

MINUTES OF THE SENATE TRANSPORTATION & TOURISM COMMITTEE.

The meeting was called to order by Chairperson Senator Ben Vidricksen at 9:05 a.m. on February 10, 1999 in Room 254-E of the Capitol.

All members were present except: Senator Nancey Harrington

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

Conferees appearing before the committee: Linda McGill, McGill, Gaches & Associates
John Eichkorn, KS Highway Patrol
Barbara Pringle, KS State Pupil Transp. System
Sgt. John Womar, Prairie Village PD
Rick Hladky, Shawnee Co. Sheriff's Dept.
Tom Palace, Petroleum Marketers, et. al
Larry Tucker, Pres. County Treas. Assn.

Others attending: See Attached List

SB 134: Requiring front license plate on certain vehicles

Linda McGill presented information in support of front license plates. She touched on four primary areas that support two plates: law enforcement, safety, tourism and revenue. She advised of resolution in support of **SB 134** from several organizations among them; National Sheriffs Assn., International Union of Police Associations, International Association of Chiefs of Police, MADD, American Automobile Association, and National Association of Women Highway Safety Leaders. Also called attention to revenue enhancement for the State and observed that Governor Graves supports the measure (Attachment 1).

Sergeant John Eichkorn appeared in support of **SB 134** on behalf of Patrol Superintendent Lonnie McCollum. He emphasized the advantages for law enforcement in having two plates on vehicles. (Attachment 2). Frances Kastner, Kansas Food Dealers Association was unable to attend the meeting. Her written testimony in support of the bill is attached (Attachment 3). Barbara Pringle, Executive Secretary, Kansas State Pupil Transportation System urged implementation of this bill, explaining the safety benefits which would result from two plates (Attachment 4). She advised that at least 70% of the drive by violations - which continue to be extremely high - are by approaching vehicles so there is no way to identify the license. Sergeant John Womar Prairie Village Kansas Police Department spoke on behalf of Law Enforcement regarding benefits of "Fully Reflective Front License Plates. He cited examples of dangers encountered by officers and "road rage" events that could be relieved if vehicles had a front plate (Attachment 5). Sergeant Richard Johnson, Special Operations and Response Team, Topeka Police Department, "speaking from 27 years of experience as a police officer, provided a list of situations wherein two plates would assist law enforcement (Attachment 6). Tom Palace, Executive Director, Petroleum Marketers and Convenience Store Association of Kansas (PMCA of Kansas), presented information regarding their problems with just a single plate on vehicles (Attachment 7).

Larry Tucker, President, Kansas County Treasurers' Association, expressed certain concerns regarding this legislation; i.e., storage, increased mailing costs, labor and indirect costs and certain complaints (Attachment 8). Teresa Sittenauer, Kansas Peace Officers Association provided written testimony in opposition to **SB 134** (Attachment 9). Sheila Walker, Special Assistant to Secretary, Department of Revenue provided written information regarding information on the fiscal impact of **SB 134** (Attachment 10).

Members questioned conferees regarding some of the issues raised during testimony. Discussed why cars coming into Kansas do not have front brackets when other states have two plates, as well as other perceived advantages and problems relating to costs, etc. Chair requested more fiscal information from

CONTINUATION SHEET

MINUTES OF THE SENATE TRANSPORTATION & TOURISM COMMITTEE, Room 254-E
Statehouse, at 9:05 a.m. on February 10, 1999.

the Department of Vehicles. Committee members also felt they needed more fiscal information and data regarding savings vs. costs to taxpayers. This bill will be considered further.

Chairman Vidricksen reminded members of the noon Joint Senate and House Transportation Committee meeting in 313-S.

The meeting adjourned at 10:05 a.m.

The next regularly scheduled 9:05 a.m. meeting will be February 11, 1999

**SENATE TRANSPORTATION & TOURISM COMMITTEE
GUEST LIST**

DATE: FEBRUARY 10, 1999

NAME	REPRESENTING
TOM PALACE	PMCA of Kansas
SET. JOHN R. WOMER	LAW ENFORCEMENT
Sgt. Richard Johnson	"
JOHN EICHKORN	KHP
Ken Bahr	Economic Lifeline
Tom Whitaker	Ks MOTOR COALITION ASSN
ORVILLE COLE	SEN. TYSON
MIKE WILKESON	RDOT
MARK ENGHOLM	KHP
James Silerauer	KPDA
Wm. J. Wray	KADA
Whitney Damm	Kansas Automobile Dealers Assn.
John Federico	Ks Assoc Chiefs of Police
STEVE KEARNEY	PMCA
Evelyn Davis	KSPTA
John McLeis	McKer-Gracie & Assoc.
Kent Galley	MGA
Charles Whelan	304
J.D. Sobol	3M

TESTIMONY
SENATE BILL 134

**SENATE TRANSPORTATION & TOURISM
COMMITTEE**

FEBRUARY 10, 1999

BY

LINDA MCGILL
MCGILL, GACHES & ASSOCIATES



Senate Transportation & Tourism Committee

SB 134

February 10, 1999

Mr. Chairman, Members of the Committee, thank you for the opportunity to appear before you today in support of SB 134. My name is Linda McGill, representing McGill, Gaches & Associates and our client 3M.

