

MINUTES OF THE SENATE COMMITTEE ON TRANSPORTATION AND UTILITIES

The meeting was called to order by Sen. Bill Morris at \_\_\_\_\_  
Chairperson

9:00 a.m./~~p.m.~~ on March 1, 1985 in room 254-E of the Capitol.

All members were present ~~except~~

## Committee staff present:

Hank Avila, Research Department  
Fred Carman, Revisor  
Louise Cunningham, Secretary

## Conferees appearing before the committee:

Sen. Francisco  
Bob Clester, Kansas Sheriffs' Association  
Kay Houser, Chairperson, Governor's Commission on Crime Prevention  
Col. Bert Cantwell, Highway Patrol  
Tom Kelly, KBI  
Frances Kastner, Kansas Food Dealers  
Mike Billinger, Hays, Kansas County Treasurers' Association  
Harley Duncan, Secretary, Department of Revenue  
Sen. Joe Warren  
Chris McKenzie, Kansas League of Municipalities

HEARING ON S.B. 243 - Two license plates for all but big trucks.

Sen. Francisco explained the bill to the committee and said this bill would require every vehicle in Kansas to have two plates and every law enforcement group supports the concept. He said he was waiting for a fiscal note but none had been received as yet.

Bob Clester, Kansas Sheriffs' Association, said it was not often that all law enforcements agree, but on January 31, 1985 all five associations represented, voted to support this bill unanimously. Police officers are very aware of tags in their daily work. It is their means of identification and they feel every vehicle should have two tags. He submitted a Vehicle Identification Study Report dated April 1979. A copy of this report is attached. (Attachment 1).

Kay Houser, Governor's Commission on Crime Prevention, said the group is made up of 12 members, including judges, attorneys and various citizens. Having two plates would be useful in neighborhood watches. She is also involved in the Crime Stoppers program and they also support this bill.

Col. Cantwell said they strongly support this bill and police officers have the opportunity to read three front plates, when available, to every rear plate. A copy of his statement is attached. (Attachment 2).

Tom Kelly, KBI, said it would be beneficial to meter checkers as they would not have to go into the street to read a rear tag. It would also be helpful in surveillance for the KBI. Much of their surveillance is done from the air and sometimes the rear tag is covered with mud and is unreadable.

Frances Kastner, Kansas Food Dealers, said some of the food dealers also sell gas and many times motorists pull out without paying for the gas. They supported S.B. 243. A copy of her statement is attached. (Attachment 3).

Mike Billinger, Kansas County Treasurers, said they were concerned about implementing the dual tag system with the issuance of new tags. Otherwise there would be confusion. Also he felt that only one decal should be displayed on the rear tag. A copy of his statement is attached. (Attachment 4). He said they were concerned about the mechanical aspects and the Association had not taken a position on the bill.

CONTINUATION SHEET

MINUTES OF THE SENATE COMMITTEE ON TRANSPORTATION AND UTILITIES,  
room 254-E, Statehouse, at 9:00 a.m./~~p.m.~~ on March 1, 1985

Harley Duncan, Secretary, Department of Revenue, said he was in favor of making the effective date January 1, 1988 because it would be impossible to manufacture the tags before then. He also favored the decal on the rear tag. He said some of the cost of the new tags would be recovered by having reflectorized tags. He would submit the figures on the costs to the committee.

HEARING ON S.B. 188 - Gross weight of trucks carrying lime.

Sen. Warren explained the bill and said lime haulers are hard to find. Eastern Kansas is in need of lime and the cost of transportation is three-fourths of the cost of distribution. There was some discussion about the difference between lime and limestone. Lime is finely powdered and the other is more gravel.

Ed DeSoignie, KDOT, spoke in opposition to S.B. 188. He said by expanding the weight exemption to include agricultural lime there would be more wear on the highways. A copy of his statement is attached. (Attachment 5).

Col. Cantwell said they do not oppose S.B. 188 and could in fact, support the bill.

HEARING ON S.B. 260 - Establishment of a Consolidated Highway Fund

Chris McKenzie, Kansas League of Municipalities spoke of the advantages of having a consolidated fund instead of two or more funds. The money in the consolidated fund would be used solely for highway purposes. A copy of his statement is attached. (Attachment 6).

ACTION ON S.B. 156 - The Helmet Bill

A motion was made by Sen. Martin to report S.B. 156 adversely. Motion was seconded by Sen. Norvell. Motion carried. Sen. Walker and Sen. Hoferer requested to be recorded as voting No.

