

MINUTES OF THE SENATE COMMITTEE ON TRANSPORTATION AND TOURISM

The meeting was called to order by Chairman Ben Vidricksen at 9:05 a.m. on March 12, 1997 in Room 254-E of the Capitol.

All members were present except: Senator Harrington

Committee staff present: Hank Avila, Legislative Research Department  
Emalene Correll, Legislative Research Department  
Bruce Kinzie, Revisor of Statutes  
Marian Holeman, Committee Secretary

Conferees appearing before the committee: Betty McBride  
Senator Lee  
Bill Fuller  
Linda Hamilton  
LewJene Schneider  
John Peterson

Others attending: See attached list

**AMENDED HB 2073 MOTOR VEHICLES - DRIVER'S LICENSE & NON DRIVER I.D.**

Betty McBride, Director of Kansas Division of Vehicles, appeared before the committee to seek support for **Amended HB 2073** which would extend renewal cycle for driver license for qualifying persons from four to six years. Ms. McBride emphasized the sole intent of the bill is to improve customer service and that current staffing must be maintained in order to accomplish this (Attachment 1).

Discussion revealed the bill would not have a fiscal impact. Members also discussed the whys and why nots of a "life time" license. Senator Goodwin moved to recommend **Amended HB 2073** favorable for passage. Senator Jordan seconded the motion. Motion carried.

**SB 332 MOTOR VEHICLE REGISTRATION - TAXATION**

Senator Lee presented a Substitute Bill to the Committee. The purpose of the bill is to correct an inequity which developed in 1994/1995 because of the reduction in property taxes under the staggered tax and tag legislation. The bill as introduced was an attempt to take care of the trailer - weight issue. However, the Motor Carriers Association had problems with that language which would have allowed any weight trailer to be pulled. The effect would have been much more wide spread than was meant or anticipated. The Substitute Bill was developed through working with the Motor Vehicle Department and the Motor Carriers Association. There is some support for raising weight from 16,000 to 20,000 pounds. It may not be possible for the necessary programming to be accomplished by 1998, therefore the effective date should probably be 1999.

Bill Fuller, Associate Director Public Affairs Division, Kansas Farm Bureau, appeared in support of a plan to resolve the present tax inequity problem, suggesting that perhaps 16m, 20m, and 24m pickup trucks should be in the "tag and tax" system (Attachment 2).

Linda Hamilton, Barber County Treasurer, provided specific examples of the inequity problem (Attachment 3) In her opinion, because there is such outrage over the present inequity, addressing the problem is far more important that the small amount of county revenue that would be lost due to the change.

LewJene Schneider, Director of Research and Legal Affairs, Kansas Livestock Association, advised the Association supports the concept in this bill. They would like to see the 24m pickup trucks included. They felt there would be no problem with the first year payment when you would have to pay in arrears and pay in advance. There is no more tax being paid - just that it would all fall due in one year (Attachment 4).

Discussed possibility of including 20m and/or 24m vehicles. It was agreed that this raises many more questions and possibilities which have not been considered and should not be included without further information.

Senator Goodwin moved to accept **Substitute SB 332**. Senator Karr seconded the motion. Motion carried. Senator Gilstrap moved to recommend **Substitute SB 332** favorable for passage. Senator Tyson seconded the motion. Senator Lee will carry the bill.

### **SB 266 RE MOTOR VEHICLES - CONSUMER PROTECTION**

Hearings on **SB 266** were held February 21. The Committee worked the bill on February 25 and March 6, 1997. Discussion today related to an amendment to change the definition of "salvageable motor vehicle." John Peterson, Insurance Auto Auctions, submitted a request to remove Section 2 and consider it next year (Attachment 5). It is still expected that a federal law will be enacted. It is recommended that the original language of the bill be retained. Again questioned how this would affect recreational vehicles when the interior of a recreational vehicle is 75% damaged, but not the motor, etc. It was pointed out that all this section does is to require disclosure in writing that the vehicle had been damaged to the extent of 75% of its value, just so the purchaser knows they are purchasing a vehicle that has been damaged. It would be possible to exclude recreational vehicles and some members would like to consider such an amendment.

