

MINUTES OF THE House COMMITTEE ON Transportation

The meeting was called to order by Representative Rex Crowell at  
Chairperson

1:30 ~~am~~/p.m. on March 7, 1985 in room 519-S of the Capitol.

All members were present except: Representative Harper, excused.

Committee staff present:

Hank Avila, Legislative Research Department  
Fred Carman, Office of the Revisor of Statutes  
Donna Mulligan, Committee Secretary

Conferees appearing before the committee:

Representative Theo Cribbs  
Mrs. Judy Anderson, City of Wichita  
Mr. Jim Flaherty, Kansas Corporation Commission  
Mr. Bob Storey, Union Gas System, Inc.  
Mr. Richard Kready, The Kansas Power & Light/Gas Service Company  
Mr. John Jordison, Peoples Natural Gas Company

The meeting was called to order by Chairman Rex Crowell, and the first order of business was a hearing on HB-2195 concerning designating Interstate 135 in Wichita as "The Dr. Martin Luther King, Jr. Memorial Highway."

Representative Theo Cribbs, principle sponsor of the bill, briefed the Committee on its contents. (See Attachment 1)

Mrs. Judy Anderson representing the City of Wichita testified favorably concerning HB-2195.

The next order of business was a hearing on HB-2202, concerning regulation by the state corporation commission of certain natural gas suppliers.

Mr. Jim Flaherty of the Kansas Corporation Commission testified in favor of HB-2202. (See Attachment 2)

Mr. Flaherty said the KCC supports HB-2202 because it would allow the commission to require gas companies to compete against each other under the same rules.

Representative Patrick asked if a city didn't have an electrical utility and wanted to start one, would they have to obtain permission from the KCC. Mr. Flaherty said they would only need permission from the KCC if an existing KCC jurisdiction utility was operating in that city.

Mr. Bob Storey representing Union Gas System, Inc. testified in support of HB-2202.

Chairman Crowell announced the hearing on HB-2202 would be interrupted, and continued later in the meeting.

The next order of business was Committee discussion and action on HB-2188, concerning requirement for use of safety belts. A balloon was distributed to Committee members which detailed suggested amendments to the bill recommended by the subcommittee. (See Attachment 3)

Representative Knopp briefed the Committee on subcommittee findings.

A motion was made by Representative Knopp to adopt the amendments recommended by the subcommittee. The motion was seconded by Representative Sutter. The motion passed.

CONTINUATION SHEET

MINUTES OF THE House COMMITTEE ON Transportation,  
room 519-S Statehouse, at 1:30 ~~xxx~~p.m. on March 7, 1985.

A motion was made by Representative Dillon to recommend HB-2188 as amended favorable for passage. The motion was seconded by Representative Erne.

Representative Patrick made a substitute motion to amend HB-2188 to state that evidence of failure to use a seat belt could not be used in any court action. The motion was seconded by Representative Erne. Motion passed.

Representative Adam made a motion to reduce the amount of the fine from \$25 to \$20. The motion was seconded by Representative Knopp. Motion failed 10-9 on a division.

Representative Moomaw made a conceptual motion to exempt mail carriers while delivering mail. The motion was seconded by Representative Justice. Motion passed 13-6 on a division. Representative Erne requested to be recorded as voting "no".

Representative Spaniol made the motion to amend the effective date of the bill to January 1, 1986. The motion was seconded by Representative Justice. Motion failed 10-9 on a division.

Representative Snowbarger made a motion to change Line 31 to read "being operated on a highway" instead of "in motion". The motion was seconded by Representative Patrick. Motion passed.

It was moved by Representative Sutter to recommend HB-2188 as further amended favorable for passage. The motion was seconded by Representative Dillon.

A substitute motion was made by Representative Freeman to table HB-2188. The motion was seconded by Representative Harper. The motion failed 10-9 on a division.

A substitute motion was made by Representative Ott that the fine be totally done away with. The motion was seconded by Representative Adam. Motion failed 10-9 on a division.

Representative Justice made a substitute motion to reduce the \$20 fine to \$5. The motion was seconded by Representative Erne. Motion passed.

Representative Shore made a motion that HB-2188 be effective only when we have a 65 mile per hour speed limit. The motion was seconded by Representative Freeman. Motion failed.

A motion was made by Representative Dillon that HB-2188 be recommended as further amended favorable for passage. The motion was seconded by Representative Erne. Motion passed 12-7 on a division.

The hearing on HB-2202 resumed.