ACTION ON S.B. 144 - Seat Belt Law

A motion was made by Sen. Norvell to report S.B. 144 adversely. Motion was seconded by Sen. Frey.

Sen. Norvell said he did not believe S.B. 144 was enforceable. He said this should be done through educating the public and not through law.

Sen. Morris said this law would save 125 lives a year.

Sen. Frey said this was more of an insurance company bill than a safety bill. People would not be able to claim damages because of the mitigating clause. This is a very severe section of the law. Also why are they leaving pick-up trucks out of the law. Sen. Frey said there should be more improvements in safety features and there should be a federal mandate for this.

Sen. Walker said S.B. 144 would save lives and cut health care costs and he supported the bill.

On a voice vote the motion passed 6 to 5. Senators Hayden, Morris, Vidricksen and Walker requested to be recorded as voting No.

Meeting was adjourned at 10:05 a.m.

SENATE LABOR, INDUSTRY & TOURISM COMMITTEE

Date 3-1-85 Place 254-E Time 9:00

GUEST LIST

NAME

ADDRESS

ORGANIZATION

<u>NAME</u>	<u>ADDRESS</u>	<u>ORGANIZATION</u>
MIKE BILLINGER	HAYS KANSAS	KS CO. TREASURER
FRANCES KASTNER	Topeka	KS Soc. Doctors Assn
Donb Ratner	Wichita	Min. Mining
Kay Hoerer	Topeka	Law Comm.
Tom Kelly	Topeka	KBI
Pat Cantwell	Topeka	KHP
Robert Clester	Topeka	KS. SHERIFFS ASSN.
ED DE SOIGNIE	TOPEKA	KDOT
Chris McKinnis	Topeka	League of Is. Men.
Bill R. Fuller	Manhattan	Ks. Farm Bureau
Ron Dersch	Topeka	Motor Carrier Inspt.
FORREST STRECKER	" "	" " "
Tom Whitaker	"	" " "
H. Duncan	"	Motor Carrier Assn. Revenue
Alfred B. ...	"	"
Richard D. Schlegel	Manhattan	ABATE of KS

Classified  
①

**IACP**  
**VEHICLE IDENTIFICATION STUDY REPORT**  
\* \* \*  
**UTILITY OF LICENSE PLATES**  
**FOR**  
**LAW ENFORCEMENT**

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**Prepared by the**  
**RESEARCH DIVISION**  
**BUREAU OF OPERATIONS AND RESEARCH**  
**INTERNATIONAL ASSOCIATION OF CHIEFS OF POLICE**  
**Gaithersburg, Maryland 20760**

**April 1979**

ATT. ①  
3/1/85

## LAW ENFORCEMENT USE OF VEHICLE LICENSE PLATES

The major portion of the survey dealt with the use by law enforcement personnel of motor vehicle license plates and suggestions as to how the present systems might be improved. Of the 1,801 returned surveys, a number (128) were found to be nonprocessable due to failure to follow instructions or failure to complete any but the administrative portion of the survey. The remaining 1,673 surveys were analyzed initially as one group from which the major portion of this report is derived.

To gauge the general concerns of law enforcement, respondents were asked the importance of a number of law enforcement problems (to be scored on a scale of 0—no importance to 4—great importance). The area of highest importance to the respondents is that of general and/or "street" crime control, with a 3.76 score. Since this is the traditional emphasis of law enforcement efforts, this high ranking is appropriate. Narcotics enforcement and control as well as traffic enforcement and control both ranked high with 3.28 and 3.24 scores respectively. There was a slight drop to a score of 3.10 for organized crime. These four areas were the highest rated, all with overall scores of over 3.00 on the scale of 0 to 4. Thus it can be seen that although traffic control and enforcement is not perceived as the area with greatest importance, it is clustered in a general second place area after the traditional area of law enforcement emphasis.

Of lesser importance was juvenile delinquency prevention (2.96), other—as specified by the respondent (2.67), and vice control (2.17). At the lower end of importance was "white collar" crime control (1.92) and environmental protection control (1.27). It is understandable that a patrol officer or sergeant would rank the items in this general order.

