicle laws relating to registration and licensing of motor vehicles, and upon the payment of the regular license fee ~~for plates, as prescribed under K.S.A. 8-143, or any amendments thereto~~ applicable to such vehicles, and the payment of an additional fee of one dollar (\$1.00), shall be issued license plates as prescribed under K.S.A. 8-147, or any amendments thereto, upon which, in lieu of the letters and numbers as prescribed by K.S.A. 8-147, shall be inscribed the official amateur radio call letters of such applicant as assigned by the federal communications commission.

Sec. 16. K.S.A. 8-184 is hereby amended to read as follows:

8-184. Any registered dealer is authorized to secure from the division fifteen (15) day temporary registration provided for in subsection ~~(b)~~ (c) of ~~K.S.A. 8-143, as amended~~ section 9 of this act, in multiples of five (5) temporary registration permits valid for fifteen (15) days at a cost of two dollars (\$2) each. Said registered dealer shall have completed the application and permit as required by the division and mail a copy of such application to the division within twenty-four (24) hours from the date of issuance. Said registration shall not extend the date

when registration fees are determined as being due, but shall be valid registration for a period of fifteen (15) days from date of issuance for residents of this state purchasing a vehicle. The dealer, upon presentation of evidence of ownership in the applicant and evidence that the sales tax has been paid, if due, shall issue a sticker or paper registration as may be determined by the division. The county treasurer may also sell the fifteen-day temporary registration for the additional purpose as set out in this act.

Sec. 17. K.S.A. 1977 Supp. 8-234b is hereby amended to read as follows: 8-234b. (a) From and after January 1, 1976, every original driver's license issued by the division shall indicate the class or classes of motor vehicles which the licensee is entitled to drive. For such purpose the following classification of motor vehicles is hereby established:

(1) Class A motor vehicles shall include truck tractor and trailer or semi-trailer combinations; truck and trailer or semi-trailer combinations having a combined gross weight of more than twenty-four thousand (24,000) pounds, except when the truck in any such combination has been registered pursuant to ~~subsection (2) of K.S.A. 1976 Supp. 8-143~~ section 5 of this act as a farm truck; and all lawful combinations of vehicles having a combined gross weight of more than twenty-four thousand (24,000) pounds;

(2) class B motor vehicles shall include trucks of a type required to be registered in this state for a gross weight of more than twenty-four thousand (24,000) pounds, except those registered pursuant to ~~subsection (2) of K.S.A. 1976 Supp. 8-143~~ section 5 of this act as a farm truck; and buses;

(3) class C motor vehicles shall include trucks of a type required to be registered in this state for a gross weight of not more than twenty-four thousand (24,000) pounds; passenger cars; all lawful combinations of vehicles having a combined gross weight of not more than twenty-four thousand (24,000) pounds; and trucks or truck and trailer or semi-trailer combinations regis-

tered for a gross weight of more than twenty-four thousand (24,000) pounds, when such truck has been registered pursuant to ~~subsection (2) of K.S.A. 1976 Supp. 8-143~~ section 5 of this act as a farm truck; and

(4) class D motor vehicles shall include all motorcycles.

(b) From and after January 1, 1976, every applicant for an original driver's license shall indicate on his or her application the class or classes of motor vehicles for which the applicant desires a license to drive, and the division shall not issue a driver's license to any person unless such person has demonstrated satisfactorily his or her ability to exercise ordinary and reasonable control in the operation of motor vehicles in the class or classes for which the applicant desires a license to drive. The division shall administer an appropriate examination of each applicant's ability to drive such motor vehicles. The director of vehicles may accept a copy of the certificate of a person's road test issued to an individual pursuant to the regulatory requirements of the United States department of transportation, in lieu of requiring such person to demonstrate ability to operate any motor vehicle or combination of vehicles, if such certificate was issued not more than three years prior to such person's application for a driver's license.

(c) Any person who is the holder of a valid driver's license which entitles such person to drive class A motor vehicles shall also be entitled to drive class B and C motor vehicles. Any person who is the holder of a valid driver's license which entitles such person to drive class B motor vehicles shall also be entitled to drive class C motor vehicles.

(d) The secretary of revenue shall adopt rules and regulations establishing such qualifications as said secretary deems necessary for the safe operation of the various types, sizes and combinations of vehicles in each class of motor vehicles established in subsection (a) of this section.

(e) From and after January 1, 1976, any reference in the motor vehicle driver's license act to a class or classes of motor

vehicles shall be a reference to the classification of motor vehicles established in subsection (a) of this section, and any reference in the motor vehicle driver's license act to a classified driver's license or a class of driver's license shall mean a driver's license which restricts the holder thereof to driving one or more of such classes of motor vehicles.

(f) The secretary of revenue may enter into a contract with any person, who meets the qualifications imposed on persons regularly employed by the division as drivers' license examiners, to accept applications for drivers' licenses and to administer the examinations required for the issuance of drivers' licenses.

(g) Notwithstanding the provisions of subsection (a), any person employed as an automotive mechanic who possesses a valid class C drivers' license may drive any class A or class B motor vehicle on the highways of this state for the purpose of determining the proper performance of such vehicle.

