

MINUTES OF THE SENATE COMMITTEE ON TRANSPORTATION AND UTILITIES

The meeting was called to order by SENATOR ROBERT V. TALKINGTON at
Chairperson

9:00 a.m. a.m./p.m. on Wednesday, March 2, 1983 in room 254-E of the Capitol.

All members were present except:

All present.



Committee staff present:

Fred Carman
Hank Avila
Rosalie Black

Conferees appearing before the committee:

- | | |
|---------------------------------------|--|
| SB 287 - Representative Stephen Cloud | SB 287 - Steve Carter, Director, KS Medical Soc. |
| Representative Jessie Branson | Patty Slider, Child Passenger Safety |
| John Kemp, Secretary of | Advisory Committee |
| Transportation | Rosie Greenemeyer, Leg. Chairman |
| | for the Kansas PTA |
- SB 310 - Alan Alderson, General Counsel, Dept. of Revenue
Larry Magill, Independent Insurance Agents
- SB 308 - Alan Alderson, General Counsel, Dept. of Revenue

Senator Talkington, Chairman, called the meeting to order and introduced Representative Stephen Cloud to discuss Senate Bill 287.

SENATE BILL 287

Referring to the fact that citizens are eager to protect 18, 19 and 20 year olds from drinking, Representative Cloud said, however, these same people are not interested in protecting children ages one through four. He recommended passage of regulations that a child under five must be restrained by proper use of a child passenger safety system or face a penalty of \$15 per occurrence.

Representative Jessie Branson indicated that data from Tennessee, the first state (1978) to have restraint law, described declining deaths for children under four years of age and a 30% drop in injuries. (See Attachment 1.)

Secretary Kemp told the Committee that after the critical early weeks of life, auto crashes are the leading cause of death and serious injury for young children and claim more lives than any disease or other accidental cause. He also mentioned the Kansas Child Passenger Safety Act, DOT's Child Restraint Loan Programs, and listed results of meetings of the Child Passenger Safety Advisory Committee. (See Attachment 2.)

Captain Don Pickert noted the Highway Patrol is in agreement with the amendments establishing a fine for non-compliance. The oral warning now stipulated

CONTINUATION SHEET

MINUTES OF THE SENATE COMMITTEE ON TRANSPORTATION AND UTILITIES,
room 254-E, Statehouse, at 9:00 a.m. a.m./p.m. on March 2, 1983

SENATE BILL 287 (continued)

does little to encourage compliance. Since the Patrol cannot determine to what extent the law is violated, a written record would determine this information.

(See Attachment 3.)

Indicating that the bill is needed to assist law enforcement agencies and to protect the lives of children, Steve Carter, Patty Slider and Rosie Greenemeyer asked the Committee to support the legislation.

SENATE BILL 308 - HEARING AND ACTION

Alan Alderson explained that the Department of Revenue needed to have all reference to "indemnifying bond" stricken from the act.

Senator Morris moved that Senate Bill 308 be placed on the consent calendar; seconded by Senator Hein and passed.

SENATE BILL 310

Mentioning that this is considered the most important of all the bills concerning the Department of Revenue, Alan Alderson, said the Medical Advisory Board (consisting of five doctors) has been harassed to the point that all members have resigned. The Department will not be able to obtain doctors to serve on the Board if their names are made public.

Larry Magill offered an amendment (see Attachment 4) that would allow law enforcement agencies to provide copies of driver's license violation records and accident report information upon request by any person or corporation.

The meeting adjourned at 10:07 a.m.

Please PRINT Name, Address, the organization you represent, and the Number of the Bill in which you are interested. Thank you.

3-2-83

NAME	ADDRESS	ORGANIZATION	BILL NO.
Charlotte Adair	6475 SW 21st Topeka	Junior League	S287
Edward [unclear]	Topeka	Transportation	5287
DENNIS NEWTON	TOPEKA	KDOT	S287
BILL GREEN	STATE OFF. BLDG.	K.C.C.	
CAPT. DON PICKERT	TOPEKA	KRP	S287
Rep. Stephen Cloud	Topeka	Leg	S287
Garnie Westwood	1211 179th St. Lenexa	Citizen	S227
Walter [unclear]	1211 179th St. Lenexa		S287
Ronie Greenmeyer	744 S. Terrace	K-PTA	S287
Larry [unclear]		I.I.A.K	5310
Patricia [unclear]		KansDot Hdt	SB 287 -
Merle [unclear]	Topeka	KS Good Roads Assn	
John B. Kemp	"	KDOT	SB 287
Ken [unclear]	140 Municipal	KS Med Soc.	SB 287
Patricia [unclear]	1425 Ward Hwy Topeka	Child Passenger Safety Kansas muni #	287
Steve Carter	1300 Topeka	KS med. Soc.	#287

