

MINUTES OF THE HOUSE COMMITTEE ON TRANSPORTATION.

The meeting was called to order by Chairperson Rep. Gary Hayzlett at 2:05 p.m. on February 17, 1999 in Room 519-S of the Capitol.

All members were present except:
Representative Thimesch, excused

Committee staff present:
Bruce Kinzie, Revisor
Hank Avila, Research
Chris Courtright, Research
Ellie Luthye, Committee Secretary

Conferees appearing before the committee:
Don McNeely, President, KADA

Others attending:
See attached list

HB 2259 - filing notice of security interest, motor vehicles

The Chair called on Don McNeely who spoke in support of **HB 2259** which amends K.S.A. 8-135. He states the bill simply conforms Kansas law with the 1977 revision to the Federal Bankruptcy Code. The proposed amendment would avoid some of the bankruptcy losses which have occurred due to the lien perfection being made outside of the current 15-day period as provided by Kansas law, but within the 20-day period allowed under Federal law. (Attachment 1)

Written testimony was presented by Sheila Walker, Kansas Department of Revenue in support of **HB 2259**. (Attachment 2)

Chairman Hayzlett closed hearings on **HB 2259** following these presentations.

HB 2107 - comprehensive transportation program

Having voted on the prevailing side, Representative Ballou made a motion to withdraw the amendment that was passed on February 16 and to reconsider action taken. Representative Huff, who seconded the original motion, agreed.

The Chair called on Chris Courtright, Principal Analyst for the Research Department, to explain the sales tax demand transfer to State Highway Fund. He distributed a memo showing the analysis of the sales tax demand transfer issue as it relates to the proposed comprehensive transportation program. This projection showed \$300 million dollars less in revenue for the transportation plan than was stated in the original balloon. (Attachment 3)

Representative Ballou made a motion to amend the balloon presented on February 16th showing this corrected projection . This was seconded by Representative Myers. Following discussion the Chair called for a vote and the motion carried

Representative Ballou made a motion to pass **HB 2107** as amended, seconded by Representative Myers and the motion carried.

HB 2035 - persons with disabilities, accessible parking

The Chair opened **HB 2035** for discussion and final action.

CONTINUATION SHEET

MINUTES OF THE HOUSE TRANSPORTATION COMMITTEE, Room 519-S Statehouse, at 2:05 p.m. on February 17 , 1999.

Written testimony from Stacy Cooper , Staff Attorney for Topeka Independent Living Resource Center, was distributed to the committee. (Attachment 4)

Representative Larkin made a motion to change Page 1, lines 19 and 31 from 50 feet to 100 feet. This was seconded by Representative Long and the motion carried.

Representative McClure made a motion to add "phone numbers" to line 8, page 31. This was seconded by Representative Pauls.

Representative Ballou made a substitute motion to strike lines 5 through 9, page 3. This motion failed for lack of a second.

A vote was called on the original motion by Representative McClure and the motion carried.

Chairman Hayzlett made a motion to strike "in this state" on page 1, line 41 and change to "in any state", seconded by Representative Huff and the motion carried.

Representative Larkin made a motion to pass **HB 2035** as amended, seconded by Representative Ballou and the motion carried.

Chairman Hayzlett adjourned the meeting at 3:10 p.m. The next meeting of the House Transportation Committee will be Thursday, February 18, 1999 at 2:00 p.m.

HOUSE TRANSPORTATION COMMITTEE GUEST LIST

DATE: February 17, 1999

NAME	REPRESENTING
Anthony A. Fodale	Dept of Admin.
Mike Zamzla	Majority Leader's Office
LARRY SHARP	RENO County Commissioner
Wesley Marshall	INT&HAB
Tom Whitaker	Ks Motor Carriers Assn
Ken Baker	Economic Lifelines
Paul Elmer	Ks Temporary Network
Bob Butts	Ks PUBLIC TRANSIT ASSOC
Bill Watts	KDOT
Nancy Bogina	KDOT
Mike Kackay	KDOT
Dean Carlson	KDOT
MARY E. TURKINGTON	T/2000
Rick Scheibe	KDOR Vehicles
Pat Kirk	Leadership Barber County
Brian Kindley	"
Shannon Demar	" "
Kurt Swat	" "
Eric Thompson	" "