Sec. 18. K.S.A. 1977 Supp. 79-34,120 is hereby amended to read as follows: 79-34,120. Nothing in this act shall apply to any vehicle operated by or for: (a) This state or any of its agencies or subdivisions, or (b) the United States or any of its agencies, or (c) any agency of two (2) or more states, or (d) any agency of one or more states and the United States. Nothing in this act shall apply to any vehicle used exclusively within an area composed of two (2) contiguous cities or municipalities which has been designated as a commercial zone by the interstate commerce commission. Nothing in this act shall apply to any school bus as defined by the laws of this state operated by, for or on behalf of a state, any subdivision thereof, or any private or privately operated school or schools. Nothing in this act shall apply to any vehicle having farm registration issued under authority of ~~K.S.A. 1970 Supp. 8-143~~ section 5 of this act.

Sec. 19. K.S.A. 8-149b, 8-162, 8-184 and K.S.A. 1977 Supp. 8-132, 8-142, 8-143, 8-143i, 8-234b and 79-34,120 are hereby repealed.

Sec. 20. This act shall take effect and be in force from and after its publication in the statute book.

Exhibit
7-12-77

STATEMENT
By The
KANSAS MOTOR CARRIERS ASSOCIATION

With Respect to Proposal No. 62,
Motor Vehicle Registration.

Submitted to the Special Committee On
Transportation & Utilities, State House,
Topeka, July 12, 1977, by Mary Turkington,
KMCA Executive Director.

MR. CHAIRMAN AND MEMBERS OF THE COMMITTEE:

We note that the summary of the study of Proposal No. 62, the Vehicle Registration Fee Schedules, indicates that the Committee contemplates "a study of the problems resulting from recent changes in the motor vehicle registration fee schedule and other related problems and the development of recommended adjustments thereto."

The Kansas Motor Carriers Association does not, at this time, know how broad a study your Committee expects to make of Kansas registration fees. We are aware that during the 1977 session, a great deal of discussion centered around the revised fees for pickup trucks which were adopted by the 1976 session of the Legislature and which went into effect January 1, 1977. A number of bills were introduced and considered by the respective House and Senate Committees. As you are well aware, no changes were adopted in the various pickup truck fee schedules by the 1977 session.

Whether you will consider any additional revisions in those pickup truck fees remains a policy decision for this Committee. Apparently there were some 442,700 pickups registered in all categories in Kansas in 1976. Earlier discussions have demonstrated the need for continued growth in highway revenues. It would seem inappropriate to consider any major reduction in such pickup truck fees. Whether all pickup trucks in the 0 to 12,000-lb. registration fee category should be registered at the same fee or whether you wish to retain some difference in the farm pickup truck schedule again is a policy question for your Committee.

How pickup trucks which are used primarily as passenger vehicles would be treated in the energy tax program now under consideration at the federal level might offer another complexity in this area. Press reports of the Kansas energy plan as it relates to suggestions for revisions in registration fees also could raise additional questions for this Committee.

I know the Committee is aware that any major increase in the farm pickup truck fees would find such fees "bumping into" the next farm gross weight bracket of 12,001 lbs. to 16,000 lbs. which now register for \$21. Another policy decision would involve whether you wish to recommend any additional changes in the fees for other farm gross weight categories.

I believe it bears repeating that our industry supported the creation of a Farm Tag registration category in 1955 when the present truck tax system was adopted. Our state had no such special registration for farm trucks prior to that time. The fees suggested and adopted in 1955 for the farm trucks deliberately were kept low so that low-mileage farm truck owners would not be required to pay any of the truck tax burden our industry was paying.

We have found it necessary from the time of its adoption to protect the integrity of the farm registration category for the farmer it was designed to serve.

By and large, the farm registration category has worked well to benefit the bona fide farm straight trucks it was intended to cover.

Some consideration has been given from time to time to increase the gross weight permitted under the farm schedule for a truck tractor used to pull or propel a vehicle or combinations of vehicles. Such a unit powered by a truck tractor is now limited by law to 42,000 lbs. gross weight under the farm schedule for an annual registration of \$62. KMCA is opposed to any further liberalization of this gross weight for a truck tractor under the farm registration category.

As a practical matter, the "single axle hay trailers" utilized with a single axle truck tractor, have about outlived their usefulness. A modern, tandem axle farm straight truck now legally can carry this gross weight and I'm not certain you see many such truck tractors with single axle trailers on our Kansas farms these days. It may be that the time has come to eliminate this provision from our statute and let the farm fee schedule apply to the bona fide farm straight trucks it was designed to benefit from the beginning.

Combination units purchased today represent larger, much more expensive units -- and therefore involve a substantial investment just to own such a unit. Further, the size and gross weight of such units merit the same safety and tax responsibilities as those required of other combination units operated on the highways. Owners of such combination vehicles can well afford to register such units under the regular fee schedule and operate them accordingly.

