

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 17, 1999 in Room 254-E of the Capitol.

All members were present except:

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

Conferees appearing before the committee: Pam Scott, Funeral Directors' Assn.
Linda McGill, McGill, Gaches, & Associates

Others attending: See attached sheet

SB 66: Regulation of funeral procession

This bill was re-referred to the Committee because of the vagueness of the "distance" issue. Concerned parties have met and there is a proposed amendment to reduce the distance from 300 feet to 150 feet behind the preceding vehicle to have the right-of-way in a funeral procession. Pam Scott explained the proposed amendment and answered questioned related to the issues in question. Basically, all that is left in the bill is to give funeral processions right-of-way. Liability clauses have been removed. Senator Stephens moved the proposed amendment favorable for passage. Senator Jordan seconded the motion. Motion failed. It was suggested that further consideration need to be given to this matter. Senator Goodwin suggested that perhaps funeral directors and municipalities should try to work this out on the local level. The bill will remain in committee in its present form, since the amendment did not receive a majority vote.

SB 134: Requiring front license plates on certain vehicles

Discussed some of the questions raised at the hearings. In order to briefly review the hearing on this bill, Linda McGill provided members with high points of testimony from conferees on February 10, 1999. She provided answers to questions raised at the initial meeting and presented a proposed amendment to increase funding available to county treasurers to handle added mailing costs (Attachment 1). Discussed concerns regarding costs of front brackets. The county storage is evidently not really an issue. Explained how the tag cycle will help pick up tax dollars. Some members saw this bill as resulting in a huge "tax" increase to the citizens. There seemed to be a discrepancy in figures regarding increased cost to the citizens of Kansas. Ms. McGill provided some figures from a quick survey of vehicles with/without front brackets in the vicinity of the capitol. Senator Tyson also provided results of his survey (Attachment 2). No action taken.

The Chair reminded members of the noon meeting in Room 313-S of the Joint Senate and House Transportation Committee.

The meeting adjourned at 10:05 a.m.

The next regularly scheduled 9:05 a.m. meeting will be Thursday, February 18, 1999

Front Plate Facts

- Fact:** Front plates are a useful and necessary tool for law enforcement. 70% of the crimes committed in this country involve the use of a vehicle. It is among the least expensive and most effective police tools.
- Fact:** Surveillance at convenience stores, gas stations, drive-in banks, and ATMs is aided by front plates.
- Fact:** School bus drivers have asked for front plates for years.
- Fact:** Front plates assist neighborhood watch groups.
- Fact:** Front plates increase motorist safety by providing the only reflectorized object on the front of a vehicle.
- Fact:** Serves as a revenue protection device, especially in counties bordering a two-plate state such as Missouri, Nebraska and Colorado.
- Fact:** Increases Kansas advertising and fosters state pride.

The Kansas County Treasurers Association had several concerns regarding this proposal. One concern was the storage of two license plates. Because the two plates "nest" together, it will only require 30% more storage than one plate. Also, DOR plans on shipping to the County Treasurers' need.

Another concern was that the larger counties may need to increase personnel in order to handle two plate issuance. The two plates would be packaged together, thus requiring the Treasurer's to handle the same number of "packages" as they had in previous years.

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)

License Plate Survey

Capitol Grounds & Capitol Square - Topeka, KS.

Total Cars Surveyed: 462*

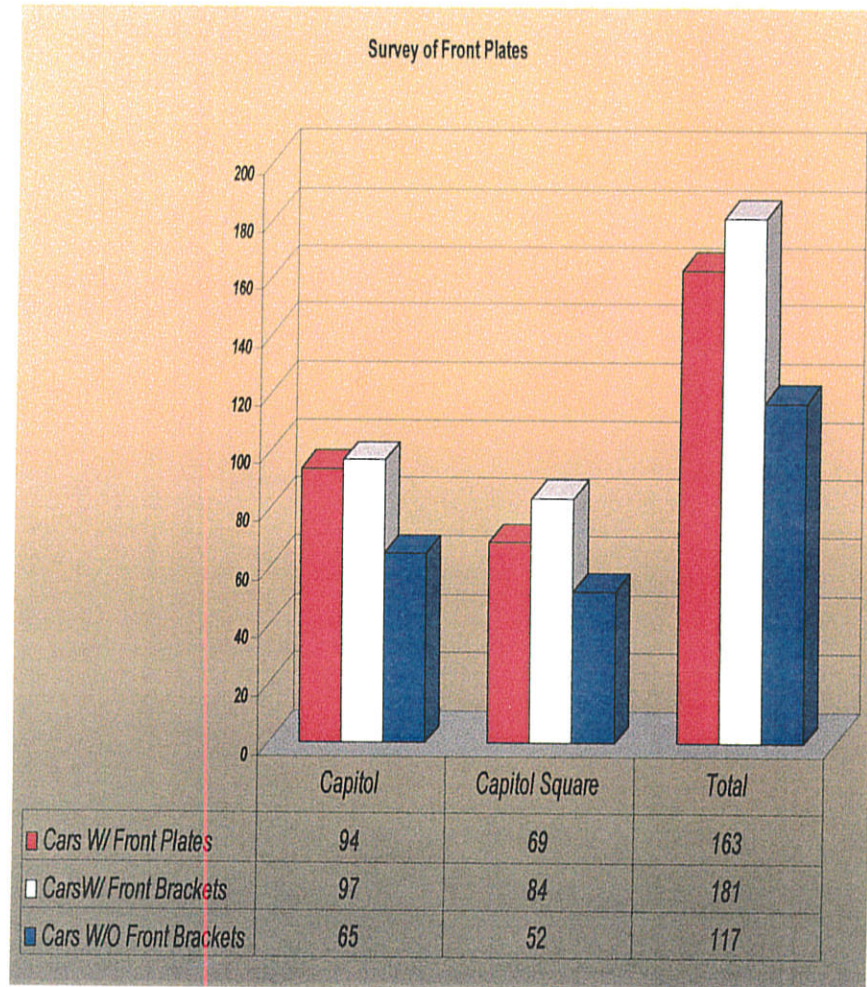
- ✓ Monday, Feb. 15, 1999
12:00 Noon - 1:30 PM

