

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 Tuesday, April 3, 1984 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:

HB 3096 - Harley Duncan, Dept. of Revenue; Sgt. Bill Jacobs, Kansas Highway Patrol.  
HB 3070 - Glenn Cogswell, Smoot Grain Co.; Becky Crenshaw, Committee of KS Farm Organizations;  
Harry Wullschleger, KS Cornrowers Assoc.; John Blythe, KS Farm Bureau;  
Dick Brewster, Standard Oil Co.

The meeting was called to order by Senator Talkington, Chairman, to hear HB 3096;  
completion of hearing on HB 3070 orginally heard on Friday, March 30; and finalize  
action on SB 818.

HOUSE BILL 3096 - HEARING AND ACTION

Harley Duncan explained that HB 3096 eliminates license tag number display of  
county name to a statewide system of three letters followed by three numbers. He  
requested an amendment that would allow the department to place county designation  
decals at its own discretion. (Attachment 1.)

Sgt. William Jacobs said the patrol agrees with Secretary Duncan's amendment  
for enforcement purposes.

Senator Kerr moved to amend HB 3096 allowing the Department of Revenue at its  
own discretion to select the location on the license tag for county designation  
placement; seconded by Senator Morris. The amendment was adopted.

Senator Kerr moved for an amendment to restore striken Line 72 referring to  
expiration of registration date; seconded by Senator Morris. The amendment was  
adopted.

Senator Morris moved that HB 3096 be reported favorable for passage as amended;  
seconded by Senator Meyers and passed.

HOUSE BILL 3070 - COMPLETION OF HEARING AND ACTION

Becky Crenshaw introduced Mr. Wullschleger of the Kansas Cornrower's Association  
who asked for removal of the 17,000,000 gallon production cap which would allow larger  
gasohol plants to qualify for the tax incentive. Glenn Cogswell, Dick Brewster

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 April 3, 1984.

HOUSE BILL 3070 - HEARING AND ACTION

and John Blythe also testified with Mr. Cogswell and Mr. Brewster recommending lifting the 17,000,000 gallon cap while Mr. Blythe took no position on removal but supported the bill. The hearing on HB 3070 originated March 30.

Senator Norvell moved to amend HB 3070 deleting Lines 167 and 172 in which language refers to limiting the tax incentive for plants producing less than 17,000,000 gallons; seconded by Senator Burke. The amendment was adopted.

Senator Hein moved for a technical amendment in Line 173 changing the word "plainly" to "conspicuously" and deleting all of Lines 176 and 177 referring to rules and regulations; seconded by Senator Burke. The amendment was adopted.

Senator Meyers requested that minutes reflect it is not the committee's intent to limit any other authority by the secretary of revenue.

Senator Norvell moved to amend Line 155 by inserting the word "agricultural" before the words ethyl alcohol; seconded by Senator Hein. The amendment was adopted.

Senator Norvell moved that HB 3070 be reported favorable for passage as amended; seconded by Senator Meyers and passed.

SENATE BILL 818 - ACTION

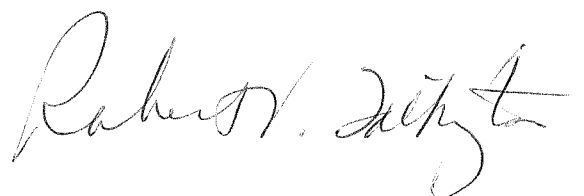
Senator Burke moved to allow natural gas wells owned by Johnson County to supply natural gas to the industrial airport; seconded by Senator Meyers. The amendment failed.

Senator Johnston moved to report SB 818 adversely; seconded by Senator Thiessen. No vote was taken.

Senator Burke moved to refer SB 818 to interim study; seconded by Senator Meyers. The motion carried.

Minutes were approved to date.

The meeting adjourned at 10:02 a.m.