The meeting adjourned at 10:10 a.m.

The next meeting is scheduled for March 13, 1997.

**SENATE TRANSPORTATION AND TOURISM  
COMMITTEE GUEST LIST**

**DATE: MARCH 12, 1997**

NAME	REPRESENTING
Newlene Schneider	Ks Livestock Assco
Glenda DeFrey	FHSU, Hays, Ks
Jon Albrecht	Ellis K.S.
<i>Jimmy Lane</i>	<i>Senate majority leaders office</i>
Bill Tuller	Kansas Game Bureau
Lisa Meyer	KS Gov. Consulting
Betty McBride	KDOR
Rick Scheibe	KDOR
Alan Anderson	KDOR

Betty McBride, Director of Vehicles  
Kansas Department of Revenue  
915 SW Harrison St.  
Topeka, KS 66626-0001



(913) 296-3601  
FAX (913) 291-3755  
Hearing Impaired TTY (913) 296-3909

**Division of Vehicles**

**TO:** The Honorable Ben Vidricksen, Chairman  
Senate Committee on Transportation

**FROM:** Betty McBride, Director  
Kansas Division of Vehicles

**Date:** March 12, 1997

**Subject:** Amended House Bill 2073

Mr. Chairman, members of the committee, I am Betty McBride, Director of the Kansas Division of Vehicles. I want to express my appreciation to this Committee for the opportunity to appear before you today, seeking your support for Amended House Bill 2073.

In an effort to reduce waiting time for the issuance of a driver's license at our exam stations, and to meet our goal to improve customer service to Kansas citizens, the Division of Vehicles is requesting legislation to extend the renewal cycle of a driver license, for qualifying individuals, from four to six years.

Amended House Bill 2073 permits individuals over the age of twenty one and under the age of sixty five, non commercial driver's, and individuals with no reportable medical conditions, to qualify for the six year license. The bill also extends the non-driver identification card and duplicate licenses from four to six years.

Statistics available from the Department of Revenue indicate that Kansas has 212,300 licensed drivers under the age of twenty one, 296,093 licensed drivers over the age of sixty five, 86,000 Commercial drivers, and 11,000 individuals with reportable medical conditions. We have 1.8 million licensed drivers in Kansas. The Division renews approximately 453,000 driver licenses annually. Passage of Amended House Bill 2073 would mean that approximately 151,000 drivers would annually remain on a four year cycle and 302,000 drivers would be eligible for a six year license. Currently records indicate that 700,000 individuals utilize the services provided at Kansas driver license examining stations each year. At the end of four years we will be able to actually determine the impact made by the provisions of this bill, by the actual count of renewal applicants.

Fees have been amended to coincide with the additional two year extension. This would result in revenue increases for a four year period. During the first four years of implementation, the Department of Transportation will realize an increase in revenue. Revenue will decrease in the fifth and sixth year of registration. However, the total amount collected by the Division will remain revenue neutral at the end of the sixth year.

The sole intent of Amended House Bill 2073 is to provide customer service to Kansas citizens by reducing lines and waiting time at all driver license stations throughout the state. The Division must continue to maintain current staffing in order to offer the same level of service. Any reduction in examiners would defeat the purpose of the bill.

Mr. Chairman, members of the Committee, we would appreciate your support in passage of Amended House Bill 2073. I would stand for questions at this time.



# PUBLIC POLICY STATEMENT

## SENATE COMMITTEE ON TRANSPORTATION AND TOURISM

**RE: SB 332 - Provides pickup truck taxation equity.**

**March 12, 1997  
Topeka, Kansas**

**Presented by:  
Bill R. Fuller, Associate Director  
Public Affairs Division  
Kansas Farm Bureau**

Chairman Vidricksen and members of the Senate Committee on Transportation and Tourism, I am Bill Fuller, Associate Director of the Public Affairs Division for Kansas Farm Bureau.

We certainly appreciate this opportunity to present the concerns of the farmers and ranchers who are members of the 105 county Farm Bureaus in Kansas. The problem is the inequity in the system used in the taxation of light trucks, including many pickup trucks.