J. Branson
Attachment 1

<u>STATE</u>	<u>AGE RESTRICTION</u>	<u>TYPE OF VEHICLE</u>	<u>PENALTY</u>	<u>CONDITION OF PENALTY</u>
Alabama	Children under 3	Motor vehicle	X	Fine not to exceed \$10
California	Children under 4 or weighing less than 40 lbs.	Motor vehicle weighing less than 600 lbs.	X	First ticket waived upon purchase of seat; \$50 for second offense; additional \$50 for subsequent offenses up to \$200
Connecticut	Children under 4; belt sub. for children 1-4 riding in back seat only	Motor vehicle; R.V.'s and trucks over 1 ton exempt	X	Fine of \$15-100; waived upon purchase of seat
Delaware	Children under 4	Motor vehicle	X	\$25 fine waived upon purchase of seat
Florida	Children under 6; belt sub. for children 4-6	Passenger car or truck	X	\$15 fine waived upon purchase of seat
Kansas	Children under 2; front seat only	Passenger car		Oral warning only
Kentucky	Children under 40 inches	Motor vehicle		
Massachusetts	Children under 5; in seat or belt	Motor vehicle; taxis exempt	X	Fine not to exceed \$25; waived upon purchase of seat
Michigan	Children under 4; belt sub. for children 1-4 riding in back seat only	Motor vehicle	X	Fine not to exceed \$15; waived upon purchase of seat
Minnesota	Children under 4	Motor vehicle		Hazard warning only
Nebraska	Children under 1; belts for children over 1; CHILD CARE ONLY			Driver subject to fine; Child Care Center subject to license suspension
New York	Children under 4; belt sub. for children 4-5	Passenger Motor vehicle	X	Fine not to exceed \$25; waived upon purchase of seat
North Carolina	Children under 2; belt sub. for children 1-2	Motor vehicle	X	\$10 fine after 6-30-84

Sept. '82

Atch. 1

<u>STATE</u>	<u>AGE RESTRICTION</u>	<u>TYPE OF VEHICLE</u>	<u>PENALTY</u>	<u>CONDITION OF PENALTY</u>
Rhode Island	Children under 3	Motor vehicle	X	\$15 fine; waived upon purchase of seat
Tennessee	Children under 4	Motor vehicle; R.V.'s & trucks exempt	X	\$2-10 fine
Virginia	Children under 4; belt sub. for children 3-4	Motor vehicle	X	\$25 fine; waived upon purchase of seat Fine money collected for state loaner program
West Virginia	Children under 5; belt sub. for children 3-4	Motor vehicle	X	\$10-20 fine; waived upon purchase of seat
Wisconsin	Children under 2; belt sub. for children 2-4	Motor vehicle	X	\$30-75 fine for children under 2 \$10-25 fine for children 2-4 Second offense within 3 years \$25-200

PENDING BILLS

Illinois	Children under 5	Motor vehicle or R.V.	X	\$25 fine for first offense; subsequent offense \$50
New Jersey A851	Children under 5; belt sub. for children 18 mo.- 5 yrs. in rear seat only	Motor vehicle	X	\$10-15 fine; waived upon purchase of seat
New Jersey SB1322	Children under 4; belt sub. for children 12 mo.- 4 yrs. in rear seat only	Motor vehicle; taxis exempt	X	\$25-50 fine; waived upon purchase of seat
Ohio	Children under 4 or weigh- ing less than 40 lbs.; belt sub. for children 1-4	Motor vehicle	X	\$10 fine; waived upon purchase of seat
Pennsylvania	Children under 4 or weigh- ing less than 40 lbs.	Motor vehicle	X	\$25 fine; waived upon purchase of seat
Washington DC	Children under 6; belt sub. for children 3-6	Motor vehicle	X	\$25 fine; waived for first offense upon purchase of seat

STATES HAVING LEGISLATION CONTAINING NO AGE OR VEHICLE RESTRICTIONS
R PENALTY

Illinois	Dept. of Highways required to develop information program
Maine	Commissioner of Public Safety required to develop program to increase restraint use
Hawaii	\$25 income tax credit for purchase of child restraint

Source: National Safety Council
Washington, D.C.
October, 1982

Kansas Department of Transportation

March 2, 1983

TO: SENATE COMMITTEE ON TRANSPORTATION AND UTILITIES

FROM: KANSAS DEPARTMENT OF TRANSPORTATION

RE: SENATE BILL 287: AN ACT AMENDING THE CHILD PASSENGER SAFETY ACT; PROVIDING FOR A PENALTY; AMENDING K.S.A. 8-1345 AND 8-1347 AND REPEALING THE EXISTING SECTIONS.