As you can see on this map, and I have also attached a copy with your testimony, there are 31 states which presently have two plates. These include Alaska and Hawaii which are not shown on the map. Before World War II, all states had two plates. Because of the shortage of metal during the war, the practice of two plates was discontinued. Since that time, 31 states have returned to two plates.

There are four features which surround the issue of front license plates: 1) law enforcement 2) safety 3) tourism 4) revenue. Let's take a look at each of these four.

LAW ENFORCEMENT

It is my belief that most Kansans are very concerned about crime. It's a rare occasion when there is a news broadcast that doesn't report some type of crime. I think we all tend to disregard how serious the level of crime is today until it affects us or one of our family. You will hear from different branches of law enforcement today, and I am going to leave the specifics to them, but they will tell you that this proposal greatly enhances their ability to identify vehicles involved in crimes. **70% of the crimes committed in this country involves the use of a vehicle** and it would seem sound policy to implement effective tools to assist today's police in identifying those vehicles. Implementing front plates will promote police enforcement by allowing them to identify more license plates and process more inquiries from their patrol vehicles. Police officers in Kansas would be able to check cars coming against them in traffic. A police vehicle follows only one vehicle, while far more pass and can be indentified in the approaching lane.

With today's growing use of surveillance cameras to deter and record criminal activity, especially at convenience stores and ATMs, having a front plate makes a car much easier to identify. This is particularly helpful when a crime is occurring, as aspiring criminals almost always drive their cars forward into these locations and the plate is not visible to victims or potential witnesses. Just last month we had a robbery at a Papa John's Pizza store here in Topeka. The robber backed out of the parking lot and backed down the alley so the employee couldn't get any identification on the vehicle. Neighborhood burglars frequently back their vans into driveways and are not identifiable with only a rear plate.

Community watch groups such as Crime Stoppers and Neighborhood Watch support this initiative as it assists them in protecting their families and communities. Having two plates has increased both the number and the accuracy of reports to police of suspicious vehicles, effectively removing dangerous people from our neighborhoods. It also allows motorists, while driving, to report people driving recklessly to their front or rear.

Front plates are supported by school bus drivers who would use them to report vehicles that ignore their extended stop signs and speed by the buses while they are loading and unloading school children. It is virtually impossible for a school bus driver to get a license tag number without a front plate. I can say from personal experience that I have wished for front plates many times when I see a vehicle speeding through a school crossing.

SAFETY

Adding a front license plate to our vehicles will foster huge strides in motorist safety. This plate substantially aids motorists in seeing parked and disabled vehicles near the road at nighttime. I have been advised that the Department of Revenue will begin issuing new tags for state vehicles July 1, 1999, and, to quote the Dept. "they will have a fully reflectorized front tags for safety". **All State owned vehicles have front and rear plates now. Anyone wishing to have personalized tags are also required to have two plates.** Don't we want all of our state's residents to have the same level of safety?

I will take this opportunity to relate a personal story to you. It was a very foggy morning last week, and a friend was following a slow-moving truck on a long stretch of county road. She waited for a flat stretch where she thought she could see far enough ahead to pass the truck. As she pulled out, a car came out of the fog, with no headlights and, of course, no reflectorized front plate. **At present, Detroit has no front reflectivity standards, thus making a fully reflectorized front license plate an valuable tool.**

(3)

TOURISM

Having a plate proudly displayed on the front of Kansas vehicles will increase the national awareness of our state. Everywhere our 2.3 million cars travel, the front plates will serve as miniature billboards introducing Kansas to many new faces. This will assist our state's advertising efforts while fostering a sense of state pride. Again, you see many more cars coming than you are following!

REVENUE

Statistics from the 1996 'Road Fund Tax Evasion' study by The Council of State Governments and The Council of Governors' Policy Advisors tell us the United States loses \$753 million per year in vehicle registration avoidance. States lose between 2-7% to registration revenue evasion each year (not including property tax).

In 1996, Iowa issued new plates and in 1997 their revenue from vehicle registrations, with 3.1 million vehicles, increased \$13 million. The same year, West Virginia reissued tags and with 1.4 million vehicles, their registration increased \$6 million. If the ratios hold true, and we have a lot of history to support that theory, Kansas should realize between \$9-10 million from our reissue in 2001. **And that is more than enough to pay for both front and rear tags.** The projected figures do not include growth in Johnson County which is one of the fastest growing areas in the country.

SB 134 calls for a \$2.00 charge for the front plate. That is a one-time charge for as long as we have the same plate. The last reissue Kansas had was in 1994. Kansas is required by statute to reissue license plates every five years, but the Department of Revenue can ask for yearly extensions. If the state reissues again 2006, the front plate would cost .40 cents a year. Is this too much if we would save just one life by having a front license plate?

I have also had questions regarding 3M's interest in this bill. A Request For Proposal (RFP) was issued by the State for the reflectorized sheeting for license plates in 1998. 3M won the competitive bid. 3M literally spends hundreds of millions of dollars on safety research, and as a result of that research, Kansans have highway signs, pavement markings and license plates which make driving safer. It would be amiss on our part if we did not share this information with you as you make your decisions regarding license plates.

