

Approved August 4, 1989
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 21, 1989 in room 519-S of the Capitol.

All members were present except:

Representatives Gross, Blumenthal, Everhart

Committee staff present:

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

Conferees appearing before the committee:

Ms. Shirley Tate, Leavenworth County Treasurer
Ms. Betty McBride, Cherokee County Treasurer
Ms. Nancy Welsh, Douglas County Treasurer
Mr. Mark Wettig, Kansas Department of Revenue
Mr. Terry Heidner, Kansas Department of Transportation

The meeting was called to order by Chairman Crowell, and the first order of business was a hearing on SB-129 relating to the use of certain vehicle registration fees by the county treasurer.

Ms. Shirley Tate, Leavenworth County Treasurer, testified in support of SB-129, and referred to a letter from Mr. Alan F. Alderson, Attorney for the Kansas County Treasurers Association. (See Attachment 1)

Ms. Betty McBride, Treasurer, Cherokee County, Kansas, testified in support of SB-129. (See Attachments 2 and 3)

Ms. Nancy Welsh, Treasurer, Douglas County, Kansas, testified in support of SB-129. (See Attachments 4 and 5)

Committee discussion and questioning followed.

The hearing on SB-129 was concluded.

The next order of business was a hearing on SB-141 concerning penalty for transferring ownership to a motor vehicle or mobile home and failing to show oneself on the transferred certificate of title.

Mr. Mark Wettig, Kansas Department of Revenue, testified in support of SB-141. (See Attachment 6)

The hearing on SB-141 ended.

CONTINUATION SHEET

MINUTES OF THE House COMMITTEE ON Transportation,

room 519-S Statehouse, at 1:30 ~~a.m.~~/p.m. on March 21, 1989

The next order of business was a hearing on SB-274 pertaining to motor vehicle accident reports.

Mr. Terry Heidner, Kansas Department of Transportation, testified in support of SB-274. (See Attachment 7)

The hearing on SB-274 was concluded.

Attention was turned to Substitute for SB-250, enacting the Kansas Uniform Commercial Drivers' License Act, and Hank Avila provided the Committee with further information. (See Attachment 8)

A memo from Hank Avila concerning Senate Bills assigned to the House Transportation Committee, was passed among Committee members. (See Attachment 9)

The next bill taken up was SB-19, requiring certain vehicles to stop at railroad grade crossings.

A motion was made by Representative Lucas that SB-19 be recommended favorable for passage. The motion was seconded by Representative Lawrence. Motion passed.

The next bill taken up was SB-20 providing grants to eliminate hazardous railway-highway crossings.

A motion was made by Representative Freeman that SB-20 be recommended favorable for passage. The motion was seconded by Representative Lucas. Motion carried.

The next bill taken up was SB-236 concerning the federal uniform assistance and real properties acquisition policies act.

A motion was made by Representative Roenbaugh that SB-236 be recommended favorable for passage and placed on the Consent Calendar. Motion carried.

The next bill taken up was SB-41 concerning construction and operation of a turnpike interchange near the intersection of the turnpike and K-96 highway in Sedgwick County.

A motion was made by Representative Lawrence that SB-41 be recommended favorable for passage. The motion was seconded by Representative Dean.

A substitute motion was made by Representative Lucas that SB-41 be tabled. The motion was seconded by Representative Freeman. The motion failed on a voice vote.

On the original motion to recommend SB-41 favorable for passage, motion carried.

The meeting was adjourned at 2:35 p.m.


Rex Crowell, Chairman

PLEASE PRINT

NAME	ADDRESS	COMPANY/ORGANIZATION
Nancy Gronau	FALL RIVER	Educator
Marilyn Brown	Holton	Co. Treas.
Shelma Lane	Hiawatha	Co. Treas.
James Reher	Newton	Co. Treas.
Keith Lilly	Mentor	Co. Treas.
Lynn SCARROW	WANKATO	Co. Treas.
MIKE BILLINGER	HAYS	CO. TREASURER
Don Hartig	Emporia	Lyon Co. Treasurer Elect
Lucy Hunt	Lyon Co Emporia	Lyon Co. Treas.
Don L. Juim	Wellington	Sumner Co. Treasurer
Marge Roberts	Topeka	Treasurer
DON LINDSEY	OSAWATOMIE	UTU
Terry Humphreys	Topeka	KMHA
Dick Ahlberg	OBERLIN	EDUCATOR
Pat Barnes	TOPEKA	Ks. Motor Car Dealers Assoc.
MARY E. TUCKINGTON	Topeka	Ks. Motor Carriers Assn.
Del Miller	Topeka	KDOT
Terry Heidner	Topeka	KDOT
John W. Smith	Topeka	Div of Vehicles

ALDERSON, ALDERSON & MONTGOMERY

ATTORNEYS AT LAW

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OF COUNSEL

C. DAVID NEWBERY

W. ROBERT ALDERSON, JR.

ALAN F. ALDERSON

STEVEN C. MONTGOMERY

JOHN E. JANDERA

JOSEPH M. WEILER

MEMORANDUM

TO: HOUSE COMMITTEE ON TRANSPORTATION AND UTILITIES

FROM: ALAN F. ALDERSON, ATTORNEY FOR THE KANSAS COUNTY TREASURERS
ASSOCIATION

RE: SENATE BILL NO. 129 (As Amended By Senate Committee)

DATE: March 21, 1989

During the 1985 legislative session, the service fee payable at the time of registering or renewing the registration of a motor vehicle was increased from 50¢ to \$1.00. At that time, the County Treasurers Association assured this Committee that they would make this increase, which is used to pay expenses of the office and additional compensation, last four years. Four years has now passed, and in many counties it has been difficult to continue to operate on the funds provided by this modest increase.

Senate Bill No. 129 would amend K.S.A. 1988 Supp. 8-145d to increase the service fee from \$1.00 to \$3.00. All of this service fee is deposited in the special fund created pursuant to K.S.A. 1988 Supp. 8-145 and is used to defray the costs of administering the vehicle registration and titling laws of the state -- a function performed by the vehicle sections of the various county treasurers' offices -- and to provide additional compensation to the treasurers for performing these state functions.

Attach. 1

Senate Bill No. 129 would increase the compensation provisions of the law from the current \$360.00 per 1000 vehicle registrations to \$520.00 per 1000 registrations and, under the Senate Committee Amendments, the maximum amounts payable to any county treasurer from \$3,600 per calendar year to a graduated amount, from \$3,000 to \$7,800, depending on the number of registrations in the county.

