

Approved September 19, 1988
Date

MINUTES OF THE House COMMITTEE ON Transportation

The meeting was called to order by Rex Crowell at
Chairperson

1:30 ~~xxx~~ p.m. on March 17, 1988 in room 519-S of the Capitol.

All members were present except: Representatives Laird, Gross and Adam

Committee staff present:

Bruce Kinzie, Revisor of Statutes
Hank Avila, Legislative Research
Donna Mulligan, Committee Secretary

Conferees appearing before the committee:

Senator David Kerr
Mr. John Smith, Kansas Department of Revenue
Mrs. Marla Howard, City of Wichita
Mrs. Mary Turkington, Kansas Motor Carriers Association
Mr. Ernest Mosher, League of Kansas Municipalities
Mr. Gary Duda, Legislative Assistant to Senator Paul Burke
Ms. B. J. Pattee, University of Kansas Alumni Association
Ms. Kathy Dick, Associated Students of Kansas
Secretary Harley T. Duncan, Kansas Department of Revenue

The meeting was called to order by Chairman Crowell, and the first order of business was a hearing on SB-444 concerning instruction permits for Class A and Class B drivers' licenses.

Senator David Kerr, sponsor of the bill, briefed the Committee on its contents.

Mr. John Smith, Kansas Department of Revenue, spoke in support of SB-444.

The hearing on SB-444 ended.

The next order of business was a hearing on SB-485 concerning payment for cost of improvements on city-county boundary line roads and streets.

Mrs. Marla Howard, City of Wichita, testified in support of SB-485.
(See Attachment 1)

She said that SB-485 proposes to allow interlocal agreements for the improvement and special assessment of boundary streets between cities, counties, townships and/or certain statutorily created industrial districts.

Mrs. Mary Turkington, Kansas Motor Carriers Association, spoke in favor of SB-485.

A proposed amendment to SB-485 was distributed to Committee members.
(See Attachment 2)

CONTINUATION SHEET

MINUTES OF THE House COMMITTEE ON Transportation,
room 519-S Statehouse, at 1:30 ~~am~~/p.m. on March 17, 1988

Mr. Ernie Mosher, League of Kansas Municipalities, testified in support of SB-485. (See Attachment 3)

Mr. Mosher said the basic intent of SB-485 is to provide a financing mechanism for the improvements of roads which lie upon the corporate boundary limits of cities.

The hearing on SB-485 ended.

The next order of business was a hearing on SB-505 concerning prohibition of certain speeding violations from being considered by insurance companies.

Bruce Kinzie briefed the Committee on SB-505 and said it is a "clean-up" bill to prevent speeding violations 10 mph in excess of the 55 mph speed limit, and 5 mph in excess of the 65 mph speed limit, from becoming public record or being used by insurance companies in determining rates.

The hearing on SB-505 ended.

The next order of business was a hearing on SB-541 concerning the issuance of license plates for members of alumni organizations.

Mr. Gary Duda, Legislative Assistant to Senator Paul "Bud" Burke, testified in support of SB-541. (See Attachment 4)

Ms. B. J. Pattee, University of Kansas Alumni Association, testified in support of SB-541. (See Attachments 5 and 6)

She said passage of SB-541 would: 1) help promote higher education in Kansas; 2) provide a popular incentive for the development of alumni memberships for various organizations; 3) provide additional revenue for the state of Kansas; and 4) contribute to the economic development of Kansas.

Ms. Kathy Dick, Associated Students of Kansas, testified in favor of SB-541. (See Attachment 7)

She said that issuance of special license plates to members of alumni associations would create greater visibility and support for Kansas colleges in particular.

Secretary of Revenue Harley T. Duncan testified in opposition to SB-541. (See Attachment 8)

He said with the proposed alumni license plates, the State of Kansas is requiring participation or membership in a private organization as a prerequisite for eligibility for something that can be considered part of the public good.

Secretary Duncan pointed out that SB-541 is counter to the State's efforts toward standardized license plates, and law enforcement personnel prefer a minimum number of plate types for ease in identifying vehicles.


