

MINUTES OF THE HOUSE COMMITTEE ON TRANSPORTATION.

The meeting was called to order by Chairperson Rep. Gary Hayzlett at 1:40 p.m. on February 2, 2000 in Room 519-S of the Capitol.

All members were present except:

Representative Jerry Aday
Representative Vaughn Flora
Representative Andrew Howell
Representative Phill Kline

Committee staff present:

Bruce Kinzie, Revisor of Statutes
Hank Avila, Research Department
Ellie Luthye, Committee Secretary

Conferees appearing before the committee:

Representative Doug Johnston
Ron Kurtz, Vice President, Kansas State Troopers Association
Alex Petigna, Kansas State Trooper
Marilyn Goodheart, Salina, Kansas
Lt. Col. Terry Maple, Kansas Highway Patrol
Sheila Walker, Director of Vehicles, State of Kansas
Dale Lehning, Kansas Auto Recyclers
Paul Davis, Kansas Auto Recyclers
Don McNeely, Kansas Automobile Association
Marsha McAlister, Insurance Auto Auctions
Bill Sneed, State Farm Insurance
Lee Wright, Farmers Insurance
Peter Dembe, World Association of Security Professionals
Tom Whitaker, Kansas Motor Carriers Association

Others attending:

See attached sheet

Chairman Hayzlett opened the meeting with introductions of bills. Peter Dembe, World Association of Security Professionals, requested introduction of a bill regarding flashing green lights on security guard cars. Representative Johnston made a motion to introduce this bill, seconded by Representative Ray and the motion carried.

Chairman Hayzlett asked the Revisor to explain a request from a constituent regarding motorized bicycles. Representative Ballou made a motion to introduce this bill, seconded by Representative McClure and the motion carried.

HB 2643 - concerning width of certain loads on vehicles

The Chair opened the floor for discussion and final action on **HB 2643**. Representative Larkin made a motion to pass HB 2643 favorably and place on the consent calendar, seconded by Representative Flower and the motion carried.

HB 2641 - passing stopped authorized vehicles

Chairman Hayzlett opened hearings on **HB 2641**. Representative Johnston stated this bill would require drivers on Kansas highways to drive in the far lane whenever approaching any emergency vehicles parked along the road which have their lights flashing, however there is language in the bill to allow for situations where moving to the opposite lane is not possible or safe. He also presented a packet listing the names of law enforcement and emergency personnel who have died as a result of accidents while they were working along the roads.. (Attachment 1)

Ron Kurtz, Vice President of the Kansas State Troopers Association, was the next proponent to speak. He told the committee **HB 2641** was an officer safety issue and provides the opportunity for additional safety to those officers who work along the busy streets and highways on a daily basis. (Attachment 2)

Trooper Alex Petigna related to the committee several near misses he had while performing his job and the damage sustained to his patrol car. He concluded **HB 2641** provides the employee a safer work environment and space for the unexpected. (Attachment 3)

CONTINUATION SHEET

MINUTES OF THE HOUSE TRANSPORTATION COMMITTEE, Room 519-S Statehouse, at 1:40 p.m. on February 2, 2000.

Marilyn Goodheart spoke in support of **HB 2641**, stating she was the surviving spouse of a trooper killed in 1995 and asked that this bill be passed so motorists would show a little more respect and safety while driving. (Statement 4)

Lt. Col. Terry L. Maple spoke on behalf of the Kansas Highway Patrol. He said the protection of the troopers and all operators of authorized emergency vehicles who have no choice but to work along the streets and highways is paramount and from this traffic safety vantage point they respectfully request this bill be given serious consideration. (Attachment 5)

Tom Whitaker, Kansas Motor Carriers Association, clarified a question by the committee that tow trucks were considered the same as emergency vehicles.

Following other questions from the committee Chairman Hayzlett closed hearings on **HB 2641**.

HB 2561 - motor vehicle certificates of title

Chairman Hayzlett opened hearings on **HB 2561** and called on Sheila Walker, Director of Vehicles, State of Kansas.

She told the committee the portion of **HB 2561** the Division of Vehicles was most interested in is the proposal to create new certificate of title brands for salvage vehicles. She concluded Kansas supports a nationwide brand for wrecked or damaged vehicles and **HB 2561** was a step in the right direction. (Attachment 6)

Dale Lehning spoke on behalf of the Kansas Automotive Recyclers Association. He told the committee the purpose of **HB 2561** was twofold: 1) issue of safety and consumer protection and 2) instrumental in curbing certain types of auto theft and therefore a benefit to law enforcement. (Attachment 7)

Paul Davis is the owner and operator of a salvage business in Wichita, Kansas He stated **HB 2561** was an important legislative matter for the Kansas automotive consumer and listed several things he felt the bill would accomplish. (Attachment 8)

The President of the Kansas Automobile Dealers Association, Don McNeely, was the next proponent. He told the committee while they supported the intent and purpose of the bill they felt there were a number of major issues that needed to be addressed in order to accomplish the intended purpose and they would look forward to working with the various entities to successfully address the issue. (Attachment 9)

Marcia McAllister, Vice President of Government Affairs for Insurance Auto Auctions, spoke in opposition to **HB 2561**. She said the Insurance Auto Auctions opposes the bill because the bill proposes definitions for "salvage vehicle" and "nonrepairable vehicle" that are adverse to consumers, the insurance industry and the salvage pool industry. She proceeded to explain to the committee the differences and the consequences between the two definitions. (Attachment 10)

Bill Sneed, State Farm Insurance Companies, stated although State Farm is in agreement with the overall goal of preventing "title washing", **HB 2561** falls far short of accomplishing that goal and actually creates more problems than it attempts to solve and is especially burdensome to policyholders that have older model vehicles. He asked the committee to defeat this bill. (Attachment 11)

Lee Wright spoke on behalf of Farmers Insurance. He informed the committee Farmers Insurance was the second largest writer of auto insurance in Kansas and as such there wasn't a great deal they liked about the bill and proceeded to highlight two of the sections of the bill they were especially in disagreement with. (Attachment 12)

In view of the willingness of the proponents and opponents to work toward a compromise, Chairman Hayzlett appointed a Sub-Committee to study this bill which consisted of Representative John Ballou, Chairman and Representatives Humerickhouse and Pauls.

Following questions from the committee Chairman Hayzlett closed hearings on **HB 2561**.

Chairman Hayzlett adjourned the meeting at 3:20 p.m. The next meeting of the House Transportation Committee will be Thursday, February 3, 2000 in Room 519-S.

HOUSE TRANSPORTATION COMMITTEE GUEST LIST

DATE: 2/2/00

NAME	REPRESENTING
Paul Lehman	Kans Auto Recyclers
Paul Edlman	" " "
Curt Sims	" " "
Peter Doherty, Jr.	World Assoc. of Security Professionals
Bill Brady	Ins. Auto Auctions
Marcia McAllister	Ins. Auto Auctions
Mark Walsh	Ins. Auto Auctions
Bill Sneed	State Farm
Jeff Bottenberg	Ks Peace Officers Assn
Lee WRIGHT	FARMERS INS.
Rick Scheibe	KDOR Vehicles
Sheila Walker	KDOR - DMV
Kevin Davis	Am. Family Ins.
Richard Wilborn	Farmers Alliance
Jim Keating	KANS. FIRE CHIEFS ASSOC.
JOHN EICHKORN	KHP
MARIK ENGHOLM	KHP
STEVE KEARNEY	KS STATE TOWERS ASSN
Bill Watts	KDOT

HOUSE TRANSPORTATION COMMITTEE GUEST LIST

DATE: 2-2-00

NAME	REPRESENTING
Tom Whitaker	KS MOTOR CARRIERS ASSN
Alex Petigna	KS. Highway Patrol
TERRY MAPLE	KHP
RON KURTZ	KHP
MARILYN GOODHEART	KS TROOPERS ASSN
STEVE BARRICK	ATTORNEY GENERAL
Jim Welch	A.A.G.
DON McNEELY	KS AUTOMOBILE DEALERS ASSN.

DOUGLAS JOHNSTON

REPRESENTATIVE NINETY-SECOND DISTRICT

1450 LIEUNETT

WICHITA, KANSAS 67203

(316) 263-1582

STATE CAPITOL

ROOM 284-W

TOPEKA, KS 66612-1504

(785) 296-7665

LEGISLATIVE HOTLINE 1-800-432-3924

Email: rep_douglas_johnston@mail.ksleg.state.ks.us

State of Kansas



TOPEKA

COMMITTEE ASSIGNMENTS

MEMBER: TAXATION
TRANSPORTATION
ENVIRONMENT
GOVERNMENTAL ORGANIZATIONS
AND ELECTIONS
ADMINISTRATIVE RULES AND
REGULATIONS

House of Representatives

February 2, 2000

HEARING: HOUSE COMMITTEE ON TRANSPORTATION

TESTIMONY FROM: STATE REPRESENTATIVE DOUGLAS JOHNSTON (D-WICHITA)

SUBJECT: HEARING ON HB 2641; SAFETY OF LAW ENFORCEMENT AND OTHER EMERGENCY PERSONNEL

The Kansas Legislature should seriously consider adoption of legislation that would require citizens to drive more carefully on Kansas highways in order to avoid hitting law enforcement and other emergency personnel working along the road.

The purpose of the legislation is to save the lives of law enforcement and other emergency personnel who have to work along Kansas highways.

In 1998 almost 2,000 people were killed along U.S. highways when they were hit by on-coming traffic. Just in the last few years more than 100 law enforcement officers around the nation were killed when they were hit by inattentive drivers. Dozens more were injured. And dozens of medical and fire emergency personnel were killed and injured.

This bill would require drivers on Kansas highways to drive in the far lane whenever approaching any emergency vehicles parked along the road which have their lights flashing. A \$60 fine could be applied to citizens who fail to move to the opposite lane. There is language in the bill to allow for situations where moving to the opposite lane is not possible or safe.

We shouldn't have to legislate this kind of thing--its really common sense to move over to the far lane--but obviously a lot of drivers are not taking that precaution.

Representative Douglas Johnston, District 92
1450 Lieunett, Wichita, KS 67203

House Transportation Committee
February 2, 2000
Attachment 1

Superintendent's Message



On March 4, 1999, Trooper Richard T. Gaston stopped a motorist on the Indiana Toll Road in St. Joseph County. Everything about this stop was by the book until a semi-tractor trailer ran off the road, killing Trooper Gaston and two others. Just eight months earlier, the situation was very similar, only the trooper's name was David Deuter.

Over the past four years, four Indiana State Police personnel have been killed in crashes while performing their duties because a semi-tractor trailer drove off the traveled portion of the roadway. Our troopers, motor carrier personnel and other emergency services personnel have always been placed in harm's way when performing traffic stops and assisting motorists along Indiana's roadways. These four deaths in as many years only highlight the danger we face each and every day in the performance of our duties.

For some time, Representative Cleo Duncan has recognized this problem and has proposed legislation in memory of Trooper Andrew Winzenread. Her bill requires motorists approaching a stopped emergency vehicle to yield and move into a lane not adjacent to that of the emergency vehicle. If changing lanes is not possible, then drivers would be required to reduce speed and proceed with caution. Initially, the only penalty for this violation was a Class C infraction, the same as most traffic offenses. After our most recent tragedy, I felt we needed a more powerful weapon to stop these crashes. I proposed, and the Senate Public Policy Committee agreed by unanimous consent, to increase the penalty to a Class A infraction (up to \$10,000 fine), with driving privileges suspended up to two years depending on if a property damage crash, injuries or death resulted from the violation. The bill has passed the House 97-0 and passed the Senate Public Policy Committee with a vote of 10-0.

Passage of this bill will provide us with an extra tool to educate the public on the need to not only yield to moving emergency vehicles, but to those parked beside the roadway as well. Unfortunately, it is too late to make a difference in the lives of Trooper Gaston, Master Trooper Deuter, Trooper Winzenread and Motor Carrier Inspector Ralph Reed. However, it can make a difference for all emergency services personnel who continue to place themselves at risk to ensure our roadways are as safe as possible for everyone.

Melvin J. Carraway
Superintendent
Indiana State Police

Editor's Note: Superintendent Melvin Carraway's Message was written prior to the death of Trooper Cory R. Elson.

ODMP: THE OFFICERS | REFLECTIONS | SUBMISSIONS | DONATIONS | SITE MAP

The Officer Down Memorial Page remembers...

Police Officer John Paul Kalamán
Centerville Police Department, OH



Cause of Death: Struck by vehicle
Date of Death: January 12, 1998
Date of Incident: January 12, 1998
Time of Incident: 6:44
Age: 29
Tour of Duty: 5 yr
Suspect Info: Received traffic citations
Weapon Used: Automobile

Reflections

Officer Kalamán was killed after being struck by a vehicle while at the scene of an accident on I-675. Officer Kalamán had been sent to the scene of the accident with injuries and was checking on the victims when another vehicle lost control and struck him and two firefighters. Firefighter Robert J. O'Toole of the Washington Township Fire Department also died of his injuries. The suspect who struck Officer Kalamán was issued two minor traffic citations and a \$200 fine.

ODMP: THE OFFICERS | REFLECTIONS | SUBMISSIONS | DONATIONS | SITE MAP

All information contained on this page is © Copyright ODMP and may not be used for any reason without written permission. For more information e-mail info@odmp.org.

In this same tragedy, a second firefighter Chuck Arnold, was critically injured with severe head trauma with multiple internal injuries and broken bones. He was in intensive care for many weeks, confined to the hospital for over three months, and has undergone extensive therapy. 18 months later, he has still not been able to return to work.

All three men were in the middle of the median strip, well away from the traffic flow. Simple common sense and driver courtesy could have prevented this tragic loss of life and livelihood.

There were four emergency vehicles on the scene --- all with their red and blue lights flashing, lighting up the pre-dawn sky like a Christmas tree. These lights were visible for over one-half mile in either direction. There was ample warning, time, and distance for drivers to reduce speed and ease into another lane.

ODMP: THE OFFICERS | REFLECTIONS | SUBMISSIONS | DONATIONS | SITE MAP



The Officer Down Memorial Page remembers...

No Photo Available

Click Here For More Information

Trooper Dean Goodheart

Kansas Highway Patrol, KS

Cause of Death: Struck by Vehicle

Date of Death: September 6, 1995

Trooper Goodheart was killed after being struck by a car while performing a routine safety inspection. He is survived by his wife, daughter, two sons, mother, and three brothers.

ODMP: THE OFFICERS | REFLECTIONS | SUBMISSIONS | DONATIONS | SITE MAP

All information contained on this page is © Copyright ODMP and may not be used for any reason without written permission. For more information e-mail info@odmp.org.

ODMP: THE OFFICERS | REFLECTIONS | SUBMISSIONS | DONATIONS | SITE MAP

The Officer Down Memorial Page remembers...

Sergeant Rick Asten
Kansas City Police Department, KS

No Photo Available	Cause of Death: Struck by vehicle
Click Here For More Information	Date of Death: June 11, 1998
	Date of Incident: June 11, 1998
	Time of Incident: 8:00
	Age: 46
	Tour of Duty: 14 yr
	Suspect Info: Arrested at scene
	Weapon Used: Automobile

Sergeant Asten was killed after being intentionally struck by a stolen vehicle. He was attempting to deploy stop sticks in the street when the driver of the Chevy Blazer intentionally turned and struck him, throwing him 250 feet down the street. After striking Sergeant Asten the driver of the vehicle crashed while attempting to make a turn. He was arrested at the scene. Sergeant Asten is survived by his wife and two grown children. The suspect could face capital murder charges and the death penalty.

ODMP: THE OFFICERS | REFLECTIONS | SUBMISSIONS | DONATIONS | SITE MAP

All information contained on this page is © Copyright ODMP and may not be used for any reason without written permission. For more information e-mail info@odmp.org.

ODMP: THE OFFICERS | REFLECTIONS | SUBMISSIONS | DONATIONS | SITE MAP

The Officer Down Memorial Page remembers...

No Photo
Available

Click Here
For More
Information

Officer Donald Gamblin
Shawnee Police Department, KS

Cause of Death: Struck by Vehicle
Date of Death: July 13, 1991

Officer Gamblin was killed when he was struck by a car while on a traffic stop. He was 39 years old at the time and is survived by his wife and son.

ODMP: THE OFFICERS | REFLECTIONS | SUBMISSIONS | DONATIONS | SITE MAP

All information contained on this page is © Copyright ODMP and may not be used for any reason without written permission. For more information e-mail info@odmp.org.

ODMP: THE OFFICERS | REFLECTIONS | SUBMISSIONS | DONATIONS | SITE MAP

The Officer Down Memorial Page remembers...

Reserve Deputy Gary Cook
Rogers County Sheriff's Office, OK



Cause of Death: Struck by vehicle
Date of Death: October 17, 1998
Date of Incident: October 17, 1998
Time of Incident: 6:45
Age: 47
Tour of Duty: 25 yr
Suspect Info: Fled the scene
Weapon Used: Automobile

Reserve Deputy Cook was killed after being struck by a hit and run driver while directing traffic for a youth soccer tournament. The vehicle which struck Deputy Cook travelled another 400 feet before leaving the roadway into a deep ditch. The two suspects, who have been identified, then fled the scene and evaded arrest in a heavily wooded area. Deputy Cook is survived by his mother.

ODMP: THE OFFICERS | REFLECTIONS | SUBMISSIONS | DONATIONS | SITE MAP

All information contained on this page is © Copyright ODMP and may not be used for any reason without written permission. For more information e-mail info@odmp.org.

ODMP: THE OFFICERS | REFLECTIONS | SUBMISSIONS | DONATIONS | SITE MAP

The Officer Down Memorial Page remembers...

Police Officer Ronnie Lerma
Garland Police Department, TX

Cause of Death: Struck by vehicle
Date of Death: September 21, 1998
Date of Incident: September 21, 1998
Time of Incident: 10:51
Age: 39
Tour of Duty: 11 yr
Suspect Info: Injured in accident
Weapon Used: Automobile

Officer Lerma was killed after being struck by a van during a traffic stop. As Officer Lerma was reaching over his motorcycle to get out his ticket book the van pulled into the median and struck him, throwing him down the highway. The van also struck the vehicle which Officer Lerma had pulled over, pushing it into oncoming traffic and killing the driver. The driver of the van was injured in the accident and admitted to the hospital.

ODMP: THE OFFICERS | REFLECTIONS | SUBMISSIONS | DONATIONS | SITE MAP

All information contained on this page is © Copyright ODMP and may not be used for any reason without written permission. For more information e-mail info@odmp.org.

ODMP: THE OFFICERS | REFLECTIONS | SUBMISSIONS | DONATIONS | SITE MAP

The Officer Down Memorial Page remembers...