You should be aware that, in some counties in this state, neither the county treasurer nor the county treasurer's office actually receives or expends the funds provided through this service fee or the special funds. In these counties, the county general fund subsidizes the operation of the vehicle section of the county treasurer's office. We do not believe this fact should alter the county's entitlement to the funds and, whether or not the county general fund budget covers the vehicle operations or not, the county or the county treasurer should be reimbursed for the extraordinary cost of operating this office.

Appearing today on behalf of the Association are three county treasurers who will provide more specific details on the operation of the county treasurer's office and the use of the special fund money. Shirley Tate, President of the Association, is the County Treasurer of Leavenworth County. Betty McBride is the County Treasurer of Cherokee County and Nancy Welsh is the County Treasurer of Douglas County. If their testimony does not specifically answer any questions you may have, please feel free to request specific information from them.

On behalf of the Kansas County Treasurers Association, we would urge your support for the passage of Senate Bill No. 129.

Betty McBride, Treasurer

CHEROKEE COUNTY, KANSAS



COLUMBUS, KANSAS 66725

TO: Members of the House Transportation Committee

FROM: Betty McBride, Cherokee County Treasurer

RE: Senate Bill No. 129

DATE: March 21, 1989

Chairman Crowell, Members of the Transportation Committee, my name is Betty McBride. I want to extend my appreciation to this committee for allowing me the opportunity to appear today on behalf of the Kansas County Treasurers Association to seek your support for passage of Senate Bill 129.

Passage of Senate Bill 129 would provide the necessary funding for the operation of the County Treasurer's motor vehicle offices by increasing the service fee on vehicle registrations, \$2.00. County Treasurer's serve as agents for the State of Kansas in registering and titling vehicles. The County Treasurer's Association appears before the legislature when additional funding is needed for this operation. Such is the case as I appear before you today.

In the past year VIPS (Vehicle Information Processing Systems) which provided computerization of County Treasurer's vehicle offices with the State of Kansas vehicle system has been implemented in all County Treasurer's offices throughout the state. The VIPS system has been a tremendous improvement providing better and quicker service to the public. However it also caused many unforeseen

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expenses. In some counties additional employee's have been required. Employee overtime has been a must in nearly all counties. Telephone service to the State support center has increased telephone billing in all counties. Ribbons for printer and printer paper for reports are also additional costs for Counties. In the past, forms, NADA manuals, vehicle law books and envelopes were provided by the State. We will now be required to purchase these items from our County motor vehicle budget. Dedicated printers were required to issue sales tax receipts to the taxpayer. This was also at county expense. Nearly all County Treasurer's offices had to be remodeled or enlarged to prepare for the VIPS implementation. In most cases the county general fund was required to provide funding for this large undertaking.

A two dollar increase may seem excessive, however the funding is for a probable four year period and the excess would only be visible during the first year of enactment. All fees remaining in the motor vehicle fund at the end of each calendar year are transferred to the county general fund. Therefore the taxpayer receives tax relief by lower levies and County Commissioners who are supplementing most motor vehicle offices and who are becoming more and more cost conscious because of budget cuts and loss of State funding would be appeased by the reimbursement of such funding to the County General fund.

Cherokee County has four employees in the motor vehicle office. In 1988 we issued 20,907 registrations and 7,292 titles. The total dollars collected in registering vehicles was \$465,210.06. The State highway fund received \$409,498.88 of these funds. The County vehicle fund retained \$51,171.25 for the operation of the motor vehicle office. Expenditures were as follows,

SALARIES-----	\$53,969.76
EMPLOYEE BENEFITS-----	\$11,322.98
COMMODITIES-----	\$10,646.65
POSTAGE-----	\$ 1,392.00
TELEPHONE SERVICE-----	\$ 2,257.00
OFFICE REMODELING FOR VIPS-----	\$ 6,781.87
ADDITIONAL OFFICE EQUIPMENT NEEDED FOR VIPS OPERATION.	
PRINTER-----	\$ 2,730.00
DISPLAY STATION-----	\$ 1,288.00
MAINTENANCE ON EQUIPMENT-----	\$ 720.00
 TOTAL EXPENDITURES FOR 1988-----	 \$91,108.26

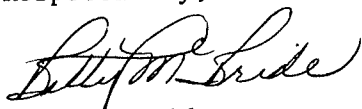
As you can see County General funded \$39,937.01 last year for the motor vehicle operation in Cherokee County.

There are thirty eight counties in the state of Kansas which issue 10,000 or less registrations per year. They are therefore able to fund a very small portion of their motor vehicle operation. Twenty of these counties retain fees of less than \$10,000.00 per year and would not even be able to pay one salary from the vehicle fund, therefore these counties operate directly from the County General fund and are nearly 100% County funded.

Should the amendment I have submitted to this committee be approved, Senate bill 129 would also increase the Treasurer's compensation from \$360.00 per 1,000 registrations or a maximum of \$3,600.00 to \$520.00 per 1,000 registration or a maximum of \$7,800.00. The increase would compensate Treasurer's for the administration of the motor vehicle department and for the additional responsibilities County Treasurer's have had to assume with the implementation of VIPS. Nearly all County Treasurer's have had to put in additional hours, and many Treasurer's are staying late each night to do end of day procedures. A number of Treasurer's do not receive the compensation allowed by statute due to County Commissioners who reduce their county salary by the amount of compensation they would receive. Therefore this means more funding for the County General fund.

On behalf of the Kansas County Treasurer's Association I ask your favorable consideration for passage of Senate bill 129 and the amendment we have submitted. I would stand for any questions you might have regarding this matter.

Respectfully,



Betty McBride
Cherokee County Treasurer

PROPOSED COMMITTEE AMENDMENT
SB 129 (As Amended by Senate Committee)

On page 2, by striking all of lines 47 to 53, inclusive, and inserting in lieu thereof "\$7,800 for any calendar year.";



Douglas County Treasurer
DOUGLAS COUNTY COURTHOUSE
Eleventh & Massachusetts
Lawrence, Kansas 66044

March 20, 1989

TO: Rep. Rex Crowell, Chairman of House Transportation Committee
and members of the committee

FROM: Kansas County Treasurers Association

RE: Background information on the "Special Auto Fund" and its purposes
relating to SB 129

The motor vehicle title and registration operation under the jurisdiction of the Kansas Department of Revenue is supervised and administered by all County Treasurers throughout the state of Kansas. As managers of the motor vehicle department at the local level, County Treasurers must have knowledge of Kansas statutes and must implement such statutes and departmental regulations in the Treasurers office. They are responsible for all fees collected, making daily reports to the state, remitting fees and monthly sales tax reports to the state. In 1980, the tag and tax law was passed which requires that property tax on vehicles be collected at the time of registration, therefore the motor vehicle department is involved in collecting taxes.

Kansas statute establishes all fees and services for the administration of registering or titling vehicles (KSA-145) and collection of sales tax to be the responsibility of the County Treasurer (79-3604 and 12-198).