## IMPORTANCE OF LICENSE PLATES

The survey also asked the importance of motor vehicle license plates as a tool of law enforcement in each of the above-mentioned areas. Once again using the 0 to 4 scale, several areas ranked very high (above 3.00 overall). These were traffic enforcement and control (3.66), general or "street" crime control (3.57), contribute to officers' safety in overall operations (3.39), narcotics enforcement and control (3.17), and contribute to overall public safety (3.01). So in these five areas, motor vehicle license plates were viewed by operational law enforcement as of primary importance. Well below these five were organized crime (2.57), vice control (2.22), other answers supplied by respondent (2.04), juvenile delinquency prevention (1.68), "white collar" crime (1.14), and environmental protection control (1.05).

It is important to note that of the three highest rated

areas of general concern to law enforcement (street crime, narcotics, and traffic control), the importance of license plates as a tool was scored as very important. So field officers and first-line supervisors recognize the importance of license plates in the areas of greatest concern in law enforcement. Also in those areas which were of least concern to the respondents ("white collar" crime and environmental protection control), there was less indicated importance of license plates as a useful tool. It should also be noted that the two added areas which concerned the safety factor to officers and to the overall public also scored very high in the importance of license plates.

## ONE VERSUS TWO LICENSE PLATES

A major point of analysis was differences based on one license plate (rear) systems as opposed to two license plates (front and rear) systems. When asked with which system the officer had most experience, 17 percent indicated substantial experience with both systems, 63 percent had mostly two-plates experience, and 20 percent had mostly one-plate experience. When asked how the officer would rate a two-plates system compared to a one-plate system, the overall responses indicated overwhelming support of a two-plates versus one-plate system. Thus, as a group, almost 75 percent indicated that two license plates were either absolutely essential or very important. More specifically, 39 percent stated that two plates were absolutely essential, 35 percent stated two plates were very important, 11 percent said two plates were necessary most of the time, 12 percent said that two plates were of some help, and only two percent said that one plate is enough. When analyzing only those participants from the 17 states with only one license plate, it was found that although there was slightly less importance placed on two-plates systems, there was much support for a two-plates system over a one-plate system. In these one-plate states, only six percent indicated that one plate was enough for law enforcement requirements as opposed to 53 percent which said that a two-plates system was either very important or absolutely essential.

When asked to estimate the percentage of improvement a two-plates system provides as a law enforcement tool compared with a one-plate system, the overall survey results indicate a 53.6 percent improvement in correctly reading the license plate and a 59.3 percent improvement in doing the officer's total job better, which was in the considerable improvement area. When analyzing only those surveys from one-plate states, the percentages were slightly lower (47.6 and 53.5 percent respectively), but these results still indicate that officers in one-plate states believe there would be considerable improvement if a two-plates system was used.

When asked which system for identifying motor vehi-

cles serves the needs of law enforcement better, 93 percent of the total survey responses indicated two license plates, three percent said one license plate, and three percent indicated no preference. In the one-plate group, 83 percent indicated the two-plates system, nine percent preferred the one-plate system, and eight percent showed no preference. This indicates massive support for the two-plates system by law enforcement nationwide and specifically in states using only one plate currently.

Participants were also asked if in their experience two license plates have greater value than one plate for attendants monitoring parking at meters or for school-crossing guards. In the total survey, 74 percent indicated that two plates had greater value to parking attendants, seven percent did not, and 19 percent had no opinion. Concerning the value to school-crossing guards, school-bus drivers, and similar personnel, 84 percent stated that two license plates have greater value than one, seven percent did not agree, and nine percent had no opinion. From these two questions, the value of a two-plates system to others associated with public safety is indicated as very high. This is in addition to the support for two plates as a tool to support law enforcement directly.

The participants were asked how often over the past month the presence of only one license plate on a motor vehicle hampered their ability to do their job. Five percent said this occurred very often, 17 percent said often, 37 percent stated that it happens occasionally, 26 percent said seldom, and 16 percent said never. Thus, 59 percent indicated that the presence of only one license plate hampered them occasionally or more often. This is significant when one notes that only 17 states have only one license plate, representing about one quarter of the survey respondents. The median estimated number of instances where the presence of one license plate hampered the officer was 29, or again about once a day. This would indicate that using a two-plates system would allow for improvement in daily operations of each officer in the country.

## CONCLUSIONS

The study, designed to determine how law enforcement officers use motor vehicle license plates and how they perceive that these plates may be improved, revealed the following points:

- License plates are a most important tool in law enforcement, especially in the more important areas of concern which include general and/or street crime control, traffic enforcement and control, and narcotics enforcement and control.
- License plates, in addition, contribute to police officer safety in overall operations and to overall public safety.
- There is a need to improve the design of license plates for greater legibility in general, especially for reading them at higher speeds both day and night.
- There was an overwhelming choice for vehicle identification systems using two license plates, both front and rear, in preference to a one-plate system, rear only.
- There was a decided preference for reflectorized license plates because of their greater legibility and safety value.
- There is a need for better state identification with distinctive colors being the preferred method to convey this information.