No Photo
Available

Click Here
For More
Information

Captain Jerry R. Foster
Harris County Constable's Office, TX

Cause of Death: Struck by Vehicle
Date of Death: October 22, 1993

Captain Foster was killed when he was struck by a car while directing traffic.

ODMP: THE OFFICERS | REFLECTIONS | SUBMISSIONS | DONATIONS | SITE MAP

All information contained on this page is © Copyright ODMP and may not be used for any reason without written permission. For more information e-mail info@odmp.org.

ODMP: THE OFFICERS | REFLECTIONS | SUBMISSIONS | DONATIONS | SITE MAP

The Officer Down Memorial Page remembers...

No Photo
Available

Click Here
For More
Information

Sergeant Patrick J. Riley
Maricopa County Sheriff's Department, AZ

Cause of Death: Struck by Vehicle
Date of Death: March 11, 1994

Sergeant Riley, 32, was killed after being struck by a vehicle while directing traffic. He is survived by his wife.

ODMP: THE OFFICERS | REFLECTIONS | SUBMISSIONS | DONATIONS | SITE MAP

All information contained on this page is © Copyright ODMP and may not be used for any reason without written permission. For more information e-mail info@odmp.org.

ODMP: THE OFFICERS | REFLECTIONS | SUBMISSIONS | DONATIONS | SITE MAP

The Officer Down Memorial Page remembers...

No Photo Available	Trooper Manuel H. Fields Michigan State Police, MI
Click Here For More Information	Cause of Death: Struck by Vehicle Date of Death: August 27, 1994

Trooper Fields was killed when he was struck by car while making a traffic stop. As Trooper Fields was talking with the driver of the car he had stopped another vehicle crossed the white fog line and struck and killed him instantly. The driver did not stop at the scene, but witnesses followed her and obtained her tag number. After being questioned she said she thought she had struck a deer. Charges were filed against her.

ODMP: THE OFFICERS | REFLECTIONS | SUBMISSIONS | DONATIONS | SITE MAP

All information contained on this page is © Copyright ODMP and may not be used for any reason without written permission. For more information e-mail info@odmp.org.

ODMP: THE OFFICERS | REFLECTIONS | SUBMISSIONS | DONATIONS | SITE MAP

The Officer Down Memorial Page remembers...



Officer Keith Lee Evans
Columbus Division of Police, OH

Cause of Death: Struck by Vehicle
Date of Death: July 9, 1995

Officer Evans, 47, died from injuries he sustained on July 3 while directing traffic for 4th of July celebrations. A motorist that Officer Evans had made stop at an intersection became irate and attempted to drive through it when Officer Evans attempted to stop him by reaching into the car to turn off the ignition. The motorist dragged Officer Evans several feet before he fell off of the car and struck his head on the pavement. The suspect was arrested a short time later and served six months of jail time for Officer Evans' death. He had been with the department for 25 years and was due to retire in less than a year.

ODMP: THE OFFICERS | REFLECTIONS | SUBMISSIONS | DONATIONS | SITE MAP

All information contained on this page is © Copyright ODMP and may not be used for any reason without written permission. For more information e-mail info@odmp.org.

ODMP: THE OFFICERS | REFLECTIONS | SUBMISSIONS | DONATIONS | SITE MAP

The Officer Down Memorial Page remembers...

No Photo
Available

Click Here
For More
Information

Officer Melvin A. Keddy
East Kingston Police Department, NH

Cause of Death: Struck by Vehicle

Date of Death: September 7, 1995

Officer Keddy was killed when he was struck by a vehicle while investigating an accident. He is survived by his two children.

ODMP: THE OFFICERS | REFLECTIONS | SUBMISSIONS | DONATIONS | SITE MAP

All information contained on this page is © Copyright ODMP and may not be used for any reason without written permission. For more information e-mail info@odmp.org.

ODMP: THE OFFICERS | REFLECTIONS | SUBMISSIONS | DONATIONS | SITE MAP

The Officer Down Memorial Page remembers...

No Photo
Available

Click Here
For More
Information

Officer Dawn Suzanne Erickson
Houston Police Department, TX

Cause of Death: Struck by Vehicle
Date of Death: December 24, 1995

Officer Erickson was struck by a vehicle and killed while directing traffic at a local church's Christmas service.

ODMP: THE OFFICERS | REFLECTIONS | SUBMISSIONS | DONATIONS | SITE MAP

All information contained on this page is © Copyright ODMP and may not be used for any reason without written permission. For more information e-mail info@odmp.org.

ODMP: THE OFFICERS | REFLECTIONS | SUBMISSIONS | DONATIONS | SITE MAP

The Officer Down Memorial Page remembers...

Sergeant Gilbert J. Mast
Tulane University Department of Public Safety, LA

No Photo Available	Cause of Death: Struck by vehicle
Click Here For More Information	Date of Death: January 20, 1996
	Date of Incident: January 20, 1996
	Time of Incident: 4:05
	Age: 42
	Tour of Duty: 6 yr
	Suspect Info: Turned himself in later in the week
	Weapon Used: Automobile

Sergeant Mast was killed during a hit and run incident while he and another officer were conducting a traffic stop. Another vehicle sped into the area and Sergeant Mast signaled the vehicle to stop. The vehicle instead sped up, hit a car and then Sergeant Mast. He was dragged approximately 80 feet and died almost instantly.

ODMP: THE OFFICERS | REFLECTIONS | SUBMISSIONS | DONATIONS | SITE MAP

All information contained on this page is © Copyright ODMP and may not be used for any reason without written permission. For more information e-mail info@odmp.org.

ODMP: THE OFFICERS | REFLECTIONS | SUBMISSIONS | DONATIONS | SITE MAP

The Officer Down Memorial Page remembers...

No Photo Available
Click Here For More Information

Lieutenant Jeffrey J. Williams
Calumet County Sheriff's Department, WI

Cause of Death: Struck by Vehicle
Date of Death: June 8, 1993

Lieutenant Williams was killed when he was struck by a drunk tractor driver. He is survived by his wife and two sons.

ODMP: THE OFFICERS | REFLECTIONS | SUBMISSIONS | DONATIONS | SITE MAP

All information contained on this page is © Copyright ODMP and may not be used for any reason without written permission. For more information e-mail info@odmp.org.

no text

ODMP: THE OFFICERS | REFLECTIONS | SUBMISSIONS | DONATIONS | SITE MAP

The Officer Down Memorial Page remembers...

No Photo Available

Click Here For More Information

Officer Sunny M. Lov
Dallas Police Department, TX

Cause of Death: Struck by Vehicle
Date of Death: November 4, 1990

Officer Lov was killed when he was struck by a stolen car while he was directing traffic around an accident scene. He is survived by his wife, two daughters, and son.

ODMP: THE OFFICERS | REFLECTIONS | SUBMISSIONS | DONATIONS | SITE MAP

All information contained on this page is © Copyright ODMP and may not be used for any reason without written permission. For more information e-mail info@odmp.org.

ODMP: THE OFFICERS | REFLECTIONS | SUBMISSIONS | DONATIONS | SITE MAP

The Officer Down Memorial Page remembers...

No Photo Available
Click Here For More Information

Officer John A. Salvaggio
Houston Police Department, TX

Cause of Death: Struck by Vehicle
Date of Death: November 25, 1990

Officer Salvaggio was killed when he was struck by a truck while issuing a speeding ticket. He is survived by his wife, two daughters, and son.

ODMP: THE OFFICERS | REFLECTIONS | SUBMISSIONS | DONATIONS | SITE MAP

All information contained on this page is © Copyright ODMP and may not be used for any reason without written permission. For more information e-mail info@odmp.org.

ODMP: THE OFFICERS | REFLECTIONS | SUBMISSIONS | DONATIONS | SITE MAP

The Officer Down Memorial Page remembers...

No Photo Available

Click Here For More Information

Corporal Willie D. Taylor
Texas Department of Public Safety, TX

Cause of Death: Vehicle Accident

Date of Death: May 19, 1990

Corporal Taylor was killed when his cruiser was crushed by a tractor trailer while he was making a traffic stop. He is survived by his wife and two daughters.

ODMP: THE OFFICERS | REFLECTIONS | SUBMISSIONS | DONATIONS | SITE MAP

All information contained on this page is © Copyright ODMP and may not be used for any reason without written permission. For more information e-mail info@odmp.org.

ODMP: THE OFFICERS | REFLECTIONS | SUBMISSIONS | DONATIONS | SITE MAP

The Officer Down Memorial Page remembers...

Sergeant James Dallas Rector

Oregon State Police, OR



Cause of Death: Automobile accident

Date of Death: September 2, 1997

Date of Incident: September 2, 1997

Time of Incident: 18:00

Age: 45

Tour of Duty: 24 yr

Suspect Info: Unknown

Weapon Used: Commercial vehicle

Sergeant Rector and Trooper Scott Lyons were killed in Gilchrist after being involved in a traffic accident. The two officers were assisting another officer at the scene of an accident involving a drunk driver when their marked sport utility vehicle was struck by a wood-chipping truck. They were both pronounced dead at the scene. Sergeant Rector was scheduled to be off duty that day but volunteered to assist other troopers during an annual event in the area. He is survived by his wife and two grown children. The driver of the truck was not injured.

Related Line of Duty Deaths:

Trooper Scott Alan Lyons
Oregon State Police, OR

ODMP: THE OFFICERS | REFLECTIONS | SUBMISSIONS | DONATIONS | SITE MAP

All information contained on this page is © Copyright ODMP and may not be used for any reason without written permission. For more information e-mail info@odmp.org.

ODMP: THE OFFICERS | REFLECTIONS | SUBMISSIONS | DONATIONS | SITE MAP

The Officer Down Memorial Page remembers...

Deputy Sheriff Keith Alan Fricke
Harris County Sheriff's Department, TX

No Photo Available

Click Here For More Information

Cause of Death: Automobile accident
Date of Death: June 6, 1997
Date of Incident: May 23, 1997
Time of Incident: 11:55
Age: 38
Tour of Duty: 13 yr
Suspect Info: Unknown
Weapon Used: Automobile

Deputy Fricke died after being taken off of life support. Deputy Fricke was placed on life support after a May 23, 1997, accident in which a car struck him as he was escorting a funeral procession. During the collision, Deputy Fricke's helmet came off and he suffered severe head injuries.

ODMP: THE OFFICERS | REFLECTIONS | SUBMISSIONS | DONATIONS | SITE MAP

All information contained on this page is © Copyright ODMP and may not be used for any reason without written permission. For more information e-mail info@odmp.org.

ODMP: THE OFFICERS | REFLECTIONS | SUBMISSIONS | DONATIONS | SITE MAP

The Officer Down Memorial Page remembers...

Trooper Hung Le

Louisiana State Police, LA

**Cause of Death:** Automobile accident**Date of Death:** June 30, 1998**Date of Incident:** May 19, 1998**Time of Incident:** 2:18**Age:** 29**Tour of Duty:** 1 yr**Suspect Info:** Several traffic violations**Weapon Used:** Automobile

Trooper Hung Le died on June 30, 1998, from injuries he sustained in an accident on May 19, 1998. Trooper Le received burns to over seventy percent of his body, lung and heart damage. His cruiser was struck from behind as he was stopped behind a construction crew blocking traffic. His emergency lights were activated when the accident occurred. The cruiser was pushed into the construction zone and burst into flames. Construction workers and passersby were able to pull him from the wreckage and he was taken to a burn unit in Houston, Texas. The driver has been charged with careless operation, not wearing glasses, and negligent injury. More charges are pending due to Trooper Le's death.

ODMP: THE OFFICERS | REFLECTIONS | SUBMISSIONS | DONATIONS | SITE MAP

All information contained on this page is © Copyright ODMP and may not be used for any reason without written permission. For more information e-mail info@odmp.org.

The Officer Down Memorial Page remembers...

Officer Juan Cruz

Arizona Department of Public Safety, AZ

No Photo Available	Cause of Death: Automobile accident
	Date of Death: December 9, 1998
Click Here	Date of Incident: December 9, 1998
For More	Time of Incident:
Information	Age: 48
	Tour of Duty: 17 yr
	Suspect Info: Injured in accident
	Weapon Used: Alcohol and automobile

Officer Cruz was killed when his cruiser was rear-ended while he was investigating another accident on Interstate 10. Officer Cruz was sitting in his cruiser, which was parked in the left lane with emergency lights activated, when the accident occurred. The cruiser burst into flames and as another officer was attempting to free him a small explosion occurred. The vehicle that struck him drove through a line of flares and didn't slow down before the impact. The driver of that vehicle, who turned 21 the day before the accident, was taken to a local hospital and a homicide investigation was started. The suspect had a BAC of .168. Officer Cruz had been with the department for 17 years and is survived by five grown children. He was planning on being remarried on December 24th.

All information contained on this page is © Copyright ODMP and may not be used for any reason without written permission. For more information e-mail info@odmp.org.

ODMP: THE OFFICERS | REFLECTIONS | SUBMISSIONS | DONATIONS | SITE MAP

The Officer Down Memorial Page remembers...

Deputy Sheriff John Warren Liebenstein
Rice County Sheriff's Department, MN

No Photo Available
Click Here For More Information

Cause of Death: Automobile accident
Date of Death: May 3, 1996
Date of Incident: May 3, 1996
Time of Incident: 13:11
Age: 40
Tour of Duty: 9 yr
Suspect Info: Injured in the accident
Weapon Used: Automobile

Deputy Liebenstein was killed by a vehicle which rammed his cruiser at 90 mph during a pursuit. Deputy Liebenstein was blocking an interstate ramp so the car, which was being driven by a 17 year old, could not exit the interstate. The juvenile was injured and treated at a hospital.

ODMP: THE OFFICERS | REFLECTIONS | SUBMISSIONS | DONATIONS | SITE MAP

All information contained on this page is © Copyright ODMP and may not be used for any reason without written permission. For more information e-mail info@odmp.org.

ODMP: THE OFFICERS | REFLECTIONS | SUBMISSIONS | DONATIONS | SITE MAP

The Officer Down Memorial Page remembers...

Patrol Officer Vincent A. Julia
Delaware River and Bay Authority Police Department, DE

No Photo Available
Click Here For More Information

Cause of Death: Automobile accident
Date of Death: February 9, 1996
Date of Incident: February 9, 1996
Time of Incident: 9:23
Age: 27
Tour of Duty: 2 yr
Suspect Info: Arrested at scene
Weapon Used: Commercial vehicle

Officer Julia was killed when he was struck by a dump truck while stopped to help a disabled truck. The dump truck struck his cruiser from behind while traveling in the wrong lane of traffic. The cruiser and the truck were engulfed in flames. Officer Julia died instantly. The driver of the dump truck was tested for DUI and is being held in police custody. Officer Winch was injured after being struck by another car at the scene of the accident. Officer Winch was assisting in the clean up of the accident when a car ignored a toll booth attendant and sped through the toll plaza, striking Officer Winch's cruiser and another cruiser. Officer Winch was treated and release from a local hospital.

ODMP: THE OFFICERS | REFLECTIONS | SUBMISSIONS | DONATIONS | SITE MAP

All information contained on this page is © Copyright ODMP and may not be used for any reason without written permission. For more information e-mail info@odmp.org.

ODMP: THE OFFICERS | REFLECTIONS | SUBMISSIONS | DONATIONS | SITE MAP

The Officer Down Memorial Page remembers...

No Photo Available	Trooper Chong S. Lim Illinois State Police, IL
Click Here For More Information	Cause of Death: Vehicle Accident Date of Death: June 6, 1995

Trooper Lim was killed when a pickup truck veered off of the road and crashed into his cruiser as he was sitting in it. The cruiser was then pushed into the car he pulled over and burst into flames. He is survived by his wife.

ODMP: THE OFFICERS | REFLECTIONS | SUBMISSIONS | DONATIONS | SITE MAP

All information contained on this page is © Copyright ODMP and may not be used for any reason without written permission. For more information e-mail info@odmp.org.

ODMP: THE OFFICERS | REFLECTIONS | SUBMISSIONS | DONATIONS | SITE MAP

The Officer Down Memorial Page remembers...

No Photo Available	Trooper William Schoenberger Wisconsin State Patrol, WI
Click Here For More Information	Cause of Death: Vehicle Accident Date of Death: April 23, 1993

Trooper Schoenberger died from injuries sustained in an accident. The accident occurred when he moved his cruiser into a road to protect workers as they cleared an accident site. He is survived by his wife and daughter.

ODMP: THE OFFICERS | REFLECTIONS | SUBMISSIONS | DONATIONS | SITE MAP

All information contained on this page is © Copyright ODMP and may not be used for any reason without written permission. For more information e-mail info@odmp.org.

ODMP: THE OFFICERS | REFLECTIONS | SUBMISSIONS | DONATIONS | SITE MAP

The Officer Down Memorial Page remembers...

No Photo
Available

Click Here
For More
Information

Officer Jackie Lamont Daniel
North Carolina DMV Enforcement Section, NC

Cause of Death: Vehicle Accident

Date of Death: July 28, 1994

Officer Daniel, 43, was killed after his cruiser was run into by a tractor trailer as he was helping a disabled motorist. He is survived by his wife, son, and daughter.

ODMP: THE OFFICERS | REFLECTIONS | SUBMISSIONS | DONATIONS | SITE MAP

All information contained on this page is © Copyright ODMP and may not be used for any reason without written permission. For more information e-mail info@odmp.org.

ODMP: THE OFFICERS | REFLECTIONS | SUBMISSIONS | DONATIONS | SITE MAP

The Officer Down Memorial Page remembers...

No Photo Available
Click Here For More Information

Officer James C. Magill
Gwinett County Police Department, GA

Cause of Death: Struck by Vehicle
Date of Death: May 23, 1993

Officer Magill was killed when he was struck by a drunk driver while he was waiting in his cruiser for a tow truck to tow a car of a previous drunk driver. He is survived by his parents, daughter, and son.

ODMP: THE OFFICERS | REFLECTIONS | SUBMISSIONS | DONATIONS | SITE MAP

All information contained on this page is © Copyright ODMP and may not be used for any reason without written permission. For more information e-mail info@odmp.org.

ODMP: THE OFFICERS | REFLECTIONS | SUBMISSIONS | DONATIONS | SITE MAP

The Officer Down Memorial Page remembers...

No Photo Available
Click Here For More Information

Lieutenant Jeffrey J. Williams
Calumet County Sheriff's Department, WI

Cause of Death: Struck by Vehicle
Date of Death: June 8, 1993

Lieutenant Williams was killed when he was struck by a drunk tractor driver. He is survived by his wife and two sons.