CONTINUATION SHEET

MINUTES OF THE House COMMITTEE ON Transportation,
room 519-S Statehouse, at 1:30 ~~am~~/p.m. on March 17, 19 88

Another reason cited for the opposition to SB-541 by the Department of Revenue is distinctive plates increase inventory levels which in turn increase material and record keeping costs, as well as make inventory control more difficult.

The hearing on SB-541 was concluded.

The meeting was adjourned at 2:30 p.m.


Rex Crowell, Chairman

THE CITY OF WICHITA



OFFICE OF THE CITY MANAGER
CITY HALL — THIRTEENTH FLOOR
455 NORTH MAIN STREET
WICHITA, KANSAS 67202
(316) 268-4351

TO: CHAIRMAN CROWELL AND MEMBERS OF THE HOUSE
TRANSPORTATION COMMITTEE

FROM: MARLA J. HOWARD, PUBLIC AFFAIRS OFFICER

DATE: MARCH 17, 1988

RE: SB 485, CITY/COUNTY BOUNDARY STREETS

Mr. Chairman and Members of the Committee:

I am Marla Howard and, on behalf of the City of Wichita, I appreciate this opportunity to appear before you today in support of Senate Bill 485.

SB 485, concerning city-county boundary streets, was introduced by legislators from Sedgwick County on behalf of the City of Wichita.

This bill, as amended, proposes to allow interlocal agreements for the improvement and special assessment of boundary streets between cities, counties, townships and/or certain statutorily created industrial districts.

There are currently portions of a number of streets that run along the existing boundary between the City of Wichita and unincorporated areas of Sedgwick County. The City maintains and also performs any necessary reconstruction and improvements to these roads. In the case of major reconstruction, where the existing pavement is totally removed and the street rebuilt, existing City policy establishes that owners within the project's benefit district will be assessed the cost of a residential street. If the property to be assessed is actually residential, then the City picks up half the cost. In any event, any assessment amount over \$2,000 is deferred.

Attach. 1

Normally, the benefit district would include owners on both sides of the road. However, only cities are allowed under current law to special assess property and issue the necessary bonds for these improvements and we do not have the authority to assess the property owners on the county side of the road except under certain circumstances. Neither does the county, township or an industrial district have that authority. At present, a city can include owners of property in the county in a benefit district for boundary streets if a majority of owners of record that own more than one-half of the area liable for special assessment submit a petition for improvements. This works well for areas under development by a developer requesting improvements, but rarely applies in cases of reconstruction or improvement of an existing street. Although K.S.A. 68-572 allows cities, counties and townships to enter into intergovernmental agreements for constructing roads or streets, again only the City actually has the ability to issue bonds and assess property for such improvements. Therefore, only the property owners on the city side of the street could be assessed, even though they all benefit. This situation promotes deferral of needed reconstruction of boundary roads until the land on the county side is annexed by the city.

To resolve this problem, the City of Wichita proposed this legislation and worked with the Kansas Association of Counties, the League of Kansas Municipalities, Sedgwick County and other counties on the language included in the amended bill before your committee. SB 485 retains the current law allowing interlocal agreements, but expands it to provide a method for special assessments of appropriate properties, whether on the side of a street within the city or the other side, where appropriate and agreed upon by the affected governmental units. This bill does retain language in existing law that allows for protest petitions to prevent a project.

Realistically, we don't know how usable this proposed legislation will be; that will depend on the ability and interest of the various local governing bodies in reaching an agreement when these situations occur. However, we do feel that the option provided in SB 485 should be available to local units of government as one possible way to resolve these types of boundary street problems.

The City of Wichita respectfully requests your favorable consideration of SB 485.

SENATE BILL No. 485

By Senators Francisco, Anderson, Daniels, Feleciano,
Morris and Yost

1-14

0022 AN ACT concerning city-county boundary streets; relating to the
0023 cost of improvements thereof; amending K.S.A. 12-693 and
0024 68-572 and K.S.A. 1987 Supp. 68-506 and repealing the exist-
0025 ing sections.