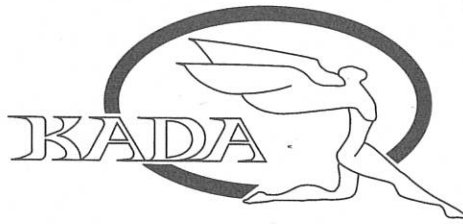
Bob Cotton
TOM PALACE

Kansas Contractors Association
PMCA OF KANSAS

HOUSE TRANSPORTATION COMMITTEE GUEST LIST

DATE: 2.17.99

NAME	REPRESENTING
Arnee S. Williams	LBC.
Bernie Koch	Wichita Area Chamber
Woody Moses	Ks. App. Prod. Assn.
Charles Sturley	Economic Logistics
Debra Meyer	KADA
BOB BURKE	SN. Co. DA INVESTIGATOR



KANSAS AUTOMOBILE DEALERS ASSOCIATION

February 17, 1999

To: Chairman Gary Hayzlett
and the Members of the House Transportation Committee

From: Don L. McNeely, KADA President

Re: House Bill 2259 – Support

Chairman Hayzlett and Members of the Committee:

Good Afternoon, my name is Don McNeely, and I serve as President of the Kansas Automobile Dealers Association. Mr. Whitney Damron, KADA's Legislative Counsel, also accompanies me this afternoon. I appear before you today in support of HB 2259, which amends K.S.A. 8-135 to increase the period of time which a creditor can perfect a security interest in a motor vehicle from 15 to 20 days.

In 1997, the Kansas Legislature granted KADA's request to extend this time period for which to process an application for lien perfection and have that lien noted upon the vehicle's title from 10 to 15 days. It just so happened that same year, Congress passed amendments to the Federal Bankruptcy Code extending the time period to 20 days.

House Bill 2259 simply conforms Kansas law with the 1997 revision to the Federal Bankruptcy Code. Currently, Kansas law, by operation, effectively cuts off 5 days which the bankruptcy code would essentially allow if state law did. The proposed amendment would avoid some of the bankruptcy losses which have occurred due to the lien perfection being made outside of the current 15-day period as provided by Kansas law, but within the 20-day time period allowed under federal law. The amendment would allow both the creditor, as well as the Division of Vehicles additional time in which to process the transaction and perfect the security interest upon the vehicle's title. Additionally, it only makes sense to have uniform law with respect to the bankruptcy courts, which operate in our state.

On behalf of the Kansas Automobile Dealers Association, I would like to thank the Committee for allowing me to appear this afternoon, and I respectfully request the Committee's approval of House Bill 2259.

House Transportation Committee
February 17, 1999
800 S.W. Jackson, Suite 1110 • Topeka, KS 66612
Attachment 1
Telephone (785) 233-6456 • Fax (785) 233-1462



Office of the Secretary
Kansas Department of Revenue
915 SW Harrison St.
Topeka, KS 66612-1588

(785) 296-3041
FAX (785) 296-7928
Hearing Impaired TTY (785) 296-3909
Internet Address: www.ink.org/public/kdor

Office of the Secretary

TESTIMONY

TO: Rep. Gary Hayzlett, Chairman
House Transportation Committee Members

FROM: Sheila Walker, Special Assistant *Sheila Walker*

DATE: February 17, 1999

SUBJECT: House Bill 2259

Chairman Hayzlett and members of the House Transportation Committee, my name is Sheila Walker, and I serve as Special Assistant to the Secretary of the Kansas Department of Revenue. I appreciate the opportunity to provide written testimony today in support of House Bill 2259.

This bill increases the amount of time from the date of sale and delivery of the vehicle within which a dealer or secured party may complete a notice of security interest. The amount of time is increased from 15 days to 20 days.

This bill would be positive for dealers and other lienholders because they would have an additional five days in which to file their notices of security interest.

According to our fiscal note, this bill would not affect State Highway Fund revenues, and there would be minimal administrative costs for the department, absorbable by existing resources.

The Kansas Division of Motor Vehicles appreciates your consideration.

February 2, 1999

To: Senate Ways and Means Committee

From: Chris W. Courtwright, Principal Analyst

Re: Assumptions Regarding Sales Tax Demand Transfer to State Highway Fund

This memo responds to the Chair's request for a bullet-point analysis of the sales tax demand transfer issue as it relates to the proposed comprehensive transportation program.