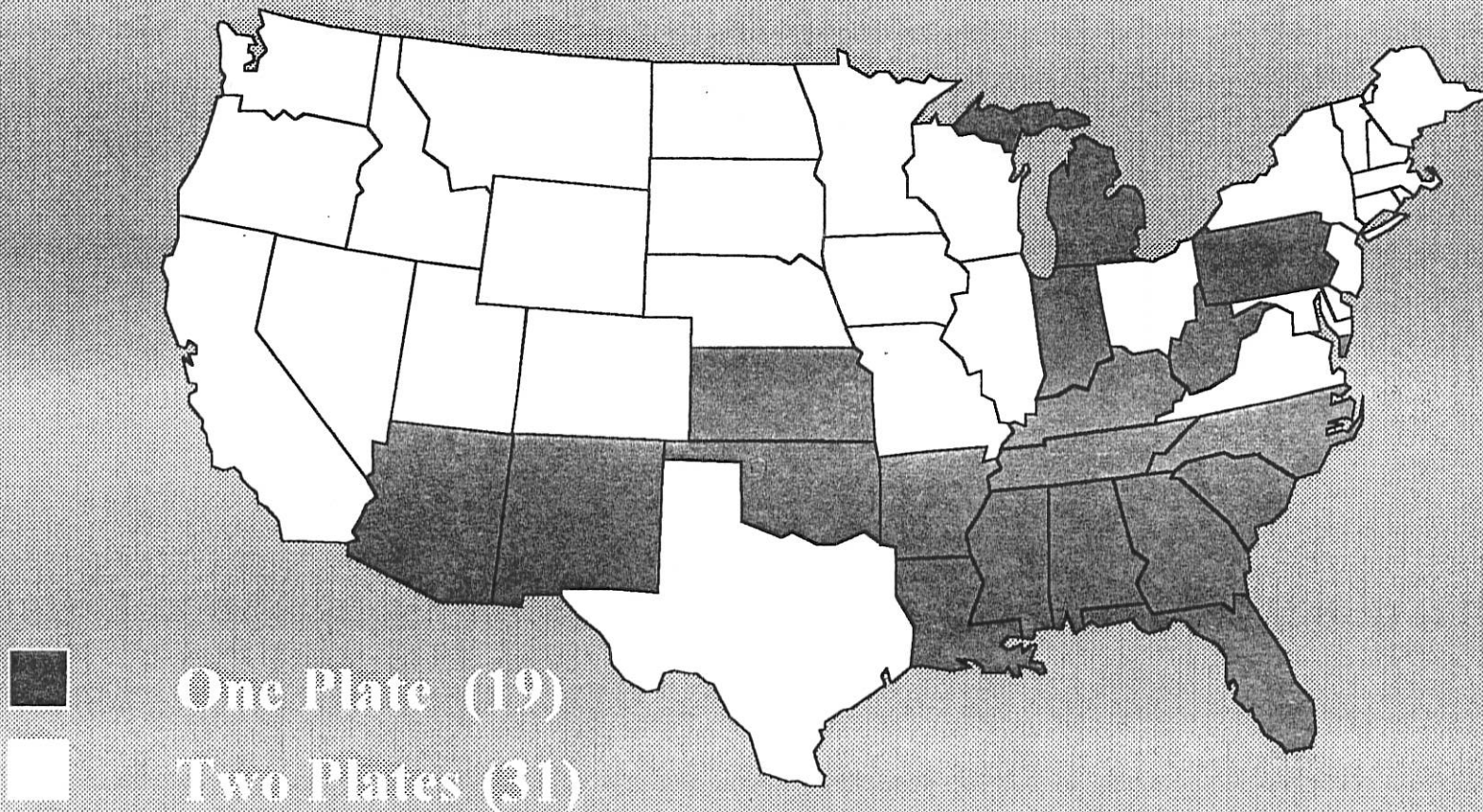
We have current resolutions in support of two fully reflective license plates from many organizations and associations. Some of those you will recognize are:

(4)

National Sheriffs Association
International Union of Police Associations
International Association of Chiefs of Police
MADD
American Automobile Association
National Association Women Highway Safety Leaders

Again, I thank you for the opportunity to appear before you, I ask for your support of SB 134 and would be happy to stand for questions.

Number of License Plates per Vehicle



Revenue Facts

Recent License Plate Reissues: effects on revenue

- Iowa: New Plates 1996, 3.1 million vehicles: Registration revenue 1997- INCREASED 5% or \$13 million
- West Virginia: New Plates 1996, 1.4 million vehicles: Registration revenue 1997- INCREASED 7% or \$6 million
- Kansas: New Plates 2001, 2.3 million vehicles: Projected registration revenue increase \$9-10 million

(Statistics from: Iowa Dept. of Transportation, West Virginia Division of Motor Vehicles, AAMVA; Association of Motor Vehicle Administrators, Federal Highway Administration)

- The US loses \$753 million per year in vehicle registration avoidance.
- States lose between 2-7% to registration revenue evasion each year (not including property tax).
- The US Average vehicle registration fee is \$59 (not including property tax)
- Kansas registration fee is \$27.25-37.25. (not including any added taxes)

(Statistics from 1996 'Road Fund Tax Evasion:' study by The Council of State Governments and The Council of Governors' Policy Advisors)



Coastal
The Energy People

J. J. SCHARTZ
SENIOR VICE PRESIDENT
MID-CONTINENT REGION
COASTAL MART, INC.

February 8, 1999

Pete McGill
% McGill & Associates
800 SW 8th, Third Floor
Topeka, KS 66603

Dear Pete:

In response to our phone conversation today, Coastal Mart, Inc. is very interested in supporting the dual vehicle license plate program. As the cost of controlling expenses is on the rise, we would welcome any element that would assist with reductions.