0026 *Be it enacted by the Legislature of the State of Kansas:*

0027 Section 1. K.S.A. 12-693 is hereby amended to read as fol-
0028 lows: 12-693. (a) All cities are hereby authorized to make im-
0029 provements authorized by and in the manner provided for in the
0030 general improvement and assessment law as contained in
0031 chapter 12, article 6a of Kansas Statutes Annotated, in those
0032 unincorporated areas beyond their corporate limits and within
0033 three miles thereof. Before any such improvements shall be
0034 made, the city shall have adopted, in the manner provided by
0035 law, regulations governing the subdivision of land in such unin-
0036 corporated area. Such improvements may be located in a pro-
0037 posed improvement district which is wholly outside the cor-
0038 porate limits of the city or partially within the city limits.
0039 Improvements within such three (3) mile area located in a
0040 proposed improvement district which is wholly outside the cor-
0041 porate limits of the city shall be commenced only upon a petition
0042 signed by both a majority of the owners of record of property and
0043 the owners of record of more than one-half of the area liable for
0044 special assessment under the proposal. *Improvements Except as*
0045 *provided in subsection (b), improvements* within such three (3)
0046 mile area located in a proposed improvement district which is
0047 partially within the corporate limits of the city shall be com-
0048 menced only upon a petition found sufficient by the provisions

Attach. 2

0086 involves a road under the jurisdiction of a township, the governing
0087 body of the township also may enter into an agreement with the
0088 governing body of the city to contribute a share of the cost of the
0089 improvement. If the area of a proposed improvement district
0090 includes property within an industrial district, established by a
0091 charter resolution adopted pursuant to K.S.A. 19-101a, and
0092 amendments thereto, which effected changes in the provisions of
0093 K.S.A. 19-3801, et seq., and amendments thereto, the board of
0094 directors of such industrial district ~~also shall enter into~~ the
0095 agreement prior to the undertaking of any improvement. /

0096 Sec. 2. K.S.A. 1987 Supp. 68-506 is hereby amended to read
0097 as follows: 68-506. (a) In counties which have not adopted the
0098 county unit road system, it shall be the duty of the boards of
0099 county commissioners with the approval of the county engineers
0100 in their respective counties, to classify and designate the roads
0101 and highways within such county within the following classes:
0102 (1) "Secondary roads or highways" which shall include all
0103 county roads and highways designated for inclusion in the sec-
0104 ondary road system in accordance with K.S.A. 68-1701 to 68-
0105 1704, and amendments thereto;

0106 (2) "county minor collector roads or highways" which shall
0107 include all county roads and highways, not designated for inclu-
0108 sion in the secondary road system, which are main traveled roads
0109 utilized and designed primarily for the movement of traffic
0110 between different areas of the county; and

0111 (3) "township or local service roads" which shall include all
0112 roads and highways not designated for inclusion in the second-
0113 ary road system or as county minor collector roads or highways.

0114 (b) Whenever any county secondary road or highway or
0115 county minor collector road or highway is located partly within
0116 and partly without a city or connects any such road or highway
0117 with a city, by and with the consent of the governing body the
0118 board of county commissioners is hereby given power and au-
0119 thority and required to designate such public road or highway as
0120 a part of the county road or highway system, and it shall be
0121 improved and maintained as other parts of the county road
0122 system, except that the governing body of such city may aid in

shall have the right to approve or disapprove

If the board disapproves the agreement, the industrial district shall not be liable for the cost of any improvement undertaken pursuant to such agreement.



League of Kansas Municipalities

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

RE: SB 485--City-County Boundary Roads
TO: House Committee on Transportation
FROM: E.A. Mosher, Executive Director
DATE: March 17, 1988

The League is in support of SB 485. The Senate-passed bill includes amendments proposed by the League.

The basic purpose of SB 485 is to provide a financing mechanism for the improvements of roads which lie upon the corporate boundary limits of cities. Over the years, it has been common for cities to annex territory to an existing roadway, for the convenience of property owners. This practice, as in the case of county boundary line roads, occasionally presents some problems. This is particularly true since most cities do not have sufficient city-at-large moneys to finance street improvements, but rely heavily on the use of special assessments. Special assessments are used even for the improvement of major arterials, although it is common to special assess to the adjoining property only the cost of a residential width street.