- The comprehensive transportation plan proposes as one of the funding enhancements an increase in the sales tax demand transfer to the State Highway Fund (SHF) from 7.628 percent to 9 percent in FY 2000 and to 10 percent in FY 2001 and all years thereafter. Information provided by the Kansas Department of Transportation (KDOT) estimates this enhanced funding stream at \$554 million over the eight-year life of the new program. This figure was derived by assuming that current law contains a 1.75 percent growth cap on the demand transfer for each of the next eight fiscal years.
- Using a 4 percent annual sales tax growth assumption agreed to by the Research Department, KDOT, the Department of Revenue, and the Budget Division provides for an estimated \$1.009 billion in demand transfers to the SHF from FY 2000-FY 2007, based on the current statutory amount of 7.628 percent.
- The Governor is recommending that the statutory amount be increased to 9 percent in FY 2000 and 10 percent in FY 2001 and thereafter, which would provide \$1.309 billion in SHF demand transfers over the eight-year period—an increase of \$299 million relative to current law.
- Based on the assumption used by KDOT for planning purposes that current law contains a 1.75 percent growth cap for FY 2000 and all future years (beginning at 1.75 percent growth above the actual FY 1999 transfer), the eight-year demand transfers would total \$761 million. This figure is \$548 million less than the \$1.309 billion which would be transferred under the Governor's recommended enhancements.
- The Research Department and KDOT have agreed to provide numbers prospectively based on both current law and the latter assumption regarding a statutory cap.
- If the Legislature makes no change in any law, \$255 million more in SHF resources will be available over the next eight years than would have been available if current law had in fact contained the 1.75 percent cap.

#26445.01(2/5/99(3:01PM))

House Transportation Committee
February 17, 1999
Attachment 3

	(\$ in thousands)			fy 99 Actual Plus 1.75% Growth (KDOT assumption in lieu of Current Law)	Difference between Gov's Rec and Prior Column
	Current Law (7.628%)	Governor's Rec (9% in fy 00, 10% fy 2001 and future)	Governor's Fiscal Note		
FY 2000	\$109,271	\$128,925	\$19,654	\$89,438	\$39,487
FY 2001	\$113,924	\$149,350	\$35,426	\$91,003	\$58,347
FY 2002	\$118,481	\$155,324	\$36,843	\$92,596	\$62,728
FY 2003	\$123,220	\$161,537	\$38,317	\$94,216	\$67,321
FY 2004	\$128,149	\$167,998	\$39,849	\$95,865	\$72,133
FY 2005	\$133,275	\$174,718	\$41,443	\$97,543	\$77,175
FY 2006	\$138,606	\$181,707	\$43,101	\$99,250	\$82,457
FY 2007	\$144,150	\$188,975	\$44,825	\$100,987	\$87,988
	\$1,009,076	\$1,308,534	\$299,457	\$760,899	\$547,635