Mr. Bob Storey, representing Union Gas System, Inc. took the stand and responded to questions from Committee members.

Mr. Richard Kready, Kansas Power and Light Company and Gas Service Company, spoke in favor of HB-2202.

Chairman Crowell asked if he believed it would be detrimental if provisions of HB-2202 were amended into HB-2202. Mr. Kready said he did not.

Mr. John Jordison, Peoples Natural Gas Company, spoke in favor of HB-2202. (See Attachment 4) He said that in the interest of fair competition, they believe all entities choosing to compete for existing customers should be regulated by the KCC.

Mr. Bill Abbott of the Boeing Military Airplane Company testified favorably concerning HB-2202. Mr. Abbott stated he supports amendments as shown in the balloon on HB-2202.

Chairman Crowell asked if he had visited with Mr. Don Schnacke and learned that KIOGA is supportive of this bill. Mr. Abbott said that was correct.

The hearing on HB-2202 was concluded.

CONTINUATION SHEET

MINUTES OF THE House COMMITTEE ON Transportation,  
room 519-S, Statehouse, at 1:30 ~~am~~/p.m. on March 7, 1985

The next business was Committee discussion and action on HB-2202.

Representative Erne made a motion to adopt the balloon version except not using the provisions in Box 1 on Page 1. The motion was seconded by Representative Shore. The motion passed.

Representative Snowbarger made a motion to add after the word "defined" in Line 40 the words "or who sell by private contract to an end use customer". The motion was seconded by Representative Patrick. Motion passed.

Representative Patrick made a motion to amend the language on Page 2, Line 69 through 73, to include municipal public utilities that generate electricity as well as gas companies. The motion was seconded by Representative Moomaw. Motion failed.

Representative Sutter made a motion to include the provisions of HB-2020 into HB-2202. The motion was seconded by Representative Erne.

Representative Patrick made a substitute motion to recommend HB-2202 as amended favorable for passage. The motion was seconded by Representative Snowbarger. Motion failed 11-6 on a division.

A vote was taken on the original motion to amend the provisions of HB-2020 into HB-2202. Motion passed.

A motion was made by Representative Justice that HB-2202 be recommended as further amended favorable for passage. The motion was seconded by Representative Erne. Motion passed.

The next bill taken up for Committee discussion and action was HB-2019 concerning regulation by the State Corporation Commission of certain natural gas suppliers.

A motion was made by Representative Snowbarger that HB-2019 be recommended adversely. The motion was seconded by Representative Dillon. The motion passed.

The next business was Committee discussion and action on HB-2021 concerning the indexing provisions of the motor-vehicle fuels tax.

A motion was made by Representative Dillon that Lines 54, 55 and 56 be amended to reflect the action taken on HB-2022 by the House Committee of the Whole. The motion was seconded by Representative Wilbert. Motion passed.

A motion was made by Representative Dillon that HB-2021 as amended be recommended favorable for passage. The motion was seconded by Representative Wilbert. Motion passed.

The next business was Committee discussion and action on HB-2020.

A motion was made by Representative Snowbarger to recommend HB-2020 adversely. The motion was seconded by Representative Patrick. Motion passed.

The next bill taken up for Committee discussion and action was HB-2420. Representative Moomaw gave a report on subcommittee findings. (See Attachment 5)

A motion was made by Representative Moomaw that the amendments in the balloon be adopted. The motion was seconded by Representative Justice. Motion passed.

Representative Justice made a motion to recommend HB-2420 as amended favorable for passage. The motion was seconded by Representative Smith.

CONTINUATION SHEET

MINUTES OF THE House COMMITTEE ON Transportation,  
room 519-S, Statehouse, at 1:30 ~~xxx~~/p.m. on March 7, 1985

Representative Patrick made a substitute motion to amend the bill to give the Department of Revenue the right to suspend a learner's permit. The motion was seconded by Representative Justice. Motion passed.

It was moved by Representative Snowbarger to raise the fee to \$2. The motion was seconded by Representative Sutter. Motion passed.

Representative Patrick made a motion to table HB-2420. The motion was seconded by Representative Brown. Motion passed.

The next business was Committee discussion and action on HB-2195 designating Interstate 135 in Wichita as "the Dr. Martin Luther King, Jr. Memorial Highway".

Representative Justice made a motion to require the city to reimburse the state for the cost of placing markers. The motion was seconded by Representative Erne. Motion passed.

A motion was made by Representative Justice that HB-2195 be recommended favorable as amended. The motion was seconded by Representative Erne. Motion passed.