In Kansas, the family automobile is the principal means of transportation. Traffic accidents involving the family car and its occupants are an every day occurrence. After the critical early weeks of life, such crashes are the leading cause of death and serious injury for our young Kansas children; they claim more lives than any disease or other accidental cause.

During the last decade 10,000 American children under the age of five were killed as passengers in automobiles. Of the hundreds of thousands injured many remain permanently disabled, physically and/or mentally.

About 8 child passengers under the age of four are killed each year in our state, and hundreds more are injured, many seriously. Accident records show that over 90% of the children in this age group ride with no protection, when in fact, they require special attention and care. The safety of our young children is so important that in 1981 the state of Kansas became one of six states to enact legislation designed to protect the young automobile passengers from death and serious injury.

SUMMARY OF KANSAS CHILD PASSENGER SAFETY ACT

H.B. 2208, as approved by the Governor April 13, 1981, enacted the Child Passenger Safety Act which required, after January 1, 1982, that every parent or legal guardian of a child under the age of two years who transports such child in the front seat area of a passenger car, use an approved child passenger safety restraining system. The requirement set out in H.B. 2208 did not apply to transportation of children in vehicles registered in another state nor to transportation in a temporary substitute vehicle.

H.B. 2208 required the secretary of transportation to adopt rules and regulations for the performance, design and installation of child passenger safety restraining systems in accordance with federal standards and to approve systems which meet such standards. The Secretary was also required to develop a program of public education to promote the use of child passenger safety restraint systems.

Law enforcement officers are required to issue oral warnings and provide information on child passenger safety devices to any parent or legal guardian of a child under two who fails to use an approved child passenger safety restraint system in transporting such child in the front seat of a passenger car.

Pursuant to the provision of H.B. 2208, failure to employ a child passenger restraint system does not constitute negligence per se.

CHILD PASSENGER SAFETY-PUBLIC EDUCATION

KDOT began developing its child restraint program in September 1979. A Kansas child restraint logo, used on correspondence, posters and brochures, was designed and an informational brochure, "Don't Risk Your Child's Life," was selected for use as a handout in the program. The agency distributed 58,000 copies of the brochure to a variety of organizations through the state.

Additionally, 15,000 stand-up cards, created by the agency's artists and designed for use in restaurants and offices, have been distributed.

In January 1980, KDOT held a poster-child contest, and the contest winner's picture appears on two toddler child restraint posters produced and distributed by the agency.

KDOT purchased approximately 50 copies of a child safety restraint film produced by Physicians for Automotive Safety. Most have been loaned to directors of seat-loan programs for use in parent education and pre-natal classes, and a few copies are kept in the KDOT library for loan to interested groups. The agency also purchased a child restraint display for use at health fairs and state fairs.

Approximately 175 "Beltman" kits were purchased and distributed to school districts. The kits emphasize seat belt importance and include teaching aids and an audio/visual program for children in kindergarten through third grade.

A special brochure was designed and printed in December 1981 for distribution by the Kansas Highway Patrol and other law enforcement agencies. KDOT has provided law enforcement agencies with over 70,000 copies of the brochure.

CHILD RESTRAINT LOAN PROGRAMS

The agency began organizing its child restraint loan program in January 1980. All county health departments were surveyed concerning knowledge of child passenger safety and interest in establishing seat loan programs. Approximately 25 indicated an interest in establishing a loan program, and five trial program sites were selected and established.

KDOT received its first safety seats in January 1981 and began distribution with the assistance of the Kansas Department of Health and Environment.

Child safety-seat loan programs have now been established in approximately 60 counties at some 55-65 locations. Loan programs are sponsored by county health departments, county extension offices, hospitals, Red Cross chapters and other non-profit organizations.

KDOT has purchased and distributed over 5,300 infant safety seats for use in these programs.

Sponsors of loan programs are responsible for handling their own records, publicity, etc. They are required by the federal government to report their activities quarterly to KDOT.

CHILD PASSENGER SAFETY ADVISORY COMMITTEE

On October 21, 1982, I established a Child Passenger Safety Advisory Committee.