I'm certain all of us understand that farm trucks pay a maximum fee of \$62 for any gross weight of "more than 24,000 lbs." Farm trucks are not limited to 42,000 pounds gross weight; a farm truck can transport any gross weight above 24,000 lbs. (for the annual fee of \$62) that the unit legally can carry subject to axle and axle-distance limitations only.

A unit which has emerged as a new transportation tool for farmers -- and others -- is the utilization of a pickup truck to pull a "goose neck" trailer.

Bear in mind that Kansas statutes require the power unit to be registered for the maximum gross weight that power unit will haul so such pickup trucks should be registered for the gross weight of the truck plus the maximum weight of the goose neck trailer and its cargo.

Present Kansas law perhaps needs to be researched to be certain that registration requirements for this popular unit are clearly provided. It is our understanding that such "goose neck" units are operated not only by farmers but by many other types of

vehicle owners -- including some recreational vehicles. It may be that axle capacities and configurations and the safety factors incorporated in the "goose neck" connection ought to be researched along with registration requirements.

The discussions before the Committee on July 11, have indicated that, by and large, Kansas can expect to gain highway revenue from participation in the International Registration Plan. The registration fees now assessed for motor truck vehicles in the higher weight categories are higher than any of those charged by surrounding states. Our fuel tax rates also are higher than those assessed by any of our neighboring states. Revisions have been made in the higher vehicle weight fees on several occasions. The light-weight vehicle fees have remained unchanged from 1955 until the revisions in 1976.

It would seem that proper research should precede any further revisions in present fee schedules. If revisions are determined to be necessary, such revisions should be based on policy decisions that assure compliance with registration requirements and provide equity insofar as possible for vehicle owners. Present highway revenues, I'm sure we all agree, should not be reduced.

Thank you for your invitation to appear here today.

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MINUTES

SPECIAL COMMITTEE ON TRANSPORTATION AND UTILITIES

August 11 and 12, 1977
Room 529S - State House

Members Present

Representative Lee Hamm, Chairman
Representative Robert Talkington, Vice-Chairman
Senator Mike Johnston
Senator Tom Rehorn
Senator John Vermillion
Representative Arnold Anderson
Representative Clifford Campbell
Representative Arden Dierdorff
Representative James H. Guffey
Representative Ivan Sand
Representative Jack Shriver

Staff Present

Hank Avila, Kansas Legislative Research Department
Bob Haley, Kansas Legislative Research Department
Alan Alderson, Revisor of Statutes Office

Conferees Present - August 11

A. L. Tyree, Interstate Registration Bureau, Topeka, Kansas
Mary Turkington, Kansas Motor Carriers Association, Topeka, Kansas
Dick Brown, Legislative Post Audit, Topeka, Kansas
Jeff Brewer, Legislative Post Audit, Topeka, Kansas
Janice Marcum, Department of Revenue, Topeka, Kansas
O. D. Turner, Kansas Department of Transportation, Topeka, Kansas
John McNeal, Kansas Department of Transportation, Topeka, Kansas

Conferees Present August 12

John McNeal, Kansas Department of Transportation, Topeka, Kansas
Sara Langland, Kansas Department of Transportation, Topeka, Kansas
J. O. Adams, Kansas Department of Transportation, Topeka, Kansas
Dick Worner, Kansas City, Kansas

August 11, 1977
Morning Session

Chairman Hamm called to order the meeting of the Special Committee on Transportation at 10:00 a.m. He stated that Kansas needed to decide whether to adopt the International Registration Plan, and called on Mr. A. L. Tyree to explain proposed H.B. 2587.

Mr. Tyree called attention to two memorandums (Exhibit I.) One memo dated August 8, 1977, directed to Alan Alderson, related to proposed amendments to H.B. 2587. The other memo, dated August 11, 1977, directed to the Director of Vehicles, was a summary explanation of proposed H.B. 2587. With regard to the provision of the proposed bill, there was considerable discussion regarding the penalty section of the proposed bill. A suggestion was made that discretionary language on page 21 be added on page 18. It was also suggested that if the proposed bill became law an appeal provision be added.

Miss Turkington inquired if the 5 percent penalty figure in the proposed bill is comparable to other states, e.g., Missouri. Miss Turkington pointed out that this is an area that should be reviewed. She stated that perhaps an "amount not to exceed 5 percent" would be more appropriate. Miss Turkington stated that the Kansas Motor Carriers Association is following closely the audit procedures of the IRP. She indicated that the plan now provides that any jurisdiction may audit any carrier's records; the carrier not only has to produce those records but can be required to pay the cost of the audit, to say nothing of the additional 5 percent penalty.

Miss Turkington also objected to the suggestions that a cashier check be required. She pointed out that this procedure would constitute a burden to the carrier since there are those who are able to pay their own way.

Regarding the refund section, Mr. Alderson stated that under the IRP booklet, it appeared that the collection and refund of fees are the responsibility of individual states. He asked if there was a move for other states to reciprocate. Mr. Tyree responded that there was a recommendation to do so. He added that there should be statutory authority to carry this out. He felt that there should be equal protection to the state and the people of the state.