**TWO PLATE  
FULLY REFLECTIVE  
RESOLUTIONS  
1984**



# NATIONAL SHERIFFS' ASSOCIATION

1450 DUKE STREET • ALEXANDRIA, VIRGINIA 22314 • 703-836-7827

L. CARY BITTICK  
EXECUTIVE DIRECTOR

## RESOLUTION

- WHEREAS, Use of both front and rear fully reflectorized safety license plates are widely recognized by the law enforcement community as vital and important in motor vehicle identification for both traffic and crime control; and
- WHEREAS, an effort to repeal the requirement for the front license plate is sometimes made in response to budgetary considerations and motor vehicle design considerations, and
- WHEREAS, if such efforts were successful, they would have a serious and negative effect on the ability of law enforcement officers to effectively identify motor vehicles; and
- WHEREAS, the National Sheriffs' Association has long been in support of the use of both front and rear fully reflectorized license plates, as vital and important to the performance of their duties.
- NOW, THEREFORE  
BE IT RESOLVED that the National Sheriffs' Association strongly opposes deleting the requirement for the front license plates; and
- BE IT FURTHER  
RESOLVED that the National Sheriffs' Association reaffirms its long-standing support, urging the States to issue both front and rear fully reflectorized license plates; and
- BE IT FURTHER  
RESOLVED that a copy of this resolution be forwarded to the American Association of Motor Vehicle Administrators, the Governors, State departments of motor vehicles and the legislative bodies of the 50 states; and to the Motor Vehicle Manufacturers Association of the United States, Inc.

Adopted at the General Session  
June 20, 1984





## NATIONAL ASSOCIATION OF WOMEN HIGHWAY SAFETY LEADERS, INC.

### RESOLUTION

WHEREAS law enforcement authorities have numerous traffic safety and crime control responsibilities; and

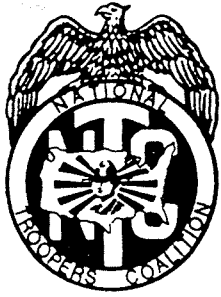
WHEREAS front and rear fully reflectorized license plates are recognized by law enforcement as a vital and positive tool to the performance of their duties; and

WHEREAS front and rear fully reflectorized license plates enable more accurate identification of vehicles suspected of being driven by alcohol or otherwise impaired drivers;

NOW, THEREFORE, BE IT RESOLVED that the National Association of Women Highway Safety Leaders, Inc., urge all states to issue both front and rear fully reflectorized license plates; and

BE IT FURTHER RESOLVED that to ensure legible and visible license plates, the National Association of Women Highway Safety Leaders, Inc., urge all states to periodically reissue both front and rear fully reflectorized license plates.

Adopted by vote of the membership  
this twelfth day of September, 1984,  
in general session of the Annual  
Meeting at the Des Moines Marriott,  
Des Moines, Iowa.



# NATIONAL TROOPERS COALITION

112 STATE STREET, 12TH FLOOR, ALBANY, N. Y. 12207 518-462-7448

## NATIONAL TROOPERS COALITION

### RESOLUTION

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NORWICH, CONN. 06360

LEGAL COUNSEL  
MICHAEL G. O'ROURKE  
127 SUMMIT AVENUE  
BUFFALO, N.Y. 14214

WHEREAS, it is the policy of the states to assist law enforcement officers in their law enforcement activities; and

WHEREAS, it is an important and necessary activity of law enforcement for officers to be able to readily recognize and read the license plates on motor vehicles both when meeting or following vehicles on the highways and when vehicles are parked on or off the streets or highways both day and night; and

WHEREAS, it is crucial to the effectiveness of the aforementioned law enforcement activity that motor vehicles display both front and rear fully reflectorized license plates; and

WHEREAS, the requirement that motor vehicles display both front and rear fully reflectorized license plates aids law enforcement officers in identifying motor vehicles, enforcing traffic violations and controlling street crime;

NOW, THEREFORE, BE IT RESOLVED, that the National Troopers Coalition supports any legislative or administrative action to provide fully reflectorized front and rear license plates for all motor vehicles;

BE IT FURTHER RESOLVED, that all member states who do not currently have a dual licensing system, pursue legislation to implement such a policy.

