

Approved 3/30/88 Date _____

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 28, 1988 in room 254-E of the Capitol.

All members were present ~~except~~.

Committee staff present:

Hank Avila, Legislative Research Department
Ben Barrett, Legislative Research Department
Bruce Kinzie, Revisor of Statutes
Louise Cunningham, Committee Secretary

Conferees appearing before the committee:

Rep. Mike O'Neal
Rep. Robert Wunsch
Rev. Richard Taylor, Kansans for Life at Its Best
Mary Turkington, Kansas Motor Carriers Association
Marge Bailey, Division of Motor Vehicles
Harley Duncan, Secretary, Department of Revenue

Hearing on H.B. 2760 - Driver's license restrictions, ignition interlock devices.

Rep. Mike O'Neal, said this bill was similar to S.B. 618 which had passed the Senate by a vote of 38-0. This bill had passed the House by a vote of 122-0. They started out as identical bills but H.B. 2760 had some technical amendments which were necessary to the bill. S.B. 618 had been amended to provide for a reduction in the fine for the amount it would cost to rent an interlock device.

Rep. Robert Wunsch, appeared in support of the bill.

Rev. Richard Taylor, Kansans for Life at Its Best, said he supports the bill and is always for any measure that will encourage tougher laws against drunk driving.

The Committee discussed the bill. One member felt that since the Senate had already passed S.B. 618 we should use it to pass this legislation. Others felt that H.B. 2760 had already passed the House and had received the necessary technical amendments and this committee could pass this legislation now without waiting for the Senate bill to go through the House Committee. A motion was made by Sen. Thiessen to recommend H.B. 2760 favorable for passage. Motion was seconded by Sen. Bond.

A substitute motion was made by Sen. Martin to amend H.B. 2760 so that the amount of the fine shall be decreased by the cost of the device. Motion was seconded by Sen. Bond.
Motion carried.

A motion was made by Sen. Bond and was seconded by Sen. Thiessen to recommend H.B. 2760, as amended, favorable for passage. Motion carried. Sen. Norvell voted "No".

CONTINUATION SHEET

MINUTES OF THE SENATE COMMITTEE ON TRANSPORTATION AND UTILITIES,
room 254-E, Statehouse, at 9:00 a.m./~~p.m.~~ on March 28, 1988

Hearing on H.B. 3066 - Multiyear registration for trailers, seimi-trailers or pole trailers.

Mary Turkington, Kansas Motor Carriers Association, said this was a voluntary bill and would be a convenience to motor carriers. Kansas would not lose any revenue. Twenty-two states already have multiyear or permanent registration for trailer equipment. A copy of her statement is attached. (Attachment 1).

Marge Bailey, Division of Motor Vehicles, said they support this bill.

Harley Duncan, Secretary, Department of Revenue, said the paperwork should not be a major task because it would be a part of another transaction.

A motion was made by Sen. Thiessen and was seconded by Sen. Frey to recommend H.B. 3066 favorable for passage. Motion carried.

On a motion from Sen. Hayden and a second from Sen. Bond the Minutes of March 23 and March 24, 1988 were approved. Motion carried.

Meeting was adjourned at 9:50 a.m.

DATE: 2-28-88

ROOM: 254-E

GUEST REGISTER
SENATE

TRANSPORTATION AND UTILITIES COMMITTEE

NAME	ORGANIZATION	ADDRESS
DICK TAYLOR	LIFE AT ITS BEST	TOPEKA
Jill Gess	University Daily Kansan	Lawrence
Rn Power	ATA	Topeka
Tom Whitaker	Ks Motor Carriers Assn	Topeka
Marge Bailey	Division of Motor Vehicles	Topeka State Office
Mary E Turkington	Ks Motor Carriers Assn	Topeka

STATEMENT

By The

KANSAS MOTOR CARRIERS ASSOCIATION

In support of H.B. 3066 which provides for the multiyear registration of trailers, semitrailers or pole trailers. Presented to the Senate Transportation & Utilities Committee, Senator Bill Morris, Chairman; Statehouse, Topeka, Monday, March 28, 1988.

MR. CHAIRMAN AND MEMBERS OF THE COMMITTEE:

I am Mary E. Turkington, Executive Director of the Kansas Motor Carriers Association with offices in Topeka. I am here this morning along with our Governmental Relations Director Tom Whitaker, representing our member-firms and the highway transportation industry in support of House Bill 3066 which provides for multiyear registration of trailers, semitrailers or pole trailers with a gross weight of more than 12,000 pounds.