The next bill taken up for Committee discussion and action was HB-2308 concerning maintenance of city connecting links.

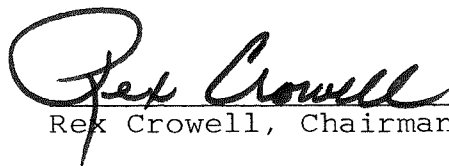
A motion was made by Representative Dillon to amend HB-2308 in Line 60 to clarify that the \$2000 applies to all years after FY 1987. The motion was seconded by Representative Patrick. Motion passed.

It was moved by Representative Spaniol that HB-2308 be recommended as amended favorable for passage. The motion was seconded by Representative Dillon.

Representative Ott offered a substitute motion that HB-2308 be amended to provide that all the connecting links be turned over to the state for maintenance and the cities pay KDOT the cost for maintaining the connecting links. The motion was seconded by Representative Erne.

Chairman Crowell said there was not time for further discussion on HB-2308.

The meeting was adjourned at 3:35 p.m.

  
Rex Crowell, Chairman

GUEST LIST

COMMITTEE: Transportation

DATE: 3-7-85

PLEASE PRINT

NAME	ADDRESS	COMPANY/ORGANIZATION
Sam Somerville		Offie Speaker Prodn
Bill Henry	Topeka	Kansas Eng Society
Wesley Stephens	✓	✓
Jerry Conrad	Topeka	KGE
John Jordison	Council Bluffs IA	Peoples Nat Gas
Karen Langland	Minneapolis	"
Richard D. Kready	Topeka	KPL/Gas Service Co.
Bob Storey	Topeka	Union Bus/TSU
RAÚL R. GUEVARA	Topeka	KDOT
ED DE SOIGNIE	TOPEKA	KDOT
JIM Flaherty	TOPEKA	KCC
Bill Abbott	Wichita	Boeing
Anthony J Blick	Hutchinson	Student
JIM SULLINS	TOPEKA	Ks. Motor Car Dealers Assn.
Tom Whitaker	Topeka	Ks Motor Carriers Assn
Ron Calbert	NEWTON	U. J. U.
RICHARD D. SCHLEGEL	MANHATTAN	A.B.A.T.E. of KS
Ray Petty	Topeka	DHR/KACEH

STATE OF KANSAS

THEO CRIBBS  
REPRESENTATIVE, EIGHTY-NINTH DISTRICT  
SEDGWICK COUNTY  
1551 NORTH MINNESOTA  
WICHITA, KANSAS 67214



TOPEKA

HOUSE OF  
REPRESENTATIVES

COMMITTEE ASSIGNMENTS  
MEMBER: PUBLIC HEALTH AND WELFARE  
LABOR AND INDUSTRY  
INSURANCE

March 7, 1985

TO: House Transportation Committee  
FROM: Representative Theo Cribbs  
RE: HB 2195

Mr. Chairman and members of the Transportation Committee. I am Theo Cribbs, I want to thank you for allowing me to appear before your committee on HB 2195. This bill is a bill that designates Interstate I-135 in Wichita as the Dr. Martin Luther King, Jr., Memorial Highway. As you know, Dr. King was a great instrument in the Civil Rights movement in the 1960's, in which we all have profited.

I would hope that you would consider HB 2195 favorable for passage. Thank you in advance for your consideration of this bill.

THEO CRIBBS  
State Representative  
District #89

3/7/85  
Attachment 1

HOUSE BILL 2202

The Commission requests amendments to 66-104 which defines public utilities under the Commission's jurisdiction.

The amendments are sought to enable the Commission to address two issues that now confront the natural gas industry in Kansas.

AUTHORITY TO ADDRESS THE ISSUE  
OF GAS BROKERS

The Commission has recently had hearings in its general investigation into changes in the natural gas industry. The Commission learned that gas suppliers, commonly referred to as gas brokers, have taken advantage of the gas surplus to purchase some "spot" gas or "dump" gas and have sold it to customers of existing gas companies.

Evidence taken in the general investigation indicates that gas brokers are selling Oklahoma gas to Kansas customers currently served by a gas utility. The gas broker was delivering the gas through an interstate pipeline and by passing the gas distribution company serving that customer.

The above has resulted in a loss of sales by the existing utility and the possibility of the remaining customers having to pay more for their gas.

The amended language on lines 36-40 would give the Commission authority to at least address this matter.