ODMP: THE OFFICERS | REFLECTIONS | SUBMISSIONS | DONATIONS | SITE MAP

All information contained on this page is © Copyright ODMP and may not be used for any reason without written permission. For more information e-mail info@odmp.org.

ODMP: THE OFFICERS | REFLECTIONS | SUBMISSIONS | DONATIONS | SITE MAP

The Officer Down Memorial Page remembers...

No Photo Available
[Click Here For More Information](#)

Deputy Kipton L. Hayward
Polk County Sheriff's Department, IA

Cause of Death: Struck by Vehicle
Date of Death: October 9, 1993

Deputy Hayward was killed when he was struck by drunk driver while directing traffic. He is survived by his wife, son, and daughter.

ODMP: THE OFFICERS | REFLECTIONS | SUBMISSIONS | DONATIONS | SITE MAP

All information contained on this page is © Copyright ODMP and may not be used for any reason without written permission. For more information e-mail info@odmp.org.

ODMP: THE OFFICERS | REFLECTIONS | SUBMISSIONS | DONATIONS | SITE MAP

The Officer Down Memorial Page remembers...

No Photo Available
Click Here For More Information

Officer Richard Nye
Toledo Police Department, OH

Cause of Death: Struck by Vehicle

Date of Death: October 26, 1991

Officer Nye died from injuries he sustained the day before when he was standing behind a parked police van which was struck by a drunk driver. He was 48 years old and is survived by his wife, son, daughter, parents, and granddaughter.

ODMP: THE OFFICERS | REFLECTIONS | SUBMISSIONS | DONATIONS | SITE MAP

All information contained on this page is © Copyright ODMP and may not be used for any reason without written permission. For more information e-mail info@odmp.org.

ODMP: THE OFFICERS | REFLECTIONS | SUBMISSIONS | DONATIONS | SITE MAP

The Officer Down Memorial Page remembers...

No Photo
Available

Click Here
For More
Information

Lieutenant Donald R. Hill

Oswega Police Department, NY

Cause of Death: Struck by Vehicle

Date of Death: November 11, 1995

Lieutenant Hill was killed after being struck by a car while directing traffic. He is survived by his wife, two daughters, and son.

ODMP: THE OFFICERS | REFLECTIONS | SUBMISSIONS | DONATIONS | SITE MAP

All information contained on this page is © Copyright ODMP and may not be used for any reason without written permission. For more information e-mail info@odmp.org.

no addresses

ODMP: THE OFFICERS | REFLECTIONS | SUBMISSIONS | DONATIONS | SITE MAP

The Officer Down Memorial Page remembers...

Chief Constable Norman F. Carr Jr.
Town of Oneonta Police Department, NY

No Photo Available	Cause of Death: Struck by vehicle
	Date of Death: December 4, 1998
	Date of Incident: December 4, 1998
	Time of Incident:
	Age: 54
Click Here For More Information	Tour of Duty: 30 yr
	Suspect Info: Unknown
	Weapon Used: Automobile

Chief Constable Carr was killed after being struck by a van as he was directing traffic at a two vehicle accident on State Route 23. He was transported to a local hospital where he died of massive internal injuries.

ODMP: THE OFFICERS | REFLECTIONS | SUBMISSIONS | DONATIONS | SITE MAP

All information contained on this page is © Copyright ODMP and may not be used for any reason without written permission. For more information e-mail info@odmp.org.

ODMP: THE OFFICERS | REFLECTIONS | SUBMISSIONS | DONATIONS | SITE MAP

The Officer Down Memorial Page remembers...

Trooper Nathaniel Burroughs
New York State Police, NY

No Photo Available

Click Here For More Information

Cause of Death: Struck by vehicle
Date of Death: February 14, 1997
Date of Incident: February 14, 1997
Time of Incident: 11:15
Age: 30
Tour of Duty: 10 yr
Suspect Info:
Weapon Used: No weapon

Trooper Burroughs was killed when he was struck by a tractor trailer while investigating an accident. The tractor trailer lost control and struck a car which in turn struck him.

ODMP: THE OFFICERS | REFLECTIONS | SUBMISSIONS | DONATIONS | SITE MAP

All information contained on this page is © Copyright ODMP and may not be used for any reason without written permission. For more information e-mail info@odmp.org.

ODMP: THE OFFICERS | REFLECTIONS | SUBMISSIONS | DONATIONS | SITE MAP

The Officer Down Memorial Page remembers...

Detective Charles A. Schuta
Pelham Manor Police Department, NY



Cause of Death: Struck by vehicle
Date of Death: April 15, 1996
Date of Incident: April 15, 1996
Time of Incident: 12:50
Age: 35
Tour of Duty: 9 yr
Suspect Info:
Weapon Used: Automobile

Reflections

Detective Schuta was struck and killed by traffic on I-95 while assisting the NYPD in a car chase. While Detective Schuta was assisting on the scene he was struck by traffic. He was a firearms instructor for his department and was also on the staff at the Westchester County Police Academy.

ODMP: THE OFFICERS | REFLECTIONS | SUBMISSIONS | DONATIONS | SITE MAP

All information contained on this page is © Copyright ODMP and may not be used for any reason without written permission. For more information e-mail info@odmp.org.

ODMP: THE OFFICERS | REFLECTIONS | SUBMISSIONS | DONATIONS | SITE MAP

The Officer Down Memorial Page remembers...

Deputy Steven Michael Agner
Madison County Sheriff's Office, FL

No Photo Available
Click Here For More Information

Cause of Death: Automobile accident
Date of Death: July 26, 1999
Date of Incident: July 26, 1999
Time of Incident: 9:30
Age: 30
Tour of Duty:
Suspect Info: Charges pending
Weapon Used: Automobile

Deputy Agner was killed after his cruiser was struck from behind by a pickup truck. Deputy Agner was following a highway service truck that was pulling a large traffic sign directing people onto the inside lane of Interstate 10. The pickup truck failed to slow down or switch lanes and struck the cruiser, which was travelling at a low rate of speed and had all of its emergency lights activated, causing it to burst into flames. Charges against the driver of the pickup are pending.

ODMP: THE OFFICERS | REFLECTIONS | SUBMISSIONS | DONATIONS | SITE MAP

All information contained on this page is © Copyright ODMP and may not be used for any reason without written permission. For more information e-mail info@odmp.org.

ODMP: THE OFFICERS | REFLECTIONS | SUBMISSIONS | DONATIONS | SITE MAP

The Officer Down Memorial Page remembers...

No Photo
Available

Click Here
For More
Information

Trooper Duane L. Grundy

Oklahoma Highway Patrol, OK

Cause of Death: Struck by Vehicle

Date of Death: April 11, 1990

Trooper Grundy was killed when he was struck by a vehicle while issuing a ticket.

ODMP: THE OFFICERS | REFLECTIONS | SUBMISSIONS | DONATIONS | SITE MAP

All information contained on this page is © Copyright ODMP and may not be used for any reason without written permission. For more information e-mail info@odmp.org.

ODMP: THE OFFICERS | REFLECTIONS | SUBMISSIONS | DONATIONS | SITE MAP

The Officer Down Memorial Page remembers...



Officer Thomas Ingram
Orange County Sheriff's Office, FL

Cause of Death: Struck by Vehicle
Date of Death: May 12, 1990

Deputy Ingram was killed when he was struck by a drunk driver while assisting an accident victim. He is survived by his wife.

ODMP: THE OFFICERS | REFLECTIONS | SUBMISSIONS | DONATIONS | SITE MAP

All information contained on this page is © Copyright ODMP and may not be used for any reason without written permission. For more information e-mail info@odmp.org.



ODMP: THE OFFICERS | REFLECTIONS | SUBMISSIONS | DONATIONS | SITE MAP

The Officer Down Memorial Page remembers...

No Photo Available
Click Here For More Information

Sergeant Mark M. Dryer
Arizona Department of Public Safety, AZ

Cause of Death: Struck by Vehicle
Date of Death: July 3, 1993

Sergeant Dryer was killed when he was struck by a vehicle during a traffic stop.

ODMP: THE OFFICERS | REFLECTIONS | SUBMISSIONS | DONATIONS | SITE MAP

All information contained on this page is © Copyright ODMP and may not be used for any reason without written permission. For more information e-mail info@odmp.org.

ODMP: THE OFFICERS | REFLECTIONS | SUBMISSIONS | DONATIONS | SITE MAP



The Officer Down Memorial Page remembers...

No Photo
Available

Click Here
For More
Information

Trooper Michael Webster
Missouri State Highway Patrol, MO

Cause of Death: Struck by Vehicle
Date of Death: October 2, 1993

Trooper Webster was killed when he was struck by a vehicle on a traffic stop. He is survived by his wife, daughter, and son.

ODMP: THE OFFICERS | REFLECTIONS | SUBMISSIONS | DONATIONS | SITE MAP

All information contained on this page is © Copyright ODMP and may not be used for any reason without written permission. For more information e-mail info@odmp.org.

ODMP: THE OFFICERS | REFLECTIONS | SUBMISSIONS | DONATIONS | SITE MAP

The Officer Down Memorial Page remembers...



Officer Alan Frederick Chick
Fort Worth Police Department, TX

Cause of Death: Struck by Vehicle
Date of Death: December 27, 1993

Officer Chick died from injuries sustained when he was struck by a vehicle on December 22, which was driven by a drunk driver with at least 8 prior DUI convictions. He was struck while assisting a stranded motorist. He is survived by his wife, daughter, and son.

ODMP: THE OFFICERS | REFLECTIONS | SUBMISSIONS | DONATIONS | SITE MAP

All information contained on this page is © Copyright ODMP and may not be used for any reason without written permission. For more information e-mail info@odmp.org.

ODMP: THE OFFICERS | REFLECTIONS | SUBMISSIONS | DONATIONS | SITE MAP

The Officer Down Memorial Page remembers...

No Photo
Available

Click Here
For More
Information

Trooper Phillip A. Mingione

Connecticut State Police, CT

Cause of Death: Struck by Vehicle

Date of Death: May 25, 1994

Trooper Mingione, 47, was killed after he was struck by a vehicle as he was standing in the median of a highway. He is survived by his wife and two sons.

ODMP: THE OFFICERS | REFLECTIONS | SUBMISSIONS | DONATIONS | SITE MAP

All information contained on this page is © Copyright ODMP and may not be used for any reason without written permission. For more information e-mail info@odmp.org.

ODMP: THE OFFICERS | REFLECTIONS | SUBMISSIONS | DONATIONS | SITE MAP

The Officer Down Memorial Page remembers...

No Photo
Available

Click Here
For More
Information

Officer Bruce VanPopering
East Grand Rapids Police Department, MI

Cause of Death: Struck by Vehicle
Date of Death: July 17, 1994

Officer VanPopering, 57, from injuries sustained after being struck by a vehicle while directing traffic after July 4 celebrations. He is survived by his wife, son, and daughter.

ODMP: THE OFFICERS | REFLECTIONS | SUBMISSIONS | DONATIONS | SITE MAP

All information contained on this page is © Copyright ODMP and may not be used for any reason without written permission. For more information e-mail info@odmp.org.

ODMP: THE OFFICERS | REFLECTIONS | SUBMISSIONS | DONATIONS | SITE MAP

The Officer Down Memorial Page remembers...

No Photo Available
Click Here For More Information

Officer Steven P. Pollard
Mesa Police Department, AZ

Cause of Death: Struck by Vehicle
Date of Death: November 27, 1994

Officer Pollard, 26, was killed when he was struck by a vehicle after pulling over a suspected drunk driver. He is survived by his wife and daughter.

ODMP: THE OFFICERS | REFLECTIONS | SUBMISSIONS | DONATIONS | SITE MAP

All information contained on this page is © Copyright ODMP and may not be used for any reason without written permission. For more information e-mail info@odmp.org.

ODMP: THE OFFICERS | REFLECTIONS | SUBMISSIONS | DONATIONS | SITE MAP



The Officer Down Memorial Page remembers...

No Photo Available
Click Here For More Information

Officer Drew A. Bolin
Austin Police Department, TX

Cause of Death: Struck by Vehicle

Date of Death: June 2, 1995

Officer Bolin, 25, was killed when he was struck by a drunk driver. Officer Bolin was walking towards his cruiser on I-35 when the drunk driver, with a .16 BAC, struck him after driving through a line of flares and around his cruiser. The driver was convicted of intoxicated manslaughter but was freed pending an appeal. Officer Bolin is survived by his parents and fiancée.

ODMP: THE OFFICERS | REFLECTIONS | SUBMISSIONS | DONATIONS | SITE MAP

All information contained on this page is © Copyright ODMP and may not be used for any reason without written permission. For more information e-mail info@odmp.org.

ODMP: THE OFFICERS | REFLECTIONS | SUBMISSIONS | DONATIONS | SITE MAP

The Officer Down Memorial Page remembers...

No Photo
Available

Click Here
For More
Information

Trooper Marvin McCloud

New Jersey State Police, NJ

Cause of Death: Struck by Vehicle

Date of Death: June 6, 1995

Trooper McCloud was killed when he was struck by a car while he was running radar. He is survived by his wife, two daughters, and parents.

ODMP: THE OFFICERS | REFLECTIONS | SUBMISSIONS | DONATIONS | SITE MAP

All information contained on this page is © Copyright ODMP and may not be used for any reason without written permission. For more information e-mail info@odmp.org.



ODMP: THE OFFICERS | REFLECTIONS | SUBMISSIONS | DONATIONS | SITE MAP

The Officer Down Memorial Page remembers...

Deputy Sheriff Henry Lloyd Brooks
Jefferson County Sheriff's Department, AL

No Photo Available
Click Here For More Information

Cause of Death: Struck by vehicle
Date of Death: January 18, 1997
Date of Incident: January 18, 1997
Time of Incident: 2:52
Age: 41
Tour of Duty: 17 yr
Suspect Info: Charged with manslaughter
Weapon Used: Alcohol and automobile

Deputy Brooks was killed by a vehicle while he was investigating a crime scene when a drunk driver struck him, and then tried to flee. A helicopter responded to the scene where Deputy Brooks was pronounced dead. The driver of the vehicle was apprehended a short distance away. At the time of the accident he suspect was under the influence of alcohol and tranquilizers. The original charges of homicide were reduced to manslaughter in court. Deputy Brooks is survived by his wife and two small children.

ODMP: THE OFFICERS | REFLECTIONS | SUBMISSIONS | DONATIONS | SITE MAP

All information contained on this page is © Copyright ODMP and may not be used for any reason without written permission. For more information e-mail info@odmp.org.

ODMP: THE OFFICERS | REFLECTIONS | SUBMISSIONS | DONATIONS | SITE MAP

The Officer Down Memorial Page remembers...

Deputy Sheriff I David Michael Demos
Milwaukee County Sheriff's Department, WI

No Photo Available
Click Here For More Information

Cause of Death: Struck by vehicle
Date of Death: January 25, 1997
Date of Incident: January 25, 1997
Time of Incident: 17:19
Age: 45
Tour of Duty: 15 yr
Suspect Info: Apprehended
Weapon Used: Automobile

Deputy Demos was struck and killed by a vehicle while assisting a disabled motorist on the edge of I-94. The suspect then fled the scene but was later arrested and charged in connection with his death. Deputy Demos is survived by his wife, three children, and two grandchildren.

ODMP: THE OFFICERS | REFLECTIONS | SUBMISSIONS | DONATIONS | SITE MAP

All information contained on this page is © Copyright ODMP and may not be used for any reason without written permission. For more information e-mail info@odmp.org.

ODMP: THE OFFICERS | REFLECTIONS | SUBMISSIONS | DONATIONS | SITE MAP



The Officer Down Memorial Page remembers...

Police Officer Henry Allen Brown
Dallas Police Department, TX

No Photo Available	Cause of Death: Struck by vehicle
Click Here For More Information	Date of Death: April 25, 1997
	Date of Incident: April 25, 1997
	Time of Incident: 16:30
	Age: 35
	Tour of Duty: 6 yr
	Suspect Info:
	Weapon Used: Automobile

Officer Brown was killed after being struck by a vehicle as he was assisting a disabled motorist. Officer Brown stopped to assist the motorist in a torrential rainfall and was between his cruiser and her car when his cruiser was rear ended, pinning him and the motorist in between the two vehicles. He died later at the hospital. The motorist survived with minor injuries. He is survived by his wife and 7 year old son. He had received 35 commendations since joining the department in 1990.

ODMP: THE OFFICERS | REFLECTIONS | SUBMISSIONS | DONATIONS | SITE MAP

All information contained on this page is © Copyright ODMP and may not be used for any reason without written permission. For more information e-mail info@odmp.org.

ODMP: THE OFFICERS | REFLECTIONS | SUBMISSIONS | DONATIONS | SITE MAP

The Officer Down Memorial Page remembers...

Police Officer Thomas G. Smith Jr.
St. Louis County Police Department, MO



Cause of Death: Struck by vehicle
Date of Death: December 5, 1997
Date of Incident: December 5, 1997
Time of Incident: 12:20
Age: 23
Tour of Duty: 3 yr
Suspect Info: Under investigation
Weapon Used: Automobile

Reflections

Patrolman Smith was killed after being struck by a motorist while assisting at the scene of a previous accident. He was standing next to a tow truck with the earlier accident victim when a van struck a patch of ice and slid into them. Patrolman Smith and the earlier victim died on the scene. The driver of the van was taken into custody for suspicion of involuntary manslaughter. Patrolman Smith is the eighth St. Louis County officer to die in the line of duty. He had been with the department for three years.

ODMP: THE OFFICERS | REFLECTIONS | SUBMISSIONS | DONATIONS | SITE MAP

All information contained on this page is © Copyright ODMP and may not be used for any reason without written permission. For more information e-mail info@odmp.org.

ODMP: THE OFFICERS | REFLECTIONS | SUBMISSIONS | DONATIONS | SITE MAP

The Officer Down Memorial Page remembers...

Trooper David A. Deuter
Indiana State Police, IN



Cause of Death: Struck by vehicle
Date of Death: July 16, 1998
Date of Incident: July 16, 1998
Time of Incident: 17:00
Age: 49
Tour of Duty: 26 yr
Suspect Info: No charges filed
Weapon Used: Commercial vehicle

Trooper Deuter was killed after being struck by a tractor trailer while making a traffic stop on the Indiana Toll Road in Howe. Trooper Deuter was standing next to the driver's side door of the vehicle when he was struck. He had been with the Indiana State Police for 26 years.

ODMP: THE OFFICERS | REFLECTIONS | SUBMISSIONS | DONATIONS | SITE MAP

All information contained on this page is © Copyright ODMP and may not be used for any reason without written permission. For more information e-mail info@odmp.org.

ODMP: THE OFFICERS | REFLECTIONS | SUBMISSIONS | DONATIONS | SITE MAP

The Officer Down Memorial Page remembers...