Trucks having a gross weight of 12,000 pounds or less are valued on a set formula and are taxed using the "tag and tax" system. Trucks with a gross weight of 16m, 20m and 24 are valued at market value and taxed as personal property. The inequities are becoming more evident after the passage of legislation in 1995 that reduced the assessment rate and is phasing-out, over a four-year period, the statewide school levy on autos, vans and light trucks.

We commend and express appreciation to Senator Janis Lee for her leadership and work toward correcting this inequity. Obviously, SB 332 is one method to address the problem by removing the trailer and cargo weight from the gross vehicle weight. We suggest another approach that may be more acceptable is to simply include 16m, 20m and 24m pickup trucks in the "tag and tax" system of registration and taxation.

We respectfully ask the Committee to examine the tax inequity problem and approve a plan to resolve the issue. Thank You!

SENATE TRANSPORTATION & TOURISM  
3/12/97  
ATTACHMENT 2

2-1

## Senate Bill 332

I would like to thank Senator Lee for introducing Senate Bill 332 in an effort to correct inequities in the taxation of "light weight" as opposed to "heavy weight" trucks. By law, pickups and trucks are classified for taxation according to the gross weight for which the vehicle is registered. "Light trucks" having a gross weight of 12,000 pounds or less are valued for taxation purposes on a set formula and are taxed under the staggered "tag and tax" system according to K.S.A. 79-5100. "Heavy trucks" registered for a gross weight of 16,000 pounds and above are valued at fair market value and taxed according to K.S.A. 79-306d. Thus, it is this underlying basis of vehicle taxation which is responsible for the inequities present in vehicle taxation today.

The inequities were further enhanced by legislation which was passed in 1995 which lowered property taxes on light weight vehicles taxed under the staggered "tag and tax" system while no changes were made in the taxation of "heavy trucks". The legislation which was passed provided for a gradual reduction in the assessment rate and a phase-out of the state-wide school levy portion of the average county levy over a four-year period. The property tax relief provided in this legislation was greatly needed and, although we are just now entering the second year of the adjustment, the tax relief has been noticed and appreciated by taxpayers state-wide.

This tax relief, however, has broadened the inequities seen in vehicle taxation. As both the levy and the valuation continue to decrease annually on light trucks and cars the inequities between the two systems will, no doubt, continue to grow.

I have brought three examples with me today to illustrate the inequities. Example #1 reflects a 1993 Chevrolet tagged at 16,000 pounds for the 1995 registration year. This individual paid \$700.29 in personal property tax whereas he would have only been charged \$329.86 under the "light truck" method.

Example #2 illustrates a 1994 Ford tagged at 20,000 pounds for the 1995 registration year. This individual paid \$821.41 in personal property tax and would have paid only \$419.25 under the "light truck" method.

Example #3 shows a 1994 Chevrolet tagged at 16,000 pounds for the 1996 registration year. The taxpayer paid \$557.39 in personal property tax and would have been charged only \$296.43 if tagged as a light weight truck.

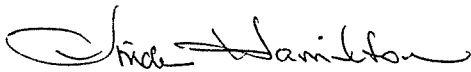
As the valuation and levy decrease under the "tag and tax" system, levies in local districts used in taxing "heavy trucks" normally increase each year which only adds to the problem.

The "tag and tax" system of vehicle registration and taxation is convenient, one-stop shopping for taxpayers and has also greatly enhanced the efficiency of taxation within the courthouse. Vehicle owners whose vehicles fall under the light weight "tag and tax" system come to one office for titling, registration, and taxation of their vehicles. Registration periods are "staggered" according to the first letter of the last name which aids in work flow in the Treasurer's office throughout the year.

On the contrary, owners whose vehicles fall under the "heavy truck" classification are submitted to the proverbial "go to the next office" routine simply to title and register their vehicle and then turn it in for assessment in the Appraiser's office. Not only is this system time-consuming and frustrating for vehicle owners, it also causes a tremendous work load in three offices within the courthouse and provides many opportunities for vehicles to "fall thru the cracks" and be overlooked within the taxation system. It seems logical that the more vehicles that can be administered thru the "tag and tax" system, the more efficient the entire vehicle registration system will be for everyone involved.