Most parties in the general investigation agreed that under existing law the Commission has no authority to address the issue.

Without the amendment it is likely the Commission will have no authority to require these gas brokers to play by the same rules as existing utilities.

3/7/85  
Attach. 2

AUTHORITY TO ADDRESS THE  
"FAIRFAX GAS" ISSUE

Everyone on this Committee is familiar with the "Fairfax Gas" case and I will not take time to set forth the facts in that case again.

The amended language on lines 66-83 would give the Commission authority to address situations similar to Fairfax Gas.

Without the amended language, all single city utilities are not subject to KCC jurisdiction. Without the amended language, it is possible to have a KCC jurisdictional utility having to compete with a city jurisdictional utility. The result is that the two companies compete under different sets of rules.

With the amended language:

1. All single city utilities operating as of the effective date of the act would not be subject to KCC jurisdiction;
2. All single city utilities beginning operation after the effective date of the act in a city not being provided that particular service by a public utility subject to the jurisdiction of the Commission would not be subject to KCC jurisdiction;
3. All single city utilities beginning operation after the effective date of the act in a city already being provided similar service by a KCC regulated utility would be subject to KCC jurisdiction.

With the amended language, no two gas companies would compete against each other under different rules. All utilities that compete with each other would be subject to the same set of regulations.



# HOUSE BILL No. 2188

By Committee on Transportation

2-5

0017 AN ACT concerning motor vehicles; requirement for use of  
0018 safety belts.

0019 *Be it enacted by the Legislature of the State of Kansas:*

0020 Section 1. This act may be cited as the safety belt use act.

0021 Sec. 2. As used in this act, "passenger car" means a motor  
0022 vehicle with motive power designed for carrying 10 passengers  
0023 or fewer, but does not include a motorcycle, a trailer or a vehicle  
0024 constructed either on a truck chassis or with special features for  
0025 occasional off-road operation.

0026 Sec. 3. (a) Except as provided in K.S.A. 8-1344 and 8-1345  
0027 and amendments thereto and in subsection (b), each front seat  
0028 occupant of a passenger car manufactured with safety belts in  
0029 compliance with federal motor vehicle safety standard No. 208  
0030 shall have a safety belt properly fastened about such person's  
0031 body (at all times when the vehicle is in motion.)

0032 (b) This section does not apply to an occupant of a passenger  
0033 car who possesses a written statement from a licensed physician  
0034 that such person is unable for medical reasons to wear a safety  
0035 belt system.

0036 (c) The secretary of transportation shall initiate an educa-  
0037 tional program designed to encourage compliance of restraint  
0038 devices in reducing the risk of harm to their users as well as to  
0039 others, and on the requirements and penalties specified in this  
0040 act.

0041 (d) The secretary shall evaluate the effectiveness of this act  
0042 and shall include a report of the findings in the annual evaluation  
0043 report on the highway safety plan that the secretary submits  
0044 under 23 U.S.C. 402.

0045 Sec. 4. (a) Persons violating subsection (a) of section 3 shall

Attach. 3

Attch. 3  
3/7/85

be guilty of a traffic infraction and shall be fined \$25 including docket fees. Violation of this act shall not be a moving violation.

0046 ~~be fined not less \$25.~~

0047 ~~(b) Evidence of a violation of subsection (a) of section 3 shall~~  
0048 ~~be admissible in mitigation of damages with respect to any~~  
0049 ~~person who is involved in an accident while violating such~~  
0050 ~~subsection and who seeks in any subsequent litigation to recover~~  
0051 ~~damages for injuries resulting from the accident.~~

0052 Sec. 5. This act shall take effect and be in force from and  
0053 after its publication in the statute book.

TESTIMONY OF PEOPLES NATURAL GAS CO.  
ON H.B. 2202  
HOUSE TRANSPORTATION COMMITTEE  
March 7, 1985

Competition in the natural gas industry has become much more prevalent in the last several months. With abundant supplies, gas prices are declining and competition for customers is here to stay. Peoples welcomes the challenge of fair and equitable competition.

At the same time, Peoples remains concerned about protection for residential customers. In the case of the telephone and airline industries, ungoverned competition has favored large users as opposed to small users and rural areas. In the gas industry, competition for large customers, known as cream-skimming, could result in similar negative consequences for residential users. In fact, cream-skimming by unregulated suppliers can dramatically increase costs to residential customers.