The committee was to review the Kansas child passenger fatality and injury rates, consider the effectiveness of the Kansas Child Passenger Safety Act and advise the Department of Transportation of what actions the department could take that would be most effective in reducing the number of child passengers killed and injured in Kansas in motor vehicle accidents.

The committee was comprised of individuals and representatives of organizations that had demonstrated their interest in promoting child passenger safety. A list of committee members is attached.

The committee met numerous times from October to January discussing the many and various issues concerning child passenger safety restraint. While it is impossible to come to a full agreement on any issue, this group arrived at a series of recommendations which have been incorporated into Senate Bill 287.

These recommendations included:

- + "... the age of children covered be increased to cover all children under the age of five years ..."
(line 0023)
- + "... deletion of the front seat area only restriction." (lines 0024-0025)
- + "... a safety belt may be used as a child passenger safety restraining system when a child is at least four years of age or weighs at least 40 pounds."
(lines 0028-0030)
- + "... a fine amounts of \$15 ... per occurrence..."
(lines 0044-0048)

+ "... the fine provided for ... may be waived if the parent or legal guardian purchases or acquires an approved child safety restraining system ... (lines 0049-0051)

+ "... the Kansas department of transportation shall make available to law enforcement officers for dissemination, information concerning child passenger safety." (lines 0055-0058)

I do wish to point out that I have questions concerning the "fine wavier" and "informational dissemination".

While I agree with the intent of the "fine waiver", and it appears to be permissive, it might in fact be restrictive. I believe the language may be unnecessary since a judge currently can waive a fine. However, a judge could determine that the fine should be waived even if a restraint system is not properly used.

My questions relative to the recommendation on the distribution of such printed materials to law enforcement agencies concern my estimation, that this is a budgetary consideration. Therefore, it should more appropriately be addressed through that process.

The Advisory Committee has worked very diligently in coming up with the above recommendations. I endorse these recommendations, subject to the two concerns listed above relative to the "fine waiver" and "materials distribution". It is my sincere belief that this subject is a serious matter and I recommend favorable action on it.

MEMBERS OF THE CHILD PASSENGER SAFETY ADVISORY COMMITTEE

Dr. Patricia Schloesser
Maternal & Child Health
Dept. of Health & Environment
Forbes Field
Topeka, Kansas 66620

Capt. Richard Barta
Public Education and Training
Kansas Highway Patrol
122 S.W. 7th Street
Topeka, Kansas 66603

Rep. Jessie Branson
Kansas State Representative
800 Broadview Drive
Lawrence, Kansas 66044

Arthur Cherry, M.D.
Pediatrics Associates
918 W. 10th
Topeka, Kansas 66604

Adrian Farver
Executive Director
Kansas Sheriffs Association
P.O. Box 107
Burlingame, Kansas 66413

Fred Howard
R.R. #1
Eskridge, Kansas 66423

Sen. Jan Meyers
Kansas State Senator
8408 W. 90th Street
Overland Park, Kansas 66212

Patty Slider
Kansas Bar Association
1200 Harrison
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Marjorie Petty
106 Woodlawn
Topeka, Kansas 66606

Ron Welch
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Automobile Club of Kansas
717 Kansas
Topeka, Kansas 66603

Steve Carter
Executive Director
Kansas Medical Society
1300 Topeka Avenue
Topeka, Kansas

SUMMARY OF TESTIMONY
BEFORE THE SENATE TRANSPORTATION AND UTILITIES COMMITTEE

SENATE BILL 287

PRESENTED BY THE KANSAS HIGHWAY PATROL
(Captain Don Pickert)

March 2, 1983

Appeared in Support

The Patrol supports this bill.

It cannot be denied that restraint systems are a critical need in today's traffic, particularly for young persons who cannot fend for themselves. Especially when one considers National Safety Council research that indicates approximately 50% of all traffic deaths and injuries could be avoided through their use.

Time constraints prevent a definite age breakdown but we can afford an insight on the Kansas accident experience.

ALL KANSAS ACCIDENTS-(FY 1982)

Injuries- AGE 15 and UNDER

<u>Fatal</u>	<u>Incapacitating</u>	<u>Non-Incapacitating</u>	<u>Possible</u>
4	139	270	190

We are in agreement with the amendments to K.S.A. 8-1345 which would establish a fine for non-compliance. We feel the oral warning now stipulated ^{is} (does) little to encourage compliance. Also, we cannot determine to what extent the law is violated. A written record would afford this information.