Except as provided in K.S.A. 12-693, cities generally do not have power to levy special assessments on property outside of cities, nor are we aware of any instance where a county may levy special assessments for road purposes on property within cities. The intent of the bill is to authorize cities, subject to certain agreements, to use the 12-6a general improvement procedure to create a special assessment district for boundary line roads covering land both within and without the city.

As you will note beginning on line 76, an agreement between the city and the county would be required prior to the initiation of a special assessment project. Further, the provisions beginning on line 86 and line 89, provide for an agreement with a township or industrial district which may have jurisdiction over a part of this boundary line road.

Sections 2 and 3 of the bill simply make a cross-reference in the county unit statute and in the township road statute to the new procedure established in Section 1.

Finally, it should be noted that, under the 12-6a procedure, street improvements must be petitioned for either by a majority of the property owners or, if initiated by the city, may be vetoed by a majority of the property owners following a public notice and hearing.

Frankly, I would guess that the complex procedure proposed in SB 485 may not be workable in many fact situations. You would need an agreement between the city and the board of county commissioners, and possibly the township board and an industrial district board, including an agreement as to the allocation of the project costs. And you must have the written or tacit agreement of at least a majority of the property owners. Presumably, in this process, you will also need some kind of an agreement as to how the road is to be maintained once improved. But, if you can get all of these actors together, the proposal should work. At least, cities, counties and townships, property owners who live along these "no man's land," as well as the traveling public, will have some kind of financing mechanism to deal with these boundary line roads, if they want to work together.

March 17, 1988

To: **The House Transportation Committee**
Testimony of Senator Majority Leader Paul "Bud" Burke
Presented by Gary Duda, Legislative Assistant

Mr. Chairman and members of the committee,

Thank you for having me here today representing **Senator Burke**.

During the 1987 interim, members of alumni associations approached our office with the idea of a special license plate for university alumni associations. After comments from the alumni groups, the state Revenue Department, and members of the Senate Transportation Committee, Senate Bill 541 was introduced bearing the names of 23 Senate sponsors.

Last year, the Senate Transportation Committee failed to enact a similar measure that dealt with special license plates for non-profit organizations. At the time, committee members felt that the bill was too broad because it would have allowed special license plates for a multitude of groups.

This year's proposal only would allow alumni organizations of Kansas public and private post-secondary institutions to obtain the plates for members. In order to qualify for the plates the organizations would have to promise the state they could sell at least 500 plates to thier members.

All of the proceeds from the plates, which would cost \$40 per set, would go to the state. After comments from law enforcement personnel, the Senate committee added a provision requiring the plates to be affixed to the front and rear of automobiles.

The Department of Revenue is unable to determine the exact fiscal note on the bill, but it would be positive for the state. University alumni organizations hope the measure will help in recruiting students to Kansas universities and colleges.

I'd be happy to stand for questions.

Attach. 4

Date: March 17, 1988

Subject: Senate Bill #541 regarding the issuance of special license plates for alumni organizations of Kansas public or private post-secondary educational institutions.

Mr. Chairman and members of the House Transportation Committee:

I am B.J. Pattee, director of special projects and member assistance for the University of Kansas Alumni Association. I appreciate the opportunity to speak on behalf of Bill #541 in regarding to issuing special license plates for alumni organizations. There is considerable interest in the success of this legislation, not only by the KU Alumni Association, but also the associations of the six Regents institutions and Washburn. Our collective concern in the passage of this bill is for the following reasons:

1. To help promote higher education in Kansas.
2. To provide a popular incentive for the development of alumni memberships for our various organizations and to provide alumni with yet another way of becoming involved with their schools.
3. To provide additional revenue for the state of Kansas. All revenues from the sales of special plates at \$40 each would be realized by the state. More than 250,000 alumni of Regents schools currently reside in Kansas. This does not include students, their parents, faculty or staff, or friends.
4. To contribute to the economic development of our state. We believe that anything that helps in student recruitment or encourages support of our educational institutions, or increases state pride, is a definite assist to economic development. In fact, higher education in Kansas IS economic development.