Adopted April 13, 1984

April 13, 1984

*Thomas J. Iskrzycki*

Thomas J. Iskrzycki  
Chairman  
National Troopers Coalition



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Western States*

RESOLUTION TO AFFIRM THE USE OF FRONT AND REAR  
LICENSE PLATES BY EACH STATE AND TERRITORY

Whereas, the National Governor's Security Association has as its primary responsibility the protection of the Governors of these United States; and

Whereas, every member of the N.G.S.A. is a state law enforcement officer with considerable experience in criminal and traffic law enforcement prior to assignment to protective duties; and

Whereas, the practical necessity of employing license plates on both the front and rear of motor vehicles is of inestimable value to the police officer on the street, facilitating the apprehension of law violators; and

Whereas, some state officials are considering the issuance of one rear license plate in the interest of economy and some states currently issue only one license plate; and

Whereas, in the interest of more efficient and safer law enforcement, this Resolution strongly encourages the nationwide implementation of two license plates per motor vehicle; now, therefore, be it

Resolved, that the National Governor's Security Association supports the issuance of both front and rear reflective license plates and that this Resolution be brought to the attention of appropriate officials.

NATIONAL ASSOCIATION OF ATTORNEYS GENERAL  
ANNUAL MEETING  
June 24-27, 1981  
Jackson Hole, Wyoming

Resolution

RELATIVE TO VEHICLE REGISTRATION LICENSE PLATES

WHEREAS, law enforcement officials are charged with numerous responsibilities; including the enforcement of laws that frequently involve the use of motor vehicles; and

WHEREAS, state legislators have the responsibility of providing law enforcement agencies with the necessary legislation to support and expedite the law enforcement process; and

WHEREAS, front and rear reflective license plates are designed to improve legibility and provide long range visibility which can materially aid law enforcement in readily identifying vehicles and provide an added degree of safety; and

WHEREAS, recent law enforcement studies have shown the importance and need for highly legible and visible plates both day and night;

NOW, THEREFORE, BE IT RESOLVED that the National Association of Attorneys General hereby go on record in support of the issuance of both front and rear reflective license plates and that this position be brought to the attention of the appropriate state officials.

NATIONAL ASSOCIATION OF GOVERNORS' HIGHWAY SAFETY  
REPRESENTATIVES

Resolution

Front and Rear License Plates

WHEREAS, Police administrators are charged with numerous responsibilities, including the enforcement of laws that frequently involve the use of a motor vehicle; and

WHEREAS, Elected officials have the responsibility of providing law enforcement agencies with necessary legislation to expedite the enforcement process; and

WHEREAS, Front and rear license plates would aid law enforcement personnel in readily identifying vehicles; be it

RESOLVED, That the membership of the National Association of Governors' Highway Safety Representatives supports the issuance of both front and rear license plates, and that this resolution be brought to the attention of appropriate officials.

SUMMARY OF TESTIMONY

Before the Senate Transportation and Utilities Committee

SENATE BILL 243

Presented by the Kansas Highway Patrol  
(Colonel Bert Cantwell)

March 1, 1985

The Patrol strongly supports Senate Bill 243.

As a law enforcement agency we have a vested interest both from a practical and safety standpoint.

Considering the primary purpose of license plates, to afford identification of the vehicle and registered owner and to assure compliance with the registration laws, our mission would be greatly enhanced through a two-plate application.

It is generally recognized that a patrol officer will have the opportunity to read three front plates, when available, to every rear plate. Obviously, the proposed application would afford more ready identification of traffic units both for officers and the cooperating public.

Our major concern in this regard is officer safety. With the ability to read a front plate an officer can effect identification and have the opportunity for radio contact with a base point or other officers, as well as, prepare himself mentally and physically prior to stopping the vehicle, particularly on felony or high risk stops. Conversely, when the officer must pull behind the vehicle to effect the identification, time becomes a critical factor in preparing for the stop which may well be immediate.

Additionally, this ability would eliminate the need for many dangerous turn-arounds on busy highways to identify a vehicle where only a rear plate is available and identification rests on that factor alone.

The legislature, in recent years, has greatly assisted our efforts through adoption of the reflectorized license plate and the SAM-123 numbering system which will take effect in 1988. We again request your support in further improving the system through favorable consideration of this bill.