In summary, the inequity and unfairness of vehicle taxation between "light weight" vs. "heavy weight" vehicles certainly deserves consideration. Considering we live in a day when lawsuits are routine, this dilemma and the taxpayers involved deserve a proactive response to the situation. I trust this testimony and the examples provided have provided some insight into the magnitude of the problem.

Respectfully submitted this 12th day of March, 1997.



Linda Hamilton  
Barber County Treasurer



KANSAS

Department of Revenue  
Division of Vehicles  
Topeka, KS 66626-0001

Plate No. 3TC830

TITLE AND REGISTRATION APPLICATION

TRANSACTION  
TYPE RRHTST DESCRIPTION  
REGISTRATION RENEWAL  
DATE 01-17-1995

TRANSACTION I.D.#

004100950117-0011

KAT

AND/OR

OS-2000-2

SALE-00000000

VEHICLE ID NUMBER	VEHICLE TYPE	HEAVY TRUCK (>12M)	PLATE NO.	3TC830
2GCEK17KOP1239914	REGISTRATION TYPE	STANDARD	DECAL NO.	TK0003081
MAKE	MODEL	YEAR	STYLE	TRUCK CLASS
CHEV	CK10753	93	PK	FARM
MILEAGE	PUR/To KS DATE	EMP/GROSS WT.	REGISTRATION EXPIRES:	12-31-1995
0000010		16000	OLD DECAL	

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FEE SUMMARY

TYPE	AMOUNT
RGSTRN/SRVC FEE	\$37.25

I hereby certify that I am a resident or have a bona fide place of business in this county and that I am an owner of and have in effect financial security for the aforementioned vehicle as required by law. I further certify that the information in this application is true and correct to the best of my knowledge and belief.

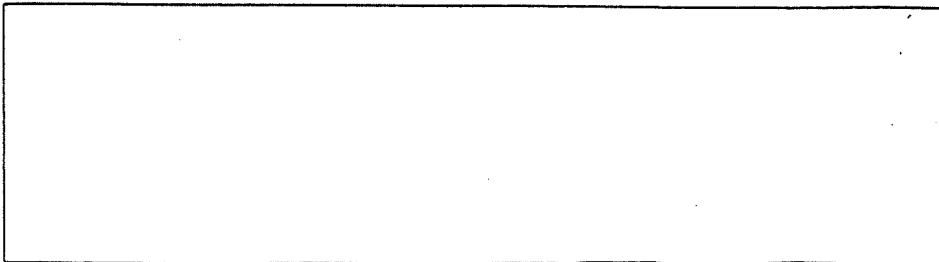
FALSE CERTIFICATION CAN RESULT IN CRIMINAL PROSECUTION

Insurance Policy Number 21A-27-53  
Company UNION MUTUAL INSURANCE

TOTAL AMOUNT \$37.25

Owner's Signature(s) SIGNATURE ON FILE Date \_\_\_\_\_

Property Tax Statement	Prior Year Tax	VEHICLE TYPE	HT	REG. TYPE	ST	PLATENO.	GTC830
Tax Paid		CLASS		SITUS	BA		
Penalty		TAX VALUE		TAX UNIT			
TOTAL							



3-3

AMOUNT RECEIVED \$37.25  
CHANGE DUE \$0.00

11484957

PERSONAL PROPERTY FILE INQUIRY

HEADER SCREEN

2	CITY/TWP #- 04 -ID #- 0000635					
3	Name-			Del Code		
4	Addr1-			Location-		
5	Addr2-			USD Dist#- 255 Tax Unit- 004		
6	City-			0000		
7				Alpha Name		
8	Assessed	4770	Penalty	Appraised	15900	
9	Tax	700.29	Statement #	07137		
10	TYPE		MAKE	MODEL	YEAR	STYLE
11	04		CHEV	R19	93	
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KSA 79-5100 MOTOR VEHICLE TAX CHART  
TO BE USED FOR 1995 LEVIED TAXES