New Money Over 8 Years

3
-
7

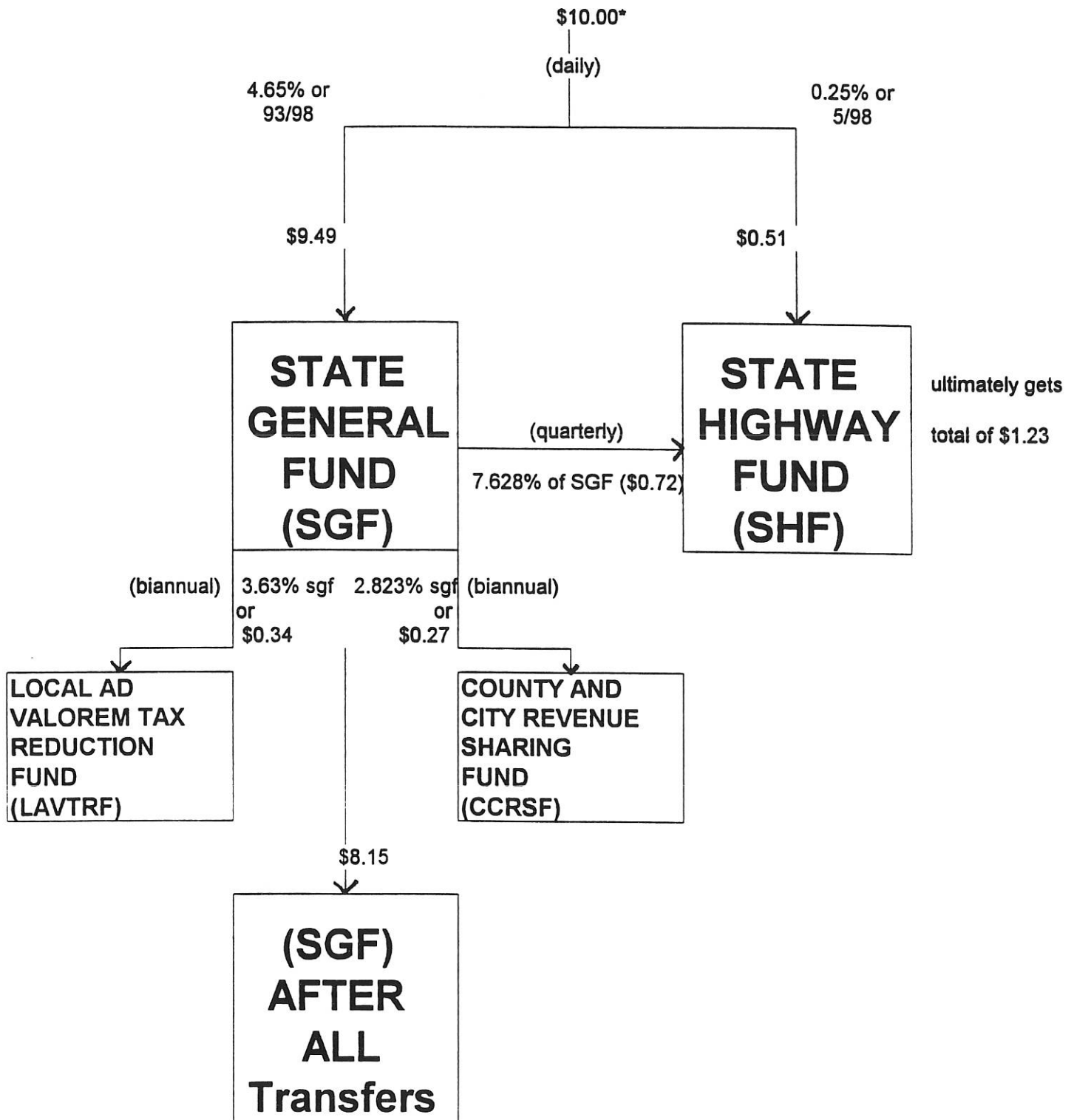
(\$ IN MILLIONS)	1989 CHP FY 90-97	1998 Gov Rec (a) FY 00-07	1998 Gov Rec (b) FY 00-07
Revenue Enhancements			
Motor Fuel Tax	746		
Registration Fees	227		
SGF Sales Tax Transfer	223	554	299
Sales and Use Qtr Cent	474		
Interest on Funds	65	216	178
Subtotal Rev Enhancements	1,735	769	477
Bonds (net of issue costs)	877	2,136	2,136
Interest on Bond Proceeds	36	95	95
Net from Bond Sales	913	2,231	2,231
Total Enhanced Resources	2,648	3,000	2,708
Increase in Debt Services	105	580	580
Net New Resources for Program	2,543	2,419	2,128

(a) Gov Rec based on assumption that current demand transfer contains a cap.

(b) Gov Rec recomputed based on current law for demand transfer.

W
1
W

Person Spends \$204.08 on groceries (so state sales tax will be exactly \$10.00). Local sales tax not shown.
 (He Pays \$214.08 plus any local sales tax)
 State Sales Tax Rate = 4.9%



* Note: Revenue from sales occurring within redevelopment districts (NASCAR and OZ) is retained exclusively for financing of those projects. The Secretary of Revenue also has authority to divert a small percentage of sales tax receipts for the Food Sales Tax Rebate Program.

Demand transfer percentages are based on current law for FY 2000 and assume that SHF and CCRSF remain uncapped

Distribution of compensating (use) tax receipts is the same EXCEPT there is no demand transfer to the SHF.