ATT. (2)  
3/1/85

WHY LAW ENFORCEMENT PEOPLE WANT TWO PLATES:

1. NEED TO MAKE POSITIVE VEHICLE I.D.
2. TWO PLATES GIVE OPPORTUNITY FOR VEHICLE I.D. COMING AND GOING
3. TWO PLATES MAKE JOB SAFER WHEN APPROACHING SUSPECT CAR.
4. 75% OF OHIO OFFICERS MAKE ARRESTS "VERY OFTEN" OR "SOMETIMES" BASED UPON READING THE FRONT PLATE ON ONCOMING VEHICLES (2 PLATES).
5. 93% OF RESPONDENTS IN I.A.C.P. STUDY (1979) FAVORED TWO PLATES.
6. WORKING POLICE OFFICER SEES THREE FRONT PLATES ON APPROACHING TRAFFIC TO EVERY ONE REAR PLATE (KIERNAN 1979 I.A.C.P.).
7. CITIZEN INVOLVEMENT IN CRIME CONTROL WOULD BE ENHANCED WITH FRONT AND REAR PLATE.
8. OFTEN, THE ONLY REFLECTIVE DEVICE ON THE FRONT OF A CAR IS LICENSE PLATE.
9. APPROACHING "ONE-EYED" CAR - FRONT, REFLECTIVE PLATE POSITIONS APPROACHING CAR - RELATIVE TO YOUR POSITION.
10. BACK IN PARKING - FRONT PLATE ESSENTIAL FOR VEHICLE I.D.



# Kansas Food Dealers' Association, Inc.

2809 WEST 47th STREET SHAWNEE MISSION, KANSAS 66205

PHONE: (913) 384-3838

March 1, 1985

## SENATE TRANSPORTATION COMMITTEE

EXECUTIVE DIRECTOR  
JIM SHEEHAN  
Shawnee Mission

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Topeka

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### DIRECTOR OF GOVERNMENTAL AFFAIRS

FRANCES KASTNER

### SUPPORTING SB 243

I am Frances Kastner, Director of Governmental Affairs for the Kansas Food Dealers Association. Our membership includes wholesalers, distributors and retailers of food products through the State.

Perhaps I should modify my usual introductory statement at least in this instance, to include the sale of gasoline. This is true for many of the operators of convenience stores.

We DO sell gasoline, and just like the usual gas stations, we have those who drive off without paying for their purchase. With a license plate in the front as well as in the back, the clerk would be more likely to be able to see the license number and have a better opportunity to report the theft of product to authorities.

As we understand the bill, there would be no additional cost to the automobile owner and IF this prevents any amount of theft it will benefit all consumers. We all know that all types of theft losses are added into the cost of doing business and paid for by the HONEST customers.

We would ask for your favorable recommendation of SB 243, and thank you for the opportunity of appearing before your committee.

Frances Kastner, Director  
Governmental Affairs, KFDA

ATT. ③  
3/1/85



*Kansas County Treasurer's Association*



To: MEMBERS OF THE SENATE TRANSPORTATION AND  
UTILITIES COMMITTEE

From: DORIS LARSON  
LINCOLN COUNTY TREASURER  
PRESIDENT, KANSAS COUNTY TREASURERS ASSOCIATION

RE: SENATE BILL 243

Date: MARCH 1, 1985

Mr. Chairman and Members of the Committee:

On behalf of the Kansas County Treasurers Association I wish to extend a sincere gratitude for the time allotted in order that I might express the concerns of the Association on Senate Bill 243.

The concerns of the Association are as follows:

1) To implement the dual tag system with the issuance of new tags. To do otherwise would cause confusion and create a barrage of public questions, since all new vehicle registrants would have two tags and all others would have only one.

2) To issue one decal which would be displayed on the rear tag. This would be consistent with personal plate registrations and would maintain some semblance of uniformity in the issuance of decals.

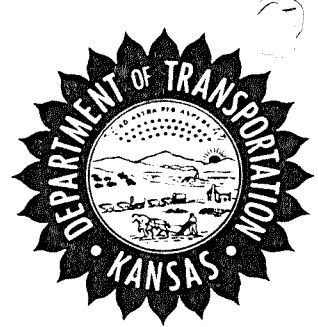
Once again thank you for your valuable time and considerations.

