

MINUTES OF THE House COMMITTEE ON Transportation

The meeting was called to order by Rex Crowell at
Chairperson

1:30 ~~am~~/p.m. on February 18, 1986 in room 519-S of the Capitol.

All members were present except:

Representative Joan Adam - Excused.

Committee staff present:

Bruce Kinzie, Revisor of Statutes
Tom Severn, Legislative Research
Donna Mulligan, Committee Secretary

Conferees appearing before the committee:

Representative Eugene Shore
Lt. Bill Jacobs, Kansas Highway Patrol
Secretary Harley T. Duncan, Kansas Department of Revenue
Representative Harold Guldner

The meeting was called to order by Chairman Crowell and the first order of business was a hearing on HB-2852, concerning the design of motor vehicle license plates.

Representative Eugene Shore, principle sponsor of the bill, said HB-2852 simply keeps county designations on license plates in the same location and same size as they are currently. He pointed out that the bill does not preclude SAM 123, nor does it require it. (See Attachment 1)

Lt. Jacobs, Kansas Highway Patrol, spoke in favor of HB-2852.

Mr. Harley T. Duncan, Secretary, Department of Revenue, testified in opposition to HB-2852. (See Attachment 2)

Mr. Duncan said the primary purpose of a license tag is as a law enforcement tool, and a 1979 survey of over 3,300 law enforcement agencies in all 50 states conducted by the International Association of Chiefs of Police indicated the SAM 123 format was the most highly rated format from a law enforcement perspective.

Mr. Duncan said another reason for adopting the SAM 123 format is the administrative cost savings and simplicity it brings. He said the current system leads to excessive inventories and space requirements, but with the SAM 123 system the number of different plates will be minimized and manufacturing costs reduced.

The hearing on HB-2852 ended.

The next business was a hearing on HB-2864 concerning registration of snowmobiles.

Representative Harold Guldner, principal sponsor of HB-2864, briefed the Committee on its contents. He said when Kansas residents go to Colorado, they receive a fine for not having snowmobiles registered. Representative Guldner stated it is intended that the snowmobile registration in HB-2864 would be on a voluntary basis.

CONTINUATION SHEET

MINUTES OF THE House COMMITTEE ON Transportation,
room 519-S, Statehouse, at 1:30 ~~am~~/p.m. on February 18, 1986

Representative Spaniol asked if a snowmobile is registered, would they be required to carry liability insurance.

Chairman Crowell instructed staff to determine if they would need liability insurance if registered.

Lt. Bill Jacobs, Kansas Highway Patrol, expressed concern with the language in HB-2864 which would define a snowmobile as a vehicle and allow them to operate on highways.

The meeting was adjourned at 2:15 p.m.


Rex Crowell, Chairman

GUEST LIST

COMMITTEE: Transportation

DATE: 2-18-86

PLEASE PRINT

NAME	ADDRESS	COMPANY/ORGANIZATION
S Helen S. Topham	705 W 11 th Newton	
Rubie Reimer	114 W. 23rd N. Newton	
Wilbert C. Reimer	114 W 23rd N. Newton	
Lucile Jackson	709 West 10 th Newton	
Harold Jackson	" " "	
Lail Reusser	220 Blaine Walton, Ks	
Selma Reusser	220 Blaine Walton, Kana	
Paul Weidhaas	Rt. 7 Manhattan, KS	N/A
Richard D. Schlegel	Manhattan, KS	ABATE
Tom Whitaker	Topeka	Ks Motor Carriers Assn
Paul W. MATTHEWS	OKLA. CITY, OK	Highway Users Federation
Harold B. Juntus	Topeka, Ks	Dept of Rev.
Harold Guldner	Legislator	
Jim Patterson	Independence	Legislator
Jim Murphy	Newcomer	Rev. Office
Ron Collett	Newton	U. S. A.

EUGENE L. SHORE
 REPRESENTATIVE DISTRICT 124
 GRAND WOODBELL MOBILE HOME
 STATION AND STEVENS COUNTY
 DISTRICT
 JOHN COLE KANSAS CITY, MISSOURI
 64111



1986

HOUSE OF
 REPRESENTATIVES

COMMITTEE ASSIGNMENTS
 MEMBER ENERGY AND NATURAL RESOURCES
 PENSIONS, INVESTMENTS AND
 BENEFITS
 TRANSPORTATION

STATEMENT PRESENTED ON H.B. 2852 TO THE HOUSE
 TRANSPORTATION COMMITTEE ON FEBRUARY 18, 1986 BY
 EUGENE L. SHORE, REPRESENTATIVE 124th DISTRICT.