Governor's Tax Package

(\$ in millions)

Transportation Plan

(with no bonds)

3-5

FY	c and i m and e credit to 20%	car taxes	severance	adoption	grain	total	Revenue Transfers in lieu of tax cuts	Demand Transfer Increase to 9, 10%	Total New Resources Available
	00	(\$6.5)	---	(\$3.8)	(\$1.9)	(\$0.7)	(\$12.9)	\$12.9	\$19.7
01	(\$10.5)	(\$22.5)	(\$5.1)	(\$1.9)	(\$0.8)	(\$40.8)	\$40.8	\$35.4	\$76.3
02	(\$11.3)	(\$79.4)	(\$7.6)	(\$1.9)	(\$0.9)	(\$101.1)	\$101.1	\$36.8	\$137.9
03	(\$12.2)	(\$144.3)	(\$7.6)	(\$1.9)	(\$0.9)	(\$166.9)	\$166.9	\$38.3	\$205.2
04	(\$13.2)	(\$218.0)	(\$7.6)	(\$1.9)	(\$0.9)	(\$241.6)	\$241.6	\$39.8	\$281.5
05	(\$14.3)	(\$271.8)	(\$7.6)	(\$1.9)	(\$1.0)	(\$296.6)	\$296.6	\$41.4	\$338.0
06	(\$15.5)	(\$292.6)	(\$7.6)	(\$1.9)	(\$1.0)	(\$318.6)	\$318.6	\$43.1	\$361.7
07	(\$16.7)	(\$313.1)	(\$7.6)	(\$1.9)	(\$1.1)	(\$340.4)	\$340.4	\$44.8	\$385.2
08	(\$18.1)	(\$335.0)	(\$7.6)	(\$1.9)	(\$1.1)	(\$363.7)	\$363.7	\$46.6	\$410.3
09	(\$19.6)	(\$358.4)	(\$7.6)	(\$1.9)	(\$1.1)	(\$388.7)	\$388.7	\$48.5	\$437.1
10	(\$21.2)	(\$383.5)	(\$7.6)	(\$1.9)	(\$1.2)	(\$415.4)	\$415.4	\$50.4	\$465.8
Total 8 yrs	(\$100.2)	(\$1,341.7)	(\$54.5)	(\$15.2)	(\$7.3)	(\$1,518.9)	\$1,518.9	\$299.5	\$1,818.3
Total 11 yrs	(\$159.0)	(\$2,418.6)	(\$77.3)	(\$20.9)	(\$10.8)	(\$2,686.6)	\$2,686.6	\$445.0	\$3,131.6

State General Fund Profile
FY 1998 - FY 2004

	Actual FY 1998	Increase	Revised FY 1999	Increase	Projected FY 2000	Increase	Projected FY 2001	Increase	Projected FY 2002	Increase	Projected FY 2003	Increase	Projected FY 2004	Increase
Beginning Balance(a)	\$528.6		\$756.7		\$611.8		\$423.1		\$333.4		\$335.0		\$344.1	
RECEIPTS:(b)	4,027.2	9.3%	4,075.7	1.2%	4,230.6	3.8%	4,401.5	4.0%	4,582.1	4.1%	4,779.6	4.3%	4,985.1	4.3%
Tobacco Settlement	0.0	0.0	4.0	4.0	10.6	6.6	11.4	0.8	13.8	2.4	14.0	0.2	11.6	(2.4)
Tax Reductions	0.0	0.0	0.0	0.0	(15.1)	(15.1)	(17.3)	(2.2)	(20.8)	(3.5)	(21.9)	(1.1)	(23.6)	(1.7)
Car Tax Elimination Transfers	0.0	0.0	0.0	0.0	0.0	0.0	(22.5)	(22.5)	(79.4)	(56.9)	(144.3)	(64.9)	(218.0)	(73.7)
Other Revenue Adjustments	0.0	0.0	(1.6)	(1.6)	4.4	6.0	0.1	(4.3)	1.6	1.5	0.0	(1.6)	0.0	0.0
Adjusted Receipts	4,027.2	343.4 9.3%	4,078.1	50.9 1.3%	4,230.5	152.4 3.7%	4,373.2	142.7 3.4%	4,497.3	124.1 2.8%	4,627.4	130.1 2.9%	4,755.1	127.7 2.8%
EXPENDITURES:														
Base General and Supplemental School Aid (c)	1,384.0	1.5% 19.7	1,419.1	2.5% 35.1	1,436.4	1.2% 17.3	1,419.9	-1.1% (16.5)	1,400.6	-1.4% (19.3)	1,380.0	-1.5% (20.6)	1,358.7	-1.5% (21.3)
Approved Property Tax Relief:														
Approved Mill Levy Reduction (35/20 mills; \$20,000 homestead)	108.7	108.7	266.1	157.4	321.3	55.2	331.6	10.3	342.2	10.6	353.1	10.9	364.3	11.2
Approved Motor Vehicle Property Tax Relief	46.3	24.7	75.5	29.2	103.8	28.3	125.9	22.1	131.8	5.9	137.1	5.3	142.6	5.5
Subtotal - Approved Property Tax Relief	155.0	133.4	341.6	186.6	425.1	83.5	457.5	32.4	474.0	16.5	490.2	16.2	506.9	16.7
Subtotal - Approved General and Supplemental School Aid (c)	1,539.0	153.1 11.2%	1,760.7	221.7 14.4%	1,861.5	100.8 5.7%	1,877.4	15.9 0.9%	1,874.6	(2.8) -0.1%	1,870.2	(4.4) -0.2%	1,865.6	(4.6) -0.2%
Demand Transfers: (e)	205.1	5.4	219.6	14.5	268.5	48.9	293.3	24.8	303.9	10.6	315.9	12.0	328.3	12.4
All Other Expenditures(d)	2,055.0	103.6 5.3%	2,242.7	187.7 9.1%	2,289.2	46.5 2.1%	2,289.2	0.0 0.0%	2,292.2	3.0 0.1%	2,317.2	25.0 1.1%	2,432.2	115.0 5.0%
Available for Other Purposes(g)	0.0	0.0	0.0	0.0	0.0	0.0	3.0	3.0	25.0	22.0	115.0	90.0	118.0	3.0
TOTAL Expenditures	3,799.1	263.3 7.4%	4,223.0	423.9 11.2%	4,419.2	196.2 4.6%	4,462.9	43.7 1.0%	4,495.7	32.8 0.7%	4,618.3	122.6 2.7%	4,744.1	125.8 2.7%
Ending Balance(f)	756.7		611.8		423.1		333.4		335.0	91.3	344.1	7.5	355.1	1.9
Percent of Expenditures	19.9%		14.5%		9.6%		7.5%		7.5%	7.5%		7.5%		7.5%