Police Officer Claire Nicole Connelly
Riverside Police Department, CA



Cause of Death: Struck by vehicle
Date of Death: July 12, 1998
Date of Incident: July 11, 1998
Time of Incident:
Age: 30
Tour of Duty: 18 mo
Suspect Info: Charged w/ felony drunk driving
Weapon Used: Alcohol and automobile

Officer Connelly died of injuries she sustained the day before when she was struck by a drunk driver while standing at the site of another accident. The drunk driver also struck a tow truck driver who was only injured. The suspect was arrested on suspicion of felony drunk driving and released the same morning after posting bond. Officer Connelly is the first female police officer and the eleventh officer with her department to be killed in the line of duty.

ODMP: THE OFFICERS | REFLECTIONS | SUBMISSIONS | DONATIONS | SITE MAP

All information contained on this page is © Copyright ODMP and may not be used for any reason without written permission. For more information e-mail info@odmp.org.

ODMP: THE OFFICERS | REFLECTIONS | SUBMISSIONS | DONATIONS | SITE MAP

The Officer Down Memorial Page remembers...

Deputy Sheriff James H. Roberts
Russell County Sheriff's Department, AL

No Photo Available	Cause of Death: Struck by vehicle
	Date of Death: July 7, 1998
Click Here	Date of Incident: June 27, 1998
For More	Time of Incident: 22:50
Information	Age: 62
	Tour of Duty: 10 yr
	Suspect Info:
	Weapon Used: Automobile

Deputy Roberts died from injuries he sustained on June 27, 1998, when he was struck by a motorist while he was directing traffic. The vehicle which struck him was attempting to avoid a rear collision with a vehicle which had stopped. Deputy Roberts is survived by his wife and three children.

ODMP: THE OFFICERS | REFLECTIONS | SUBMISSIONS | DONATIONS | SITE MAP

All information contained on this page is © Copyright ODMP and may not be used for any reason without written permission. For more information e-mail info@odmp.org.

ODMP: THE OFFICERS | REFLECTIONS | SUBMISSIONS | DONATIONS | SITE MAP ✓

The Officer Down Memorial Page remembers...

Police Officer Thomas R. Meyers
Kansas City Police Department, MO

Cause of Death: Struck by vehicle
Date of Death: January 14, 1998
Date of Incident: January 14, 1998
Time of Incident: 11:00
Age: 53
Tour of Duty: 25 yr
Suspect Info: Charged with Class B Felony
Weapon Used: Alcohol and automobile

Reflections

Officer Meyers was killed after being struck by a car while assisting a victim at the scene of an accident on I-29. While talking with the victim another vehicle driving erratically struck him and the car which was involved in the accident. Two other people at the scene of the accident were injured as well. The drunk driver, who's BAC was was three times the legal limit, was charged with assault on a law enforcement officer, which is a class B felony, and two counts of assault. Officer Meyers is survived by his wife, son, and daughter. He had been in law enforcement for 25 years, the last 13 of which were with the Kansas City Police Department.

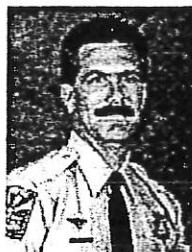
ODMP: THE OFFICERS | REFLECTIONS | SUBMISSIONS | DONATIONS | SITE MAP

All information contained on this page is © Copyright ODMP and may not be used for any reason without written permission. For more information e-mail info@odmp.org.

ODMP: THE OFFICERS | REFLECTIONS | SUBMISSIONS | DONATIONS | SITE MAP

The Officer Down Memorial Page remembers...

Police Officer Douglas Knutson
Arizona Department of Public Safety, AZ



Cause of Death: Struck by vehicle
Date of Death: January 2, 1998
Date of Incident: January 2, 1998
Time of Incident: 14:30
Age: 43
Tour of Duty: 12 yr
Suspect Info: No charges filed
Weapon Used: Automobile

Officer Knutson was killed after being struck by a vehicle while assisting a disabled motorist the 202 Freeway. Officer Knutson was waiting next to his motorcycle when he was struck by the man who crossed the white line of the entrance ramp to the freeway. He was transported to Maricopa County Hospital where he was pronounced dead. The motorist who struck him was detained and the freeway was closed for several hours after the incident. Officer Knutson is survived by his wife, son and daughter.

ODMP: THE OFFICERS | REFLECTIONS | SUBMISSIONS | DONATIONS | SITE MAP

All information contained on this page is © Copyright ODMP and may not be used for any reason without written permission. For more information e-mail info@odmp.org.

ODMP: THE OFFICERS | REFLECTIONS | SUBMISSIONS | DONATIONS | SITE MAP

The Officer Down Memorial Page remembers...

Sergeant Arthur L. Hershey
Pennsylvania State Police, PA



Cause of Death: Struck by vehicle
Date of Death: January 3, 1999
Date of Incident: January 3, 1999
Time of Incident: 13:02
Age: 51
Tour of Duty: 28 yr
Suspect Info: n/a
Weapon Used: Automobile

Reflections

Sergeant Hershey was killed when he was struck by a pickup truck while standing near his vehicle on the Pennsylvania Turnpike. The driver of the pickup lost control after she struck a patch of ice. Sergeant Hershey had been with the department since 1971.

ODMP: THE OFFICERS | REFLECTIONS | SUBMISSIONS | DONATIONS | SITE MAP

All information contained on this page is © Copyright ODMP and may not be used for any reason without written permission. For more information e-mail info@odmp.org.

ODMP: THE OFFICERS | REFLECTIONS | SUBMISSIONS | DONATIONS | SITE MAP

The Officer Down Memorial Page remembers...

No Photo
Available

Click Here
For More
Information

Trooper Thomas Hanratty
New Jersey State Police, NJ

Cause of Death: Struck by Vehicle
Date of Death: April 2, 1992

Trooper Hanratty, 24, was killed when he was struck by a vehicle while assisting a lost motorist.

ODMP: THE OFFICERS | REFLECTIONS | SUBMISSIONS | DONATIONS | SITE MAP

All information contained on this page is © Copyright ODMP and may not be used for any reason without written permission. For more information e-mail info@odmp.org.

ODMP: THE OFFICERS | REFLECTIONS | SUBMISSIONS | DONATIONS | SITE MAP

The Officer Down Memorial Page remembers...

No Photo Available
Click Here For More Information

Officer Philip Flagg
Satellite Beach Police Department, FL

Cause of Death: Struck by Vehicle
Date of Death: May 31, 1992

Officer Flagg, 22, and Sergeant Ernest Hartmann were killed when they were both struck by a drunk driver while assisting another officer on the side of the road. Sergeant Hartmann is survived by his wife.

Related Line of Duty Deaths:

Sergeant Ernest Hartmann
Satellite Beach Police Department, FL

ODMP: THE OFFICERS | REFLECTIONS | SUBMISSIONS | DONATIONS | SITE MAP

All information contained on this page is © Copyright ODMP and may not be used for any reason without written permission. For more information e-mail info@odmp.org.

ODMP: THE OFFICERS | REFLECTIONS | SUBMISSIONS | DONATIONS | SITE MAP

The Officer Down Memorial Page remembers...

No Photo Available
Click Here For More Information

Sergeant Ernest Hartmann
Satellite Beach Police Department, FL

Cause of Death: Struck by Vehicle
Date of Death: May 31, 1992

Sergeant Hartmann, 37, and Officer Philip Flagg were killed when they were both struck by a drunk driver while assisting another officer on the side of the road. Sergeant Hartmann is survived by his wife.

Related Line of Duty Deaths:

Officer Philip Flagg
Satellite Beach Police Department, FL

ODMP: THE OFFICERS | REFLECTIONS | SUBMISSIONS | DONATIONS | SITE MAP

All information contained on this page is © Copyright ODMP and may not be used for any reason without written permission. For more information e-mail info@odmp.org.

ODMP: THE OFFICERS | REFLECTIONS | SUBMISSIONS | DONATIONS | SITE MAP

The Officer Down Memorial Page remembers...

No Photo Available
Click Here For More Information

Officer Brent Wisdom
Ft. Worth Police Department, TX

Cause of Death: Struck by Vehicle
Date of Death: September 26, 1992

Officer Wisdom, 22, was killed when he was struck by a drunk driver while assisting a disabled motorist.

ODMP: THE OFFICERS | REFLECTIONS | SUBMISSIONS | DONATIONS | SITE MAP

All information contained on this page is © Copyright ODMP and may not be used for any reason without written permission. For more information e-mail info@odmp.org.

ODMP: THE OFFICERS | REFLECTIONS | SUBMISSIONS | DONATIONS | SITE MAP

The Officer Down Memorial Page remembers...

No Photo Available
Click Here For More Information

Officer Blanco Aquino
Kenosha County Sheriff's Department, WI

Cause of Death: Struck by Vehicle
Date of Death: July 21, 1991

Deputy Aquino was killed when he was struck by a pickup truck while standing next to his patrol car. He was investigating a shots fired call at the time of the accident. He was 32 years old and is survived by his three daughters, parents, three sisters, brother and fiancée.

ODMP: THE OFFICERS | REFLECTIONS | SUBMISSIONS | DONATIONS | SITE MAP

All information contained on this page is © Copyright ODMP and may not be used for any reason without written permission. For more information e-mail info@odmp.org.

ODMP: THE OFFICERS | REFLECTIONS | SUBMISSIONS | DONATIONS | SITE MAP

The Officer Down Memorial Page remembers...

No Photo Available
Click Here For More Information

Trooper Randy J. Littlefield

Oklahoma Highway Patrol, OK

Cause of Death: Struck by Vehicle

Date of Death: January 15, 1990

Trooper Littlefield was killed when he was struck by a pickup truck while directing traffic. He is survived by wife and three children.

ODMP: THE OFFICERS | REFLECTIONS | SUBMISSIONS | DONATIONS | SITE MAP

All information contained on this page is © Copyright ODMP and may not be used for any reason without written permission. For more information e-mail info@odmp.org.

ODMP: THE OFFICERS | REFLECTIONS | SUBMISSIONS | DONATIONS | SITE MAP

The Officer Down Memorial Page remembers...

No Photo
Available

Click Here
For More
Information

Trooper Duane L. Grundy
Oklahoma Highway Patrol, OK

Cause of Death: Struck by Vehicle
Date of Death: April 11, 1990

Trooper Grundy was killed when he was struck by a vehicle while issuing a ticket.

ODMP: THE OFFICERS | REFLECTIONS | SUBMISSIONS | DONATIONS | SITE MAP

All information contained on this page is © Copyright ODMP and may not be used for any reason without written permission. For more information e-mail info@odmp.org.

ODMP: THE OFFICERS | REFLECTIONS | SUBMISSIONS | DONATIONS | SITE MAP



The Officer Down Memorial Page remembers...

No Photo Available
Click Here For More Information

Trooper Dan Peterson

Nevada Highway Patrol, NV

Cause of Death: Struck by Vehicle

Date of Death: June 18, 1992

Trooper Peterson, 35, died from injuries he sustained 13 days before hand when he was struck by a drunk driver as he was walking to a vehicle he had pulled over.

ODMP: THE OFFICERS | REFLECTIONS | SUBMISSIONS | DONATIONS | SITE MAP

All information contained on this page is © Copyright ODMP and may not be used for any reason without written permission. For more information e-mail info@odmp.org.

ODMP: THE OFFICERS | REFLECTIONS | SUBMISSIONS | DONATIONS | SITE MAP

The Officer Down Memorial Page remembers...



No Photo Available
Click Here For More Information

Trooper Joseph Brumett
Utah Highway Patrol, UT

Cause of Death: Struck by Vehicle
Date of Death: December 11, 1992

Trooper Brumett, 24, was killed after being struck by a vehicle when he stopped to assist a disabled motorist.

ODMP: THE OFFICERS | REFLECTIONS | SUBMISSIONS | DONATIONS | SITE MAP

All information contained on this page is © Copyright ODMP and may not be used for any reason without written permission. For more information e-mail info@odmp.org.

ODMP: THE OFFICERS | REFLECTIONS | SUBMISSIONS | DONATIONS | SITE MAP



The Officer Down Memorial Page remembers...

No Photo Available
Click Here For More Information

Trooper Randy K. Ingram
Utah Highway Patrol, UT

Cause of Death: Vehicle Accident
Date of Death: October 5, 1994

Trooper Ingram, 39, was killed when his cruiser was struck by a tractor trailer as he was stopped in the emergency lane. He is survived by his wife, daughter, and son.

ODMP: THE OFFICERS | REFLECTIONS | SUBMISSIONS | DONATIONS | SITE MAP

All information contained on this page is © Copyright ODMP and may not be used for any reason without written permission. For more information e-mail info@odmp.org.

ODMP: THE OFFICERS | REFLECTIONS | SUBMISSIONS | DONATIONS | SITE MAP



The Officer Down Memorial Page remembers...

Lance Corporal Randall Scott Hewitt
South Carolina Highway Patrol, SC

No Photo Available
[Click Here For More Information](#)

Cause of Death: Automobile accident
Date of Death: June 23, 1996
Date of Incident: June 23, 1996
Time of Incident: 7:35
Age: 32
Tour of Duty: 9 yr
Suspect Info: Killed in accident
Weapon Used: Automobile

Lance Corporal Hewitt was killed when his cruiser was struck from behind by a pickup truck on Southbound I-95 in Florence County. He was in the process of working an accident scene when the truck veered off the road and struck his cruiser. Both vehicles caught fire, killing Lance Corporal Hewitt and the driver. The truck also struck and killed a pedestrian and injured two others. Lance Corporal Hewitt leaves behind two young children.

ODMP: THE OFFICERS | REFLECTIONS | SUBMISSIONS | DONATIONS | SITE MAP

All information contained on this page is © Copyright ODMP and may not be used for any reason without written permission. For more information e-mail info@odmp.org.

ODMP: THE OFFICERS | REFLECTIONS | SUBMISSIONS | DONATIONS | SITE MAP



The Officer Down Memorial Page remembers...

Police Officer Matthew Dziergowski
New York City Police Department, NY



Cause of Death: Automobile accident
Date of Death: February 14, 1999
Date of Incident: February 14, 1999
Time of Incident: 5:30
Age: 39
Tour of Duty: 17 yr
Suspect Info: Charged w/ negligent homicide
Weapon Used: Alcohol and automobile

Reflections

Officer Dziergowski was killed after his cruiser was struck by another vehicle at the scene of an accident. Officer Dziergowski and three other officers had just finished laying out flares at the scene of an overturned tractor trailer and were sitting in their cruisers when the suspect vehicle approached. Officer Dziergowski saw the vehicle approaching and warned the other officers and pulled in front of the vehicle to shield them. His cruiser struck on the driver's side and pushed into a guard rail. Officer Dziergowski was flown to a local hospital where he was pronounced dead. The other three officers on the scene were seriously injured. The suspect was charged with criminally negligent homicide, second-degree assault, and driving under the influence. Officer Dziergowski is survived by his wife, who is three months pregnant, and his eight-year-old son.

ODMP: THE OFFICERS | REFLECTIONS | SUBMISSIONS | DONATIONS | SITE MAP

All information contained on this page is © Copyright ODMP and may not be used for any reason without written permission. For more information e-mail info@odmp.org.

*Howard Safir, Commissioner
One Police Plaza
NY NY 10038*

ODMP: THE OFFICERS | REFLECTIONS | SUBMISSIONS | DONATIONS | SITE MAP

The Officer Down Memorial Page remembers...



Police Officer Charles Oddo
New York City Police Department, NY

No Photo Available Click Here For More Information	Cause of Death: Struck by vehicle
	Date of Death: February 17, 1996
	Date of Incident: February 17, 1996
	Time of Incident: 20:20
	Age: 33
	Tour of Duty: 6 yr
	Suspect Info: Arrested
	Weapon Used: Alcohol and automobile

Officer Oddo was killed after being struck by a vehicle while setting up flares in the merge lane of the Gowanus Expressway and Belt Parkway to close it down after a tanker spill. While Officer Oddo was talking with another motorist a Chevy Blazer struck him. Reports say that his body was nearly cut in half and that he sustained major head injuries. He was flown to Bellevue Hospital where he underwent two hours of surgery before dying shortly before 16:00 hours.

ODMP: THE OFFICERS | REFLECTIONS | SUBMISSIONS | DONATIONS | SITE MAP

All information contained on this page is © Copyright ODMP and may not be used for any reason without written permission. For more information e-mail info@odmp.org.

ODMP: THE OFFICERS | REFLECTIONS | SUBMISSIONS | DONATIONS | SITE MAP

The Officer Down Memorial Page remembers...

No Photo Available
Click Here For More Information

Trooper George Holcomb
Tennessee Department of Public Safety, TN
Cause of Death: Vehicle Accident
Date of Death: January 26, 1992

Trooper Holcomb, 28, was killed when a tractor trailer struck his cruiser while he was clearing wreckage from an earlier accident. He is survived by his wife.

ODMP: THE OFFICERS | REFLECTIONS | SUBMISSIONS | DONATIONS | SITE MAP

All information contained on this page is © Copyright ODMP and may not be used for any reason without written permission. For more information e-mail info@odmp.org.

ODMP: THE OFFICERS | REFLECTIONS | SUBMISSIONS | DONATIONS | SITE MAP

The Officer Down Memorial Page remembers...

No Photo Available
Click Here For More Information

Deputy Russell Roberts
San Bernardino County Sheriff's Office, CA

Cause of Death: Struck by Vehicle
Date of Death: September 16, 1995

Deputy Roberts was struck by a vehicle and killed while investigating an earlier accident. He is survived by his wife and two sons.

ODMP: THE OFFICERS | REFLECTIONS | SUBMISSIONS | DONATIONS | SITE MAP

All information contained on this page is © Copyright ODMP and may not be used for any reason without written permission. For more information e-mail info@odmp.org.

ODMP: THE OFFICERS | REFLECTIONS | SUBMISSIONS | DONATIONS | SITE MAP

The Officer Down Memorial Page remembers...



No Photo Available
Click Here For More Information

Officer Joe Rios
Los Angeles Police Department, CA

Cause of Death: Struck by vehicle
Date of Death: January 20, 1993

On May 27, 1992, while on bicycle patrol in the Hollywood area, Officer Joe Rios struck an automobile which exited a parking lot obstructing his path. Officer Rios sustained a cerebral concussion which contributed to his death eight months later of a massive seizure and cardiac arrest.

ODMP: THE OFFICERS | REFLECTIONS | SUBMISSIONS | DONATIONS | SITE MAP

All information contained on this page is © Copyright ODMP and may not be used for any reason without written permission. For more information e-mail info@odmp.org.