Doris Larson  
Lincoln County Treasurer  
President, Kansas County Treasurers Association

ATT. (4)  
3/1/85

# KANSAS DEPARTMENT OF TRANSPORTATION

STATE OFFICE BUILDING—TOPEKA, KANSAS 66612



JOHN B. KEMP, Secretary of Transportation

JOHN CARLIN, Governor

MEMORANDUM TO: THE SENATE TRANSPORTATION AND UTILITIES COMMITTEE  
FROM: EDWARD R. DESOIGNIE  
POLICY COORDINATOR  
REGARDING: SENATE BILL 188  
DATE: MARCH 1, 1985

MR. CHAIRMAN, MEMBERS OF THE COMMITTEE. ON BEHALF OF THE SECRETARY OF TRANSPORTATION, I WOULD LIKE TO EXPRESS OUR CONCERNS WITH SENATE BILL 188.

TRUCK TRACTOR AND DUMP SEMITRAILERS OR TRUCK TRAILER COMBINATIONS ARE EXEMPT FROM THE BRIDGE FORMULA IF THEY ARE USED AS A COMBINATION UNIT EXCLUSIVELY FOR THE TRANSPORTATION OF SAND, SALT FOR HIGHWAY MAINTENANCE, GRAVEL, SLAGSTONE, LIMESTONE, CRUSHED STONE, CINDERS, COAL, BLACKTOP, DIRT OR FILL MATERIAL AND WHEN SUCH VEHICLES ARE USED FOR TRANSPORTATION TO A CONSTRUCTION SITE, HIGHWAY MAINTENANCE OR CONSTRUCTION PROJECT OR OTHER STORAGE FACILITY. HOWEVER, SUCH VEHICLES MUST BE IN CONFORMANCE WITH AXLE WEIGHT AND GROSS WEIGHT LIMITS.

THE 1973 LEGISLATURE INCREASED THE GROSS WEIGHT LIMIT FROM 73,280 POUNDS TO 85,500 POUNDS ON ALL HIGHWAYS OTHER THAN INTERSTATE ROUTES. THE LEGAL WEIGHT LIMIT WAS BASED ON A MEASUREMENT FROM THE FRONT AXLE TO THE REARMOST AXLE OF A TRUCK TRACTOR-SEMITRAILER COMBINATION. THE AXLE WEIGHT LIMIT WAS ALSO INCREASED AT THE TIME FROM 18,000 POUNDS TO 20,000 POUNDS ON SINGLE AXLES AND FROM 32,000 POUNDS TO 34,000 POUNDS ON TANDEM AXLES. IN ORDER FOR TRUCKERS TO TAKE ADVANTAGE OF THE INCREASE IN ALLOWABLE AXLE AND GROSS WEIGHT, THE DISTANCE BETWEEN THE FRONT AXLE AND REARMOST AXLE HAD TO BE INCREASED.

ATT. (5)  
3/1/85

Memorandum To: Senate Transportation and Utilities Committee  
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OPERATORS OF END DUMP SEMITRAILERS WERE CONCERNED THAT THE LONGER TRAILER CREATED SOME SAFETY PROBLEMS WHEN THE BOX WAS RAISED IN A DUMPING POSITION. THE TRAILER COULD BECOME TOP HEAVY AND TIP OVER. END DUMP SEMITRAILERS WERE EXEMPT FROM THE GROSS WEIGHT TABLE.

IN 1974 OR 1975, THE LAW WAS AMENDED TO IDENTIFY THE CARGO BEING HAULED AND FOR WHAT PURPOSE THE CARGO WAS BEING USED. IN 1980, THE TRUCK TRAILER COMBINATION WAS EXEMPTED FROM THE BRIDGE FORMULA BASED ON CARGO AND FOR WHAT PURPOSE THE CARGO WAS BEING USED.

BY EXPANDING THE WEIGHT EXEMPTION TO INCLUDE AGRICULTURAL LIME, SENATE BILL 188 INCREASES THE WEAR ON OUR HIGHWAYS.

The vehicle with weights and axle dimensions as shown in Figure 5 will be used to illustrate a Bridge Formula check.