Mr. Tyree then called attention to page 18, line 670. He suggested that this subsection be struck in its entirety because it is currently being handled by the Kansas Corporation Commission and by the Property Evaluation Division. (The section deals with the assessment of vehicles for taxation). Mr. Tyree stated that the subsection would be unnecessary and unworkable.

The meeting was recessed until 1:30 p.m.

Afternoon Session

Chairman Hamm reconvened the meeting and introduced Bob Haley who presented a memorandum dated August 3, 1977, entitled "Legislative History of the State Freeway System," and a second memorandum dated August 10, 1977, entitled "Projection of Freeway Program Fund Balances." (Exhibits II and III.)

Following Mr. Haley's presentation, Representative Dierdorff asked for clarification regarding the feasibility of toll roads on the freeway system.

Mr. Turner stated that he was not sure what the intent of 1972 S.B. 137 was. He stated that he was of the opinion that the Department of Transportation had the authorization to conduct such a study if desirable and if thought feasible recommend toll roads to the Legislature. Mr. Turner indicated that he did not interpret S.B. 137 to be 100 percent self-supporting through bond funding. He added that neither the Highway Commission nor DOT had ever conducted toll road feasibility studies, although several studies have been authorized.

Mr. McNeal stated that DOT made a study of several sections they felt had the greatest possibility for toll roads — corridors on 54 west of Wichita and segments of highway 69. He pointed out that these sections were viewed from the standpoint of whether the toll revenues would provide 100 percent of the cost of operation and debt service bonds. He added that the reason that DOT did not report its finding was that in their interpretation of the bill, they did consider these particular toll roads feasible.

Representative Dierdorff asked what the difference would be if DOT conducted such studies today. Mr. McNeal replied that feasibility studies made by consultant studies show that it would be less feasible than earlier studies.

Representative Dierdorff asked if DOT made the feasibility studies. Mr. McNeal replied that those he mentioned that were not made by DOT.

Representative Shriver inquired if consulting firms made studies on similar routes that the Department had made studies on, and if so, had a comparison been made. Mr. McNeal replied that there was a difference in time when the studies were made, therefore no direct comparisons were made.

Senator Johnston asked if the term "feasible" as referred to in the studies referred specifically to revenues derived that would retire the debt service. Mr. McNeal replied in the affirmative.

Representative Dierdorff asked if there was a greater need for maintenance on the freeway system than on the rest of the highway system. He raised the question of taking highway funds for the freeway system from the rest of the state system. Mr. Turner replied that meant that DOT would charge the freeway system maintenance to the freeway fund because such funds would be needed to maintain the remaining part of the primary system.

Mr. McNeal pointed out that DOT actually considers this funding method a deferred charge. He indicated that as long as DOT could, with cash flow, handle the maintenance out of the highway general fund it would leave money in the freeway construction fund that earned money. He indicated that if the highway general fund cash balance is invested, it does not come back to highways. By deferring payment DOT feels it gets more money for highways, although that money's interest goes to the freeway system.

Senator Johnston asked how the above policy affects funds available for 3-R work. Mr. McNeal replied that in the long term it did not. Mr. McNeal added that it was a cash flow proposition to obtain maximum returns for highways by being able to invest through freeway funds.

Representative Sand inquired if projections through 1984 took into consideration changes in costs. Mr. Haley replied that the figures were based on projected costs and believed that the DOT inserted an inflation factor.

Chairman Hamm called on Mr. Brown, who directed attention to "Program Audit Summary - The Planning and Construction of The State Freeway System" (Exhibit IV).

Mr. Brown introduced Mr. Brewer. His remarks entitled "Declining Highway Revenues," are attached to file copy of the minutes, Exhibit V.

Mr. Brewer outlined the findings of the audit. Among the findings of the audit were that the freeway system would run out of money while it was less than 25 percent complete, and that this would happen sometime around 1980. He stated that the audit stressed the need for quick decision in continued funding because of the lead time needed to plan and design new roads. Mr. Brewer also pointed out that the audit indicated that several possible sources of revenue were available to supplant exhausted bond funding, all of which involved new taxes.

Next to appear before the Committee was Ms. Janice Marcum from the Department of Revenue. Ms. Marcum presented to the committee estimates of additional revenue from increases in the motor fuel tax and from increases in motor vehicle registration fees (Exhibit VI).

Chairman Hamm then called on Mr. O. D. Turner to offer his views concerning Proposal No. 64.

Mr. Turner began by stating that with regard to new construction, DOT's basic policy was that where the need could be satisfied by rehabilitating, upgrading, and reconstruction, then those methods were being utilized.

With regard to the five-year program, Mr. Turner indicated that about 70 or 75 percent of the work was 3-R type improvements, which also included roads and bridges. He pointed out that Kansas has a 135,000 mile road system and furnishes 60 miles of highways for 1,000 people. He added that of the other two states with more mileage, Texas provides 11 or 12 miles per 1,000 people, and California provides 16 miles per 1,000 people. Mr. Turner added that this only points out that the population base Kansas has to support is different than those other two states that have a higher mileage.

From the standpoint of maintenance for the system, Mr. Turner pointed out that the 1976 sufficiency rating indicated a loss of three or four percentage points in the condition of the system.