From an enforcement standpoint, we have a concern with subsection (b) of K.S.A. 8-1345 which provides waiver of the fine if a restraining system is purchased or acquired. There would be nothing to prevent a defendent from borrowing the system to satisfy the requirement.

We would respectfully recommend the requiring of proof of purchase or acquisition prior to waiver of the fine.

The Facts

Approximately 50,000 Fatalities Caused by Motor Vehicle Accidents Annually

- Leading cause of death among people 44 and younger.
- Number 1 cause of on-the-job fatalities.
- Costs the average employer nearly \$120,000 per employee death.
- Comparable to the number of American soldiers killed in Vietnam.
- Two and one half times greater than all fatalities caused by accidents in the home.
- Ten times greater than fatalities caused by all other forms of transportation.
- Equivalent to a 727 passenger jet crashing every day.

Safety Belts Make A Difference

- Approximately 35,000 people die annually in cars, light trucks or vans equipped with safety belts.
- About 50 percent (17,000) of these people could be saved if they wore safety belts.
- Safety belts cut your chances of being killed or seriously maimed in a crash by about 50 percent.
- On any single vehicular trip the chance of an accident is very low; but the possibility of a serious accident on one of the many trips in your lifetime is better than 50 percent. (What percent of your friends have never been in an accident? Ask around . . . the percentage will be low.)
- Three out of four crashes happen within 25 miles of home.
- A common cause of death and injury to children in automobiles is being crushed by adults who are not wearing safety belts. In fact, one out of four serious injuries to passengers is caused by occupants being thrown into each other.
- Drivers wearing safety belts have more control over their car in emergency situations and are therefore more likely to avoid an accident.

The Myths

Myth

"I don't need safety belts because I'm a real good driver. I have excellent reactions."

Fact

"No matter how good a driver you are, you can't control the other car. When another car comes at you, it may be the result of mechanical failure and there's no way to protect yourself against someone else's poor judgement and bad driving."

"I don't want to be trapped in by a safety belt. It's better to be thrown free in an accident."

"Being thrown free is 25 times more dangerous . . . 25 times more lethal. If you're wearing your belt you're far more likely to be conscious after an accident . . . to free yourself and help your passengers. Safety belts can keep you from:

- plunging through the windshield
- being thrown out the door and hurtled through the air
- scraping along the ground
- being crushed by your own car

In almost any collision, you're better off being held inside the car by safety belts

"I wear a safety belt, I might be trapped in a burning or submerged car!"

"Less than one-half of one percent of all injury-producing collisions involve fire or submersion. But if fire or submersion does occur, wearing a safety belt can save your life. If you're involved in a crash without your safety belt, you might be stunned or knocked unconscious by striking the interior of the car. Then your chances of getting out of a burning or submerged car would be far less. You're better off wearing a safety belt at all times in a car. With safety belts, you're more likely to be unhurt, alert, and capable of escaping quickly."

"I don't need it. In case of an accident, I'll brace myself with my hands."

"At 35 miles per hour, the force of impact on you and your passengers is brutal. There's no way your arms and legs can brace you against that kind of collision. The speed and force are just too great. The force of impact at just 10 mph is equivalent to the force of catching a 200-pound bag of cement from a first story window."

"Most people would be offended if I asked them to put on a seat belt in my car."

"Polls show that the overwhelming majority of passengers would even willingly put their own belts on if only you, the driver, would ask them."

"I just don't believe it will ever happen to me."

"Everyone of us can expect to be in a crash once every ten years. For one out of 20 of us, it'll be a serious crash. For one out of every 60 children born today, it will be fatal."

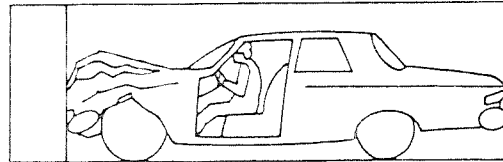
"I'll only need to wear them when I have to go on long trips, or at high speeds."

"Eighty percent of deaths and serious injuries occur in cars traveling under 40 miles per hour and 75 percent of deaths or injuries occur less than 25 miles from your home."

"I can't touch my head to the dashboard when I'm wearing my seat belt so there's no way it can help me in a car accident."