251 East 6th St.
LA 90014

Chief Bernard Parks

wrote to dept
not to family

ODMP: THE OFFICERS | REFLECTIONS | SUBMISSIONS | DONATIONS | SITE MAP

The Officer Down Memorial Page remembers...

Deputy Sheriff John Joseph Creegan
Orange County Sheriff's Office, FL

Cause of Death: Struck by vehicle
Date of Death: May 29, 1996
Date of Incident: May 29, 1996
Time of Incident: 12:45
Age: 37
Tour of Duty: 1 yr
Suspect Info: Shot and seriously wounded
Weapon Used: Automobile

Deputy Creegan was killed after he was struck by a vehicle during a pursuit. Deputy Creegan had just deployed stop-sticks in order to stop a stolen truck driven by an 18 year old. The truck drove off the road around two cruisers and then aimed for Deputy Creegan. After striking him, the truck continued on. The driver was also seen giving other deputies the finger and laughing after he struck Deputy Creegan. The driver was later shot by a pursuing deputy and ultimately crashed the truck. As a result of the incident the suspect is now paralyzed from the chest down.

ODMP: THE OFFICERS | REFLECTIONS | SUBMISSIONS | DONATIONS | SITE MAP

All information contained on this page is © Copyright ODMP and may not be used for any reason without written permission. For more information e-mail info@odmp.org.

Sheriff Kevin E Beary
2400 W 33rd St
Orlando 32839

ODMP: THE OFFICERS | REFLECTIONS | SUBMISSIONS | DONATIONS | SITE MAP

The Officer Down Memorial Page remembers...

Police Officer Kevin John Fischer
Daytona Beach Police Department, FL

Cause of Death: Struck by vehicle
Date of Death: September 4, 1998
Date of Incident: September 4, 1998
Time of Incident: 13:45
Age: 30
Tour of Duty: 4 yr
Suspect Info: Unknown
Weapon Used: Automobile

Reflections

Officer Fischer was killed after being struck by a pickup truck while investigating the scene of an earlier accident on I-95 at Exit 92 involving a deputy. While Officer Fischer was standing next to his motorcycle a pickup truck drifted onto the shoulder and struck him and the motorcycle, throwing him down a five-foot embankment. He was pronounced dead on the scene. The deputy in the initial accident and a Florida Highway Patrol trooper were also injured in the accident. Officer Fischer was the first Daytona Beach police officer killed in the line of duty since 1982.

ODMP: THE OFFICERS | REFLECTIONS | SUBMISSIONS | DONATIONS | SITE MAP

All information contained on this page is © Copyright ODMP and may not be used for any reason without written permission. For more information e-mail info@odmp.org.

ODMP: THE OFFICERS | REFLECTIONS | SUBMISSIONS | DONATIONS | SITE MAP

The Officer Down Memorial Page remembers...

No Photo
Available

Click Here
For More
Information

Trooper Donald E. Jennings

Florida Highway Patrol, FL

Cause of Death: Struck by Vehicle

Date of Death: June 30, 1995

Trooper Jennings was killed when he was struck by a vehicle while directing traffic at an accident scene.

ODMP: THE OFFICERS | REFLECTIONS | SUBMISSIONS | DONATIONS | SITE MAP

All information contained on this page is © Copyright ODMP and may not be used for any reason without written permission. For more information e-mail info@odmp.org.

ODMP: THE OFFICERS | REFLECTIONS | SUBMISSIONS | DONATIONS | SITE MAP

The Officer Down Memorial Page remembers...

No Photo Available

Click Here For More Information

Corrections Officer Leonard Louis Trudeau

Dade County Department of Corrections, FL

Cause of Death: Struck by Vehicle

Date of Death: January 16, 1995

Corrections Officer Trudeau was killed when he was struck by a car as he was assisting the victim of a traffic accident. He is survived by his daughter.

ODMP: THE OFFICERS | REFLECTIONS | SUBMISSIONS | DONATIONS | SITE MAP

All information contained on this page is © Copyright ODMP and may not be used for any reason without written permission. For more information e-mail info@odmp.org.

ODMP: THE OFFICERS | REFLECTIONS | SUBMISSIONS | DONATIONS | SITE MAP

The Officer Down Memorial Page remembers...

No Photo Available
Click Here For More Information

Trooper Kimberly Hurd
Florida Highway Patrol, FL

Cause of Death: Struck by Vehicle
Date of Death: July 16, 1992

Trooper Hurd, 26, was killed when she was struck by a hit and run driver while she was talking with the driver of a car she had stopped.

ODMP: THE OFFICERS | REFLECTIONS | SUBMISSIONS | DONATIONS | SITE MAP

All information contained on this page is © Copyright ODMP and may not be used for any reason without written permission. For more information e-mail info@odmp.org.

ODMP: THE OFFICERS | REFLECTIONS | SUBMISSIONS | DONATIONS | SITE MAP

The Officer Down Memorial Page remembers...

No Photo Available

Click Here For More Information

Sergeant Donald Mahan
Port St. Lucie Police Department, FL

Cause of Death: Struck by Vehicle
Date of Death: May 13, 1992

Sergeant Mahan, 32, was killed when he struck by a car as he was crossing a road to assist accident victims. He is survived by his wife, son and daughter.

ODMP: THE OFFICERS | REFLECTIONS | SUBMISSIONS | DONATIONS | SITE MAP

All information contained on this page is © Copyright ODMP and may not be used for any reason without written permission. For more information e-mail info@odmp.org.

ODMP: THE OFFICERS | REFLECTIONS | SUBMISSIONS | DONATIONS | SITE MAP

The Officer Down Memorial Page remembers...

No Photo Available
Click Here For More Information

Deputy Eddie R. Evans
Jackson County Sheriff's Department, GA

Cause of Death: Struck by Vehicle
Date of Death: November 4, 1994

Deputy Evans, 59, was killed after being struck by a vehicle as he was returning to his cruiser following a traffic stop. He is survived by his wife.

ODMP: THE OFFICERS | REFLECTIONS | SUBMISSIONS | DONATIONS | SITE MAP

All information contained on this page is © Copyright ODMP and may not be used for any reason without written permission. For more information e-mail info@odmp.org.

ODMP: THE OFFICERS | REFLECTIONS | SUBMISSIONS | DONATIONS | SITE MAP

The Officer Down Memorial Page remembers...

No Photo
Available

Click Here
For More
Information

Officer Willie S. Smith
Savannah Police Department, GA

Cause of Death: Struck by Vehicle
Date of Death: March 11, 1994

Officer Smith, 23, was killed after being struck by the car of a fleeing suspect and dragged more than 200 feet. He is survived by his wife and daughter.

ODMP: THE OFFICERS | REFLECTIONS | SUBMISSIONS | DONATIONS | SITE MAP

All information contained on this page is © Copyright ODMP and may not be used for any reason without written permission. For more information e-mail info@odmp.org.

ODMP: THE OFFICERS | REFLECTIONS | SUBMISSIONS | DONATIONS | SITE MAP

The Officer Down Memorial Page remembers...

No Photo Available
Click Here For More Information

Sergeant Gregory P. Howard
Floyd County Police Department, GA

Cause of Death: Struck by Vehicle
Date of Death: December 16, 1994

Sergeant Howard, 38, was killed when he was struck by a vehicle while directing traffic. He is survived by his wife and daughter.

ODMP: THE OFFICERS | REFLECTIONS | SUBMISSIONS | DONATIONS | SITE MAP

All information contained on this page is © Copyright ODMP and may not be used for any reason without written permission. For more information e-mail info@odmp.org.

ODMP: THE OFFICERS | REFLECTIONS | SUBMISSIONS | DONATIONS | SITE MAP

The Officer Down Memorial Page remembers...

No Photo
Available

Click Here
For More
Information

Deputy Thaddeus A. Conner
Spencer County Sheriff's Department, IN

Cause of Death: Struck by Vehicle
Date of Death: November 16, 1990

No information regarding the death of Deputy Thaddeus A. Conner is available.

ODMP: THE OFFICERS | REFLECTIONS | SUBMISSIONS | DONATIONS | SITE MAP

All information contained on this page is © Copyright ODMP and may not be used for any reason without written permission. For more information e-mail info@odmp.org.

ODMP: THE OFFICERS | REFLECTIONS | SUBMISSIONS | DONATIONS | SITE MAP

The Officer Down Memorial Page remembers...

Chief Marshal James R. Kautz

Long Beach Police Department, IN

No Photo Available	Cause of Death: Struck by vehicle
Click Here	Date of Death: December 4, 1997
For More	Date of Incident: November 4, 1997
Information	Time of Incident: 17:45
	Age: 55
	Tour of Duty: 20 yr
	Suspect Info:
	Weapon Used: Automobile

Chief Kautz died on December 4, 1997, from injuries he sustained one month earlier on November 4, 1997, after being struck by a vehicle at the scene of an accident. Chief Kautz was assisting the Michigan City Police when he was struck at approximately 17:45 hours. He had been in law enforcement for over 20 years.

ODMP: THE OFFICERS | REFLECTIONS | SUBMISSIONS | DONATIONS | SITE MAP

All information contained on this page is © Copyright ODMP and may not be used for any reason without written permission. For more information e-mail info@odmp.org.

ODMP: THE OFFICERS | REFLECTIONS | SUBMISSIONS | DONATIONS | SITE MAP

The Officer Down Memorial Page remembers...

Trooper Andrew Patrick Winzenread
Indiana State Police, IN



Cause of Death: Struck by vehicle
Date of Death: April 25, 1997
Date of Incident: April 25, 1997
Time of Incident: 0:58
Age: 26
Tour of Duty: 3 yr
Suspect Info: Questioned and released
Weapon Used: Commercial vehicle

Trooper Winzenread was killed after being struck by a tractor trailer as he was assisting a motorist on I-74. The motorist was also struck and was admitted in good condition to a hospital. The truck driver was questioned and released. Trooper Winzenread is survived by his wife and 1 month old daughter.

ODMP: THE OFFICERS | REFLECTIONS | SUBMISSIONS | DONATIONS | SITE MAP

All information contained on this page is © Copyright ODMP and may not be used for any reason without written permission. For more information e-mail info@odmp.org.

ODMP: THE OFFICERS | REFLECTIONS | SUBMISSIONS | DONATIONS | SITE MAP

The Officer Down Memorial Page remembers...

No Photo Available
Click Here For More Information

Trooper Raymond L. Hawn
Washington State Patrol, WA

Cause of Death: Struck by Vehicle
Date of Death: January 17, 1990

Trooper Hawn was killed when he was struck by an oncoming vehicle during a traffic stop. He is survived by his wife and two children.

ODMP: THE OFFICERS | REFLECTIONS | SUBMISSIONS | DONATIONS | SITE MAP

All information contained on this page is © Copyright ODMP and may not be used for any reason without written permission. For more information e-mail info@odmp.org.

ODMP: THE OFFICERS | REFLECTIONS | SUBMISSIONS | DONATIONS | SITE MAP

The Officer Down Memorial Page remembers...

No Photo Available
[Click Here For More Information](#)

Officer John Huffman
Birmingham Police Department, AL

Cause of Death: Struck by Vehicle
Date of Death: May 21, 1992

Officer Huffman, 33, was killed when he was struck by a drunk driver while writing a ticket. He is survived by his wife and son.

ODMP: THE OFFICERS | REFLECTIONS | SUBMISSIONS | DONATIONS | SITE MAP

All information contained on this page is © Copyright ODMP and may not be used for any reason without written permission. For more information e-mail info@odmp.org.

Chief W. M. Copeage

ODMP: THE OFFICERS | REFLECTIONS | SUBMISSIONS | DONATIONS | SITE MAP

The Officer Down Memorial Page remembers...

No Photo Available
Click Here For More Information

Officer Nancy Nichols
Naugatuck Police Department, CT

Cause of Death: Struck by Vehicle

Date of Death: March 17, 1991

Officer Nichols was killed when she was struck by a car after stopping to help a fellow officer. The first female officer hired by the Naugatuck Police Department, Officer Nichols was also the first female officer in Connecticut to die in the line of duty. Officer Nichols was 34 years old and is survived by her son.

ODMP: THE OFFICERS | REFLECTIONS | SUBMISSIONS | DONATIONS | SITE MAP

All information contained on this page is © Copyright ODMP and may not be used for any reason without written permission. For more information e-mail info@odmp.org.

ODMP: THE OFFICERS | REFLECTIONS | SUBMISSIONS | DONATIONS | SITE MAP

The Officer Down Memorial Page remembers...

No Photo Available
Click Here For More Information

Officer William J. Snyder
Groton City Police Department, CT

Cause of Death: Struck by Vehicle
Date of Death: January 16, 1994

Officer Snyder, 44, died from injuries sustained in October 1993 after being struck by a car while directing traffic. Officer Snyder never regained consciousness. He is survived by his wife, son, and daughter.

ODMP: THE OFFICERS | REFLECTIONS | SUBMISSIONS | DONATIONS | SITE MAP

All information contained on this page is © Copyright ODMP and may not be used for any reason without written permission. For more information e-mail info@odmp.org.

ODMP: THE OFFICERS | REFLECTIONS | SUBMISSIONS | DONATIONS | SITE MAP

The Officer Down Memorial Page remembers...

No Photo Available

Click Here For More Information

Trooper Bobby L. Wells

Mississippi Department of Public Safety, MS

Cause of Death: Struck by Vehicle

Date of Death: June 27, 1995

Trooper Wells was killed when he was struck by a vehicle after stopping a traffic violator. He is survived by his parents.

ODMP: THE OFFICERS | REFLECTIONS | SUBMISSIONS | DONATIONS | SITE MAP

All information contained on this page is © Copyright ODMP and may not be used for any reason without written permission. For more information e-mail info@odmp.org.

ODMP: THE OFFICERS | REFLECTIONS | SUBMISSIONS | DONATIONS | SITE MAP

The Officer Down Memorial Page remembers...

No Photo
Available

Click Here
For More
Information

Officer Frank Wilkinson

Naval Weapons Station Police Department, SC

Cause of Death: Struck by Vehicle

Date of Death: December 16, 1993

Officer Wilkinson was killed when he was struck by a vehicle while getting out of his cruiser to assist another officer with traffic.

ODMP: THE OFFICERS | REFLECTIONS | SUBMISSIONS | DONATIONS | SITE MAP

All information contained on this page is © Copyright ODMP and may not be used for any reason without written permission. For more information e-mail info@odmp.org.

ODMP: THE OFFICERS | REFLECTIONS | SUBMISSIONS | DONATIONS | SITE MAP

The Officer Down Memorial Page remembers...

No Photo Available
Click Here For More Information

Officer William J. Werner
Westminster Police Department, SC

Cause of Death: Struck by Vehicle
Date of Death: August 18, 1991

Officer Werner was struck by a car and killed when he jumped behind his patrol car at a roadblock in an attempt to avoid a car fleeing police. He was 27 years old and is survived by his wife, two sons, parents and grandmother.

ODMP: THE OFFICERS | REFLECTIONS | SUBMISSIONS | DONATIONS | SITE MAP

All information contained on this page is © Copyright ODMP and may not be used for any reason without written permission. For more information e-mail info@odmp.org.

ODMP: THE OFFICERS | REFLECTIONS | SUBMISSIONS | DONATIONS | SITE MAP

The Officer Down Memorial Page remembers...

Deputy Eric Shane Stafford
Edmonson County Sheriff's Office, KY

No Photo Available	Cause of Death: Automobile accident
Click Here For More Information	Date of Death: June 26, 1996
	Date of Incident: June 26, 1996
	Time of Incident: 4:55
	Age: 27
	Tour of Duty: 3 mo
	Suspect Info: Injured in accident
	Weapon Used: Commercial vehicle

Deputy Stafford was killed and another deputy was injured after their cruiser was struck from behind by an 18 wheeler on I-65 in Edmonson. The two deputies were working federal overtime radar duty and were in the midst of a vehicle stop. The trucker states that he saw the emergency lights ahead but doesn't remember anything after that. Three people in the stopped vehicle were also killed, including two children ages 7 and 9. The truck driver was treated and released. Deputy Stafford is survived by his wife and two children.

ODMP: THE OFFICERS | REFLECTIONS | SUBMISSIONS | DONATIONS | SITE MAP

All information contained on this page is © Copyright ODMP and may not be used for any reason without written permission. For more information e-mail info@odmp.org.

ODMP: THE OFFICERS | REFLECTIONS | SUBMISSIONS | DONATIONS | SITE MAP

The Officer Down Memorial Page remembers...

Corporal John M. Scarberough
Arkansas State Police, AR**Cause of Death:** Automobile accident**Date of Death:** September 2, 1998**Date of Incident:** September 2, 1998**Time of Incident:** 10:15**Age:** 54**Tour of Duty:** 22 yr**Suspect Info:** Unknown**Weapon Used:** Commercial vehicle

Corporal Scarberough was killed when his cruiser was struck by a tractor trailer while he was sitting in it on the shoulder of Interstate 30 near Benton, Arkansas. He had stopped a vehicle and was waiting for backup to arrive so they could perform a drug search when his cruiser was struck. The driver of the vehicle he had pulled over was sitting in the passenger seat of the cruiser when the accident occurred by was only injured. Corporal Scarberough had been involved with many of the state's largest drug busts. He is survived by his wife, son, and daughter.

ODMP: THE OFFICERS | REFLECTIONS | SUBMISSIONS | DONATIONS | SITE MAP

All information contained on this page is © Copyright ODMP and may not be used for any reason without written permission. For more information e-mail info@odmp.org.

ODMP: THE OFFICERS | REFLECTIONS | SUBMISSIONS | DONATIONS | SITE MAP

The Officer Down Memorial Page remembers...

No Photo
Available

Click Here
For More
Information

Officer Jerry Stallings
Barling Police Department, AR

Cause of Death: Struck by Vehicle

Date of Death: August 27, 1992

Officer Stallings, 42, was killed when he was struck by a car while investigating a burning vehicle at the bottom of a bridge. He is survived by his wife and two daughters.

ODMP: THE OFFICERS | REFLECTIONS | SUBMISSIONS | DONATIONS | SITE MAP

All information contained on this page is © Copyright ODMP and may not be used for any reason without written permission. For more information e-mail info@odmp.org.

ODMP: THE OFFICERS | REFLECTIONS | SUBMISSIONS | DONATIONS | SITE MAP

The Officer Down Memorial Page remembers...