In the interest of fair competition, Peoples believes that all entities choosing to compete for existing customers should be regulated by the KCC. The Commission is empowered to decide if sales by regulated utilities are fair to all classes of customers, on a case-by-case basis. Peoples believes the KCC needs the authority to regulate all sellers, resellers and brokers of natural gas.

Producers selling directly to private customers or to individuals for farm use need not be regulated as public utilities. As such, we support the exemptions included in the amended version.

We urge that you favorably report H.B. 2202, as amended.

3/7/85  
Attach. 4

Subcommittee members:

Representative Smith  
Representative Moomaw  
Representative Schmidt

Session of 1985

## HOUSE BILL No. 2420

By Representative Fry

2-13

0017 AN ACT concerning motor vehicles; drivers' licenses; permit  
0018 required, when; amending K.S.A. 8-237 and repealing the  
0019 existing section.

0020 *Be it enacted by the Legislature of the State of Kansas:*

0021 Section 1. K.S.A. 8-237 is hereby amended to read as fol-  
0022 lows: 8-237. The division of vehicles shall not issue any driver's  
0023 license to any person:

0024 (a) Who is under the age of 16 years, except that the division  
0025 may issue a restricted class C or D license, as provided in this  
0026 act, to any person who is at least 14 years of age upon the written  
0027 application of the person's parent or guardian. Except as  
0028 hereafter provided, the application of the parent or guardian  
0029 shall be submitted to the division. The governing body of any  
0030 city, by ordinance, may require the application of any person  
0031 who is under 16 years of age and who resides within the city to  
0032 be first submitted to the chief law enforcement officer of the city.  
0033 The board of county commissioners of any county, by resolution,  
0034 may require the application of any person who is under 16 years  
0035 of age and who resides within the county and outside the  
0036 corporate limits of any city to be first submitted to the chief law  
0037 enforcement officer of the county. No ordinance or resolution  
0038 authorized by this subsection shall become effective until a copy  
0039 of it is transmitted to the division of vehicles. The chief law  
0040 enforcement officer of any city or county which has adopted the  
0041 ordinance or resolution authorized by this subsection shall make  
0042 a recommendation on the application as to the necessity for the  
0043 issuance of the restricted license, and the recommendation shall  
0044 be transmitted, with the application, to the division of vehicles.  
0045 If the division finds that it is necessary to issue the restricted

Attach: 5

Attach. 5  
3/7/85

0046. license, it shall issue a driver's license to the person.

0047 A restricted class C license issued under this subsection shall  
0048 entitle the licensee, while possessing the license, to operate any  
0049 motor vehicle in class C, as designated in K.S.A. 8-234b *and*  
0050 *amendments thereto*. A restricted class D license shall entitle  
0051 the licensee, while possessing such license, to operate a motor-  
0052 cycle. The restricted license shall entitle the licensee to operate  
0053 the appropriate vehicle at any time: (1) While going to or from or  
0054 in connection with any job, employment or farm-related work;  
0055 (2) on days while school is in session, over the most direct and  
0056 accessible route between the licensee's residence and school of  
0057 enrollment for the purposes of school attendance; (3) when the  
0058 licensee is operating a passenger car, at any time when accom-  
0059 panied by an adult who is the holder of a valid class A, B or C  
0060 driver's license and who is actually occupying a seat beside the  
0061 driver; or (4) when the licensee is operating a motorcycle, at any  
0062 time when accompanied by ~~an adult~~ who is the holder of a valid  
0063 class D driver's license and who is operating a motorcycle in the  
0064 general proximity of the licensee.

a person 18 years of age or older

0065 A restricted driver's license issued under this subsection is  
0066 subject to suspension or revocation in the same manner as any  
0067 other driver's license. In addition, the division may suspend the  
0068 restricted driver's license upon receiving satisfactory evidence  
0069 that: (1) The licensee has violated the restriction of the license,  
0070 (2) the licensee has been involved in two or more accidents  
0071 chargeable to the licensee or (3) the recommendation of the chief  
0072 law enforcement officer of any city or county requiring the  
0073 recommendation has been withdrawn. The suspended license  
0074 shall not be reinstated for one year or until the licensee reaches  
0075 the age of 16 *years*, whichever period is longer.

0076 (b) Who is under the age of 18 years for the purpose of  
0077 driving a class A or B motor vehicle.

0078 (c) Whose license has been suspended during the period of  
00 suspension, or whose license has been revoked, except as pro-  
0080 vided in K.S.A. 8-256 and amendments thereto.

0081 (d) Who is a habitual drunkard, habitual user of narcotic  
0082 drugs or habitual user of any other drug to a degree which

renders the user incapable of safely driving a motor vehicle.