The additional front vehicle plate provides better identification concerning situations of "Gas Drive Offs." Occurrences of this type would be diminished as any attempt to cover a tag would be identified immediately. This program will eliminate confusion and increase public safety and security.

Sincerely,

J. J. Schartz

JJS:sre

Coastal Mart, Inc.

A SUBSIDIARY OF THE COASTAL CORPORATION
110 S MAIN • STE 500 • WICHITA KS 67202 • 316/291-3231 • FAX 316/291-3212

**Kansas Highway Patrol
Summary of Testimony
1999 Senate Bill 134
Before the
Senate Transportation and Tourism Committee
Presented by
Sergeant John A. Eichkorn
February 10, 1999**

Good morning Mr. Chairman and members of the committee. My name is John Eichkorn and I appear before you on behalf of Patrol Superintendent, Lonnie McCollum, to comment on Senate Bill 134.

The primary objective of SB 134 is to mandate two license plates for every Kansas passenger vehicle or truck registered for a gross weight of 12,000 pounds or less. The Patrol supports SB134 for the benefits it creates for the law enforcement community.

Under current law, passenger vehicles and trucks are only required to have one license plate attached to the rear of such vehicle. Truck tractors are the only exception to this rule and are required to have their plate attached to the front due to the visibility problem created by the trailers they pull. Also under current law, two personalized license plates, which are required to be attached to the front and rear of the vehicle, may be issued to any owner of a passenger vehicle or truck registered for a gross weight of 16,000 pound or less.

License plates are required on all vehicles based in Kansas. Over the past five to ten years, license plates have become an object of expression or style. For a law enforcement officer, they are simply the most important way of identifying a vehicle and its owner. Everyday across this state, thousands of vehicles are identified in some fashion by police officers during the course of their duties. And while having a plate on the rear of a vehicle

is extremely important, there exists an additional enhancement in having one on the front as well. From an enforcement point of view, the following are just a few of the benefits the Patrol sees from requiring two license plates on a vehicle:

- Theft of both license plates is much more difficult and time consuming than one. One plate on a vehicle requiring two would raise a red flag for a police officer.
- During those times when police officers are asked to be on the look out for a specific vehicle. For example, an officer is looking for a vehicle that was just observed leaving the scene of a murder. The description of the car is a dark colored, late model, 4 door with a Kansas license tag beginning with SA and ending in 3. While patrolling east on a two-lane road, the officer sees a Missouri car and an Illinois truck go by. She knows these vehicles are from out of state because of the plates on their front bumper. The next five cars have no plates on the front. Three of them are dark colored, late model, 4 door cars. She turns around and pursues these vehicles to get a look at their plates, only to find none of them fit the description. A license plate on the front of each of these vehicles would have saved time and risk by not having to turn around.
- It would prevent out of state residents that move to Kansas from keeping their former states plate on the front. They would be required to remove the old plate before installing their new one from Kansas. Although not currently against the law, this problem can and has posed a problem for law enforcement officers. When meeting a vehicle like this, it appears from the front that it is from another state.
- Often, the Patrol is requested by family members to locate motorist to relay important information. Two license plates would assist law enforcement officers who are attempting to deliver emergency messages to travelers concerning illness and death in the family, separated motorists and other urgent situations.
- Clerks at convenience stores could identify vehicles from the front and back when

reporting gas skips, robberies or any other emergency. A complete plate number is the best way of later locating a vehicle.

- Currently, state owned vehicles display two license plates for better identification. Examples are the Kansas Official and Kansas Highway Patrol plates. Anyone wanting to identify these vehicles can do so from the front and the back.
- Many businesses have installed security cameras to monitor their parking areas. Banks and convenient stores are good examples. In any investigation, videotapes showing vehicles driving into or out of the area can be reviewed. License plates on the front and the back would greatly enhance law enforcement in the apprehension of suspects and identification of vehicles.

In conclusion, these are just a few examples of the benefits two license plates would create for law enforcement. Because the Patrol cannot deny the enforcement benefits of adding an additional plate to the front of Kansas vehicles, our agency urges this Committee to bear in mind this testimony when considering SB 134.

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Shawnee Mission

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DIRECTOR OF
GOVERNMENTAL AFFAIRS

FRANCES KASTNER

SENATE TRANSPORTATION AND TOURISM COMMITTEE 2-10-99

SUPPORTING SB 134

I am Frances Kastner, Director of Governmental Affairs for the Kansas Food Dealers Association. Our membership includes manufacturers, wholesalers, distributors, and retailers of food products throughout the State of Kansas.