To operate this department, the statute recognizes a special fund known as the "Special Auto Fund", by which a designated dollar amount per registration or title sold is retained at the county level for the operation of that department and the balance of the registration fee collected is remitted to the state and credited to the state highway fund.

The Treasurers motor vehicle fund was established as a separate fund for the purpose of allowing County Treasurers the funds:

1. For salaries of personnel necessary to administer the vehicle registration procedures provided by law. It may vary from two clerks in one county to as many as 30 or 40 in another county.
2. To meet expenses incidental to the administration of these duties such as typewriters, calculators, writing instruments, file cabinets, desks, chairs, basic office supplies--computer ribbons and paper, calculator ribbons and paper, stationary, envelopes for mailing registration receipts, additional postage for mailing license plates and other miscellaneous expenses related to the operation. Many County Treasurers were meeting with opposition from their County Commissioners to purchase equipment and supplies for the motor vehicle department.

(cont'd)

Nancy L. Welsh, County Treasurer
Courthouse

Eleventh & Massachusetts / Lawrence, Kansas 66044 / (913) 841-7700

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3. To allow County Treasurers to attend vehicle educational meetings and be paid from this fund. Again, Treasurers were meeting with opposition from their County Commissioners to pay these expenses.
4. To provide County Treasurers with compensation for administering the fund in the amount of \$360.00 for each 1,000 total vehicle registrations sold, not to exceed \$3,600.00 per calendar year.

It is important to note that many counties do not collect enough fees for all salaries and expenses and therefore the county is relied upon to subsidize the balance of expenses. In other counties, any funds remaining at the end of the calendar year shall be credited to the county general fund of the county (8-145b).

We hope this information is helpful and would appreciate your support and consideration of SB 129.

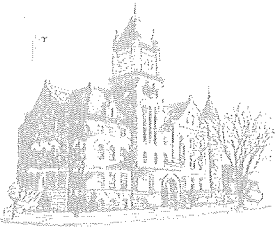
If you would like any additional information or further explanation, please feel free to contact any of the following Treasurers:

Shirley Tate, President
Kansas County Treasurers Assn.
Leavenworth Co. Treasurer
913-682-7611

Nancy Weeks
Legislative Chairperson
Haskell Co. Treasurer
316-675-2265

Nancy Welsh
Douglas Co. Treasurer
913-841-7700 ext. 275

Betty McBride
Cherokee Co. Treasurer
316-429-3848



Douglas County Treasurer
DOUGLAS COUNTY COURTHOUSE
Eleventh & Massachusetts
Lawrence, Kansas 66044

March 20, 1989

TO: Rep. Rex Crowell, Chairman of House Transportation Committee
and members of the committee

FROM: Nancy Welsh, Douglas County Treasurer

RE: Support of Senate Bill 129

Mr. Chairman and members of the committee, I am Nancy Welsh, Douglas County Treasurer, and on behalf of the Kansas County Treasurers Association, I wish to express my interest and support of Senate Bill 129. Previous to this testimony, each of you should have received a letter giving you background information on the Treasurers "Special Auto Fund". In summary, that letter explains the fees and compensation (KSA-145) counties receive to maintain and operate the motor vehicle department at the county level. For every license plate we sell (costing taxpayer \$5.00 to \$27.00), the county retains \$1.75. For every title application done at a cost of \$9.00, the county retains \$2.00. The balance of these monies collected are sent to the state daily and credited to the highway fund. In 1988 Douglas county collected \$1,425,000.00. Of that amount \$146,000.00 was retained at the county level for the operation of the motor vehicle department. With the motor vehicle title and registration operation under the jurisdiction of the Kansas Department of Revenue and supervised and administered by all County Treasurers throughout the state, these monies become the operating budgets of our motor vehicle departments as provided by KSA 68-416 4b.

In Douglas county, the operation of the motor vehicle department is solely dependent on the fees we retain. For 1988, I had to rely on the county general fund to pick up \$25,000 expenses for my motor vehicle department. For 1989, that figure may reach \$51,000. My motor vehicle department is staffed with 10 fulltime employees and 3 parttime employees. Salaries alone are \$172,000. This includes longevity and accumulated leave pay but no overtime or employee benefits. Additional expenses for this department in 1988 were \$20,925.00 and included:

\$5,000.--Postage to mail out new license plates, mail daily reports and correspondence. We collect .50 to mail out license plates; however, it costs us \$1.05 to mail them.

\$2,000.--Printing stationary and envelopes. Beginning July 1989, the Department of Revenue will no longer furnish envelopes for counties to mail registration receipts. This item was not budgeted for at the local level and will be an additional cost of \$500.-\$1,000. per year.

(cont'd)

Nancy L. Welsh, County Treasurer
Courthouse

Eleventh & Massachusetts/Lawrence, Kansas 66044/(913) 841-7700

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\$8,000.--Data processing equipment. The Department of Revenue installed the initial VIP's equipment in each county Treasurer's office. The number of terminals and equipment needed was determined by the average number of registrations sold. I have already purchased an additional terminal and printer to maintain the efficiency in handling the public. When the sales tax program was added to VIP's, we were required to purchase the printer to generate that receipt. We must also purchase the ribbons for the printers, paper for running the end of day reports and pay for the maintenance of the additional hardware purchased. That all becomes an annual cost to the county.

\$1,925.--Purchase of office equipment such as typewriters, calculators, supplies to operate and the maintenance expense on the equipment.

\$1,500.--Furniture such as desks, chairs, file cabinets. Since the registration form size has enlarged considerably due to VIP's, additional filing space is needed.

\$2,500.--Office supplies. We must purchase all of our own supplies such as pens, pencils, paper clips, ribbons, staples, NADA books, vehicle law book etc.

Although VIP's has proven what it was set out to accomplish, the counties have endured a tremendous expense in maintaining that efficiency level. When VIP's was installed in the counties, no consideration was taken as to how this equipment was going to fit in the offices. Remodeling costs to accomodate this equipment was at the expense of the county and in Douglas county, that cost was \$25,000.

The cost of operating the motor vehicle department has gone up every year with salary increases, vendor expenses and additional purchases and expenses that the state has previously provided and will no longer supply. In ten years, the cost of operating the motor vehicle department has jumped from \$42,000. to \$169,000 (in Douglas county), nearly 300%. The number of registrations sold has only increased by 23%.

By increasing the fee we retain, we can continue to operate in an efficient manner. If we are limited to the fee we retain now, it continues to become a sever problem on the county level. Since the legislature imposed a lid on the tax levy for counties through 1990, no new dollars will be generated or available and our general fund has no room for expansion to pick up the additional expense of operating the motor vehicle department.