Officer James Douglas Schultz
California Highway Patrol, CA

No Photo Available
Click Here For More Information

Cause of Death: Struck by vehicle
Date of Death: November 15, 1996
Date of Incident: November 15, 1996
Time of Incident: 23:19
Age: 46
Tour of Duty: 24 yr
Suspect Info:
Weapon Used: No weapon

Officer Schultz was struck and killed by a vehicle at approximately 23:25 hours. Officer Schultz was checking on an unattended vehicle parked on the shoulder of a road in the Gordon Wells area when a passing motorist accidentally struck and killed him. The motorist immediately stopped to assist Officer Schultz's partner until EMTs arrived. It is believed that Officer Schultz was killed almost instantly. He is survived by his wife.

ODMP: THE OFFICERS | REFLECTIONS | SUBMISSIONS | DONATIONS | SITE MAP

All information contained on this page is © Copyright ODMP and may not be used for any reason without written permission. For more information e-mail info@odmp.org.

ODMP: THE OFFICERS | REFLECTIONS | SUBMISSIONS | DONATIONS | SITE MAP

The Officer Down Memorial Page remembers...

Officer Saul Martinez

California Highway Patrol, CA

**Cause of Death:** Struck by vehicle**Date of Death:** May 15, 1997**Date of Incident:** May 8, 1997**Time of Incident:** 12:59**Age:** 38**Tour of Duty:** 8 yr**Suspect Info:****Weapon Used:** Automobile

Officer Martinez died after being unconscious since the early morning hours of May 8, 1997, after he was struck by a vehicle. Officer Martinez and his partner were walking back to their cruiser after stopping for a vehicle on the side of the road when a speeding car was driving on the shoulder and struck him. Just before it struck him he pushed his partner out of the way, saving his life. Officer Martinez will have some of his organs donated to others. He is survived by his wife and three children.

ODMP: THE OFFICERS | REFLECTIONS | SUBMISSIONS | DONATIONS | SITE MAP

All information contained on this page is © Copyright ODMP and may not be used for any reason without written permission. For more information e-mail info@odmp.org.

ODMP: THE OFFICERS | REFLECTIONS | SUBMISSIONS | DONATIONS | SITE MAP

The Officer Down Memorial Page remembers...

No Photo Available
Click Here For More Information

Officer Bruce Hinman
California Highway Patrol, CA

Cause of Death: Struck by Vehicle
Date of Death: October 3, 1995

Officer Hinman died one week after being struck by a drunk driver. He was assisting a motorist when the drunk driver struck the disabled vehicle at 60 mph, which in turn crushed him. He is survived by his wife and three sons.

ODMP: THE OFFICERS | REFLECTIONS | SUBMISSIONS | DONATIONS | SITE MAP

All information contained on this page is © Copyright ODMP and may not be used for any reason without written permission. For more information e-mail info@odmp.org.

ODMP: THE OFFICERS | REFLECTIONS | SUBMISSIONS | DONATIONS | SITE MAP

The Officer Down Memorial Page remembers...

Officer Reuben Fred Rios Sr.
California Highway Patrol, CA

No Photo Available	Cause of Death: Struck by vehicle
Click Here For More Information	Date of Death: October 26, 1996
	Date of Incident: October 26, 1996
	Time of Incident: 23:30
	Age: 53
	Tour of Duty: 22 yr
	Suspect Info:
	Weapon Used: Alcohol and automobile

Officer Rios was struck and killed by a vehicle while he was conducting traffic control in San Bernardino. He was struck by an intoxicated driver who entered the area. Officer Rios was thrown onto the hood and windshield and then ejected back onto the roadway.

ODMP: THE OFFICERS | REFLECTIONS | SUBMISSIONS | DONATIONS | SITE MAP

All information contained on this page is © Copyright ODMP and may not be used for any reason without written permission. For more information e-mail info@odmp.org.

ODMP: THE OFFICERS | REFLECTIONS | SUBMISSIONS | DONATIONS | SITE MAP

The Officer Down Memorial Page remembers...

Officer Scott M. Greenly
California Highway Patrol, CA

Cause of Death: Struck by vehicle
Date of Death: January 7, 1998
Date of Incident: January 7, 1998
Time of Incident: 16:55
Age: 31
Tour of Duty: 3 yr
Suspect Info: Charged with murder
Weapon Used: Alcohol and automobile

Reflections

Officer Greenly was struck and killed by a vehicle while making a traffic stop on Highway 85 for following too closely. While he was talking with the driver of the vehicle another vehicle struck him from behind, dragging him 400 feet, killing him. The suspect was arrested on suspicion of drunk driving and charged with murder. Officer Greenly is survived by his parents, siblings and girlfriend.

ODMP: THE OFFICERS | REFLECTIONS | SUBMISSIONS | DONATIONS | SITE MAP

All information contained on this page is © Copyright ODMP and may not be used for any reason without written permission. For more information e-mail info@odmp.org.

ODMP: THE OFFICERS | REFLECTIONS | SUBMISSIONS | DONATIONS | SITE MAP

The Officer Down Memorial Page remembers...

No Photo Available
Click Here For More Information

Officer Robert Shultis
San Bernardino Police Department, CA

Cause of Death: Struck by Vehicle
Date of Death: February 10, 1990

Officer Shultis was killed when he was struck by a vehicle while trying to make a drug arrest. He is survived by his mother.

ODMP: THE OFFICERS | REFLECTIONS | SUBMISSIONS | DONATIONS | SITE MAP

All information contained on this page is © Copyright ODMP and may not be used for any reason without written permission. For more information e-mail info@odmp.org.

Sherry Ann S. Penrod
San Bernardino City
655 East Third St
92415-0001

did not write to
family - dept

ODMP: THE OFFICERS | REFLECTIONS | SUBMISSIONS | DONATIONS | SITE MAP

The Officer Down Memorial Page remembers...

No Photo Available
Click Here For More Information

Deputy Erik Renninger
Dutchess County Sheriff's Department, NY

Cause of Death: Struck by Vehicle
Date of Death: October 9, 1992

Deputy Renninger, 25, was killed when he was struck by a vehicle while on routine patrol.

ODMP: THE OFFICERS | REFLECTIONS | SUBMISSIONS | DONATIONS | SITE MAP

All information contained on this page is © Copyright ODMP and may not be used for any reason without written permission. For more information e-mail info@odmp.org.

ODMP: THE OFFICERS | REFLECTIONS | SUBMISSIONS | DONATIONS | SITE MAP

The Officer Down Memorial Page remembers...

No Photo
Available

Click Here
For More
Information

Officer Donald L. Ferguson
Albany Police Department, NY

Cause of Death: Struck by Vehicle

Date of Death: April 4, 1990

Officer Ferguson was killed when a drunk driver attempting to evade a sobriety check point struck him at a high rate of speed.

ODMP: THE OFFICERS | REFLECTIONS | SUBMISSIONS | DONATIONS | SITE MAP

All information contained on this page is © Copyright ODMP and may not be used for any reason without written permission. For more information e-mail info@odmp.org.

ODMP: THE OFFICERS | REFLECTIONS | SUBMISSIONS | DONATIONS | SITE MAP

The Officer Down Memorial Page remembers...

Police Officer Robert McLellan
Buffalo Police Department, NY

No Photo Available
Click Here For More Information

Cause of Death: Struck by vehicle
Date of Death: February 25, 1998
Date of Incident: February 25, 1998
Time of Incident: 6:30
Age: 35
Tour of Duty: 1 yr
Suspect Info: Charged with manslaughter
Weapon Used: Automobile

Officer McLellan was struck and killed by a vehicle while chasing a suspect with bounty hunters. The incident occurred on the Kensington Expressway as Officer McLellan crossed the roadway during the foot chase. The suspect was apprehended after the incident and charged with manslaughter in connection with Officer McLellan's death. Officer McLellan is survived by his four children.

ODMP: THE OFFICERS | REFLECTIONS | SUBMISSIONS | DONATIONS | SITE MAP

All information contained on this page is © Copyright ODMP and may not be used for any reason without written permission. For more information e-mail info@odmp.org.

Rocco J. Diina, Commissioner

ODMP: THE OFFICERS | REFLECTIONS | SUBMISSIONS | DONATIONS | SITE MAP

The Officer Down Memorial Page remembers...

No Photo Available
Click Here For More Information

Officer Donald L. Ferguson
Albany Police Department, NY

Cause of Death: Struck by Vehicle

Date of Death: April 4, 1990

Officer Ferguson was killed when a drunk driver attempting to evade a sobriety check point struck him at a high rate of speed.

ODMP: THE OFFICERS | REFLECTIONS | SUBMISSIONS | DONATIONS | SITE MAP

All information contained on this page is © Copyright ODMP and may not be used for any reason without written permission. For more information e-mail info@odmp.org.

ODMP: THE OFFICERS | REFLECTIONS | SUBMISSIONS | DONATIONS | SITE MAP

The Officer Down Memorial Page remembers...

Officer Gene V. Williams
Maui County Police Department, HI

Reflections

Cause of Death: Struck by vehicle
End of Watch: August 9, 1999
Date of Incident: August 9, 1999
Time of Incident: 0300 hours
Age: 38
Tour of Duty: 4 yr
Suspect Info: Charged w/ negligent homicide
Weapon Used: Alcohol and automobile

Officer Williams was killed after being struck by a vehicle while directing traffic. He was working the off duty job directing traffic at a roadway construction site at approximately 0300 hours when he stopped a vehicle. A pickup truck, being driven by a drunk driver, struck that vehicle from behind, rupturing the gas tank. The car burst into flames and rolled onto Officer Williams, trapping him underneath. After the cars burst into flames, the driver of the pickup truck fled on foot. He was later captured and charged with negligent homicide, failure to render aid, and driving under the influence. Officer Williams is the first Maui officer to be killed while directing traffic since 1941. Officer Williams had served as an intelligence agent for the US Army and had been with the Maui Police Department for four years. He is survived by his wife and two children.

ODMP: THE OFFICERS | REFLECTIONS | SUBMISSIONS | DONATIONS | SITE MAP

All information contained on this page is © Copyright ODMP and may not be used for any reason without written permission. For more information e-mail info@odmp.org.

ODMP: THE OFFICERS | REFLECTIONS | SUBMISSIONS | DONATIONS | SITE MAP

The Officer Down Memorial Page remembers...

No Photo Available

Click Here For More Information

Deputy Steve N. Mullins
Sullivan County Sheriff's Office, TN

Cause of Death: Struck by Vehicle
Date of Death: November 22, 1995

Deputy Mullins was killed when he was struck by a vehicle. The vehicle, being driven by three runaway juveniles, had been stolen in Florida and was being chased by members of another department. Deputy Mullins pulled his cruiser into a lane of traffic the van was traveling in to protect the traffic ahead of him. The van crashed into the cruiser, knocking Deputy Mullins into the grill of a wrecker approximately 25 feet away. He was airlifted out but died shortly afterwards. The 15 year old driver of the van was charged as an adult and found guilty of felony murder and sentenced to 25 years to life in prison. Deputy Mullins is survived by his wife and son.

ODMP: THE OFFICERS | REFLECTIONS | SUBMISSIONS | DONATIONS | SITE MAP

All information contained on this page is © Copyright ODMP and may not be used for any reason without written permission. For more information e-mail info@odmp.org.

ODMP: THE OFFICERS | REFLECTIONS | SUBMISSIONS | DONATIONS | SITE MAP

The Officer Down Memorial Page remembers...

Deputy Don C. Johnson Jr.
Bay County Sheriff's Department, FL



Cause of Death: Motorcycle accident
Date of Death: July 11, 1999
Date of Incident: July 11, 1999
Time of Incident: 15:30
Age: 36
Tour of Duty: 8 yr
Suspect Info: Injured in accident
Weapon Used: Automobile

Deputy Johnson was killed when his police motorcycle was struck head-on while he was escorting a funeral procession. Deputy Johnson and the procession were heading westbound when three cars approached from the east. Deputy Johnson motioned for the cars to pull off of the roadway so that the procession could pass. The first two cars began to pull off, but the third vehicle swerved into the middle of the road and struck Deputy Johnson head-on, causing him to flip into the windshield and over top of the pickup truck. The driver of the second car told officers that the pickup truck had been tailgating and attempting to pass her car for miles. The impact was so severe that it knocked his helmet and gun belt off. He was transported to a local hospital where he died approximately two and a half hours later. He had been with the agency for eight years and is survived by his wife and two young children.

ODMP: THE OFFICERS | REFLECTIONS | SUBMISSIONS | DONATIONS | SITE MAP

All information contained on this page is © Copyright ODMP and may not be used for any reason without written permission. For more information e-mail info@odmp.org.

Shirley Kay Jewell
Highway 77
Panama City 32405 ✓

ODMP: THE OFFICERS | REFLECTIONS | SUBMISSIONS | DONATIONS | SITE MAP

The Officer Down Memorial Page remembers...



Deputy Kevin Mathews
Palm Beach County Sheriff's Department, FL

Cause of Death: Struck by Vehicle
Date of Death: March 6, 1992

Deputy Mathews, 35, was killed when he was struck by a limousine while blocking traffic with his motorcycle in a motorcade. He is survived by his wife.

ODMP: THE OFFICERS | REFLECTIONS | SUBMISSIONS | DONATIONS | SITE MAP

All information contained on this page is © Copyright ODMP and may not be used for any reason without written permission. For more information e-mail info@odmp.org.

Headquarters
3228 New Club Road
West Palm Beach, FL
33406-3001



Sheriff Robert W. Newman

Florida Sheriff's Association
P.O. Box 12519
Tallahassee, FL 32317-2519
J.M. Phillips, Exec Director



ODMP: THE OFFICERS | REFLECTIONS | SUBMISSIONS | DONATIONS | SITE MAP

The Officer Down Memorial Page remembers...

No Photo Available
Click Here For More Information

Inspector Timothy C. McCaghren
United States Customs Service, TX

Cause of Death: Struck by Vehicle
Date of Death: February 19, 1990

Inspector McCaghren was killed when he was dragged to death by a van he was attempting to search with another inspector.

ODMP: THE OFFICERS | REFLECTIONS | SUBMISSIONS | DONATIONS | SITE MAP

All information contained on this page is © Copyright ODMP and may not be used for any reason without written permission. For more information e-mail info@odmp.org.

ODMP: THE OFFICERS | REFLECTIONS | SUBMISSIONS | DONATIONS | SITE MAP

The Officer Down Memorial Page remembers...

No Photo Available
Click Here For More Information

Officer John W. Duty
St. Joseph Police Department, MO

Cause of Death: Struck by Vehicle
Date of Death: September 15, 1991

Officer Duty died from injuries he sustained three days prior when he was struck by a car during a traffic stop. Officer Duty has stopped a college student returning to school when a driver, who said she had been blinded by the sun, struck him. He lay comatose for three days before passing away. His funeral was attended by more than 1,500 officers and civilians from several states. During his 27 year career he became very well known for his work with the Officer Friendly school safety patrol program. He was 55 years old and is survived by his wife, two sons, daughter, mother, brother and sister.

ODMP: THE OFFICERS | REFLECTIONS | SUBMISSIONS | DONATIONS | SITE MAP

All information contained on this page is © Copyright ODMP and may not be used for any reason without written permission. For more information e-mail info@odmp.org.

ODMP: THE OFFICERS | REFLECTIONS | SUBMISSIONS | DONATIONS | SITE MAP

The Officer Down Memorial Page remembers...

No Photo Available

Click Here For More Information

Officer Randall Young
Honolulu Police Department, HI

Cause of Death: Struck by Vehicle
Date of Death: August 28, 1991

Officer Young was killed when he was struck by a car in a hit and run accident. He had stopped a van for a traffic violation when he was hit by the car which fled the scene. He was 45 years old at the time of his death.

ODMP: THE OFFICERS | REFLECTIONS | SUBMISSIONS | DONATIONS | SITE MAP

All information contained on this page is © Copyright ODMP and may not be used for any reason without written permission. For more information e-mail info@odmp.org.

ODMP: THE OFFICERS | REFLECTIONS | SUBMISSIONS | DONATIONS | SITE MAP

The Officer Down Memorial Page remembers...

No Photo Available
Click Here For More Information

Officer Michael Browning
West Chicago Police Department, IL

Cause of Death: Struck by Vehicle
Date of Death: April 20, 1992

Officer Browning, 23, was killed when a man stealing a car from a dealers showroom struck him. Officer Browning had just exited his cruiser and drew his weapon when he was struck.

ODMP: THE OFFICERS | REFLECTIONS | SUBMISSIONS | DONATIONS | SITE MAP

All information contained on this page is © Copyright ODMP and may not be used for any reason without written permission. For more information e-mail info@odmp.org.

ODMP: THE OFFICERS | REFLECTIONS | SUBMISSIONS | DONATIONS | SITE MAP

The Officer Down Memorial Page remembers...

No Photo
Available

Click Here
For More
Information

Sergeant Jim Leach
Kansas City Police Department, MO

Cause of Death: Struck by Vehicle
Date of Death: May 2, 1992

Sergeant Leach, 38, was killed when he was struck by a vehicle as he was blocking a street filled with pedestrian traffic. He is survived by his wife, son and daughter.

ODMP: THE OFFICERS | REFLECTIONS | SUBMISSIONS | DONATIONS | SITE MAP

All information contained on this page is © Copyright ODMP and may not be used for any reason without written permission. For more information e-mail info@odmp.org.

ODMP: THE OFFICERS | REFLECTIONS | SUBMISSIONS | DONATIONS | SITE MAP

The Officer Down Memorial Page remembers...

Officer Anthony W. Simms
Metropolitan Police Department, DC

No Photo Available	Cause of Death: Struck by vehicle
Click Here For More Information	Date of Death: June 3, 1996
	Date of Incident: May 25, 1996
	Time of Incident: 12:35
	Age: 35
	Tour of Duty: 10 yr
	Suspect Info: Unknown charges
	Weapon Used: Automobile

Officer Simms died after being in a coma for over a week. Officer Simms was struck by a vehicle on May 25, 1996, while running radar in the 9th Street Tunnel in DC. He had stopped four cars in the tunnel and as he was getting back into his cruiser he was struck by a pickup truck and thrown 20 feet. The person who struck Officer Simms was caught after a brief foot chase and charged with reckless driving at the time.

ODMP: THE OFFICERS | REFLECTIONS | SUBMISSIONS | DONATIONS | SITE MAP

All information contained on this page is © Copyright ODMP and may not be used for any reason without written permission. For more information e-mail info@odmp.org.

ODMP: THE OFFICERS | REFLECTIONS | SUBMISSIONS | DONATIONS | SITE MAP

The Officer Down Memorial Page remembers...