To enlarge on some of these points: Public education has historically held high priority among citizens and lawmakers in Kansas. The appearance of thousands of license plates, depicting colleges and universities and other post-secondary schools, on the highways of our state and streets of our towns would, we believe, make a dramatic and positive statement about the high regard and concerns Kansans have in providing higher education for our young citizens. I quote the director of Pittsburg State University, Ken Bateman: "The license plate program would deliver a message to everybody that the interest in state universities and colleges is high. Our alumni leaders think it is a great idea and a real challenge. It would be an assist for us in student recruitment and we feel it would be most beneficial to the smaller schools in the state who need visibility in their home areas."

The possibilities and potential for sales of license plates, thus increased revenue for the state, is high. There is a built in audience of more than 250,000 alumni of Regents schools residing in the state, plus the thousands of students who graduate each year, and their parents. From my own testing in Lawrence, the potential for student and young alumni sales is extremely high. Of the 250,000 alumni, nearly 50,000 are already paid members of their associations and have already demonstrated great receptiveness to programs and promotions of their alumni associations. If each of these 50,000 alumni members would purchase one license plate (or two as now required) at the established cost of \$40, the revenue produced would be \$2 million. A realistic expectation for responses would be 10-15 percent the first year -- or sales

Att. 5

of 5,000.

Speaking for KU, I can report that two recent promotions produced results in the 10-20 percent range. A bank card program and an alumni directory program each received 20 percent participation. The sale of Jayhawk tennis shoes, promoted only to alumni, resulted in 3 percent sales among alumni, but the vast student market has not yet been tapped.

It is anticipated that license plates will be exceptionally popular with students. If this bill passes, special license plates at KU will be offered to each graduating class of 5,000 and will be made available to parents and friends of the University. It is my expectation that other schools will do the same.

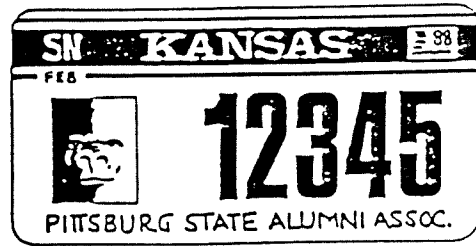
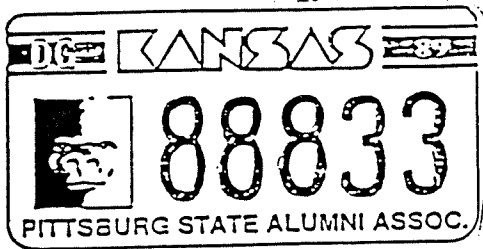
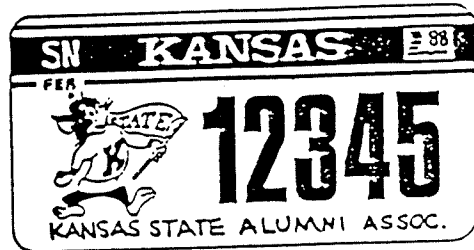
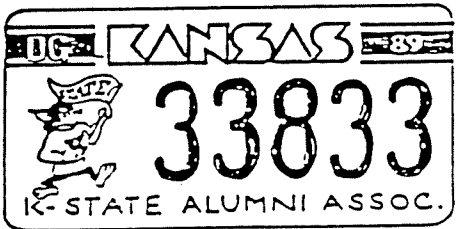
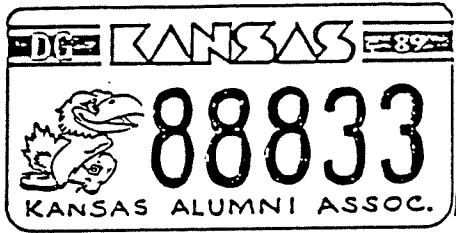
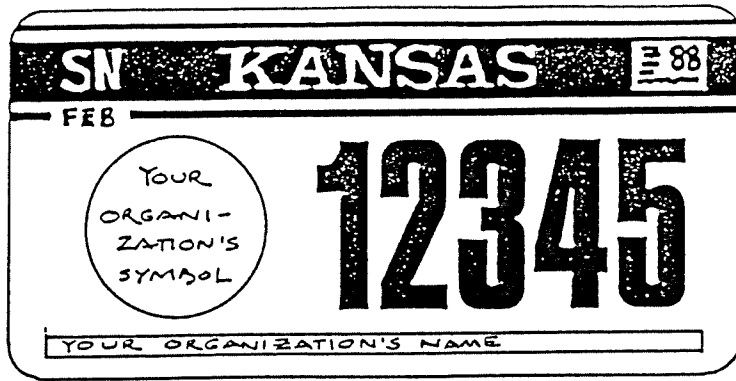
I realize that there is some opposition to this bill on the basis of creating yet another license plate, which could be perceived by some to result in confusion and as a deterrent to ease of identification for law enforcement personnel. It is certainly not our desire or intent to create further confusion or obstacles for law enforcement agencies. However, we do not believe that these special plates will be detrimental or add to identification problems any more than other personalized plates or special organization plates that are already a part of our licensing program in Kansas. The personal opinion of a recently retired police chief in Lawrence, expressed to me, is that it could actually be of some assistance in quick identification. The symbol of each school would be readily recognized and remembered whereas the number might not be as quickly recalled.