4-3-84

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

NAME	ADDRESS	ORGANIZATION	BILL NO.
SGT. BILL JACOBS	TOPEKA	KANSAS HIGHWAY PATROL	HB 3096
Brian Moline	"	KCC	SB 818
Tom Reegan	"	Kan Ethanol Assoc	3070
Dick Stowell	"	Hwy 1 Plain Corp (Ethanol)	3070
M. Heaven	"	Can. Community	
W. Brewster	"	Standard Oil Co.	3070
R Martin	"	KPC	"
Glenn Cogswell	"	Smoot Grain Co	3070
TOM TUNNEL	HUTCHINSON	KANSAS GRAIN PROD ASSN	3070
DAVID GRANT	TOPEKA	KCCI	
Tom Whitaker	TOPEKA	Ks Motor Carriers Assn	
TERRY RICE	WICHITA	Ks Ethanol Assn	3070
Chip Wheelen	Topeka	Pester Refining	3070
John Blythe	Manhattan	Kansas Farm Bureau	3070
Phil Harbers	Olathe	Johanson County	818
Joe Dennis	Westwood	Johanson County	818
B. Crenshaw	Topeka	Comm of Farm Orgs	3070
H.A. Vullschlager	HOME	KANSAS CORN GROWERS	3070
Bob Storey	Topeka	Union Gas Systems Inc.	818
LON STANTON	TOPEKA	Northern Natural Gas	818
Rick Kready	"	KPL Gas Service Co.	"
PAUL PERDUE	"	KPL Gas SERVICE	"
Clark Hickey	"	Ks Oil Marketers Assn	

STATE OF KANSAS

4-3-84

SENATOR  
ROBERT V. TALKINGTON  
MAJORITY LEADER  
P. O. BOX 725  
IOLA, KANSAS 66749



COMMITTEE ASSIGNMENTS  
CHAIRMAN: TRANSPORTATION AND UTILITIES  
VICE-CHAIRMAN: ORGANIZATION, CALENDAR AND RULES  
MEMBER: ELECTIONS  
INTERSTATE COOPERATION  
LEGISLATIVE COORDINATING COUNCIL  
WAYS AND MEANS

TOPEKA

SENATE CHAMBER  
MAJORITY LEADER

April 5, 1984

The Honorable Mike Hayden, Speaker  
The House of Representatives  
Chairman, Legislative Coordinating Council  
Capitol, 3rd Floor  
Topeka, Kansas 66612

Dear Mike:

The Senate Transportation and Utilities Committee requests an interim study involving the KCC's jurisdiction over municipally owned utilities (subject of SB 818) and the KCC's jurisdiction concerning natural gas suppliers (subject of SB 773).

The Committee felt the question of exclusive territorial rights for natural gas suppliers contained in both bills should be further studied.

Thank you for considering the request.

Sincerely,

Robert V. Talkington, Chairman  
Senate T & U Committee

Justification for HB 3096--SAM-123 License Tag

Purpose: Eliminates requirement of K.S.A. 8-147 that a two letter abbreviation of the county name be used as part of the license tag number. Requires the Secretary of Revenue to display county name, or abbreviation thereof, in some other fashion on the plate. The bill would allow the Department of Revenue when it next reissues license tags (expected in 1988) to shift to a statewide SAM-123 or three alpha-three numeric system of license tag numbers. Decals would be used to display the county name on the license tag. The county name would be spelled in full on auto tags and abbreviated on truck tags.

Reasons Supporting Shift to SAM-123:

1. Currently the Department must manufacture and maintain an inventory for 1,155 different combinations of auto tags (105 counties times 11 months). Also, 105 inventories must be maintained for each of five other plates--truck, trailer, motorcycle, motorized bicycle, and mobile home.
2. The result is that Kansas plates are expensive to manufacture, and there is a high annual inventory carrying cost for the nearly 1,700 combinations. In addition, each reissuance under the current system causes a large inventory of old plates to be destroyed, and running out of plates for a particular registration category is a distinct possibility under the current system. In the summer of 1983, the supply of plates for certain expiration months in certain counties was exhausted because the Department had to reduce plate inventories in the event that plates were to be reissued in 1985.
3. It is estimated that the SAM-123 plates could be manufactured for 4-6 cents per plate less than the current system. In addition, since the number of combinations for non-distinctive plates can be reduced to approximately 10, the annual inventory carrying costs can be reduced by approximately \$70,000. It is further anticipated that the stock of plates destroyed upon the eventual re-issuance of the SAM-123 would be reduced by \$200,000.
4. Under SAM-123, virtually any plate can be issued to any vehicle owner, and the possibility of running out of tags is virtually non-existent. SAM-123 can provide roughly 15 million different tag numbers which would also enable a plate life extension beyond the current five year cycle limitation.
5. The SAM-123 plate is generally preferred by law enforcement agencies because of its simplicity and clarity which makes it easier to remember a tag number. Under the current system, you must remember three alpha characters (two vertical and one horizontal) and up to five horizontal numeric characters, as contrasted with three alpha, three numeric horizontal characters under SAM-123. The Kansas Highway Patrol supports the SAM-123 concept, provided that certain design considerations are met.
6. Over 40 states currently utilize the SAM-123 format. Kansas is the only state using the county prefix and an alpha character to denote the month of expiration.