Acting as agents for the state, we consider the operation of this department a major responsibility in the Treasurers office and it is vitally important to us to be able to maintain the efficiency in dealing with the public. We are the one office in the county courthouse that 99% of the people must deal with at least once a year.

As stated in the previous letter to you, County Treasurers (as managers of the motor vehicle department) must have knowledge of Kansas statutes and must implement such statutes and departmental regulations in the Treasurers office.

(cont'd)

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March 20, 1989

The compensation for County Treasurer's themselves is the salary we receive from the state for managing the motor vehicle department. This money is paid to us at the end of the year and is paid out of the same fund for operating the department.

On behalf of the Kansas County Treasurer's Association, I am asking for your consideration and support of SB 129. This increase will allow us to continue to provide the necessary services for administering the motor vehicle department for the Department of Revenue.

Nancy Welsh
Nancy Welsh
Douglas County Treasurer

MEMORANDUM

TO: The Honorable Rex Crowell, Chairman
House Transportation Committee

FROM: Mark E. Wettig
Special Assistant to the Secretary

DATE: March 21, 1989

SUBJECT: Senate Bill 141

I appreciate the opportunity to appear before you today in support of legislation requested by the Department of Revenue. Senate Bill 141 is the result of a Department recommendation to make certain transactions involving motor vehicle titles unlawful.

BACKGROUND

Transferring ownership to a vehicle or mobile home and failing to show oneself on the transferred certificate of title is known in law enforcement circles as "jumping title". People who sell vehicles in this manner are able to escape payment of registration fees, personal property tax and sales tax, because they never appear in the chain of title. This also allows these people to effectively operate as vehicle dealers without having to comply with the requirements of the Dealer Licensing Act or the Consumer Protection Act. The bottom line is that the State and County are losing funds and consumers are purchasing vehicles without the warranties they are entitled to. Senate Bill 141 would make the "jumping title" of a motor vehicle or mobile home a Class

C misdemeanor, which has a maximum punishment of one month in the county jail and/or a \$500 fine.

RECOMMENDATION

The Department of Revenue urges the committee's support of Senate Bill 141.

Thank you.

CERTIFICATE OF TITLE

STATE OF KANSAS

TITLE NO. **A1205659**

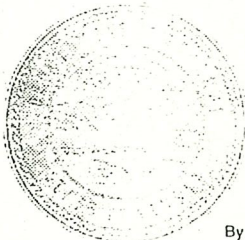
VEHICLE IDENTIFICATION NO. _____ YEAR **1963** MAKE **Cadillac** MODEL **2D**

STYLE _____ EMPTY WEIGHT _____ APPLICATION DATE _____ MILEAGE _____ ISSUE DATE _____ CLASS _____

SAMPLE

NAME(S) AND ADDRESS OF OWNER(S)

Rex Crowell
Box 288
Longton, KS 67352



FIRST LIEN RELEASE

THIS VEHICLE IS SUBJECT TO THE FOLLOWING LIEN(S):

By _____ Name _____ Title _____

Subscribed and Sworn before me this

_____ day of _____, 19 _____ County _____ State _____

SEAL

Notary Public _____

My Commission expires the _____ day of _____, 19 _____

SECOND LIEN RELEASE

By _____ Name _____ Title _____

Subscribed and Sworn before me this _____ day of _____, 19 _____

County _____ State _____ SEAL

Notary Public _____

My Commission expires the _____ day of _____, 19 _____

I, the undersigned, hereby certify that I have approved an application for certificate of title for the vehicle described hereon, pursuant to the provisions of the Motor Vehicle Laws of this State, and the applicant named on the face hereof has been duly recorded as the lawful owner of said vehicle.

I further certify that the vehicle is subject to the security interests shown hereon, if any. But, however the vehicle may be subject to other security interests.

Thomas W. Skinner
Thomas W. Skinner
Director of Vehicles

Harley T. Duncan
Harley T. Duncan
Secretary of Revenue

TR-19T Rev. 3-68

VOID IF ALTERED

Application for title must be made in the treasurer's office in county in which you reside. Carriers having vehicles eligible for proration of fleet registration shall make application for Certificate of Title by applying directly to the Kansas Department of Revenue, Division of Vehicles, Topeka, Kansas 66526-0001. Penalty if not applied for within 30 days from assignment. Notary public in executing this instrument, swears and affirms that seller's signature was affixed in their presence as provided by Kansas Statute. For VALUE RECEIVED FROM ALL LIENS AND ENCUMBRANCES EXCEPT AS STATED IN THE ASSIGNMENT OR REASSIGNMENT, THAT THE ODOMETER READING STATED HEREON IS CORRECT AND THAT A FEDERAL Odometer Statement has been completed with each assignment, a copy of which will be kept for three (3) years.

ASSIGNMENT OF TITLE

Name of Purchaser _____
 Street Address _____ City _____ State _____
 Lienholder or Secured Party _____ Address _____
 I certify that the odometer of the vehicle now reads _____ miles/km. that to the best of my knowledge such reading is the actual mileage and that the odometer has not been altered, set back, disconnected, repaired or replaced while in my possession, unless one or more of the following statements is checked:
 The above reading is not actual mileage and should not be relied upon. The above reading is in excess of 99,999 miles/km.
 The repaired or replacement odometer was reset or installed at zero and the original mileage was _____ miles/km.
 The repaired or replacement odometer was calibrated to a reading identical to the odometer before such service. The odometer reading is in kilometers.
 SEAL Signature Key Crowell (Seller)
 Subscribed and Sworn to before me in my presence this _____ day of _____, 19____ County _____ State _____
 Notary Public _____ My Commission expires the _____ day of _____, 19____

KANSAS REGISTERED DEALERS RE-ASSIGNMENT

Name of Purchaser _____
 Street Address _____ City _____ State _____
 Lienholder or Secured Party _____ Address _____
 I certify that the odometer of the vehicle now reads _____ miles/km. that to the best of my knowledge such reading is the actual mileage and that the odometer has not been altered, set back, disconnected, repaired or replaced while in my possession, unless one or more of the following statements is checked:
 The above reading is not actual mileage and should not be relied upon. The above reading is in excess of 99,999 miles/km.
 The repaired or replacement odometer was reset or installed at zero and the original mileage was _____ miles/km.
 The repaired or replacement odometer was calibrated to a reading identical to the odometer before such service. The odometer reading is in kilometers.
 SEAL Dealer's name & Dealer number _____ By _____
 Subscribed and Sworn to before me in my presence this _____ day of _____, 19____ County _____ State _____
 Notary Public _____ My Commission expires the _____ day of _____, 19____