TIME 1

TAXABLE VALUE:	3175.20	COUNTY:	BARBER
VEHICLE TYPE:	ALL	MILL LEVY:	0.112922
CLASS CODE:	17	VEHICLE YEAR:	1999

TOTAL YEARLY FEE:	329.86	REGULAR TAX	
MONTH OF PURCHASE:		GRANDFATHERED TAX	

EXPIRATION MONTH	JUN	229.94
	JUL	299.98
	AUG	270.10
	SEP	240.22
	OCT	210.34
	NOV	180.46
	DEC	150.58
	JAN	125.49
	FEB	100.39
	MAR	75.29
	APR	50.19
	MAY	25.09

CMD2--PRIOR MENU

CMD7--PRIOR SCREEN

ENTER--CONTI

# KANSAS

Department of Revenue  
Division of Vehicles  
Topeka, KS 66626-0001

Plate No. STD977

## TITLE AND REGISTRATION APPLICATION

### TRANSACTION

TYPE RRHTST DESCRIPTION  
REGISTRATION RENEWAL  
DATE 01-26-1995

TRANSACTION I.D.#

004100950126-0005

SEE

A/D/C/R

REC'D - Z

REC'D - Z

VEHICLE ID NUMBER 1FTHX26HORKB03413	VEHICLE TYPE HEAVY TRUCK (12M)	PLATE NO. STD977
MAKE FORD	REGISTRATION TYPE STANDARD	DECAL NO. TK0003170
MODEL	TRUCK CLASS PK FARM	REGISTRATION EXPIRES: 12-31-1995
YEAR 94	STYLE PK FARM	OLD DECAL
MILEAGE 0001005	EMP/GROSS WT. 20000	
PUR/To KS DATE		

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### FEE SUMMARY

TYPE	AMOUNT
REGTRM/SRVC FEE	\$42.25
ENTY MIDC	\$0.50

I hereby certify that I am a resident or have a bona fide place of business in this county and that I am an owner of and have in effect financial security for the aforementioned vehicle as required by law. I further certify that the information in this application is true and correct to the best of my knowledge and belief.

FALSE CERTIFICATION CAN RESULT IN CRIMINAL PROSECUTION

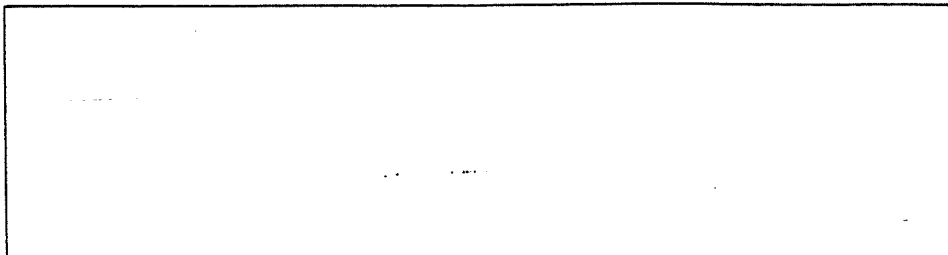
Insurance Policy Number 4 9999

Company FARM BUREAU

TOTAL AMOUNT 642.75

Owner's Signature(s) SIGNATURE ON FILE Date \_\_\_\_\_

Property Tax Statement	Prior Year Tax	VEHICLE TYPE HT	REG. TYPE ST	PLATENO. STD977
Tax Paid		CLASS	SITUS BA	
Penalty		TAX VALUE	TAX UNIT	
TOTAL				