The language which appears on page 7 of the bill makes it clear that such multiyear registration would be at the owner's option. In other words, a trailer owner who did not wish to register his equipment for a 5-year period, would not have to do so. Annual registration of such equipment would continue to be available.

You will note the registration fee for the five-year registration would simply be five times the annual registration for such trailer equipment which currently is \$25 per vehicle. The five-year registration would cost the full \$125.

The bill also provides that if the annual registration fee is increased during the multiyear registration period, the owner of the trailer with multiyear registration shall be subject to the amount of the increase of the annual registration fee for the remaining calendar years of such multiyear registration.

The proposed legislation also addresses procedures to govern the transfer of such multiyear registered trailer equipment. When the owner of trailer equipment registered under the multiyear provisions transfers or assigns the title, or interest thereto, the registration of such trailer shall expire.

The owner shall remove the license plate from such trailer and forward the license plate to the Division of Vehicles or may have such license plate assigned to another trailer upon the payment of fees required by law.

The proposal also outlines the conditions under which the trailer owner would be eligible for registration refunds. This language is at the top of page 8 of the proposed bill and provides:

"Any owner of a trailer, semitrailer or pole trailer where the multiyear registration fee has been paid and the trailer is sold, junked, repossessed, foreclosed by a mechanic's lien or title transferred by operation of law, and the registration thereon is not going to be transferred to another trailer, may secure a refund for the registration fee for the remaining calendar years by making application to the division of vehicles on a form and in the manner prescribed by the director of vehicles."

The language goes on to provide that the secretary of revenue may adopt such rules and regulations necessary to implement the multiyear registration of such trailers, semitrailers and pole trailers.

We earlier provided the committee the list of states which currently authorize multiyear registration of trailer equipment. We have included another copy of that list with this statement. I believe there are some 22 states which currently allow either multiyear -- or a permanent registration -- for trailer equipment. Nearby states include Missouri, Iowa, Oklahoma, and Arkansas.

It is our understanding that our Department of Revenue supports this concept and believes that Kansas might actually regain some of the trailer registrations which interstate fleets have registered in states which provide for the multiyear registration.

We believe the proposed legislation well may accelerate the collection of some trailer registration fees from those fleets which wish to avail themselves of the five-year registration option. We have attempted to keep the fees "revenue neutral" so that Kansas would not lose revenue and we can assure you that many of our Kansas fleets will exercise the five-year registration option for their trailer equipment to eliminate the cost to the carrier of tracking down equipment for license plate changes annually.

We believe the proposed language is workable. We will work with the division of vehicles and the secretary of revenue in every positive way to make this policy decision a sound one for Kansas and the owners of trailer equipment to which the multiyear registration applies. We will be pleased to respond to any questions you may have.

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The following is a list of states that allow a multi-year trailer/semi-trailer plate and the duration of the plate. I have also included the cite in the state statute.

<u>STATE</u>	<u>Registration period</u>	<u>Public law</u>
Arkansas	3 years	[75-25]
Connecticut	5 years	[14-486]
Delaware	5 years for fleets of 15 or more vehicles	[3002(a)(3)]
Illinois	5 years	[3-814]
Indiana	2 years	[IC-9-1-4-41]
Iowa	3 years if paid in advance or 6 years	[1986 laws]
Kentucky	5 years	[186.675]
Louisiana	4 years	[74:462B(1)]
Maine	8 years or 12 years	[245-A]
Massachusetts	5 years	[Chapt.90 33(2)]
Michigan	number of years open if prepaid. fleets of 50 or more 5 years with 1 year payment	[1980 laws]
North Carolina	5 years	[20-88]
North Dakota	Permanent	[39-04-19]
Oklahoma	Permanent	[1133c]
South Carolina	5 years	[1978 laws]
	Note: proposal to have permanent plates being considered.	
South Dakota	Permanent	[32-9-22]
Tennessee	Permanent	[55-4-113]
Texas	5 years	[6675]
Utah	8 years	[41-1-49]
Virginia	fleet of 50 or more trailers-5 years	[46.1-157]
Wisconsin	permanent	[341.264]
Missouri	3 years	

22 states total as of 2-29-88

Kansas Motor Carriers Association
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