Some of our retail members have fuel pumps in connection with their grocery store business. Often it is difficult for the cashier to see the license plate on the back of the vehicle purchasing fuel. We do have some problem with people who drive away without paying for their purchase.

We believe it would be helpful to have a front license plate in addition to the back plate and give our cashiers a better chance to note the license number if their is a drive-off.

We appreciate the opportunity to present our views to you, and request your favorable consideration of this matter. Thank you.

Frances Kastner, Director
Governmental Affairs

Don Snodgrass
Lobbyist

SENATE TRANSPORTATION & TOURISM COMMITTEE
February 10, 1999
ATTACHMENT #3

3-1

**Kansas Senate Transportation Committee
Chairman
Senator Ben Vidricksen**

Senate Bill # 134

February 10, 1999

Presented By

**Barbara Pringle
Executive Secretary
Kansas State Pupil
Transportation Association
P. O. Box 1504
Emporia Kansas 66801
Wk 316-341-2218
Hm 316-342-4009**

On behalf of the Kansas State Pupil Transportation Association I would like to express our support for Senate Bill # 134, the proposed requirement for motor vehicles to have front license plates.

Everyday across the state hundreds of drivers ignore the school bus warning lights and stop sign and proceed by the school bus.

This action endangers our young children who are loading or unloading from the school bus.

Student transportation services have good working relationships with local law enforcement agencies. In many communities when violations occur and the vehicle is identified, owners are notified of the school bus stop sign violation. Some communities issue warnings and in others it is a violation of a city ordinance and a ticket is issued.

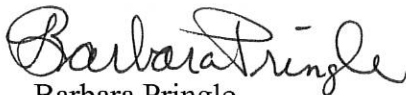
The single license plate on vehicles makes it more difficult to identify the vehicles passing the school bus. An additional front plate would aid in the identification of the school bus stop sign runners.

We believe it is important for the safety of the children to be able to identify a vehicle approaching the bus. Not only on vehicles running school bus stop signs but also vehicles that are "checking out", harassing or stalking students getting on and off the school bus.

Two years ago we asked this committee for the additional license plate as part of a bill intended to decrease the number of school bus stop sign violations.

We believe the dual license plate is still a safety issue and ask you to please give SB 134 your support.

Thank you for your time and allowing me to speak to you today.



Barbara Pringle
Executive Secretary
Kansas State Pupil
Transportation Association
P. O. Box 1504
Emporia Kansas 66801
Wk 316-341-2218
Hm 316-342-4009

February 10, 1999

February 10, 1999

SB-134

Mr. Chairman and members of the Committee, thank you for allowing me the opportunity to testify on behalf of Senate Bill-134. I am here today to speak on behalf of Law Enforcement on the benefits of "Fully Reflective Front License Plates".

My name is John Womer. I am a Sergeant with the Prairie Village Kansas Police Department. Our agency also serves the citizens of the city of Mission Hills Kansas. We are a suburb of Kansas City and we are located in Johnson County Kansas.

In March of this year, I will reach my 19th year of law enforcement service with the Department. During that time I have held numerous jobs within the Department, ranging from Patrol Officer, Traffic Enforcement Supervisor, Tactical Training Instructor to my current position of Professional Standards Supervisor in charge of police training. I also sit on the Johnson County Police Academy Committee Board.

As you may expect, Police Officers are trained to work under difficult conditions and are many times required to quickly identify information in order to develop probable cause, or reasonable suspicion for stopping motor vehicles. One way officers are trained to do this, is to quickly and with a degree of accuracy, read vehicle license plates. On a daily basis, officers are making traffic stops based on license plate information such as expired registration, warrant information, or victim/witness information of suspects vehicle's leaving the scene of crimes. Many times, the only piece of information an officer has is plate information. Officers will focus on the plate first, followed by vehicle and driver description second.

Kansas is one of the few states that still allow for one license plate to be displayed on a car. This plate is usually mounted on the rear of the car, which by design and with few exceptions, only allows the officer to identify the car as a potential suspect, or traffic

violator while driving directly behind the vehicle in question. As you can imagine, officers who are responding to the scene of a crime and who have full or partial plate information and nothing else, will be focusing on this information over everything else. In many cases, suspect vehicles will meet police units driving in the opposite direction. An officer who notices a questionable vehicle without a front plate will have to wait until the car passes and either attempt to view the plate from the (officers) side mirror, or turn their head as the car passes. In both cases, the officer will not be focusing on the road. A front mounted plate would at the very least allow the officer to read and confirm the tag, and then begin to assess their next move as to where to turn around or notify other responding units.

During my career I have made hundreds of traffic stops, mostly for minor non-life threatening violations. However some have been for serious offenses and were of considerable danger. I can recall that more often than not, cars that had two plates were easier to identify, thus making traffic infractions and suspicious vehicles easier to spot.