Mr. Chairman and members of the Committee House Bill 2852 Simply keeps our county designations on our license plates in the same location and same size as they now are.

KSA 1985 Supplements 8-147 provides for the 123-SAM Numbering System. House Bill 2852 does not preclude 123-SAM, nor does it demand it. Neither does HB 2852 require the County designation be embossed in the metal. It simply says the County designation be the same size as they are now, that being 1 and one fourth inch by 1 and one fourth inch, and in a vertical position.

In visiting with people across the State I find almost unanimous support for having the County designation in large letters so one can readily recognize the County the car is from. I have support from County Treasures, individual Highway Patrolmen, Highway Patrol dispatchers, County Sheriff's, as well as the public at large.

Some of the comments I have heard are I have young children and I want to be able to recognize a car that is not a local car when it is in the neighborhood. Farmers have told me they want to know where hunters are from who are hunting on their land, out of State people have told me they want to know what part of Kansas the car is from when they spot a Kansas tag. I want to be able to readily recognize cars and people from the counties I represent whether in State or out of State. The county designation establishes identity.

The County designation adds a more personal touch to your license plate

*H. Transp. 2/18/86
 Attach. 1*

and simply gives the person who owns it a sense of receiving something for his money, much like buying a name brand as opposed to a generic brand. My grocer friends tell me that with a 10% cheaper generic brand of the same quality they will still sell 9-1 more of the name brand just because of name recognition. I submit people are no different with their license tags.

Thank you, and I would stand for questions.

MEMORANDUM

TO: The Honorable Rex Crowell, Chairman
House Committee on Transportation

FROM: Harley T. Duncan, Secretary
Kansas Department of Revenue

RE: House Bill 2852 - License Plate Design

DATE: February 18, 1986

Thank you for the opportunity to appear before you today on HB 2852 which is intended to retain the current system of numbering license plates instead of converting to the three alpha/three numeric or SAM 123 system when we reissue plates in 1988. The Department of Revenue must respectfully oppose this legislation. We do so for two reasons. Those are the same reasons I gave you supporting the adoption of SAM 123 in 1984.

First, we must remember that the primary purpose of a license plate is as a law enforcement tool. It is intended to identify uniquely each vehicle in the simplest and most memorable fashion possible. A 1979 survey of over 3,300 law enforcement agencies in all 50 states conducted by the International Association of Chiefs of Police indicated that the SAM 123 format was the most highly rated format from a law enforcement perspective. SAM 123 was given a rating of 3.50 on a scale of 0 to 4 with 4 being the best design. Other than SAM 123 or 123 SAM, no plate design was rated higher than a 2.0 in the survey. Over 40 jurisdictions use the SAM 123 format or a minor variation thereof.

It seems reasonable that a SAM 123 type identifier is easier to read and remember than our current system which can consist of two vertical alpha characters, one horizontal alpha character and up to five horizontal numeric characters with no space between any of the characters. The law enforcement problems with our current system can also be appreciated when one remembers that except for the two county identifier (the smallest letters on the plate) the remaining characters may appear on plates in each of the 105 counties. The Kansas Highway Patrol supports the use of the SAM 123 format.

The second reason for adopting the SAM 123 format is the administrative cost savings and simplicity it brings. Currently, we must manufacture and maintain an inventory for nearly 1,700 combinations of license plates -- 105 counties for each of 11 months of the registration cycle and 105 counties for each of the motorcycle, truck, trailer, mobile home, and motorized bicycle tags. These are costly plates to manufacture and require excessive handling to maintain a separation among all the

*H. Transp. 2/18/86
Attach. 2*

combinations. Also, the current system leads to excessive inventories and space requirements.

With the SAM 123 system we will be able to minimize the number of different plate styles and reduce our manufacturing costs. Center Industries indicates that conversion to the SAM 123 format will reduce manufacture costs by \$.05 per plate (from \$.45 to \$.40). Three cents of this saving will go to the county decals required under 1984 HB 3096 for a net savings of \$.02 per plate in manufacture costs. In 1988 we will issue 2.9 million plates for a savings of \$58,000.

We also estimate that at the time of a reissuance, over \$200,000 can be saved because of lower inventory levels that will be destroyed. Also, with a statewide numbering system, the inventory space requirements at the county treasurer office will be reduced and orders for additional tags can be filled instantly from Center Industries because special tags for a particular month in a particular county will not have to be manufactured. We should never run out of tags as has happened in the past.

In short, the SAM 123 format is desirable from a law enforcement perspective and prudent from a fiscal and administrative standpoint.

Thank you for the opportunity to appear. I would be glad to attempt to answer any questions.