Patrolman Trevor Raymond Staszak
Buena Vista Police Department, CO

No Photo Available	Cause of Death: Struck by vehicle
Click Here	Date of Death: October 26, 1996
For More Information	Date of Incident: October 26, 1996
	Time of Incident: 23:10
	Age: 28
	Tour of Duty: 4 yr
	Suspect Info: Arrested 100 yards away
	Weapon Used: Alcohol and automobile

Officer Staszak was killed when he was struck by a drunk driver. Officer Staszak was investigating a one car accident during a snow storm and when he exited his vehicle he was struck from behind, thrown 40 feet, and killed instantly. A deputy from the Chaffee County Sheriff's Office caught the driver approximately 100 yards away. Officer Staszak's wife was riding along with him when the incident occurred.

ODMP: THE OFFICERS | REFLECTIONS | SUBMISSIONS | DONATIONS | SITE MAP

All information contained on this page is © Copyright ODMP and may not be used for any reason without written permission. For more information e-mail info@odmp.org.

ODMP: THE OFFICERS | REFLECTIONS | SUBMISSIONS | DONATIONS | SITE MAP

The Officer Down Memorial Page remembers...

Police Officer Ismael Morales Chico
Puerto Rico Police Department, PR

No Photo Available Click Here For More Information	Cause of Death: Struck by vehicle
	Date of Death: April 14, 1997
	Date of Incident: April 14, 1997
	Time of Incident: 22:30
	Age: 38
	Tour of Duty: 6 yr
	Suspect Info:
	Weapon Used: Automobile

Officer Chico was killed during a traffic stop when his cruiser was struck by another vehicle. Officer Chico was thrown several feet from his car and fell to his death.

ODMP: THE OFFICERS | REFLECTIONS | SUBMISSIONS | DONATIONS | SITE MAP

All information contained on this page is © Copyright ODMP and may not be used for any reason without written permission. For more information e-mail info@odmp.org.

ODMP: THE OFFICERS | REFLECTIONS | SUBMISSIONS | DONATIONS | SITE MAP

The Officer Down Memorial Page remembers...

Lieutenant Frank J. Grice Jr.
East Jefferson Levee District Police Department, LA

No Photo Available Click Here For More Information	Cause of Death: Struck by vehicle
	Date of Death: May 7, 1997
	Date of Incident: May 6, 1997
	Time of Incident: 14:52
	Age: 51
	Tour of Duty: 3 yr
	Suspect Info:
	Weapon Used: Automobile

Reserve Lieutenant Grice died on May 7, 1997, from injuries sustained the day before after being struck by a vehicle. Lieutenant Grice was off duty when he stopped to assist a New Orleans Police Department officer. As he was standing between his vehicle and another, a car struck his vehicle from behind, pinning him. He died the next day while in the hospital.

ODMP: THE OFFICERS | REFLECTIONS | SUBMISSIONS | DONATIONS | SITE MAP

All information contained on this page is © Copyright ODMP and may not be used for any reason without written permission. For more information e-mail info@odmp.org.

ODMP: THE OFFICERS | REFLECTIONS | SUBMISSIONS | DONATIONS | SITE MAP

The Officer Down Memorial Page remembers...

Sergeant Edward M. Couture
Middleton Police Department, MA

No Photo
Available

Click Here
For More
Information

Cause of Death: Struck by vehicle
Date of Death: July 10, 1997
Date of Incident: July 10, 1997
Time of Incident: 14:59
Age: 49
Tour of Duty: 23 yr
Suspect Info: Cleared of all wrong doing
Weapon Used: Automobile

Sergeant Couture was struck by a vehicle and killed while working a traffic detail. He was pinned between the vehicle and a piece of heavy machinery after being struck by the 76 year old driver. After an investigation the driver of the car was cleared of wrong doing.

ODMP: THE OFFICERS | REFLECTIONS | SUBMISSIONS | DONATIONS | SITE MAP

All information contained on this page is © Copyright ODMP and may not be used for any reason without written permission. For more information e-mail info@odmp.org.

ODMP: THE OFFICERS | REFLECTIONS | SUBMISSIONS | DONATIONS | SITE MAP

The Officer Down Memorial Page remembers...

Patrol Officer Sean Laura

Markham Police Department, IL

No Photo
Available

Click Here
For More
Information

Cause of Death: Struck by vehicle
Date of Death: September 20, 1997
Date of Incident: September 20, 1997
Time of Incident: 19:20
Age: 25
Tour of Duty: 2 yr
Suspect Info: Evaded arrest
Weapon Used: Automobile

Reflections

Officer Laura was killed when he was struck by a vehicle during a foot chase of a suspect. Officer Laura was struck by a police vehicle from a neighboring jurisdiction at approximately 19:30 hours after he had attempted to stop a car for a traffic offense when the driver started to run. Officer Laura radioed for backup while in foot pursuit and other officers from his department as well as the Harvey Police Department came to assist. One of the responding cruisers struck him as he ran into the road from behind a parked car. Officer Laura was then pinned underneath the cruiser for several minutes and died a short time later. The suspect was able to escape but is known to police. He is the first Markham to die in the line of duty in it's 75 year history.

ODMP: THE OFFICERS | REFLECTIONS | SUBMISSIONS | DONATIONS | SITE MAP

All information contained on this page is © Copyright ODMP and may not be used for any reason without written permission. For more information e-mail info@odmp.org.

ODMP: THE OFFICERS | REFLECTIONS | SUBMISSIONS | DONATIONS | SITE MAP

The Officer Down Memorial Page remembers...

Sergeant Wilford Ray Lewis

Bradley Police Department, IL



Cause of Death: Struck by vehicle
Date of Death: November 20, 1997
Date of Incident: November 20, 1997
Time of Incident: 0:55
Age: 50
Tour of Duty: 22 yr
Suspect Info:
Weapon Used: Automobile

Sergeant Lewis was struck by a vehicle at 00:55 hours while investigating an accident with injuries. While he was at the scene a 21 year old driver who was distracted by all of the emergency equipment struck Sergeant Lewis as he stood on the side of the road. Sergeant Lewis was transported to St. Mary's Hospital in Kankakee where he was pronounced dead at 01:10 hours. He had turned 50 the day before the accident. The incident took place on I-57 at Exit 315 Northbound.

ODMP: THE OFFICERS | REFLECTIONS | SUBMISSIONS | DONATIONS | SITE MAP

All information contained on this page is © Copyright ODMP and may not be used for any reason without written permission. For more information e-mail info@odmp.org.

ODMP: THE OFFICERS | REFLECTIONS | SUBMISSIONS | DONATIONS | SITE MAP

The Officer Down Memorial Page remembers...

Corrections Officer David Michael Anthony
North Carolina Department of Corrections, NC

No Photo Available	Cause of Death: Accident (Unclassified)
	Date of Death: October 27, 1998
	Date of Incident: October 27, 1998
	Time of Incident:
	Age: 41
Click Here For More Information	Tour of Duty: 11 yr
	Suspect Info:
	Weapon Used: Commercial vehicle

Corrections Officer Anthony was killed when he was struck by debris from a semi. Officer Anthony was supervising a work detail on the side of a road when the debris struck him. He is survived by his wife and two children. He was stationed at the Iredell Correctional Center.

ODMP: THE OFFICERS | REFLECTIONS | SUBMISSIONS | DONATIONS | SITE MAP

All information contained on this page is © Copyright ODMP and may not be used for any reason without written permission. For more information e-mail info@odmp.org.

ODMP: THE OFFICERS | REFLECTIONS | SUBMISSIONS | DONATIONS | SITE MAP

The Officer Down Memorial Page remembers...

No Photo Available

Click Here For More Information

Deputy James Mark Windsor
Randolph County Sheriff's Department, AL

Cause of Death: Vehicle Accident
Date of Death: May 6, 1995

Deputy Windsor, 28, was parked on the side of the road waiting for a back-up unit to assist him in breaking up a loud party. Before the second unit arrived a drunk teenager leaving the party struck the parked deputies patrol car in the drivers side, killing him. The incident took place at approximately 23:50 hours.

ODMP: THE OFFICERS | REFLECTIONS | SUBMISSIONS | DONATIONS | SITE MAP

All information contained on this page is © Copyright ODMP and may not be used for any reason without written permission. For more information e-mail info@odmp.org.

ODMP: THE OFFICERS | REFLECTIONS | SUBMISSIONS | DONATIONS | SITE MAP

The Officer Down Memorial Page remembers...

No Photo Available
Click Here For More Information

Officer Theron N. Houlditch
Mountain Brook Police Department, AL

Cause of Death: Struck by Vehicle

Date of Death: December 14, 1990

No information regarding the death of Officer Theron N. Houlditch is available.

ODMP: THE OFFICERS | REFLECTIONS | SUBMISSIONS | DONATIONS | SITE MAP

All information contained on this page is © Copyright ODMP and may not be used for any reason without written permission. For more information e-mail info@odmp.org.

KANSAS STATE TROOPERS ASSOCIATION
Summary of Testimony on House Bill 2641
Before the
House Transportation Committee
February 2, 2000

Chairman Hayzlett and members to the committee:

My name is Ron Kurtz. I am Vice President of the Kansas State Troopers Association, and I appear before you in support of House Bill 2641, "Passing Authorized Emergency Vehicles".

This Bill is an officer safety issue and provides the opportunity for additional safety to those officers who work along the busy streets and highways on a daily basis.

While armed encounters and shootouts involving officers killed in the line of duty grab news headlines, traffic related events are far more prevalent and present more of a hazard. Of the 10 Kansas Highway Patrol Troopers killed in the line of duty, 6 died as a result of traffic related events.

Our most recent Trooper killed in the line of duty, Master Trooper Dean Goodheart, unfortunately exemplifies why this Bill is before you. Trooper Goodheart was struck and killed by a passing car while completing a truck inspection on I-70 near Oakley. This Bill before you would help prevent this type of tragedy from occurring again.

For the Troopers that patrol the highways, our office is the side of the road. From day one we are trained to be alert and conscience of the traffic around us. However, we are only human and mistakes can occur. Think, for a moment, about the last time you may have dropped a pen, or opened a door and bumped someone in your office. No harm was done. Like situations occurring as a Trooper does his job on the side of the road can have devastating and fatal consequences to everyone involved.

I look at this Bill before you as a partnership with the motoring public. While we will continue to be alert for them, it asks the public to be alert for us. It would create a buffer zone in which officers and the public could work together to ensure the safety of everyone. And finally, it offers an additional tool to use in the safety education of the motoring public.

I thank you for your time and attention.

House Transportation Committee
February 2, 2000
Attachment 2

HOUSE BILL 2641

I. Since 1937, more Kansas Troopers have been injured/killed by motor vehicle accidents than by bullets.

A. Goal

1. Provide the employee a safer work environment

II. Trooper Petigna's 11 years of service

A. Several near misses

1. Most recent, January 2000

B. Accident, 1994

- 1. Totaled state vehicle**
- 2. Near fatal for Trooper**

C. Accident, 1995

- 1. Severe damage to state vehicle**
- 2. Trooper sent to K.U. Medical Center**

III. The highways are a dangerous place

A. Space for the unexpected

- 1. A buffer – a safety zone**
- 2. The width of a lane**

Thank you,

AG. Petigna

**Trooper Petigna, K-106
Kansas City**

House Transportation Committee
February 2, 2000
Attachment 3

Patrolman escapes injury when cruiser struck by car

Andy Hoffman
Daily News Reporter

A Kansas Highway patrolman narrowly escaped injury Friday evening when his parked cruiser was struck from behind by a truck driven by an Olathe man who was later charged with driving while under the influence of alcohol or drugs.

Trooper Alexander Petigna said Monday the accident occurred after he had stopped a speeding northbound vehicle on US-169, near 159th Street, about 5:30 p.m. Friday. That stretch of highway has no shoulders and troopers are forced to stop vehicles in the lane of traffic, he said.

Petigna said his patrol car had its emergency lights flashing at the time of the accident.

"I was standing near the driver's side window getting information from the driver when I saw a truck approaching us," Petigna said Monday. "The truck just kept coming and I realized it wasn't going to stop in time. I turned and started running down the highway away from the oncoming truck."

He was right, the truck didn't stop. In fact, it hardly slowed down. The truck smashed into his patrol

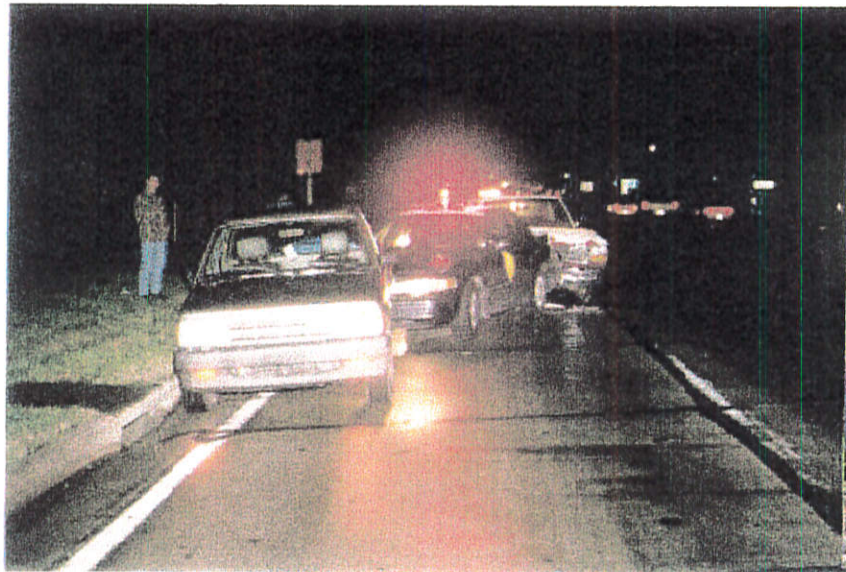
car, knocking it into the second vehicle. Luckily, Petigna was far enough away that he wasn't struck by any of the vehicles, and the driver of the stopped vehicle was not injured.

The driver of the truck, 30-year-old James Pock, Olathe, was arrested on DUI charges after he refused to take a breath test at the scene. Pock, who admitted to authorities that he had been to a bar south of Olathe just prior to the accident, was released from the Johnson County Adult Detention Center after posting a \$300 bond late Friday. No court date has been set in his case.

Petigna said he didn't anticipate an additional charges being filed against Pock.

Although no one was injured in the accident, it did cause Petigna to consider what could have happened had he not been alert to the oncoming traffic.

"We are trained to watch specifically for things just like this," he said. "I did have to stop for a couple of moments and catch my breath. I definitely stood there for a few moments in disbelief about what had just happened."





BEVERLY BYNUM/The S

A wreck Wednesday involved a Kansas Highway Patrol car, an Olathe garbage truck and a semitractor-trailer just north of 119th Street on Interstate 35. The trooper and the garbage truck driver received minor injuries in the wreck just before noon.

Two injured in 3-vehicle pileup on I-35

By CHRISTINE VENDEL
Staff Writer

A Kansas Highway Patrol trooper and a Shawnee man suffered minor injuries Wednesday in a pileup involving a patrol car, Olathe garbage truck and unoccupied semitrailer.

Trooper Alex Petigna, 30, and James E. McRoy, 38, were treated at area hospitals and released.

The wreck occurred about 11:55 a.m. just north of 119th Street after Petigna drove by the

semitrailer on the shoulder of northbound I-35. The trooper pulled onto the shoulder in front of the truck to investigate.

As Petigna prepared to get out of his patrol car, the garbage truck smashed into the back end of the 18-wheeler and swiped along the side of the trailer. When the garbage truck struck the cab of the semitrailer, McRoy was ejected through the garbage truck's windshield and onto the roadway. He was not wearing a seat belt.

The force of the crash rammed

the semitrailer into Petigna's patrol car.

Based on the severity of the accident, authorities said, they were surprised that the drivers, particularly McRoy, suffered only minor injuries.

"Anytime you get thrown out of a vehicle, you're lucky to be alive," said Sgt. Rick Humerickhouse of the Kansas Highway Patrol.

Humerickhouse said officials have not verified why the garbage truck went out of control.

The semitrailer had been on highway shoulder since 7:30 a.m. because of a problem with its fuel pump. The driver had gone to get help and saw the wreckage when he returned.

The garbage truck and the trailer were totaled. The patrol car suffered several thousand dollars damage.

Buy, sell, trade, moving
Sundays with Star Classified Ads.
place your ads dial 234-4000. — Ad

Kansas Highway Patrol

Superintendent's Office

Date: 1-4-95

To: TREVOR PETIGNA

ALEX - WOW WHAT A WRECK - THANK GOD
YOU WEREN'T THAT WORSE!!

HOPE YOUR RECOVERY GOES WELL!!

Lonnie



Colonel Lonnie R. McCallum

913-296-6800



Bryce and Pamela L. Lamar
14814 Bradley Drive
Olathe, Kansas 66062



1-4-95

TROOPER PETIGNA -

I LEARNED OF YOUR ACCIDENT ON THIS
EVENING'S NEWS, AND WANTED TO EXPRESS
OUR CONCERN. I CONTACTED KHP & WAS
Pleased TO HEAR THAT YOU HAD BEEN
RELEASED FROM THE HOSPITAL.

THIS NOTE IS TO WISH YOU A SPEEDY
AND FULL RECOVERY, AND TO LET YOU
KNOW THAT YOUR EFFORTS AND DEDICATION
EVERYONE AS A STATE TROOPER ARE APPRECIATED.

Sincerely,

BRYCE LAMAR

Marilyn Goodheart
641 Seitz Drive
Salina, KS 67401-3773

Dear Chairman Hayzlett and Members of the House Transportation Committee:

I am the surviving spouse of Master Trooper Dean A. Goodheart of the Kansas Highway Patrol. He is the Father of three children, five grandchildren (two born since his death), his Mother who resides in Russell, three brothers, and many friends.

He was struck and killed by a motorist on September 6, 1995 in Thomas County. He had a vehicle (semi) stopped on the shoulder of I-70, MP 67.4. A 19 year old female driver had been driving all night and was within 20 miles of her destination when she struck him. Even though she was sleepy, I feel if she knew and was in the habit of slowing down and moving to the far lane there would have been a much better chance his life would have not been taken from us. There was no ticket issued in the accident as there was no way of knowing where her vehicle was at the time of impact.

I have heard many horror stories of close calls from many officers since I have been working on this cause. Some incidents include passenger of vehicles trying to knock the officers' hat off as they go by. If there was a law that motorists were to move over, if possible, this would also stop the pranks in that way or they could be ticketed.

On April 30, 1999 a KHP Motor Carrier Officer had a semi tractor trailer unit stopped at I-70 and K-25 junction. While talking with the driver of the semi standing on the side of the semi the officer looked back she saw a U-haul rental truck coming right towards her. She had nowhere to go. The only thing she could was hug up against the semi. The rental truck was close enough when it went by that the mirror from the rental truck caught the officers's jacket ripping the back of it. The rental truck was not found after the incident but I suspect he/she was sleepy but again not in the habit of slowing down and moving to the far lane.