KANSAS REGISTERED DEALERS RE-ASSIGNMENT

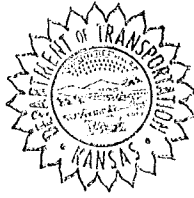
Name of Purchaser _____
 Street Address _____ City _____ State _____
 Lienholder or Secured Party _____ Address _____
 I certify that the odometer of the vehicle now reads _____ miles/km. that to the best of my knowledge such reading is the actual mileage and that the odometer has not been altered, set back, disconnected, repaired or replaced while in my possession, unless one or more of the following statements is checked:
 The above reading is not actual mileage and should not be relied upon. The above reading is in excess of 99,999 miles/km.
 The repaired or replacement odometer was reset or installed at zero and the original mileage was _____ miles/km.
 The repaired or replacement odometer was calibrated to a reading identical to the odometer before such service. The odometer reading is in kilometers.
 SEAL Dealer's name & Dealer number _____ By _____
 Subscribed and Sworn to before me in my presence this _____ day of _____, 19____ County _____ State _____
 Notary Public _____ My Commission expires the _____ day of _____, 19____

KANSAS REGISTERED DEALERS RE-ASSIGNMENT

Name of Purchaser _____
 Street Address _____ City _____ State _____
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 The above reading is not actual mileage and should not be relied upon. The above reading is in excess of 99,999 miles/km.
 The repaired or replacement odometer was reset or installed at zero and the original mileage was _____ miles/km.
 The repaired or replacement odometer was calibrated to a reading identical to the odometer before such service. The odometer reading is in kilometers.
 SEAL Dealer's name & Dealer number _____ By _____
 Subscribed and Sworn to before me in my presence this _____ day of _____, 19____ County _____ State _____
 Notary Public _____ My Commission expires the _____ day of _____, 19____

ANY ALTERATION OR ERASURE VOIDS THIS TITLE

STATE OF KANSAS



KANSAS DEPARTMENT OF TRANSPORTATION

*Docking State Office Building
Topeka 66612-1568
(913) 296-3566*

Horace B. Edwards
Secretary of Transportation

March 20, 1989

Mike Hayden
Governor of Kansas

MEMORANDUM TO: THE HONORABLE REX CROWELL, CHAIRMAN
HOUSE TRANSPORTATION COMMITTEE

FROM: Terry Heidner, Chief
Bureau of Transportation Planning

SUBJECT: Testimony on Senate Bill 274

Mr. Chairman and members of the committee, thank you for the opportunity to testify on Senate Bill 274. My name is Terry Heidner and I am Chief of Transportation Planning for the Kansas Department of Transportation.

KDOT initiated and supports the provisions of Senate Bill 274. KDOT and the Department of Revenue, Division of Vehicles have been cooperating for over a year in an effort to modernize and improve the state's capabilities in the area of motor vehicle accident data collection, analysis and reporting. There are several measures ongoing or in the planning stage to accomplish this improvement. One of those measures requires a change in statutes.

Senate Bill 274 proposes to change the responsibility for the printing, dissemination and collection of the state's motor vehicle accident form from the Division of Vehicles to the Kansas Department of Transportation. We believe this change will create some real efficiencies for the State of Kansas in the reduction of paper handling, elimination of redundant data entry operations and improvements in data timeliness.

Mr. Chairman, that concludes my comments.

Attach. 7

AMERICAN ASSOCIATION OF MOTOR VEHICLE ADMINISTRATORS

4200 Wilson Boulevard, Suite 600
Arlington, Virginia 22203
703/522-4200

AAMVA FAX NUMBER: 703/522-1553

FACSIMILE MESSAGE

FAX NUMBER: 913 296-6650

DATE: 3/20/89

TIME: 4:00

NUMBER OF PAGES TO FOLLOW: 8

DELIVER TO: HANK O'VEULA LEG. DEPT

FROM: CLARK MARTIN

REMARKS:

AMERICAN ASSOCIATION OF MOTOR VEHICLE ADMINISTRATORS
COMMERCIAL DRIVER LICENSE PROGRAM
IMPLEMENTATION STATUS
AS OF 3/10/89

STATE	STATUS OF CDL LEG.	INCL ALCH	LEG. EXCEPTIONS	CDL FEE
Reg. I				
CT	Class A & Fed. Reg. Partial in '89			
DE	In Gov's. office intro. in March			
DC				
ME	Intro. part of program			Incr. A & B from \$18-\$35 4yr. lic. from \$25-\$35 for A & B. Endors. \$10e
MD	Intro. & in committee			

STATE	STATUS OF CDL LEG.	INCL ALCH	LEG. EXCEPTIONS	CDL FEE
AR	Passed			\$61 Imple. up to \$50 test.
FL	To be intro.			
GA	Passed			\$100 test & Licensing
KY				
LA	Intro.			
MS	Passed			
NC	Intro.			

8-2

STATE	STATUS OF CDL LEG.	INCL ALCH	LEG. EXCEPTIONS	CDL FEE
NH	Intro.			going to \$40 was \$20 for 4 yrs.
NJ	In draft form			
NY	Intro. Hearing held 3/2			\$34 now may go up to \$48 for 4yr. lic.
PA	In Gov's. office not Leg. yet			
RI	Intro.			\$100 for 5yr. Lic. & \$10 for duplicate
VT	Yes-Intro. had first meeting		Gov. will support program if self funding. Fees set at \$110	
Reg. II				
AL	Intro. to House			\$45 A Lic. \$35 B Lic. \$25 C Lic.

STATE	STATUS OF CDL LEG.	INCL ALCH	LEG. EXCEPTIONS	CDL FEE
OK	Intro.			
SC	Intro.			
TN	Orig. passed Supp. intro.			
TX	Intro.			\$38-40
VA	Passed			
WV	In Gov's. package			

8-3

STATE	STATUS OF CDL LEG.	INCL ALCH	LEG. EXCEPTIONS	CDL FEE
Reg. III				
IL				\$100 (approx)
IN	Intr. to Senate		School bus organization concerns	\$16 Grndfthr until 12/90 then \$24
IA			concern with alch. provision	\$15 - 2 yr. \$30 - 4 yr.
KS				\$12 base \$10 endorse
MI				\$40 base \$5 endorse \$60 road test
MN	Intro.		concern with alch. provision	\$34 base
MO				\$20 base \$5 knowledge \$5 endorse
NE				\$20 base \$5 endorse

STATE	STATUS OF CDL LEG.	INCL ALCH	LEG. EXCEPTIONS	CDL FEE
ND				\$15 base \$3 endorse
OH		YES		\$80 total
SD	Leg/passed. Dept will decide on farmer mileage			\$25 skill \$5-15 written \$5 endorse
WI				
Reg. IV				
AK				\$25 written \$25 skill \$12.50 endor.
AZ	In House			
CA	Passed			

STATE	STATUS OF CDL LEG.	INCL ALCH	LEG. EXCEPTIONS	CDL FEE
CO				\$15 issue \$40 knowledge \$12.50 skill
HI				
ID				
MT				\$12 basic \$6 intra. \$12 inter.
NV				\$100 total
NM				
OR				
UT	<i>PASSED</i>			\$80 original \$5 e/endors.