3-6

AMOUNT RECEIVED \$42.75  
CHANGE DUE \$0.50

11485190

PERSONAL PROPERTY FILE NUMBER

HEADER SCREEN

CITY/TWP #- 04 -10 #- 0001229

Name-

Pol Code

Addr1-

Location-

Addr2-

USD Dist#- 255 Tax Unit- 004

City-

0000

Alpha Name SCHROCK, ROBERT

Assessed Tax

5595

Penalty

Appraised

18650

221.41

Statement #

07195

TYPE

MAKE

MODEL

YEAR

STYLE

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FORD

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CMD 1 FOR ALPHA SCREEN

ENTER FOR MAIN SCREEN

CMD 7 FOR EOJ

CMD 2 FOR SUMMARY SCREEN

WPS Inquiry

DATE 96 02 09

KSA 79-5100 MOTOR VEHICLE TAX CHART  
TO BE USED FOR 1995 LEVIED TAXES

TIME 10

TAXABLE VALUE:	4284.00	COUNTY:	BARBER
VEHICLE TYPE:	ALL	MILL LEVY:	0.112922
CLASS CODE:	18	VEHICLE YEAR:	1994

TOTAL YEARLY FEE:	419.25	REGULAR:	
		GRANDFATHERED TAX	

EXPIRATION MONTH ==>	OCT	419.25
	NOV	378.94
	DEC	338.62
	JAN	304.76
	FEB	270.90
	MAR	237.04
	APR	203.17
	MAY	169.31
	JUN	135.45
	JUL	101.58
	AUG	67.72
	SEP	33.86

CMD3--PRIOR MENU	CMD7--PRIOR SCREEN	ENTER--CONTIN
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3.8

# KANSAS

Department of Revenue  
Division of Vehicles  
Topeka, KS 66626-0001

Plate No. GTD567

## TITLE AND REGISTRATION APPLICATION

TRANSACTION  
TYPE RRHTST DESCRIPTION  
REGISTRATION RENEWAL  
DATE 02-08-1996

TRANSACTION I.D.# 004100960203-0037

LIN

OWNER'S NAME

DBA

REGISTRATION

OLD DECAL

VEHICLE ID NUMBER	VEHICLE TYPE	HEAVY TRUCK (>12M)	PLATE NO.	GTD567
2GCEC19K4R1225644	REGISTRATION TYPE	STANDARD	DECAL NO.	TK0002350
MAKE	MODEL	YEAR	STYLE	TRUCK CLASS
CHEV	CC10753	94	PK	FARM
MILEAGE	PUR/To KS DATE	EMP/GROSS WT.	REGISTRATION EXPIRES:	12-31-1996
0000025		15000		

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FEE SUMMARY	
TYPE	AMOUNT
REGSTRN./SRVC FEE	\$37.25

I hereby certify that I am a resident or have a bona fide place of business in this county and that I am an owner of and have in effect financial security for the aforementioned vehicle as required by law. I further certify that the information in this application is true and correct to the best of my knowledge and belief.

FALSE CERTIFICATION CAN RESULT IN CRIMINAL PROSECUTION

Insurance Policy Number 772608  
Company FARM BUREAU

TOTAL AMOUNT \$37.25

Owner's Signature(s)

Date

2-8-96

Property Tax Statement  
Tax Paid \$0.00  
Penalty

Prior Year Tax \$0.00

VEHICLE TYPE HT  
CLASS  
TAX VALUE

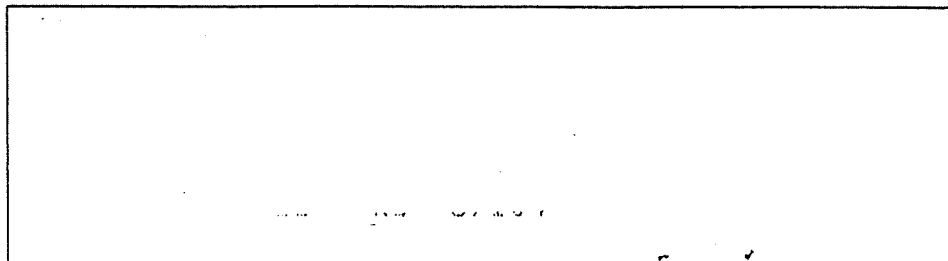
REG. TYPE ST  
SITUS BA  
TAX UNIT

PLATE NO. GTD567

CROT TOTAL  
TTL

\$0.00

\$0.00



AMOUNT RECEIVED \$37.25  
CHANGE DUE \$0.00

3-9

14393566

PERSONAL PROPERTY FILE INQUIRY  
HEADER SCREEN

CITY/TWP #- 63 -ID #- 0000030

Name \_\_\_\_\_ Del Code \_\_\_\_\_  
Addr1 \_\_\_\_\_ Location \_\_\_\_\_  
Addr2 \_\_\_\_\_ USD Dst# 254 Tax Unit 110  
City \_\_\_\_\_