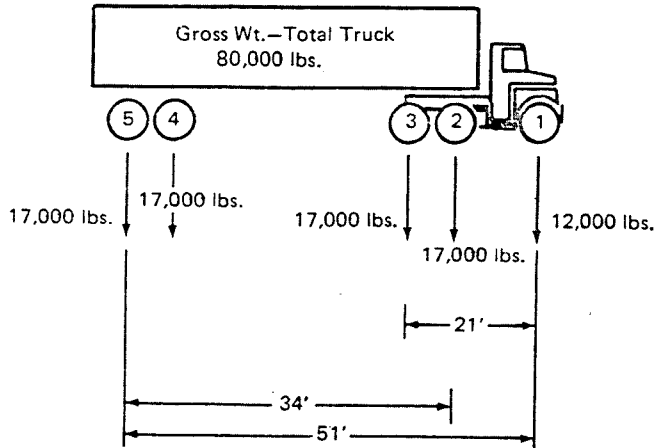


Figure 5

Before checking the axle 1 through 3 combination, a check should be made to see that single, tandem and gross weights are satisfied. The single axle Number 1 does not exceed 20,000 pounds, tandems 2-3 and 4-5 do not exceed 34,000 pounds, and the gross weight does not exceed 80,000 pounds. Thus, these requirements are satisfied so the first Bridge Formula combination is checked as follows:

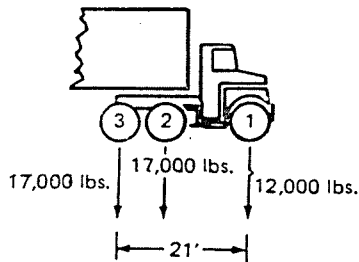


Figure 6

**Check of 1 thru 3**

W (actual weight) = 12,000 + 17,000 + 17,000 = 46,000 pounds (Figure 6).

N = 3 axles.

L = 21 feet.

$$W \text{ maximum} = 500 \left( \frac{LN}{N-1} + 12N + 36 \right)$$

$$= 500 \left[ \frac{(21 \times 3)}{(3-1)} + (12 \times 3) + 36 \right] = 51,500\#.$$

W maximum = 51,500# which is more than the actual weight of 46,000# so the Bridge Formula requirement is satisfied.



# League of Kansas Municipalities

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PUBLISHERS OF KANSAS GOVERNMENT JOURNAL/112 WEST SEVENTH ST., TOPEKA, KANSAS 66603/AREA 913-354-9565

TO: Senate Committee on Transportation and Utilities  
FROM: Chris McKenzie, Attorney/Director of Research  
DATE: March 1, 1985  
SUBJECT: SB 260: Establishment of a Consolidated Highway Fund

The purpose of SB 260 is to authorize cities to establish a consolidated highway fund. Every city now has at least two highway "funds"--(1) the street account within its general fund, and (2) the special highway fund (the fund for the city share of the state "special city and county highway fund" aid program). Some cities have more. About 35 cities of the third class have a special street maintenance fund under K.S.A. 15-733, and about 60 cities of the second and third class have a special street lighting fund under K.S.A. 14-535 and 15-712. In addition, there are at least 35 cities that have provided by home rule charter ordinance for a special tax (fund) to be levied for street purposes outside the tax lid.

The basic purpose of SB 260 is to permit city governing bodies to establish by ordinance a single consolidated highway fund, to replace the several accounts and funds that now exist for highway and street purposes. In instances in which a separate property tax fund exists, moneys therein could be transferred, by the annual budget, to the consolidated fund, with the actual disbursements made from the consolidated fund. Moneys in the consolidated fund could "be used solely for highway purposes." (See line 28.)

The League believes SB 260 is necessary because of the general prohibition against the budgeted transfer of moneys contained in the state budget law; K.S.A. 79-2934 provides "No part of any fund shall be diverted to any other fund. . .except as provided by law." SB 260 would provide the statutory authority for such budgeted transfers. Further, it is believed that the bill is consistent with the requirement of K.S.A. 68-416 that state connecting link payments to cities be "credited to the street and alley fund of such cities. . ." and the requirement of K.S.A. 79-3425c that state highway aid payments to cities be credited "to a separate fund to be used for the construction, reconstruction, alteration, repair and maintenance of the streets and highways. . ." It is suggested that the proposed "consolidated highway fund" meets the requirement of "a separate fund" in the State Highway Act. The original intent of the "separate fund" was to prevent cities from using highway aid for police or other non-highway purposes, an intent preserved by SB 260.

Passage of SB 260 will allow cities to simplify their financial procedures, reduce fund balance needs, and permit more effective capital improvement planning of municipal street needs. We urge you to act on it favorably.

3/1/85

ATT. 6

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SB 260 is supported by the League of Kansas Municipalities. It is a policy objective set forth in the League's convention-adopted Statement of Municipal Policy and has been approved for sponsorship by the League Governing Body.