Mr. Turner stated that with regard to federal programs, there was a great deal of concern in the Congress in the coming 1978 Highway Act to provide more money for the rehabilitation of the primary system and to concentrate on the replacement of structurally deficient bridges of which Kansas has many.

Mr. Turner called the Committee's attention to the Performance Report issued by DOT every month after every letting. He pointed out that the last report indicated that after the last letting in the fiscal year, the Department had accomplished 108 percent of the miles of improvement that had been projected, or 96 percent of the projects. He stated that the Department, however, had only obligated 74 percent of the moneys projected. Mr. Turner said that, in his opinion, it would be desirable for the Department to have the planned production capacity to obligate the remaining 26 percent of the funds. He added that the Department does not have the planned production capability to design those plans as moneys become available.

With respect to personnel, Mr. Turner indicated that the Department is understaffed by 23 people in the Design Department, and by 24 or 25 people in the Planning and Programming unit. He stated that most were vacancies that the Department has been unable to fill. He added that H.B. 2172 increased the number of design contracts to consultants. Mr. Turner pointed out that the Department is shifting the burden of designing the 3-R projects to field forces, which is a decentralization of organization. This change will provide the field forces with paperwork and some training that was previously done centrally.

Mr. Turner stated that the long-range viewpoint is not clear. He said that the energy situations made the future difficult to predict. He added that the Department had a new forecast and that it was selling bonds and forecasting in conjunction.

Mr. Turner pointed out that if the national goals in the energy program are achieved after the next three, four or five years, the state can look forward to a reduction in revenues. He indicated that much will depend on what kind of legislation the Federal Congress will pass in the next several months. He stated that if any federal tax is passed on gasoline, a significant portion of those revenues derived should go back to the state to make up for lost revenues. Mr. Turner said that there was a strong feeling in Congress that mass transportation or public transportation in some of the east coast states is essential. He predicted a controversy between the two views.

Mr. Turner then stated that John McNeal had made some revenue projections the Committee would want to analyze and discuss.

Chairman Hamm stated that there had been some discussion that perhaps the freeway system, as designated, had served its purpose and that behooved.

Mr. Turner said the nine designated corridors that are in the federal aid primary system are major corridors that would command the attention of the Department under any condition. He said that administratively it would be much easier if the Department were getting the \$40 million a year in revenues through other sources than through a bonding program. He added that he would recommend finishing the bonding program in 1979 and look beyond to make up what would be a reduction in revenues.

Mr. Turner stated that vehicle miles traveled are about the same rate as pre-energy embargo miles. He stated that the Department was also projecting what effect the energy situation would have on vehicle miles traveled in Kansas. He said that there is a high percentage of driving that is essential driving in Kansas.

Mr. Turner said that what the Legislature was facing was how to fund \$40 million or more. He stated that any studies will show that more revenues are needed for the system. He agreed that the freeway system as an administrative system had possibly served its purpose, and added that the time had come for some real creative and innovative thinking.

Secretary Turner then outlined his thinking on the matter. He began with the financing of the system. He stated that Kansas has traditionally relied on user revenues, but that this source has not been fully tapped. Mr. Turner stated that the Highway Patrol is financed from motor vehicle revenues and that they generate about \$5 or \$6 million, but that the money is not going into the State Highway Fund.

Another consideration Secretary Turner mentioned was the sales tax concept. He stated a sales tax fluctuates in relation to cost. He also said that a tax on vehicle sales deserved consideration. He added that the sale of repair parts or anything that is related to user fees needed serious consideration.

Secretary Turner stated that outside the user fees area, the Legislature is going to have to determine how important the transportation system is to Kansas and whether it wants to begin appropriating from the State General Fund.

Mr. Turner pointed out that another area of concern was the efficiency of organizations responsible for spending the money. He said standards would have to be looked at. He also stated that the Legislature would have to decide whether keeping satellite stations open was economical. Regarding right-of-ways, he said that the Legislature would have to decide whether the right-of-ways should extend to the fence or whether the to sell some of the land.

Mr. Turner then stated that one of the major problems the Legislature ought to look at is the number of miles to be retained on the state system. He indicated that on the state highway system of about 9,700 miles, about 1,200, 1,300 or 1,400 should not be on the state system in terms of functional need for that system. He noted that once these miles are taken off the system the remainder of that system has to be financed because it acts as a feeder to the major part of the system.

Secretary Turner stated that what he recommended for consideration would take a great deal of study. He reiterated the need to look at how funds are spent both in the DOT and in local jurisdictions. He added that the situation would need to be evaluated in terms of the economic, social, and cultural welfare of the people of the state.

Representative Shriver asked for an example, and Mr. Turner called on John McNeal whose responsibility it is to continually evaluate the system.

Mr. McNeal stated that one factor that deserved attention was the average daily traffic. The last figures indicated that there were about 1,550 miles on the state system carrying less than 500 cars a day. He noted that there are about 200 carrying less than 200 cars a day. Some of these miles are covered under the sections of the law that allows the secretary to construct a road on a state park. These roads would constitute an exception to the above cases. Mr. McNeal said that there are also about 600 miles of short spurs into cities, some not incorporated, ranging from a mile to three miles of short spurs going from the highway to the edge of small towns. Mr. McNeal stated that these small towns should have a road traversing them, but whether it ought to be a state highway is the question.