Alpha Name ERB,STEVE  
Appraised 15100

Assessed 4530 Penalty \_\_\_\_\_  
Tax 557.39 Statement # 07936  
TYPE MAKE MODEL YEAR STYLE  
04 CHEV 94

CMD 1 FOR ALPHA SCREEN ENTER FOR MAIN SCREEN  
CMD 7 FOR EOJ CMD 2 FOR SUMMARY SCREEN



# VIPS Inquiry

DATE 03 11 97

## KSA 79-5100 MOTOR VEHICLE TAX CHART TO BE USED FOR 1996 LEVIED TAXES

TIME 11

TAXABLE VALUE:	2714.80	COUNTY:	BARBER
VEHICLE TYPE:	ALL	MILL LEVY:	0.116469
CLASS CODE:	16	VEHICLE YEAR:	1994
TOTAL YEARLY FEE:	296.43	REGULAR/	
MONTH OF PURCHASE:		GRANDFATHERED TAX	

EXPIRATION MONTH ==>	MAY	296.43
	JUN	270.08
	JUL	243.73
	AUG	217.38
	SEP	191.03
	OCT	164.68
	NOV	138.34
	DEC	111.99
	JAN	89.59
	FEB	67.19
	MAR	44.79
	APR	22.39

CMD3-PRIOR MENU      CMD7-PRIOR SCREEN      ENTER CONTINUE



*Since 1894*

**TO: Senator Vidricksen and Senate Tourism and Transportation Committee**

**FROM: LewJene Schneider, Director of Research and Legal Affairs**

**RE: Senate Bill 332**

Chairman Vidricksen and members of the Committee, thank you for the opportunity to appear before you today. I am LewJene Schneider, Director of Research and Legal Affairs for the Kansas Livestock Association.

The Kansas Livestock Association is in support of the concept of Senate Bill 332. This legislation will equalize 12m and 16m pickup/truck tags. Previously there was a discrepancy between how larger tagged trucks were taxed and the 12m trucks.

The smaller weight vehicles fall under the classification. As you know, the Kansas Legislature passed a motor vehicle property tax reduction plan several years ago. The 16m tag was omitted in the plan. Therefore, the larger tagged pickups are currently being taxed on a county wide average mill levy.

It appears this bill will solve any discrepancy in the tag and tax system.

We would ask that the committee pass this bill favorably out of committee.

Thank you for your time and consideration.

SENATE TRANSPORTATION & TOURISM  
3/12/97  
ATTACHMENT 4

4-1

JOHN C. PETERSON  
KANSAS GOVERNMENTAL CONSULTING

Wichita Office

THE AMIDON HOUSE  
1005 N. MARKET  
WICHITA, KANSAS 67214-2911  
(316) 263-4987  
FAX (316) 263-4992

Kansas City Office

10200 STATE LINE, SUITE 230  
LEAWOOD, KANSAS 66206-2375  
(913) 381-6876  
FAX (913) 381-6965



1206 WEST 10TH  
TOPEKA, KANSAS 66604-1291  
(913) 233-1903  
FAX (913) 233-3518

Please Reply to Topeka Office

March 11, 1997

Senator Ben Vidrickson, Chair  
Senate Transportation Committee  
Statehouse  
Topeka, KS 66612

Re: SB 266

Dear Chairman Ben:

Thanks for the opportunity of presenting my amendment to change the definition of "salvageable motor vehicle" to make it consistent with our current salvage vehicle laws in Kansas. The sole purpose for my amendment was to avoid duplicative and confusing definitions.

While no one is saluting my particular proposal, it has become clear that we are trying to place into our statutes language consistent with that which we think the federal government is going to adopt later this year. That would seem to be, at best, premature. If the Committee feels the necessity of passing SB 266 during this Session I would respectfully suggest that they pull out section two so that it can be considered next year, after the federal law has been passed.

Thank you for your consideration of this matter.

Respectfully submitted,

A handwritten signature in cursive script that reads "John C. Peterson".

John C. Peterson  
Insurance Auto Auctions  
JCP:dn

SENATE TRANSPORTATION & TOURISM  
3/12/97  
ATTACHMENT 5

5-1