Two examples:

- In March, of 1995 our officers received a radio call of a possible bank robbery in progress. The only information that the dispatcher was given by the teller was a vague suspect and vehicle description and a partial license plate. One of our officers happened to be in the area and responded to the call scene. As he drove into a parking lot he observed what he thought may have been the suspect vehicle backed into a parking stall. The officer was forced to wait until the car pulled out of the parking stall in order to radio in the plate. By doing this, the suspect vehicle was able to enter a main road-way and proceed in traffic with the officer following. By the time the officer determined that this may be the suspect, the officer and responding units boxed-in the suspect vehicle at a highly congested intersection. The officers approached the suspect who immediately began to fire his weapon forcing the officers to fire theirs. One officer was narrowly missed by a bullet fired from the

suspect's gun. In this scenario, had the officer been able to view a front mounted license plate, he would have radioed the information and then with little doubt confronted the suspect in a parking lot with no innocent bystanders rather than a busy intersection.

- In January of this year, a bank robbery took place where the armed suspect left the bank and walked to his getaway car that was parked in a parking stall in front of a store. As he entered his vehicle, he simply backed out and drove away from the scene. Witnesses were not able to give a license plate because one did not exist on the front of the car. Instead, they gave a vague description of the car and suspect. Officers responding to the scene more than likely passed the suspect vehicle as it fled the area. A witness commented that they could not write a plate number down because the car did not have one on the front of the car.

These are but two examples, from a law enforcement stand point. The average citizen however, driving on our roadways, is confronted with a new phenomenon called "Road Rage". A number of incidents have been reported in Johnson County where motorists are becoming the victim of this behavior. Usually it entails that the aggressor "tail gates" or stays slightly behind the victim harassing and touting them. In several cases, the aggressors have fired shots into the victim's vehicles from behind striking the victims car. These victims were only able to give a vague description of the vehicle and maybe the driver as they looked into their rear-view mirror. It is conceivable that a front mounted plate would have allowed these victims to either note a partial or full plate number. This coupled with other observations would make suspect identification that much easier for law enforcement.

Finally, from an officer safety stand point, a front mounted plate will not present any danger to the officer making a car stop as it relates to reflected light from the plate. No reasonable or prudent officer would stand directly in front of a suspects car during a stop in order to get plate information unless the rear plate does not exist. If this happens, all officers are taught not to expose themselves to danger by standing off to the side of the

road. This practice would apply to both low light and night conditions. Additionally, any light that is reflected from the plate, would be negligible as compared to the light produced by the suspects headlights, the police cars headlights, spot-light, "wig-wag" high beams, light-bar mounted "take-down" lights and finally, red, white and blue light-bar.

Again, thank you for the opportunity to address the Committee.

TOPEKA POLICE DEPARTMENT
SPECIAL OPERATIONS AND RESPONSE TEAM
MEMORANDUM



DATE: February 9, 1999
TO: Senate Committee
FROM: Sgt. Richard Johnson 368-9075

SUBJECT: License Plates on Front and Back of Kansas Cars

Speaking from 27 years of experience as a police officer, I would be in support of requiring license plates on the front and back of Kansas vehicles. The bottom line for support is quicker identification of vehicles. The following provides a list of situations where the license plate on the front of a car would assist us.

Reporting of crime: Witnesses to crimes in progress would be able to give police an important piece of identification, the tag number. A license plate on the back of a car does not assist witnesses if their vantage point is from the front of the car.

Quicker identification by police: Presently, police officers responding to a call cannot see license plate numbers of cars approaching them, from the opposite direction. Car descriptions, at best are limited to color, number of occupants and license plate number. Having license plates on the front of cars would provide responding officers the best and most reliable description, of which to look for.

Video security: More businesses and hospitals have gone to video security. Often crimes are captured on video but license plates are not, simply because of positioning. License plates on fronts of vehicles would aide the security cameras.

License cover ups: Criminals often smear the back license plate with mud and for Kansas dirty plates are not uncommon. The uncommon factor would be having the front tag covered with mud, front tags are always cleaner because of the wind. Officers or trained neighborhood watch persons viewing mud on front plates would consider this suspicious and seek further investigation.

Drug houses: Dealers and users of drugs often back cars into parking spots to block view of license plates. Neighbors cannot keep an accurate list of drug traffic with out tag numbers.

Here is a list of where the quicker and more accurate description of suspect cars would help most: Drive by shootings, robberies, child abductions, sex crimes, hit and runs, police chases, burglaries, homicides, arsons/bombings and stolen car tags.

Petroleum Marketers and Convenience Store Association of Kansas

Serving the Independent Petroleum Marketing Industry of Kansas since 1914

Memo to: Committee Members of the Senate Transportation and Tourism Committee
From: Thomas M. Palace, Executive Director, PMCA of Kansas
Date: February 10, 1999
Re: Testimony for Senate Bill 134

Mr. Chairman, Members of the Senate Transportation and Tourism Committee:

My name is Tom Palace, Executive Director of the Petroleum Marketers and Convenience Store Association of Kansas (PMCA of Kansas), representing over 350 independent Kansas petroleum companies that distribute petroleum products at the wholesale and retail level.

We appreciate the opportunity to provide testimony in support of SB 134.