Mr. McNeal stated that besides traffic count, another factor to look at is what parallel service is available either in the state system or the county federal aid system.

Mr. Turner stressed that did not necessarily mean that those roads be abandoned. A determination should be made to delineate the state system basis on the function it is going to serve.

Representative Anderson stated that the road system of Kansas was constructed to serve the people of Kansas. He said that even if it is more costly for fewer people, it must continue as present.

Senator Rehorn raised the general question concerning connecting links.

Secretary Turner stated that a clearer definition was needed of where the state and local jurisdiction's responsibility lies.

Chairman Hamm asked Mr. Turner if the Department had made any changes in the priority of roads.

Mr. Turner replied that the major change made was the concentration on 3-R type of projects. With regard to priority on freeways, Secretary Turner stated that many of the plans ready to be let were let because of the money and time invested in them; therefore the real question became whether the facility was a needed facility on the system; where it was found to be so, the Department went ahead with it.

Mr. Turner stated that the interstate system was another big money program. Mr. Turner indicated that there would be much concern in Congress with a new administration doing everything it could to accelerate the completion of the interstate system. Mr. Turner stated that he would personally like to see this transpire. This would allow the Department to complete the last of 20½ miles, which Mr. Turner said would be costly. He indicated that the remainder is in an urban area and will cost the Department about 80 percent of what the remainder of the system cost.

Senator Vermillion asked Secretary Turner if the Department is obligated to build the remaining section. Mr. Turner replied that there is no law stipulating such, but that it was needed.

Senator Vermillion stated that perhaps it might be better to spread the money out on other roads rather than spend it for only 20 miles. Mr. Turner replied that would require changing state matching funds.

Senator Vermillion remarked that initially there was a belief that technology would bring about lower prices but in fact has brought about inflation. He asked if the state had given consideration to selling real estate, i.e., right-of-ways.

Mr. Turner replied that matter had been given some consideration; however, many roads that need improvement will need to be widened. He also noted that right-of-way areas are necessary for drainage purposes. He added that there might be some cases where the Department could sell the land.

Mr. Turner stated that after this year's program the Department will be closer to completing 300 miles on 3-R projects. He stated that a commitment is needed for transportation in Kansas to keep funding at a certain level so the Department can plan and program on a level basis. He said that if one looks back at graph funds, one can see a series of jumps in revenue to a point where funds are depleted. Mr. Turner added that the attendant problem was the danger of losing federal funds.

The Secretary stated that he calculated from the Wilber Smith Report that the Legislature would have to raise gasoline taxes by about 22-23 cents per gallon to bring existing roads up to tolerable standards.

Senator Johnston asked if roads would continue to deteriorate at an increasing rate without a bonding program.

Mr. Turner replied affirmatively. He stated that the first call on resources available to the Department had to be used to maintain the existing system because of capital investment and public use. Mr. Turner said that counting contract maintenance and routine maintenance, the Department spends about \$49 or \$50 million a year on maintenance. If that figure drops, deterioration ensues.

Representative Dierdorff stated that a determination would have to be made whether to continue with the present method of financing highways or to increase general fund money. He pointed out that there is money going into the general fund that actually belongs in the highway fund.

Representative Campbell asked whose decision it was regarding how far the right-of-ways are mowed. Mr. Turner replied that it was the responsibility of the Department to set policy on right-of-way maintenance. He added that the Department mows the roadside to the drainage ditch and mows fence to fence about once or twice a year. He pointed out that some problems arise due to the value of hay. He said that generally the feed owner is in most cases the adjacent landowner. He stated that the Department felt that the owner had a right to the hay in question. He added that this was an important economic factor which the Department tried to administer with a certain amount of flexibility.

Representative Anderson inquired if there were federal regulations against individual mowing. Mr. McNeal stated that the only prohibition the federal government had was one of a private individual servicing the right-of-way from shoulder or main stem.

Senator Vermillion expressed concern over inflation. Mr. Turner asked Senator Vermillion if it was his intention as a legislator on the original bond program that the entire 1,234 miles be a four-lane system. Senator Vermillion replied that it was not. He said that the original intention was to improve rural highways rather than urban four-lane traffic.

Mr. Turner said that at the time the freeway system was passed, it was unrealistic to think that \$320 million in bonds would build 1,234 miles. Mr. Turner stated that he did not know if inflation was directly related to that funding. He said that there were other factors the Department had to address. He noted that a major concern was a series of Federal Acts in 1970, 1971, and 1972. For example, it cost 18 months of production to adjust to environmental impact statements. Multiple hearings on right-of-ways and designing also took additional time. Lead time that was formerly between three and four years is now doubled.

Chairman Hamm asked, if only 11 percent of the federal funds went into the freeway system, would the state have done better without federal money and built roads to state standards.

Mr. Turner replied that on the federal aid primary system federal standards would still be required.