The design of these plates would be subject to approval of the Motor Vehicle Division and could be adapted to either the standard "vanity" plate design or the new SAM - 123 design.

The handouts I have provided show some of the promotional materials mailed to alumni by Penn State University, and also some samples of two possible designs for the Kansas plates.

In closing, I emphasize our collective request from representatives of college and university of alumni in Kansas for your approval and endorsement of this bill as an innovative way of involving alumni as public proclaimers of their support of higher education. We believe it would be an impressive and positive endorsement in a unique and collective manner.

I sincerely appreciate your time and attention and will be happy to answer any questions that I can.



05315...05316...05317...

Those alumni plates are everywhere! More than 5,300 Pennsylvania cars, small trucks and campers now have a lion on their back bumpers. How 'bout yours? Show your Penn State pride wherever you drive with an official Alumni Association license plate. It's easy to order one. Just look inside.



Nonprofit Org.
U.S. Postage
PAID
The Pennsylvania
State University

ADDRESS CORRECTION REQUESTED

License Plate Application Inside

**YOUR
LICENSE
TO
ROAR!**



Why a Special Organization Plate Program?

Because you are proud to be a member of your organization.
And because we want to show you and your organization our appreciation
for your service.

What better way to show you than to design a special license plate to
display on your vehicle?

Let your vehicle convey a message every day.

Become a part of the Special Organization Plate Program!

What do I need to know about Special Organization Plates?

- You must be a member in good standing of the organization in order to qualify for its specially designed plate.
- When you cease to be a member in good standing of your organization, your plate must be returned to the Bureau of Motor Vehicles. We will replace your Special Organization plate with one from our regular series for \$5.00.
- Your application form must be approved by an official of your organization.
- Plate colors are the standard blue background with gold characters.
- Plates are available to motor vehicles other than motorcycles and trailers with a registered gross weight of 9,000 pounds or less.
- You pay a one-time processing fee of \$20.00 when you place your order and only your annual registration fee thereafter.
- Plates are issued in numerical sequence only.
- If your plate is lost, stolen or damaged it cannot be duplicated. We will reissue you the next available plate in our series for \$20.00.
- Your organization's representative will assist us in designing your plate. (S)he will have the appropriate form for ordering this plate and any additional information you may request.
- You may also contact the Bureau of Motor Vehicles at (717) 787-9720.

This brochure has been provided
as a service by the Bureau of Motor Vehicles
Pennsylvania Department of Transportation
Commonwealth of Pennsylvania

Robert Casey
Governor

Howard Yerusolim
Transportation Secretary

... know. You've been meaning to apply for your Alumni Association license plate, but you keep forgetting. Or you never seem to have an application when you need one.

Well, now you have one.