FOOTNOTES:

a) Includes released encumbrances in FY 1998 and FY 1999.

b) Receipts are actual for FY 1998. Receipts for FY 1999 and FY 2000 reflect the November 5, 1998 consensus revenue estimates as adjusted by the Governor. The adjustments include the tobacco settlement and various tax reductions (business machinery, oil severance tax, adoption tax credit, grain storage and grain transport). Includes the Governor's recommended motor vehicle tax phase-out beginning in FY 2001 (amounts adjusted to reflect correct amount). The Governor also makes several other minor adjustments in receipts (Project 2000 in the Department of Revenue, Lottery, oil and gas well plugging transfer in the KCC, Winfield Veteran's Home, and a transfer to the State Emergency Fund).

The projections for FYs 2001 - 2004 are not consensus estimates of receipts but are based on a growth rate of 4.0 percent in FY 2001; 4.1 percent in FY 2002; 4.3 percent in FY 2003; and 4.3 percent in FY 2004.

c) Base estimate of general and supplemental school aid payments in FY 1998 (actual), estimates for FY 1999 (revised), and FY 2001 - FY 2002 were made by the Department of Education, Division of the Budget, and the Legislative Research Department. For FY 2000 the Governor's recommendation reflects an increase in the base per pupil amount of \$35 from \$3,720 to \$3,755, an additional correlation weighting adjustment from 1,750 FTE students to 1,725 FTE students, and the reduction in the uniform property tax rate from 27 to 20 mills and a homestead exemption of \$20,000. The FY 2000 - FY 2004 estimates assume a uniform school mill levy of 20 mills and a \$20,000 homestead and a base aid per pupil amount of \$3,755. FY 2003 and FY 2004 are estimated by the Legislative Research Department.

d) FY 1998 actual all other expenditures. The FY 1999 and FY 2000 amounts are as recommended by the Governor. For FY 2001 - FY 2003 all other expenditures generally reflect the prior year's all other expenditures, plus the prior year's amount that is available for other purposes.

e) Demand transfers for the School District Capital Improvement Fund, Water Plan Fund, State Fair and the Local Ad Valorem Tax Reduction Fund (FY 1999 - FY 2004) all reflect current law. The County-City Revenue Sharing Fund and the City-County Highway Fund for FY 1999 reflect a cap of 2.4 percent; FY 2000 a cap of 1.75 percent; FY 2001 the amounts are frozen; FY 2002 a cap of 0.6 percent; and for FY 2003 and FY 2004 a cap of 2.6 percent. For the State Highway Fund the FY 2000 amount reflects an increase in the transfer percentage of the sales tax revenue from the current law amount of 7.628 percent to 9.0 percent in FY 2000 and 10.0 percent in FY 2001.

f) Current law minimum ending balance requirement is 7.5 percent of expenditures.

g) Available for other purposes such as additional expenditures or tax reductions.