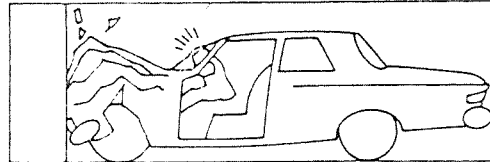
Safety belts were designed to allow you to move freely in your car. They were also designed with a latching device that locks the safety belt in place if your car should come to a sudden halt. This latching device keeps you from hitting the inside of the car or being ejected. It's there when you need it."

The Human Collision

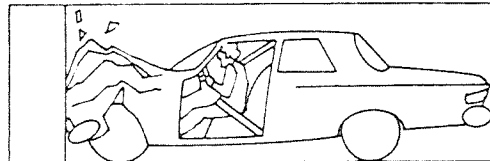


On impact, the car begins to crush and slow down. The person inside continues to move forward at the same speed the car was traveling.

Within 1/10 of a second, the car has come to a stop, but the person is still moving forward.



1/50 of a second after the car has stopped, the unbelted person goes into the dashboard or windshield. This is the human collision.



With effective safety belts, the person will stop before hitting the steering wheel, dash or windshield.

The car has come to a complete stop within one tenth of a second. However, the unbelted driver is still moving along inside the car at 30 mph. It will take the driver about one-fiftieth of a second more to hit something—say the windshield or the steering wheel. That's the human collision. It happens about 0.02 seconds after the first collision, and belts can make a big difference in determining how serious that second collision is. A lot of people think they are strong enough to brace themselves in a crash. They aren't. At just 30 mph you'd be thrown toward the dash with the same force as if you'd jumped head first off a three-story building. No one's arms are anywhere near strong enough to "catch" himself and break a three-story fall. Safety belts are, though. And that's why people need them, even in a low-speed crash.

How Effective are Safety Belts?

Most people accept the fact that wearing safety belts offers protection in a crash, but few bother to find out exactly how much protection they can expect. If they asked, they would probably be surprised by the answer. While researchers may differ by a few percentage points either way, average figures coming out of safety belt studies look like this:

- Safety belts cut the number of serious injuries received by 50 percent.
- Safety belts cut fatalities by 60 to 70 percent.

To put these figures in other words, not wearing a safety belt doubles your chance of being hurt seriously in a crash. Serious injuries received in crashes often involve the head or spinal cord. In fact, in the U.S., auto accidents are the number one cause of epilepsy (from head injury) and paraplegia (from damage to the spinal cord). The restraining action of safety belts—especially shoulder belts—helps explain why they so drastically reduce the likelihood of being seriously hurt. Wearing just a lap belt gives you twice as good a chance of living through a crash as you'd have if you wore no belt at all. And using a lap/shoulder belt combination makes your chances of survival *three to four times better* than they are if you drive beltless. One important note: These improved chances of escaping injury or death thanks to safety belts hold true *regardless of speed*. Whether you're going 5 mph or 75 mph, you're a lot better off using belts.

The aim of safety belts is to:

- First, maximize whatever benefits come from the First Collision through "riding down." By making the impact of the first collision work on you soon, belts give you the benefit of increased stopping distance and dissipation of the forces of impact by the car itself.
- Second, minimize the harm of the Second Collision. By taking the forces of impact quickly (but not too quickly), the belts dissipate those forces through a relatively safe medium (the belt itself) instead of through a dangerous medium (glass or steel).

Safety belts help occupants in five ways:

1. There is the "ride down" benefit, in which the belt begins to stop the wearer as the car is stopping.
2. The belt keeps the head and face of the wearer from striking objects like the wheel rim, windshield, interior post, or dashboard.
3. The belt spreads the stopping force widely across the strong parts of the body.
4. Belts prevent vehicle occupants from colliding with each other.
5. Belts help the driver to maintain vehicle control, thus decreasing the possibility of an additional collision.

Proposed amendment for insurance agents

Law enforcement agencies of this state may provide copies of driver's license violation records or accident report information to any person, firm, corporation, partnership or association meeting the requirements of subsection (a)(2) and shall charge the fee prescribed by the secretary of revenue and approved by the director of accounts and reports pursuant to K.S.A. 45-204. The law enforcement agency may charge an additional fee to be retained by the law enforcement agency to cover its cost of providing such copies. The fee prescribed pursuant to K.S.A. 45-204 shall be paid monthly to the secretary of revenue. The secretary of revenue, the secretary's agents, the director of vehicles or the director's agents or employees shall not be liable for damages caused by the negligent or wrongful act or omission of a law enforcement agency providing any information obtained from the records of the division of vehicles.

Requested by:

Larry W. Magill, Jr., Executive Manager
Independent Insurance Agents of Kansas