As a Pennsylvania car owner and a member of the Alumni Association, you have all the credentials you need to join the convoy of cats out there on the highways. (And what a convoy! One out of every 80 Pennsylvanians is a Penn Stater, so it stands to reason that you should see an alumni plate just about everywhere you go.)

If your car is registered in the name of a non-member (blush!) or a non-alum (perish the thought!), have that person join the Association at the same time you apply for the special plate. (Contact the Alumni Office at 814-863-1605 for instructions on how to do that.)

And if your own annual membership is about to expire, be sure to renew — and keep renewing — in order to keep your plate. You might even decide that now's the time to convert to a life membership (if you don't already have one) so you won't have to worry about renewing.

In any case, here's how to order your plate:

- (1) Fill out the application below — and don't forget to sign it (some people do).
- (2) Write a check for \$20, payable to the Commonwealth of Pennsylvania.
- (3) Put them both in an envelope addressed to:

**License Plate
Penn State Alumni Association
105 Old Main
University Park, PA 16802**

(If you send it to PennDOT you'll just delay it — they'll just send it to us first to verify your membership.)

- (4) Find a postage stamp and drop your letter in the mail.

In no time at all, you'll have your own alumni license plate so you can keep the pride going. . .wherever you're going.

(clip here)

MV-904SO (9-83)



**APPLICATION FOR
SPECIAL ORGANIZATION REGISTRATION PLATE**

Commonwealth of Pennsylvania
Department of Transportation
Bureau of Motor Vehicles & Licensing
Harrisburg, PA 17122

FEE: \$20.00

INFORMATION ON REVERSE

A APPLICANT INFORMATION				
LAST NAME	JR., etc.	FIRST NAME	MIDDLE NAME OR INITIAL	TELEPHONE NUMBER ()
STREET ADDRESS		CITY	STATE	ZIP CODE
B VEHICLE DESCRIPTION				
MODEL YEAR	MAKE OF VEHICLE	BODY TYPE	VEHICLE IDENTIFICATION	TITLE NUMBER
Current Registration Plate #	Current Expiration	Insurance Company Name	Policy Number	
C TO BE COMPLETED BY APPLICANT				
I MAKE APPLICATION FOR A		<div style="border: 2px solid black; padding: 5px; display: inline-block;"> INDICATE TYPE OF ORGANIZATION PENN STATE ALUMNI ASSN. </div>	SPECIAL ORGANIZATION REGISTRATION PLATE	
NAME OF ORGANIZATION CHAPTER, POST, LODGE, etc. PENN STATE ALUMNI ASSOCIATION				TELEPHONE NUMBER (814) 865-6516
STREET ADDRESS 105 OLD MAIN		CITY UNIVERSITY PARK	STATE PA	ZIP CODE 16802
D TO BE COMPLETED BY ORGANIZATION OFFICIAL				
I Certify that the individual named in Section A is a member in good standing of the organization listed in Section C:				
NAME WILLIAM J. ROTHWELL		TITLE EXECUTIVE DIRECTOR	SIGNATURE X	
E I CERTIFY THAT ALL INFORMATION GIVEN ON THIS APPLICATION IS TRUE AND CORRECT AND IF I CEASE TO BE A MEMBER OF THE ABOVE NAMED ORGANIZATION I WILL IMMEDIATELY RETURN THE REGISTRATION PLATE TO THE DEPARTMENT OF TRANSPORTATION.				
			X _____ APPLICANT'S SIGNATURE IN INK	

GENERAL INFORMATION REGARDING THE SPECIAL ORGANIZATION REGISTRATION PLATE

- Fee required with this application is \$20.00. Payment is to be made by check or money order payable to the Commonwealth of Pennsylvania. DO NOT SEND CASH.
- No special registration plates will be duplicated, except when defaced. In such cases the defaced plate must be surrendered to the bureau. Charge for replacement will be \$20.00.
- In addition, so that the vehicle may be legally operated pending receipt of the duplicated plate, application must be made for reissue of a plate from the regular series for which there will be a charge of \$5.00.
- Requests for special registration plates are restricted to vehicles other than motorcycles and trailers with a registered gross weight of not more than 9,000 lbs.
- No refund of fee will be issued when applicant cancels request after order is placed.
- This application, completed in full, along with check or money order should be mailed to the Special Tag Unit, Bureau of Motor Vehicles and Licensing, G-100 Transportation & Safety Building, Harrisburg, PA 17122.
- When the applicant ceases to be a member in the aforementioned organization the registration plate must be returned to the department and a form MV-44 completed and submitted with a fee of \$5.00 for a regular registration plate.
- All telephone numbers will be held in confidence and used only in the event of a problem with your application.