- ✓ 163 cars with Front Plates

- ✓ 181 cars with mounts

- ✓ 117 cars without Front Plates & no mounting holes

*Survey included 6 State cars and four out-of-state cars. No trucks were surveyed.



1-3

one-time registration fee of \$2.00, of which 50 cents will go to the county treasurers to offset their mailing cost for license plates.

1 all license plates issued under this section shall be manufactured in accordance with K.S.A. 8-147, and amendments thereto. Such license plates shall be issued for a registration period of five years commencing in 1985 and each five years thereafter.

5 The secretary of revenue shall adopt rules and regulations necessary to carry out the provisions of this act, including, without limitation, rules and regulations concerning: (1) The procedure for insuring that duplicate license plates are not issued in the same county;; (2) the procedure for reserving distinctive license plates for the purpose of obtaining the same on each annual renewal of registration;; (3) the procedure for allowing the transfer of personalized license plates from ~~one the motor vehicle to another~~ for which such license plates were originally issued to another motor vehicle, when the title to the original vehicle has not been transferred and the name or names of the owner or owners listed on the titles to both vehicles are identical;; and (4) procedures necessary to coordinate this act with other laws of this state governing registration of vehicles. The director of vehicles shall remit all moneys received by the division of vehicles under this section to the state treasurer at least monthly. Upon receipt of each such remittance, the state treasurer shall deposit the entire amount thereof in the state treasury to the credit of the state highway fund.

22 (d) *In addition to any other registration fee required by statute, vehicles issued two license plates under subsection (a) shall also pay an*
23 *annual registration fee of \$2.*

24 Sec. 3. K.S.A. 1998 Supp. 8-133 is hereby amended to read as follows: 8-133. *The One license plate assigned to the a motor vehicle shall be attached to and displayed on the rear thereof and of the motor vehicle and the other shall be attached to and displayed on the front of such motor vehicle. Such license plates shall be so displayed during the current registration year or years, and no Kansas registration plate license plates for any other year shall appear on the front of the vehicle, except that the license plate issued for a truck tractor shall be attached to the front of the truck tractor and a model year license plate may be attached to the front of an antique vehicle, in accordance with K.S.A. 8-172, and amendments thereto. The license plate issued a vehicle required to have only one license plate shall be attached to and displayed on the rear of such vehicle. The license plate issued for a truck tractor shall be attached to the front of the truck tractor. Beginning in 1985 and thereafter two personalized license plates may be issued for passenger vehicles and trucks licensed for a gross weight of not more than 16,000 pounds. One such personalized license plate shall be displayed on the rear of the vehicle and the other shall be displayed on the front of the vehicle, but no registration decal shall be issued for any plate affixed to the front of a vehicle*

Two day count of cars parked around statehouse: 356 cars

145 cars have brackets which is 40.7%

211 cars do not which is 59.3%

59.3% of 2.5 million vehicles will
have to buy front brackets

59.3% of 2.5 million vehicles = 1,482,500 vehicles x \$25 (bracket
cost per vehicle) = \$37,062,500 (bracket cost)

+

\$2 (cost of tag) x 2.5 million vehicles = \$5,000,000 (for tags)

\$37,062,500 (brackets)

+ 5,000,000 (tags)

\$42,062,500 = first year cost to taxpayers

½ of 1,428,500 vehicles = 714,250 vehicles that will require labor to
install @ \$30 per installation which = \$21,427,500

\$42,062,500 (brackets & tags)

+21,427,500 (installation)

Total cost to taxpayers:

\$63,490,000