STATE	STATUS OF CDL LEG.	INCL ALCH	LEG. EXCEPTIONS	CDL FEE	CDL TEST START DATE	AAMVANE START DATE	CDLIS START DATE	IMPL. START DATE
WA				\$10 written \$12 CDL app. \$50 skill	10/89	earlier (NDR)	10/89	10/89
WY	PASSED.			\$40 comm. lic \$20 duplicate	1/90		9/89	1/90

MEMORANDUM

March 20, 1989

TO: House Transportation Committee

FROM: Kansas Legislative Research Department

RE: Senate Bills Assigned to House Committee on
Transportation

S.B. 19 (By Special Committee on Transportation
Re: Proposal No. 52)

S.B. 19, as amended, requires every bus transporting passengers and those vehicles enumerated in Section 392.10 of the Federal Motor Carrier Safety Regulations to stop at all but certain exempted railroad crossings. Following are the new exemptions:

1. any abandoned railroad grade crossing which is marked with a sign indicating that the rail line is abandoned;
2. any industrial or spur line railroad grade crossing marked by the appropriated state or local authority with a sign reading "Exempt"; and
3. a railroad grade crossing used exclusively for industrial switching purposes within a business district.

S.B. 20 (By Special Committee on Transportation
Re: Proposal No. 52)

S.B. 20 establishes the Railway-Highway Crossing Grant Fund, the purpose of which is to provide state matching grants to local units of government to eliminate hazards of railway-highway crossings in accord with federal law.

The bill provides that on July 1, 1989, the sum of \$225,000 would be transferred from the State General Fund to the Railway-Highway Crossing Grant Fund. On July 1 of each subsequent year the transfer would be \$225,000, less any existing unencumbered balance in such fund.

The funding program, administered by the Secretary of Transportation, is to provide grants to cities, counties, or townships to assist them in matching federal funds for projects to eliminate hazards of railway-highway crossings in accord with federal law (23 U.S.C. 130). A state grant may not exceed 50 percent of the amount required to match federal funds for any one project.

S.B. 41 (By Senators Bill Morris, et al.)

S.B. 41, as amended, permits the Board of County Commissioners of Sedgwick County to contract with the Kansas Turnpike Authority for the purpose of paying to the Authority an amount equal to the cost of constructing an interchange on the Kansas

A-1.9

Turnpike in the general vicinity of the turnpike intersection with Highway K-96. Sedgwick County may negotiate with the Kansas Turnpike Authority to repay to Sedgwick County the cost the county incurred for the bond principal and interest and incidental costs associated with construction of the interchange.

S.B. 128 (By Senate Committee on Transportation
and Utilities)

S.B. 128 amends the Vehicle Dealers' and Manufacturers' Licensing Act and pertains to certain bonding requirements.

The amendment requires an applicant or licensee as a used vehicle dealer, a new vehicle dealer, or a broker dealer, except for those who sell only motorized bicycles and mobile homes, to furnish a \$20,000 bond as indemnity for loss sustained by a person for any act of a licensee which is a violation of the Consumer Protection Act or which constitutes grounds for suspension or revocation of a license.

In the alternative, the bonding requirement may be satisfied by depositing with the State Treasurer cash, negotiable bonds of the United States or of the state of Kansas, negotiable certificates of deposit of a United States or Kansas chartered bank, or irrevocable letters of credit of any such bank. The cash deposit or market value of such securities must be equal to or greater than the amount of the bond required.

S.B. 129 (By Senate Committee on Transportation
and Utilities)

S.B. 129 relates to the use of certain vehicle registration fees by the county treasurer.

The bill increases the additional compensation authorized for the county treasurer for administering the motor vehicle title and registration laws as set forth below. Also, the service fee charged for motor vehicle registrations is increased from \$1.00 to \$3.00. (These fees are used in the administration of the motor vehicle title and registration laws, including payment of additional compensation to the county treasurer.)

The additional compensation authorized for the county treasurer is as follows:

1. in counties having fewer than 5,000 registrations per year, \$3,000;
2. in counties having 5,001 to 10,000 registrations per year, \$4,800;
3. in counties having 10,001 to 30,000 registrations per year, \$5,800;
4. in counties having 30,001 to 50,000 registrations per year, \$6,800; and
5. in counties having more than 50,000 registrations per year, \$7,800.

The change would become effective beginning January 1 of 1990.

S.B. 130 (By Senate Committee on Transportation
and Utilities)

S.B. 130 pertains to lights on emergency vehicles. It authorizes, but does not require, emergency vehicles to be equipped with head lamps which alternately flash from high to low beam or simultaneously flash high to low beam.

S.B. 140 (By Senate Committee on Transportation
and Utilities)

S.B. 140 adds to the listing of reasons for suspending, denying, or revoking a vehicle dealer's license the instance in which a first or second stage manufacturer fails to provide the Director of Property Valuation all information necessary for vehicle identification, number identification, and determination of vehicle classification at least 90 days prior to release for sale of any new make, model, or series of vehicles.

S.B. 141 (By Senate Committee on Transportation
and Utilities)

S.B. 141 makes it a class C misdemeanor to transfer ownership to a motor vehicle or mobile home and fail to show oneself on the transferred certificate of title. →

S.B. 142 (By Senate Committee on Transportation
and Utilities)

S.B. 142 pertains to motor carriers and State Corporation Commission regulation thereof. With respect to the transfer of a certificate of public convenience and necessity to another, the Commission gives approval after notice and hearing upon a finding that the applicant is fit, willing, and able to perform such service, except that if the Commission finds that evidence shows the proposed service is inconsistent with the public convenience and necessity, the Commission may not approve the transfer. This is similar to the present law, except the standard that the transfer not unduly restrict competition is deleted. Other changes are technical in nature.

S.B. 236 (By Senate Committee on Transportation
and Utilities)

S.B. 236 amends Kansas law in order to assure full compliance with the provisions of the Federal Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended.

S.B. 237 (By Senate Committee on Transportation
and Utilities)

S.B. 237, as amended, relates to issuance of 30-day temporary motor vehicle registration permits. Knowingly issuing more than one 30-day temporary registration permit, issuing a permit without proof of ownership, or issuing a permit without proof of payment of sales tax would constitute a class B misdemeanor.