Mr. McNeal noted that freeway mileage that has been constructed was projected beyond minimum federal standards. He pointed out that what is being done today falls a little below what federal aid requires. He added that federal standards had been relaxed a great deal in the last year.

Mr. Turner stated that the basic policy the Department follows in the 10,000 mile system is to define the needs on a statewide basis in terms of maximizing efficiency with every project put on the system. He added that this was a different policy that had been followed in the past.

Representative Hamm asked Mr. Turner if he felt the Legislature should establish priorities on some of the roads.

Mr. Turner replied that the Legislature has, in the DOT, the greatest collection in the State of Kansas of people who know by experience, training and background, what it takes to provide a serviceable, functional, and consistent level of service to the statewide system. He stated that if the Legislature started to set priorities and the information needed is not available they would have to depend on someone, and it would probably be the DOT. He added that if the Legislature set priorities without getting advice and counsel from the Department, the members might not get the best for their money.

Representative Hamm stated that in his conversation with legislators from Louisiana, they had gone to the Legislature setting priorities. He added that this system has worked very effectively for the State of Louisiana.

Representative Hamm said that it was his understanding that in Louisiana public hearings are held around the state to determine the people's wants.

Secretary Turner cautioned that a balanced statewide system which is in the best interests of the state might not be what would be expressed from the people.

Representative Shriver, following a statement expressing concern that the Highway Trust Fund in Washington might be used for mass transit, stated it might be wise for the Committee to pass a resolution expressing the state's concern and urging the Congress that if a tax was passed that the money be returned to the states for highways.

Chairman Hamm thanked Mr. Turner for his appearance before the Committee and for expressing his thoughts and concerns.

The meeting was recessed until 10:00 a.m. Friday morning.

August 12, 1977
Morning Session

Chairman Hamm reconvened the meeting of the Special Committee on Transportation and Utilities at 10:00 a.m. Proposal No. 61 - City Connecting Links, was the topic of discussion during the morning session.

The Chairman stated that during the 1977 Session of the Legislature, the House passed a bill which would have raised the amount to cities for connecting links from \$750 to \$1,000 per lane mile. This bill was now in the Senate.

The Chairman called on Mr. Alderson to explain the proposed changes in the bill as suggested by DOT at the last meeting of the Committee.

Mr. Alderson read the proposed definition of a connecting link as follows: "a route inside the city limits which will connect a state highway through a city or connect a state highway to a city connecting link of another state highway." Mr. Alderson stated that presently there is no definition of a city connecting link. He said that the statute states that "Secretary of Transportation shall designate certain portions of state highway through cities as connecting links." Mr. Alderson stated that the above has provided an adequate definition for the Department to establish what constitutes a connecting link at this point.

Mrs. Langland of the legal division of the DOT explained that because cities have expanded their boundaries there are now some streets inside the city that were city connecting links and are now city streets. She added that these streets are all within the city limits. Mrs. Langland said the Department has problems removing them from the state system once they have been designated city connecting links. This definition is to clarify that situation.

The question was raised as to what effect this definition would have on the present number of miles of city connecting links. Mr. McNeal replied it would probably affect about 100 miles all total within city limits.

Mr. Worner was next to appear before the Committee. Mr. Worner told the Committee that Kansas City had some computer runs on costs for maintaining lane miles in Kansas City, Kansas. He stated that he wanted to appear before the Committee and give a factual presentation of what their costs are. He stated that he could present figures where the maintenance costs for a main thoroughfare was very low, or very high — \$1,200 per lane mile to maintain a thoroughfare was the average, he noted.

Discussion continued regarding a definition of connecting links. Mr. McNeal stated that the definition would give DOT legal ground for purposes of designating a connecting link or redesignating a connecting link.

Mr. Worner stated that he realized that when a city grows some streets no longer serve as connecting links. He said that if a street is redesignated it should be brought up to certain standards before it is returned to the city.

Mr. Alderson explained the proposed definition of "maintenance" as proposed by DOT. He read the following: "Maintenance included in the apportionment provided herein shall be the maintenance of the traveled portion of the roadway, excluding maintenance of storm sewer systems. All other maintenance shall be the responsibility of the city."

Mr. Adams explained that there have been many agreements with cities. He said that what cities are interested in is traveled roadway itself. Mr. Adams added that parking lanes, curbs, gutters, sidewalks, lights, etc., are the responsibility of the cities.

Mr. Alderson explained other proposed changes in the statute that would give a local authority the right to alter speed limits in certain places. He added the statute speaks in terms of state highways or extensions thereof in municipalities rather than connecting link terms. He said that DOT would like to have that terminology changed to connecting links.

Following some general comments, the meeting was recessed until 1:30 p.m.

Afternoon Session

Chairman Hamm reconvened the meeting and called on Mr. McNeal to explain projections and charts attached, Exhibits I and II. Exhibit I is entitled "Motor Fuel Gallons Taxed FY 1966-1977 and Gallons Projected to FY 1993." Exhibit II is entitled "Federal Highway Funds Apportioned to Kansas."