Kansas Legislative Research Department
February 14, 1999



Offices located in
the Historic Crawford Building

Topeka Independent Living Resource Center

785-233-4572 V/TDD • Fax 785-233-1561 • Toll Free 1-800-443-2207
501 SW Jackson Street • Suite 100 • Topeka, KS 66603-3300

February 15, 1999

Representative Hayzlett
Capital Building, 115 S.
300 SW 10th Street
Topeka KS 66612

Dear Representative Hayzlett;

I am writing to express my concern over HB2035, which is currently in the Transportation Committee, and to ask for your help in killing the bill. I do not believe that there needs to be any changes made to the current law. Before a law is changed, there should be compelling evidence that change is needed, and in this case there is none.

I am one of those people that Mr. Burke refers to as "persons jump out of their vehicle and run into the store". I can't "run" into the store, however, there are days where I get around better than others. I am 39 years old and had a total knee replacement in 1990. I also have severe arthritis in my hips. When I am in severe pain I use my cane, hold on to my husband's arm or push and hold onto a stroller or shopping cart. On my really good days, if I can find a parking space within a reasonable walking distance, I do not park in a disabled space, but I do on the days I can hardly get out of bed, much less walk any great distance.

Mr. Burke and Mr. Fadale, state that the changes HB2035 proposes will stop the fraudulent use of placards. Before fraudulent use can be reduced, the current law needs to be enforced. I have had my disabled placard and licence plate since 1995, I believe. Never once has anyone asked me to produce my ID card to verify that I am the person to whom the placard was issued. I doubt that anyone getting in a wheelchair would be asked to produce their ID card, however, I would be the perfect example to approach to verify the registration.

Under the current law a person is obligated to carry with them the state issued ID card that contains their name, address, date issued and expiration, and the placard or license plate number. If asked to produce the ID and there are still questions regarding the owner, law enforcement can also ask for a photo ID such as a drivers license to verify the information of name, address and look at the photo. Having more information on the ID card will serve no greater purpose. While Mr. Burke found a couple Doctors to say that they think placing the physicians name and contact number on the ID card is a fine idea, I do not see doctors being thrilled at receiving phone calls questioning who is or is not their patient.

House Transportation Committee
February 17, 1999

Advocacy and services provided by and for people with disabilities.

Attachment 4

Reducing the walking distance from 200 to 50 feet, also is unrealistic. Most disabled parking is more than 50 feet from an entrance. It is harder for me to walk 50 feet on most days than it is for a person in a wheelchair to wheel themselves 5000 feet. Mr. Burke is trying to say that physicians are signing any and all requests for disabled placards or that the physician does not know whether his or her patient has a medical condition which warrants them having a disabled placard or plate. This change in the current law will not make a difference if no one is checking the ID cards in the first place. If the state is concerned about fraudulent applications then they should contact the physician at the time the application is submitted, the physicians name, address and phone are on the application. However, a physician should not have to answer the question more than once and certainly not to enforcement officers.

Mr. Burke does not know anything about me, however he would be the first to accuse me of fraudulent use of a placard because I can walk, some days without any problems. In the summer when I wear shorts and all of my many scars are visible, no one would think twice of saying anything to me, but when my legs are covered up, I do get the nasty looks from people. I live with it, because I know what I have been through and what I have to look forward to. I should not be made to feel guilty because I have not lost all ability to walk. Nor should anyone who may have a heart or breathing condition which limits their ability to get around, be made to feel like they are doing something wrong.

The only way in which to reduce the fraudulent use of disabled placards is through enforcement of the current laws. I know that I would not be offended if a law enforcement officer would ask me for identification to prove that the placard or license was issued to me. I urge you to do all you can to kill the proposed changes HB2035 proposes to the current law.

Sincerely,



Stacey L. Cooper
Staff Attorney