S.B. 238 (By Senate Committee on Transportation
and Utilities)

S.B. 238 pertains to motor carriers and exempts certain carriers from the requirement to display KCC plates. Presently, interstate carriers which are regulated by the Interstate Commerce Commission and which have registered their authority with the Kansas Corporation Commission for an interstate license, paid their regulatory fee to the Commission, and registered their equipment are exempt from the requirement to display KCC plates. This exemption is expanded to include such carriers which also have interstate common or contract motor carrier authority, private carrier authority, or an interstate exempt license.

Sub. S.B. 250 (By Senate Committee on Transportation
and Utilities)

Sub. S.B. 250 enacts the Kansas Uniform Commercial Drivers' License Act. The purpose of the law is to bring Kansas into compliance with provisions of the Federal Commercial Motor Vehicle Safety Act of 1986. The act becomes effective on publication in the statute book; however, a number of the new provisions are to govern commercial drivers' licensing beginning January 1, 1991.

"Commercial motor vehicle" includes any motor vehicle designed or used to transport passengers or property, if the vehicle has a gross weight rating of 26,001 or more pounds or a lesser rating, as determined by rules and regulations adopted by the Secretary of Revenue (these regulations may not be more restrictive than the applicable federal regulations); if the vehicle is designed to transport 16 or more passengers, including the driver; or if the vehicle is transporting hazardous materials and is required to be placarded in accord with 49 C.F.R. 172, Subpart F (effective January 1, 1991). Following are the categories of vehicles specifically exempted from the commercial licensing provisions: farm trucks or truck tractors registered under K.S.A. 8-143, as amended, used to transport either agricultural products, farm machinery, farm supplies, or both, to or from the farm, or used within 150 miles of the person's farm, and not used to transport hazardous material which requires the vehicle to be placarded; operators of firefighting equipment; military vehicles; and other vehicles used solely and exclusively for private, noncommercial use. (Section 3 and Section 4)

New driver's license classifications -- commercial class A, commercial class B, and commercial class C -- are established. The commercial class A endorsement applies with respect to any combination truck tractor and trailer or semitrailer combination or truck and trailer or semitrailer combinations registered for a gross weight of 26,001 pounds or more, provided the gross weight of the vehicle being towed is in excess of 10,000 pounds, and all other lawful combinations of vehicles registered for a gross weight of 26,001 pounds or more. The commercial class B endorsement applies with respect to any single vehicle registered for a gross weight of 26,001 pounds or more and any such vehicle towing a vehicle with a gross weight not in excess of 10,000 pounds. The commercial class C endorsement applies with respect to any single vehicle truck registered for a gross weight of less than 26,001 pounds or any vehicle towing a vehicle with a gross weight not in excess of 10,000 pounds. Included are vehicles designed to transport 16 or more passengers, including the driver, or vehicles used in the transportation of hazardous materials which are required to be placarded. (Section 19)

With respect to the existing class A, B, and C endorsements, the weight limitations are modified in accord with the commercial endorsements (as described above). (Section 19)

No person who drives a commercial motor vehicle may have more than one driver's license, except during the ten-day period beginning on the date the person is issued a driver's license. (Section 5)

The new commercial driver's license will be distinctively marked. It may be issued with the following endorsements or restrictions. "H" authorizes the driver to drive a vehicle transporting hazardous materials. "K" restricts the driver to vehicles not equipped with airbrakes. "T" authorizes driving double and triple trailers. "P" authorizes driving vehicles carrying passengers. "N" authorizes driving tank vehicles. "X" represents a combination of hazardous materials and tank vehicle endorsements. (Section 11)

The following listing identifies several features and requirements of the new law (most of which are requirements of the federal law):

1. All licensees desiring to obtain a commercial driver's license must do so between January 1, 1991 and April 1, 1992. Once the system is fully operational, licenses will be valid for a four-year period. (Section 11)
2. A commercial licenseholder must have met knowledge and skills requirements which comply with minimum federal standards, as well as all other applicable federal and state requirements. Certain limited exemptions from the driving skills portion of the commercial driver license test are applicable to applicants who were licensed to drive a commercial vehicle prior to July 15, 1988 and who are licensed when the act becomes effective. (Section 9)
3. Before issuing a license, the Division of Vehicles must obtain driving record information through the Commercial Driver License Information System, the National Driver Register, and from each state in which the person has been licensed. Within ten days after issuing a commercial license, the Division so notifies the Commercial Driver License Information System. (Section 11)
4. A person who applies to be a commercial motor vehicle driver must provide a ten-year history pertaining to work as a commercial motor vehicle driver. (Section 6)
5. A commercial vehicle driver must have a valid license in the driver's possession. A person may not drive a commercial motor vehicle when the driving privilege is suspended, revoked, or cancelled, or while subject to a disqualification or in violation of an out-of-service order. Violation of these provisions is a class B misdemeanor. (Section 8)
6. An employer may not allow a driver to drive a commercial motor vehicle during any time in which the driver's license is suspended, revoked, or cancelled, during which the driver is otherwise disqualified from driving, or during which (with one specific exception) the driver has more than one license. (Section 7)
7. A driver whose license is suspended, revoked, or cancelled, who loses the driving privilege for any period, or who is disqualified from driving for any period must so notify the employer the business day after the driver received notice of the fact. (Section 6)

8. A person who holds a Kansas commercial driver's endorsement and who is convicted of other than a parking violation in another jurisdiction must report such fact to the Division of Vehicles within 30 days of the conviction. (Section 6)
9. Any such conviction (as described in 8 above) must also be reported to the person's employer within 30 days. (Section 6)
10. Based on probable cause as determined by a law enforcement officer, a commercial driver may be given a blood, breath, or urine test in order to determine the person's alcohol concentration or the presence of other drugs. Subject to certain limitations, a person who drives a commercial vehicle is deemed to have given consent to such tests. (Section 13)
11. A person is prohibited from driving a commercial motor vehicle while having alcohol in such person's system. A person who operates a commercial vehicle while having alcohol in his or her system or who refuses to take a test to determine the alcohol content will be placed out-of-service for 24 hours. (Section 12)
12. Beginning in 1991, a person is disqualified from driving a commercial vehicle for not less than one year if convicted of the first violation of driving a commercial vehicle under the influence of alcohol or a controlled substance which impairs driving ability; driving a commercial vehicle with an alcohol concentration of 0.04 or more; leaving the scene of an accident involving a commercial vehicle driven by the person; using a commercial vehicle in the commission of a felony; or refusal to submit to a test to determine alcohol concentration level. (Section 18)
13. A person who commits one of the violations described in 12 above while transporting a hazardous material required to be placarded is disqualified for a period of not less than three years. (Section 18)
14. A person is disqualified for life if convicted of two or more violations described in 12 above, arising from two or more separate incidents. However, the Secretary of Revenue may adopt regulations under which disqualification for life may be reduced to a period of not less than ten years. (Section 18)
15. A person is disqualified from driving a commercial vehicle for life if the person uses a commercial vehicle in the commission of any felony involving the manufacture, distribution, or dispensing of a controlled substance, or possession with intent to manufacture, distribute, or dispense a controlled substance. (Section 18)
16. A person is disqualified from driving a commercial vehicle for not less than 60 days if convicted of two serious traffic violations or 120 days if convicted of three serious traffic violations committed in a commercial motor vehicle arising from separate incidents during a three-year period. (A serious traffic violation is excessive speeding (as determined in accord with federal regulations), reckless driving, violation of any state or local law relating to motor vehicle traffic control (other than a parking violation) arising in connection with an accident or a collision resulting in death to a person, or any other violation of a state or local law relating to motor

vehicle traffic control determined by the Secretary of Revenue to be serious.) (Section 18)