(e) Who has previously been adjudged to be afflicted with or suffering from any mental disability or disease and who, at the time of making application for a driver's license, has not been restored to capacity in the manner provided by law, except that this limitation shall apply to any person known to have suffered any seizure disorder, until the procedure specified in subpart (7) of subsection (f) of K.S.A. 8-247, and amendments thereto, has been complied with.

(f) Who is required by the motor vehicle drivers' license act to take an examination, unless the person has successfully passed the examination.

(g) Who is at least 16 years of age and less than 17 years of age, who is applying for a driver's license for the first time since reaching 16 years of age and who, three times or more, has been adjudged to be a traffic offender under the Kansas juvenile code or a juvenile offender under the Kansas juvenile offenders code, by reason of violation of one or more statutes regulating the movement of traffic on the roads, streets or highways of this state, except that, in the discretion of the director, the person may be issued a driver's license which is restricted in the same manner as drivers' licenses issued to persons under the age of 16 years. No person described by this subsection shall be eligible to receive a driver's license which is not restricted until the person has reached the age of 17 years.

(h) Notwithstanding the other provisions of this section, the division shall not issue an original driver's license, restricted or otherwise, to any person who has not held an instruction permit for six months, has passed an approved driver education course or who has been issued a driver's license by another state, country or military establishment. The instruction permit shall be subject to the provisions of subsection (a) or K.S.A. 8-239 and amendments thereto as determined by the division.

Sec. 2. K.S.A. 8-237 is hereby repealed.

Sec. 3. This act shall take effect and be in force from and after its publication in the statute book.

not

not

**3-238.** Instruction permits and temporary licenses. (a) Any person who is at least fourteen (14) years of age may apply to the division for an instruction permit. The division may in its discretion, after the applicant has successfully passed all parts of the examination other than the driving test, issue to the applicant an instruction permit which shall entitle the applicant while having such permit in his or her immediate possession to drive a passenger car upon the public highways for a period of ~~six (6) months~~ subject to the restrictions herein contained. The division may issue an instruction or restricted instruction permit to any person who is at least fourteen (14) years of age and under the age of sixteen (16) years only upon the written application of a parent or guardian of the minor. The one having the instruction permit may operate a passenger car at any time when accompanied by an adult who is the holder of a valid class A, B or C driver's license, who has had at least one (1) year of driving experience and who is occupying a seat beside the driver. Any person who is at least fourteen (14) years of age may apply for an instruction permit to operate a motorcycle either separate from or in conjunction with an instruction permit to operate a passenger car, and such permit shall entitle the permittee to operate a motorcycle if he or she is accompanied by an adult who is the holder of a valid class D driver's license and who is riding a motorcycle in the general proximity of the permittee.

one year

(b) The division upon receiving proper application may issue in its discretion a restricted instruction permit effective for school year or for a more restricted period to an applicant who is at least fourteen (14) years of age and who is enrolled in a driver-education program which includes practice driving and which is approved by the division, even though the applicant has not reached the legal age to be eligible for a driver's license. Such instruction permit shall entitle the permittee when said person has such permit in his or her immediate possession to operate a passenger car only on a designated highway or within a designated area but only when an approved instructor is occupying a seat beside the permittee or when such permit has been endorsed by an approved instructor to operate a passenger car with a parent or guardian who is the holder of a valid class A, B or C driver's license, who has had at least one (1) year of driving experience and who is occupying a seat beside the driver.

(c) The division, in its discretion, may issue a temporary driver's permit to an applicant for a classified driver's license permitting the applicant to operate a motor vehicle within such classification while the division is completing its investigation and determination of all facts relative to such applicant's right to receive a driver's license. The division may issue such a temporary driver's permit to any applicant whose employer certifies that such permit is necessary to complete seasonal agricultural operations of the employer. Any such temporary driver's permit issued pursuant to this subsection shall be in the immediate possession of the permittee while operating a motor vehicle, and it shall be invalid on the date specified thereon, which shall not be more than fifteen (15) days after its issuance, or when the applicant's license has been issued or for good cause has been refused.

**History:** L. 1937, ch. 73, § 6; L. 1949, ch. 104, § 10; L. 1959, ch. 49, § 6; L. 1970, ch. 50, § 1; L. 1971, ch. 19, § 1; L. 1972, ch. 24, § 1; L. 1975, ch. 36, § 12; Jan. 1, 1976.