Special organization registration plates will be issued only to members in good standing of qualifying community & social organizations. Plates will be issued in the current standard plate colors being issued. The organization's insignia will appear to the left of the plate and the organization's actual name, or an acceptable abbreviation thereof, will be printed across the bottom.



ASSOCIATED STUDENTS OF KANSAS

The Student Governments of the State Universities

Suite 608 • Capitol Towers • 400 S.W. 8th St. • Topeka, Ks. 66603 • (913) 354-1394

Christine A. Graves
Executive Director

Mark E. Tallman
Director of Legislative Affairs
and Development

MEMBERS:

Associated Student Government
Emporia State University
Memorial Union
Emporia, Kansas 66801
316-343-1200 ext. 5494

Student Government Association
Fort Hays State University
Memorial Union
Hays, Kansas 67601
913-628-5311

Student Governing Association
Kansas State University
Student Union
Manhattan, Kansas 66506
913-532-6541

Student Government Association
Pittsburg State University
Student Union
Pittsburg, Kansas 66762
316-231-7000 ext. 4813

Student Senate
University of Kansas
Burge Union
Lawrence, Kansas 66045
913-864-3710

Student Government Association
The Wichita State University
Campus Activities Center
Wichita, Kansas 67208
316-689-3480

TO: House Transportation Committee
FROM: Kathy Dick, ASK Legislative Intern
DATE: March 17, 1988

RE: SB 541 - License Plates for Alumni Organizations

Mr. Chairman, Members of the Committee, my name is Kathy Dick, and I am serving as Legislative Intern for the Associated Students of Kansas this semester. ASK represents the student government associations of the six state universities.

Position

The Policy Council of ASK, composed of student delegates from each university, voted earlier this spring to endorse SB 541.

We agree with other supporters of the bill that the issuance of special license plates to members of alumni associations would create greater visibility and support for Kansas colleges. We need to be promoting higher education in general and Kansas colleges in particular, because of the important role education plays in the development and quality of life in our state.

In addition, this bill would promote membership in alumni associations and greater identification with institutions. Both public and private institutions rely on support from alumni and friends to maintain and strengthen the quality of their programs.

ASK sees only positive results from the enactment of SB 541, and we urge your favorable recommendation.

Attach. 7



KANSAS DEPARTMENT OF REVENUE


Office of the Secretary

Robert B. Docking State Office Building

Topeka, Kansas 66612-1588

MEMORANDUM

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

FROM: Harley T. Duncan 
Secretary of Revenue

DATE: March 17, 1988

RE: Senate Bill 541 - Distinctive License Plates

Thank you for the opportunity to present testimony on Senate Bill 541. There are several points I would like to make, the first being in the area of public policy. With the proposed alumni license plates, the State of Kansas is requiring participation or membership in a private organization as a prerequisite for eligibility for something that can be considered part of the public good. It sets a precedent that I feel should be brought to the committee's attention.

Second, the bill is counter to the state's efforts toward standardized license plates. Law enforcement personnel prefer a minimum number of plate types for ease in identifying vehicles. The greater the number of plate types, the more difficult it is to verify the authenticity of a license plate. This is even more difficult for out-of-state law enforcement officials who are not familiar with our different plates, especially the mascots of our colleges and universities. Failure to recognize a plate means an identification cannot be made on vehicles used in the commission of crimes such as robberies, hit and run accidents, and suspected DUI's.

Last, distinctive plates increase inventory levels which in turn increase material and record keeping costs, as well as, make inventory control more difficult. The implementation of SAM 123 reduced the number of license plate categories from 1600 to just one for automobiles and light trucks.