17. A commercial license may not be issued to a person while the person is subject to disqualification, while the person's license is suspended, revoked, or cancelled in any state, nor may a license be issued by a state unless the person surrenders all such licenses. (Section 9)
18. Upon suspension, revocation, or disqualification of a commercial driver's license, the driver must go to the nearest driver's license exam station and relinquish the commercial driver's license (if the person has it in the person's possession). If authorized, upon payment of a \$9.00 fee, the person will be issued a class C driver's license for the period of suspension, revocation, or disqualification. (Section 18)
19. After suspending, revoking, or cancelling a commercial driver's license, the court shall include in its report to the Division of Vehicles the specific convictions incurred and whether or not the convictions occurred in a commercial motor vehicle. (Section 18)

The first 18 sections of the bill are new and are designed to implement the main substantive provisions of the new commercial drivers' license law. The subsequent 27 sections are amendatory and, for the most part, are designed to make changes necessary in existing law to implement the concepts contained in the commercial drivers license provisions. Section 19 defines the new commercial license classes and amends the current law which specifies the existing driver license classes. The changes in this section are discussed above. Following is a summary of other amendatory changes that involve more than purely conforming language:

1. The 15-day time limitation for scheduling by drivers' license examiners of examinations for applicants who are required to be examined is deleted. (Section 21)
2. The exemption which allows minors who are age 16 or older to operate a school bus is eliminated. (Sections 22 and 24) (Actually, this is a conforming amendment.)
3. The fee for instruction permits for commercial vehicles is set at \$5.00. The fee for a commercial license is set at \$12.00 and, in addition, there is a fee of \$10.00 for each commercial driver's license endorsement, except for the air brake endorsement, for which there is no charge. (Section 26)
4. One of the actions which prompts the Division of Vehicles to revoke the driving privilege is conviction, or forfeiture of bail not vacated, upon three charges of reckless driving committed in Kansas within a period of 12 months. The amendment applies such revocation to a single charge of reckless driving. (Section 30)
5. Twenty percent of the revenue received by the Secretary of Revenue for commercial driver license fees is deposited in the State Safety Fund. The balance of the commercial driver license fees and money received from commercial driver's license endorsements is credited to the State Highway Fund. (Section 33)

6. In order to apply for a commercial license instructional permit, the applicant must be at least 18 years old. (Section 34)
7. Driver license suspension action related to refusal to take alcohol or drug tests or failure of such tests is modified so that the effective date of the suspension is the 20th day after the date of service of the suspension notice. Presently, the effective date is the 45th day after the date of arrest or until a hearing has been held, whichever is sooner. Upon timely request for a hearing, a person's temporary driving privileges may be extended until the date set for the hearing. (The present law does not authorize any such extension.) If timely request for a hearing is made, the hearing must be conducted within 30 days (presently 45 days) of the date the request is received by the Division of Vehicles. (Section 35)
8. The Division of Vehicles replaces the court with respect to certain driver's license administrative actions involving alcohol or drug related convictions. (Sections 36, 37, 41, and 44)
9. The Division of Motor Vehicles is charged with approving a form that is to be used by law enforcement officers in issuing traffic citations for violations of the uniform act which regulates traffic on highways, which violations are misdemeanors or traffic infractions. (Section 40)

S.B. 255 (By Senate Committee on Transportation and Utilities)

S.B. 255 does the following:

1. increases the maximum allowable length of a truck-tractor with a semi-trailer attached from 53 to 59 1/2 feet;
2. increases the maximum combined length of a truck-tractor towing a house trailer from 95 feet to 97 feet;
3. provides that the maximum length of stinger-steered automobile or boat transporters is 75 feet, exclusive of front and rear overhang;
4. provides that a housetrailer or mobile home may be moved on state highways with a permit, if the housetrailer or mobile home is not more than 16 feet wide (present width limit is 14 feet); and
5. increases the maximum allowable width for custom combines on interstate highways from 12 to 14 feet.

S.B. 274 (By Senate Committee on Transportation and Utilities)

S.B. 274 pertains to motor vehicle accident reports. Amendments provide for the transfer of responsibility from the Division of Vehicles of the Department of Revenue to the Department of Transportation for preparing vehicle accident report forms and receiving vehicle accident reports. The change becomes effective on January 1, 1990.

S.C.R. 1606 (By Senators Doyen, et al.)

S.C.R. 1606 expresses the opposition of the Kansas Legislature to any increase in the federal motor fuel tax for the purpose of reducing the federal deficit.

S.C.R. 1606 points out that a federal motor fuel tax increase to lower the federal deficit would:

1. unfairly place the tax burden on states that are dependent on the automobile and the trucking industry for the movement of people and goods, and
2. undermine the highway user fee concept for highway improvements.

This resolution also notes that a great need exists to upgrade and replace the nation's highway transportation infrastructure and that any tax increase on motor fuel should be dedicated to the Federal Highway Trust Fund and be used for highway purposes.

S.C.R. 1612 (By Senate Committee on Transportation and Utilities)

S.C.R. 1612 urges the United States Congress to use the moneys in the federal Aviation Trust Fund for the purposes for which the moneys were collected.

S.C.R. 1614 (By Senators Johnston, et al.)

S.C.R. 1614 opposes an increase in the federal motor fuel tax for the purpose of reducing the federal deficit.

The resolution notes that:

1. A federal motor fuel tax increase to lower the federal deficit has been proposed.
2. Such a measure would unfairly place the tax burden on states that are dependent on the automobile and trucking industry for the movement of people and goods.
3. A federal deficit reduction tax on motor fuel will undermine the highway user fee concept for highway improvements.
4. Great need still exists to continue to upgrade and replace this nation's highway transportation infrastructure, and any tax increase on motor fuel should be dedicated to the federal Highway Trust Fund and used for highway purposes.