Senate Bill 134 will require an additional license plate on all motor vehicles registered in Kansas. Over the years, convenience stores have worked hard at making a quick stop for a coke or bag of chips a safe experience. Many people shop at convenience stores because they don't want to wait in long lines similar to those in a grocery store, just to buy one or two items. Gasoline purchases also are a prime reason people shop at convenience stores. In efforts to keep customers coming back, retailers have to provide good service and a friendly environment. But more importantly the retailer has to make every customer feel that it is safe to frequent their store.

Surveillance cameras have become a must in all retail locations. It is not unusual to see several surveillance cameras inside the store and now retailers are installing cameras outside to view the parking lot as well. Retailers have gone to the outside camera because "drive-offs" have become the number one theft retailers face every day. A drive-off occurs when a customer fills up his/her car with gas and drives off without paying. Efforts to apprehend someone who has driven off are very difficult because the description of the car given to authorities often is not accurate, and in most situations, the store clerk was unable to read or see the car license plate.

People who drive-off usually enter the gas dispenser or island facing the front of the convenience store, making the rear license plate impossible to read. When a person is ready to leave, they back the car up, keeping the rear plate inaccessible, and leave at a high rate of speed. Other examples include: turning the car lights off so that the rear plate is not lit up, smearing mud on the plate so that it cannot be read, placing a towel over the plate when a rear gas tank is used. Many times a person engaging in a drive-off will simply leave the gas nozzle open and place it on the ground so that the clerk is unaware that a sale has been completed. When the nozzle is placed back in the holder on the dispenser, a bell rings, shutting down the pump, letting the clerk know a sale is complete.

Although front plates will not stop drive-offs from occurring, they will help clerks and store

P.O. Box 8479
201 NW Highway 24, Suite 320
Topeka, Kansas 66608-0479

785-233-9655
Fax: 785-354-4374

SENATE TRANSPORTATION & TOURISM COMMITTEE
February 10, 1999
ATTACHMENT #7

7-1

owners better identify vehicles that are involved in these types of thefts. Having the ability to provide authorities with even a partial plate number will enhance their efforts toward apprehending people who drive-off without paying for their fuel.

Front plates would also be helpful to store clerks when a “grab and dash” occurs. This is when a would-be-robber pulls up to the store, again facing the front of the store leaving the rear plate impossible to read, grabs the store receipts and leaves.

In both cases retailer owners who have an outdoor surveillance camera would have the ability to get a car tag number if a front license plate were on the vehicle.

We appreciate the opportunity to appear before you today and urge your support of SB 134.

TO : Senate Transportation & Tourism Committee

FROM : Larry Tucker, President, Kansas County Treasurers' Association

DATE : February 10, 1999

RE : SB 134

Thank you Mr. Chairman and members of the committee. My name is Larry Tucker, Reno County Treasurer and current president of the Kansas County Treasurers' Association. I come to you this morning to express certain concerns that our Association and I as Reno County Treasurer, have regarding this proposed legislation. As I understand the major purpose of the bill is to require two plates on all vehicles and trucks registered for a gross weight of 12,000 pounds or less.

Although, certain issues such as improved law enforcement, safety and other related issues may be apparent from certain testimony of those supporting this legislation, there are certain concerns that our association and others would like to make you aware before a final decision is made on the bill.

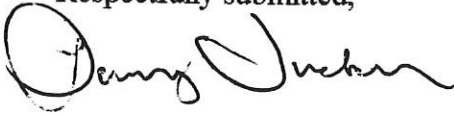
1. Storage. Many courthouses are already facing storage problems from the multitude of paper work required to conduct local county business. Many courthouses across Kansas were built many years ago and were not designed for the growth of county government. Vehicle tags need to be secured and under the direct control of the county treasurer's office in their storage and issuance to vehicle owners. Ultimately, the size of the tags controlled by each county must be located in close proximity of the county treasurer's office. As more vehicles are put on the road, tag inventories increase. This bill would double the number of tags to be issued. The storage of these tags would be another burden and cost upon local county governments, who already do not have the necessary space available.

2. Postage. Two tags would require additional postage costs for mailing to vehicle owners. The last time new tags were mailed, the cost per mailing increased from 32 cents to \$ 1.54 and this was just for one tag. The 50 cents received for the handling and postage for the tags are not sufficient to cover the additional costs of mailing the additional tags.
3. Labor and indirect costs. In addition to postage, additional labor and indirect costs are incurred in processing the mailing and distribution of tags to owners. Some counties already have staff to handle mail transactions. However, many counties do not and increasing the numbers of tags to be handled will require additional staff time and in many cases the hiring of people to store, process and mail the required tags to owners.
4. Complaints. The county treasurer's office is on the front lines, when it comes to answering questions from the public regarding vehicle registrations, rules and regulations. In addition to hearing complaints when taxes and registration fees increase, we can already hear the others regarding the requirement of two plates. Car dealers and other business will be unhappy they can't use their vehicle to advertise. School and alumni supporters will be unhappy because they can't promote their favorite football or basketball team. And collectors and antique owners will be upset because they can't add old front plates to their inventories. Finally, many vehicle owners will share their frustration as they find out the new front plates won't fit their cars or trucks and they will be required to purchase kits to make them work.