Mr. McNeal stated that state revenues from gasoline and diesel fuel would drop below earlier projections by about 1985 and fall about \$6 million below expected levels by 1993. He stated, however, that Kansas would be taking in slightly more than expected in fuel tax revenues for the next six to seven years.

Mr. McNeal noted that last year's projections envisioned an increase in revenues of about 1 percent each year. He said, however, that through 1984 the actual amounts would be somewhat more.

Beginning in about 1985, Mr. McNeal said, a steady climb of slightly more than one percent each would begin dropping until 1988 when it will level out.

Mr. McNeal noted that increased motor fuel taxes and higher vehicle registration fees voted by the 1976 Legislature were producing almost precisely the amount of additional revenue that was expected.

Mr. McNeal told the Committee that highway fund revenues were swelled by \$25.1 million during the fiscal year that ended June 30, 1977. By 1980 motor fuel revenues were projected to be about \$3 million more than projected in earlier Department estimates. He stated that by 1984, revenues will be about \$800,000 more than projections and the following year should drop to about \$96,000 below estimates. Mr. McNeal stated that by 1993 revenues will be some \$6 million below last year's projections.

The next topic of discussion was Proposal No. 62 - Vehicle Registration Fee Schedules. The Chairman stated that the most frequent complaint to reach him was the difference between farm truck fees and fees for other pickup trucks. He stated that the problem is how to correct the inequity without upsetting the whole system of registration fees. He suggested tightening the definition of farm vehicle.

For the purpose of discussion, Mr. Alderson distributed Exhibit III, which was farm truck definitions of surrounding states and Kansas.

Miss Turkington remarked that only eight states she knew of did not have some kind of reduced registration fee for farm trucks.

After some discussion, Senator Johnston made a motion, seconded by Senator Rehorn, that staff draft an amendment that is based on the use of vehicles for farm purposes. The motion carried.

Mr. Alderson requested that Senator Johnston assist him on the proposed amendment and Chairman Hamm stated that both the Chairman and Senator Johnston would be available with their assistance.

Miss Turkington pointed out there are two other tags in the law, a 6,000 mile tag and a local tag that relates to registration fees based on vehicle miles traveled, and miles traveled from the owner's domicile.

Mr. Alderson remarked that at the last meeting he brought a proposed draft for K.S.A. 8-143. He added that this proposed draft could be used as a vehicle for the amendment.

Regarding connecting links, Senator Talkington made a motion, seconded by Senator Rehorn, that the Committee recommend the proposed changes recommended by DOT, with the exception of the definition change.

Representative Dierdorff made a substitute motion, seconded by Representative Shriver, that the Committee recommend adoption of all the amendments proposed by DOT. The motion carried.

Chairman Hamm suggested that the Committee recommend a new bill for consideration. The present bill was passed by the House and since the Committee was recommending major changes, the entire House should be given a chance to consider it. He added that the bill the House passed is presently in the Senate and would require a Conference Committee. He instructed staff to prepare a new bill for review at the next meeting. It was suggested that the \$1,000 per lane mile be included in the new bill.

Senator Johnston stated that he would like for staff to meet with Mr. Turner and work out various kinds of alternatives that Mr. Turner had discussed the previous day for financing highways.

The Chairman announced the next meeting of the Committee would be September 19. He added that if the Committee could complete its work it would have a one day meeting but would meet two days if necessary.

Mr. Avila called attention to an error on page 4, line 12, of the minutes of the July 11, 1977 meeting. Change "17" to 1 percent." Senator Talkington made a motion, seconded by Representative Dierdorff, that the minutes of July 11 and 12, 1977 be approved as corrected. The motion carried.

The meeting was adjourned.

Prepared by Henry J. Avila

Approved by Committee on:

9-20-77
(Date)

PRELIMINARY
MINUTES

SPECIAL COMMITTEE ON TRANSPORTATION AND UTILITIES

August 11 and 12, 1977

Room 529-S - State House

Members Present

Representative Lee Hamm, Chairman
Senator Robert Talkington, Vice-Chairman
Senator Mike Johnston
Senator Tom Rehorn
Senator John Vermillion
Representative Arnold Anderson
Representative Clifford Campbell
Representative Arden Dierdorff
Representative James H. Guffey
Representative Ivan Sand
Representative Jack Shriver

Staff Present

Hank Avila, Legislative Research Department
Bob Haley, Legislative Research Department
Alan Alderson, Revisor of Statutes Office

Conferees Present - August 11

A. L. Tyree, Interstate Registration Bureau, Topeka, Kansas
Mary Turkington, Kansas Motor Carriers Association, Topeka, Kansas
Dick Brown, Legislative Post Audit, Topeka, Kansas
Jeff Brewer, Legislative Post Audit, Topeka, Kansas
Janice Marcum, Department of Revenue, Topeka, Kansas
O. D. Turner, Kansas Department of Transportation, Topeka
John McNeal, Kansas Department of Transportation, Topeka

Conferees Present - August 12

John McNeal, Kansas Department of Transportation, Topeka
Sara Langland, Kansas Department of Transportation, Topeka
J. O. Adams, Topeka, Kansas Department of Transportation
Rick Worner, Kansas City, Kansas (City of K. C., Ks.)