These are some of the concerns that we will have to deal with in the courthouses across the state if this legislation is successful. We ask that you carefully consider this legislation and the problems it will bring for us at the local county level to administer.

I would be happy to answer any questions regarding this testimony. Thank you.

Respectfully submitted,

A handwritten signature in black ink, appearing to read "Larry Tucker". The signature is written in a cursive style with a large initial "L" and "T".

Larry Tucker, President
Kansas County Treasurers Association
206 West First Avenue
Hutchinson, Kansas 67501
316-694-2938

MEMORANDUM

TO: Sen. Ben Vidricksen, Chair
Senate Transportation and Tourism Committee

FROM: Teresa Sittenauer
Kansas Peace Officers Association

DATE: February 10, 1999

RE: SB 134

Mr. Chairman, members of the committee, my name is Teresa Sittenauer and I appear today on behalf of the Kansas Peace Officers Association ("KPOA"), the largest professional law enforcement association in Kansas, with approximately 3,500 members statewide. We appreciate this opportunity to express our opposition to SB 134.

SB 134 would require front license plates for certain vehicles. The proponents of this bill argue that the extra plate on the front will assist law enforcement in identifying vehicles in a variety of situations. The reality is that the back plate is the one most often in view of a law enforcement officer. While we recognize that the additional plate may provide some small advantage in identifying a vehicle, this is outweighed in our opinion by the increased potential for fraud two plates brings. A vehicle owner who registers one car and gets two plates may easily take one of the plates and place it on the back of

another unregistered vehicle. This would make it somewhat easier to hide the fact that the second vehicle is unregistered.

We appreciate this opportunity to express our opposition to SB 134. Please do not hesitate to contact me if you have questions or need further information.

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: Sen. Ben Vidrickson, Chairman
 Senate Transportation Committee Members

FROM: Sheila Walker, Special Assistant *Sheila Walker*

DATE: February 10, 1999

SUBJECT: Senate Bill 134

Senator Vidrickson and members of the Senate 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 regarding Senate Bill 134.

Without specifically supporting or opposing the bill, the Kansas Division of Motor Vehicles can administer the changes proposed in this bill.

According to our fiscal note, passage of this bill would increase State Highway Fund revenues by approximately \$4 million a year.

About \$4,748,000 is already expected to be allocated to re-issue *one* license plate beginning January 1, 2001. To produce *two* license plates, we estimate it will require another \$4.2 million. This cost estimate includes the applicable year validation, month expiration and county situs decal for the various plates.

In addition, we estimate that it would cost approximately \$2,010 to make computer programming changes for this bill.

The impact on vehicle customers who own vehicles that do not carry a front license plate bracket could be substantial. Individuals who cannot install the bracket themselves will be forced to pay for installation. This cost – when taken times the hundreds of thousands of vehicles affected – would be significant.

Again, the Kansas Division of Motor Vehicles can implement this bill, and we do appreciate your consideration.



DIVISION OF THE BUDGET
Room 152-E
State Capitol Building
Topeka, Kansas 66612-1575
(785) 296-2436
FAX (785) 296-0231

Bill Graves
Governor

Duane A. Goossen
Director

February 9, 1999

The Honorable Ben Vidricksen, Chairperson
Senate Committee on Transportation & Tourism
Statehouse, Room 143-N
Topeka, Kansas 66612

Dear Senator Vidricksen:

SUBJECT: Fiscal Note for SB 134 by Senate Committee on Transportation & Tourism

In accordance with KSA 75-3715a, the following fiscal note concerning SB 134 is respectfully submitted to your committee.

SB 134 would require that motor vehicles with a gross weight of 12,000 pounds or less display two license plates, front and back, rather than the current one plate. Registration fees would be increased by \$2 for those displaying two plates. Included in this bill are not only the regular plates ("SAM 123" format), but also the special plates (disabled citizens' organization, disabled individuals, amateur radio operator, special interest, street rod, educational institution, and the numerous military service-related plates). Plate types not included under the two plate requirement are antique, personalized antique, State of Kansas, Highway Patrol, city/county/school district, and personalized plates, which already must carry two plates. The bill calls for the re-issuance to commence in calendar year 2000; however, the effective date of this bill would be January 1, 2001.

The Department of Revenue indicates that if the plates were issued beginning January 1, 2001, passage of SB 134 would increase State Highway Fund revenues by approximately \$4.0 million per year. The Department estimates that the bill would require 2.0 million vehicles to have a second license plate. With the \$2 fee for the second plate, the bill would generate \$4.0 million in additional revenue annually. The Department of Revenue also estimates that to issue an additional 2.0 million plates, it would require an additional \$4.2 million in expenditures. This estimate includes \$4,200,000 for the applicable yearly validation, monthly expiration and county

identification decals and \$2,010 for programming to make modifications to the Vehicle Information Processing System (VIPS). Any fiscal effect associated with the passage of SB 134 would be in addition to amounts included in *The FY 2000 Governor's Budget Report*.

Sincerely,



Duane A. Goossen
Director of the Budget

cc: Bill Watts, KDOT
Lynn Robinson, Revenue