According to statistics I have found 8-15 officers in the United States are killed annually being struck by vehicles. If getting this law mandated will save the life of one officer it will be worth it. I have driven many miles on our interstate highways and approximately 30% of motorists do not make any attempt to move to the far lane when approaching an emergency vehicle or a family vehicle parked on the shoulder.

During snowstorms with icy roads while working accidents, Dean had told me he has had to run to or dive to the ditch more than once as persons did not slow down until getting close. They would then hit their brakes causing additional accidents and endangering many emergency officers and citizens.

Please, in memory of my husband and other fallen officers, and support of other fathers, mothers, sons, daughters, brothers and sisters who are working our highways, county roads, and city streets, all hours of the day and night making our states a safe place to live, please make this law effective so motorists will show a little more respect and safety while driving.

Thank you,

Marilyn Goodheart
Marilyn Goodheart 2/2/00

House Transportation Committee
February 2, 2000
Attachment 4

**Kansas Highway Patrol
Summary of Testimony
House Bill 2641
before the
House Transportation Committee
presented by
Lieutenant Colonel Terry L. Maple
February 2, 2000**

Good afternoon Mr. Chairman and members of the committee. My name is Terry Maple and I appear before you on behalf of Patrol Superintendent, Don Brownlee, in support of House Bill 2641.

The nature of a law enforcement officers duties require troopers, deputies and police officers to routinely conduct business alongside busy roads, streets and highways of our state. To perform their duties officers must work in cramped quarters with little margin for error where even a minute mistake could result in catastrophic or even fatal consequences. House Bill 2641 is designed to help provide a little additional room to operate which will ultimately improve highway safety.

HB 2641 amends K.S.A. 8-1530 to require drivers approaching stationary authorized emergency vehicles making use of visual signals meeting the requirements of K.S.A. 8-1722 to:

- on highways with at least two lanes carrying traffic in the same direction to proceed with due caution, and if possible, move into a lane not adjacent to the stopped authorized emergency vehicle.
- on highways where it is not possible to change lanes, to proceed with caution, reduce their speed and maintain a safe speed for road, weather and traffic conditions.

The bill also increases the penalty for violation from \$30 to \$60.

I believe that these are common sense requirements. Unfortunately, many drivers fail to move left when approaching authorized emergency vehicles stopped along the roadway thus creating an unnecessary danger. This was graphically demonstrated on September 6, 1995 when Master Trooper Dean Goodheart was fatally injured when he was hit by a passing car along I-70 near Oakley.

Additionally, the bill also amends the statute to require operators of authorized emergency vehicles "operate the vehicle" with due regard for the safety of all persons using the highway. This is a significant change to the longstanding language requiring operators of authorized emergency vehicles to "drive" with due regard... Absent a clear-cut reason to amend this language, I respectfully request that it not be amended.

The Kansas Highway Patrol firmly believes the protection of our troopers and all operators of authorized emergency vehicles who have no choice but to work along our streets and highways is paramount. It is from this traffic safety vantagepoint that we respectfully request that you give serious consideration to House Bill 2461.

#####

House Transportation Committee
February 2, 2000
Attachment 5

Sheila J. Walker, Director
Division of Vehicles
915 SW Harrison St.
Topeka, KS 66626-0001



(785) 296-3601
FAX (785) 291-3755
Hearing Impaired TTY (785) 296-3909
Internet Address: www.ink.org/public/kdor

Division of Vehicles

TESTIMONY

TO: Chairman Gary Hayzlett
Members of the House Transportation Committee

FROM: Sheila J. Walker, Director of Vehicles

DATE: February 2, 2000

SUBJECT: House Bill 2561

Chairman Hayzlett and members of the House Transportation Committee, my name is Sheila Walker, and I serve as Director of the Kansas Division of Vehicles. Thank you for allowing me to provide neutral testimony today regarding House Bill 2561. This bill modifies several existing statutes. The portion of the bill the Division of Vehicles is most interested in is the proposal to create new certificate of title brands for salvage vehicles.

When a vehicle is wrecked or damaged, Kansas currently prints "non-highway" near the top of the certificate of title. We are the only state to use this "non-highway" brand. House Bill 2561 proposes three new types of certificates of title: "salvage" title, "rebuilt salvage" title and "non-repairable vehicle" certificate. If this bill passes, we will begin printing these new brands near the top of the certificate of title, rather than the "non-highway" brand.

The proposed requirements for brands to identify a wrecked or damaged vehicle are consistent with federal legislation that has been pending for several years. The purpose for proposing these changes is to eventually have a uniform title brand for all wrecked and damaged vehicles.

Kansas supports a nationwide brand for wrecked or damaged vehicles, and this bill is a step in the right direction. However, if we implement the new brands in Kansas before the federal government makes its final legislative recommendations, we may be faced with having to re-educate our customers on new title brands. Of course, if the final federal guidelines do not change from their current proposals, Kansas would already be in compliance with the branding verbiage. We do not expect the branding verbiage in the current federal guidelines to change.

Regarding the percentages of damages for certain types of brands, the Division has no position on this portion of the bill.

In closing, the Kansas Division of Vehicles will cooperatively implement this bill if it becomes law. Again, thank you for your interest in this issue. I am available for questions.

House Transportation Committee
February 2, 2000
Attachment 6

February 2, 2000

Testimony by Dale Lehning on Behalf of the Kansas Automotive Recyclers Association

Chairman Hayzlett and members of the House Transportation Committee:

I appreciate the opportunity to speak to you on House Bill 2561 regarding damage threshold of up to 65% of the ACV (Actual Cash Value) of the vehicle. If the unit can be repaired for less than 65% of the ACV, it undoubtedly will.

- If the damage exceeds 85% of the ACV it would be deemed a total loss and subsequently would be sold as scrap or as used parts. With the title being killed, the vehicle could never be resurrected for road use. In doing so, the V.I.N. (Vehicle Identification Number) would be killed, so that it also could not be used for titling purposes.
- Purpose of this legislation is twofold:
 1. Issue of safety and consumer protection
 2. Instrumental in curbing certain types of auto theft and therefore a benefit to law enforcement.

When a vehicle is wrecked the insurance carrier or appraiser attempts to assess the dollar amount of damage to construct a repair estimate.

Estimates of repair are written on three major estimating computer programs. All of these programs are set up with macros based on percentages of parts and labor vs. actual cash value of the vehicle.

- Most insurers use the 65% figure when estimating the cost of repair.
- Some insurers, however, push the limit to 85%.
- When the damage appraiser is entering the parts and labor in the computer, a warning box will appear on the screen stating “**WARNING: MAY BE WORKING ON A TOTAL LOSS**”, indicating that the cost of repair will in all probability exceed the value of the vehicle.

It is not advisable for repair costs to exceed the ACV of an auto and lends itself to a variety of problems with both claimants and insureds. Examples of these problems are:

- Complaints to the Insurance Commissioner, and other legal ramifications which result in increased costs.

Total loss vehicles are considered to be in one of three categories:

- Cost of repair exceeds the ACV of the vehicle. This would be an obvious total loss.
- A structural total loss – vehicle is damaged in such a manner that the structural integrity is compromised and would not be safe to repair or put back on the road.

House Transportation Committee
February 2, 2000
Attachment 7

- Economic and convenience – This is used by adjusters to control the loss that has extenuating circumstances such as:
 1. Loss of use.
 2. Availability of new or used repair parts.
 3. Down time as pertaining to commercial vehicles.
 4. Convenience of settling potentially contentious claims.

We feel that with this Bill the public is well served under the consumer protection aspects of limiting the repairs of non-safe vehicles.

Another benefit to the general public and to law enforcement is the limitation of auto theft as a result of using false VIN's.

2,500,000* Total Number of Cars Handled as Total Losses for One Year

225,000* Of these total loss vehicles, had VIN's show up in later thefts

*NICB statistics.

Kansas is one of the states that has an increase in auto thefts. From 1996 to 1997 an increase .07%. (1998 to 1999 statistics are not available at this time.)

Point of Interest

- The Justice Department came to the conclusion that 75% was a reasonable figure for a killed title based upon research as to how total losses are paid which involved a side trip to a number of salvage pools in the Chicago area. There they observed late-model high-dollar automobiles that had been virtually “rolled and baled”. The price these units brought far exceeded the amount that could be recovered in the sale of the used parts. Thus, the sole purpose was to obtain a title and a VIN.

“NONREPAIRABLE VEHICLE”

Defining a Vital Term in Vehicle Titling Legislation

WOULD YOU BUY THIS VEHICLE FOR YOUR FAMILY?

Under S. 655, this Jeep Grand Cherokee (\$16,900 *pre-accident cash value*) could be rebuilt and put back on the road. While future buyers would know this car had been in a “wreck,” this motor vehicle should NEVER be repaired (\$15,526 *independent, professional estimate to repair*) and returned to the road. The damage inflicted on this vehicle effectively prohibits its safe reconstruction. Many nonrepairable vehicles are in fact repaired cosmetically for reuse on the highway even though they are irretrievably unsafe for that purpose.



INNOCENT CONSUMERS BUY STOLEN VEHICLES!

Many nonrepairable vehicles are purchased at auction for high bids by persons who want just the Vehicle Identification Numbers (VINs) and the documents that go with these numbers — so they can transfer them to stolen vehicles of the same make, model and year. For most Americans, a vehicle will be the second most expensive purchase they will ever make. For those millions of Americans victimized by vehicle theft, this is a painful and expensive property crime. Also, the tens of millions insured drivers in the United States bear the cost of this crime in insurance premiums—truly innocent victims of this pervasive crime problem.

A QUICK PERSPECTIVE

Federal legislation should brand as “nonrepairable” any vehicle suffering damage of 90% of its fair market value, then remove it from the roads while barring its VIN from any future use. This easily applied, objective approach would ensure consumers protection from these outrageous frauds, thefts, and hazards.

WRECKED VEHICLES IN THE UNITED STATES

Vehicles designated by insurance carriers as “totaled”

- Total number annually 2,500,000
- *Number returned to highway use* 1,500,000

VEHICLE THEFT IN THE UNITED STATES

- Vehicles stolen annually 1,500,000
- *Number of stolen vehicles illegally given VIN numbers of other vehicles* 225,000*

* Based on percentage estimate from the FBI, the National Insurance Crime Bureau and the NYPD Auto Crime Division.

The "Numbers" For Motor Vehicle Theft In 1997

- 1,353,707 vehicle thefts per Uniform Crime Reports (UCR)*
- 505.8 vehicle thefts occurred per 100,000 inhabitants
- \$7.4 billion loss (based on \$5,416 UCR value per vehicle)
- 67% of stolen vehicles recovered (down 1% from 1996)**
- 447,000 stolen vehicles went unrecovered
- 14% of cases cleared by arrest (lowest percentage of any UCR index crime)
- 3 Top vehicle theft states:
 - 228,722 California
 - 107,195 Florida
 - 101,721 Texas

States Showing An Increase In Motor Vehicle Theft Rates From 1996 to 1997

	<u>Percentage</u>		<u>Percentage</u>
New Mexico	+ 23.2%	Colorado	+ 4.0
Iowa	+ 22.6	Utah	+ 3.6
Delaware	+ 17.0	West Virginia	+ 2.3
Nevada	+ 12.9	South Dakota	+ 2.1
Oregon	+ 12.0	Florida	+ 1.5
Missouri	+ 9.6	Indiana	+ 0.7
Washington	+ 8.7	Kansas	+ 0.7
Idaho	+ 7.0	Virginia	+ 0.6
Arizona	+ 4.7	Arkansas	+ 0.5

* number of vehicle thefts that were reported to the UCR for 1997. Several States and MSAs had incomplete or no reporting

** fewer vehicles are being recovered in the same metropolitan statistical area where they were stolen

WRECKS DIE BUT NOT THEIR IDS

CRIME: POLICE SAY INSURANCE FIRMS KEEP 'SALVAGE SWITCH' RACKET ALIVE BY AUCTIONING OFF TOTALED VEHICLES

COMPANIES SAY SALES HOLD DOWN PREMIUMS.

By Julie Tamaki, Times Staff Writer

The detectives who spotted the front half of a Honda in a Sun Valley wrecking yard wrote down its identification number, a precaution against the day it would rise from the dead.

Which it did.

Two years after detectives spotted the half-demolished wreck in the auto graveyard, the same Honda -- at least, according to DMV records -- was rolling again.

But only two things remained from the original car: the title document and the three-inch tin strip riveted to the dashboard with the 17-character vehicle identification number, or VIN, that establishes an official identity.

The rest of the car was a similar Honda that had been stolen. Fitted with the salvaged VIN strip to match the title document, it had assumed the identity of the long-vanished wreck and was sold on consignment through a used-car dealer to an unsuspecting Altadena resident for more than \$8,000. And when police impounded the car to return it to its true owner, he was out his money.

The growing practice of using "ghost" identities of scrapped vehicles as a cover to sell stolen cars on the legitimate market -- a "salvage switch," police call it -- has insurance companies and police at odds. It is almost always an insurance company, taking title to a customer's "totaled" vehicle, that decides to write off the wreckage and sell it for salvage.

What police are demanding is that the companies work harder to make sure that wrecks stay dead.

The insurance companies would rather continue as they have been doing -- auctioning off the wrecks of cars they class as too expensive to repair. That helps keep their customers' premium costs down.

Auto-theft detectives, on the other hand, argue that it should be a tip-off that something odd is afoot if what is supposed to be a pile of scrap brings in an unusually high price at auction.

The wreckage of the Honda in the Sun Valley junkyard, for example, sold for \$4,000.

"We're talking about burned-up cars and crushed vehicles with no salvageable parts," said Detective Bob Graybill of the Los Angeles Police Department, who heads the San Fernando Valley's auto-theft task force. "They're paying anywhere from a couple of hundred dollars up to \$4,000 for something that's worth \$125 for scrap metal."

"We're not trying to stop them from selling every car," Detective Gary Sims said. "But we are asking that they do something about the cars that are deemed cost-prohibitive to repair and that have suffered major damage or have been totally stripped."

The solution is not so simple for insurance companies.

"The sale of damaged vehicles through salvage pools is a means to provide significantly lower premiums

for automobile insurance to customers," said Rick Dinon, a spokesman for 20th Century Insurance Co. of Woodland Hills, the sixth-largest writer of private car insurance in California.

Although no statistics are kept on the number of salvaged cars purchased for illegal purposes, police cite burgeoning caseloads as proof that they are proliferating.

"All I do is spend my time solving cases like these," Sims said. "There are so many cars being stolen this way that there are not enough police in the state of California to deal with them."

Police usually get wind of such cases through "dumb luck," if something rouses an officer's suspicions about the car's VIN, Graybill said. Certain cars, such as Honda Accords and Preludes and Toyota 4Runners, are better candidates than others, because their popularity with buyers and their large numbers on the road make them popular with thieves.

"We think probably the major problem we have in Southern California is the salvage switch," said Mike Powell, regional vice president of the National Insurance Crime Bureau, a nonprofit group supported by the insurance industry that tries to curb fraud and vehicle theft.

Last year in Los Angeles about 73,000 cars were stolen, 15% of which were never recovered either because they were broken down for parts at so-called "chop shops," exported abroad or their vehicle ID numbers were switched, Sims said.

In the San Fernando Valley, the percentage of stolen cars that simply vanish is more than twice the citywide average, according to police statistics showing that 34% of the 22,376 cars stolen last year in the Valley were never recovered.

To make a car "vanish," thieves use the salvage pools and junkyards that are the legitimate end of the line for badly damaged or simply worn-out vehicles.

Salvage pools are operated by private firms, some of which buy wrecked cars directly from insurance companies and then place them on view in huge lots, where prospective buyers can inspect them and make bids at regular auctions. Others auction off vehicles for a flat fee and the insurance company keeps the remainder.

About 2.5 million vehicles a year nationwide -- damaged in accidents or stolen and recovered -- are sold at auctions for an average of \$1,200, creating a \$3-billion market, said Bradley Scott, president and chief executive officer of Insurance Auto Auctions, a Woodland Hills-based company that operates salvage pools in four states.

Some of the cars are purchased by legitimate buyers, such as collectors refurbishing autos or mechanics in search of spare parts.

But one licensed dismantler -- who buys wrecked autos, then sells the usable parts -- said his business has dropped by 20% in the last four years because he can't afford to beat inflated bids that he suspects are made by thieves.

"Just about every single car, somebody bid double of what I bid," said the dismantler. "There's no way that a legitimate business could buy a car and pay twice as much for it."

Scott contends that less than 5% of the cars sold by his company are purchased for illegal purposes. He agrees, however, that his firm's business is booming. He reported making \$60 million last year, when the firm ran 14 salvage pools.

Sometimes the scam works in reverse, detectives said. A badly damaged car will be bought at auction and a similar car will be stolen to provide parts to rehabilitate it, putting it back on the road under its original identity.

And sometimes insurance companies will wind up paying claims on the same car repeatedly. Some cars are wrecked, paid off by insurance carriers, auctioned, refurbished with stolen parts and sold, then "stolen again and the same process happens all over," said Lt. Rich Henderson of the California Highway Patrol.

"We want to break the cycle," Sims said. He estimated that if insurance companies would stop selling "total loss" and "total strip" cars, theft could drop 10% to 15% in Los Angeles County, where 137,000 cars were stolen in 1992.

Authorities argue that in the long run, insurance companies would have the best of both worlds if they stopped selling totaled vehicles as is, accompanied by titles, and instead surrendered the

title to the DMV and broke the vehicle down to its usable parts for resale by licensed dismantlers.

Insurance companies disagree.

"The suggestion that insurance companies could save premiums by not selling the damaged remains of vehicles is to ignore the economics of the issue," Dinon said. "In the total scheme of things, there is far more benefit from the sale of salvage than there is offset by crime or fraud associated with it."

Last year, Dinon said his company made \$10 million by selling salvaged cars, which helped offset the \$200 million in claims it paid.

He also said that if insurance companies were unable to recover their losses through the sale of salvaged cars, the companies would have to repair them instead of replacing them with new ones, subjecting policyholders to long delays while their cars are repaired.

"It's a tossup either way," said Bob Hurbi, a property claims manager for Allstate Insurance. "There's no real way of knowing whether the loss is greater than the gain."

*

Just a little over a week ago, the Los Angeles Police Department received a tip that a salvaged Honda Accord had been re-registered to a Thousand Oaks couple. Detectives determined that the car had been stolen and its VIN switched, Detective Bill Fulton said.

Working with police, the buyers contacted the man who had sold them the car and arranged to get their \$10,000 back. When he arrived in Thousand Oaks, Akop Terstepanyan, 33, of Hollywood was greeted by police and arrested.

DMV documents discovered on Terstepanyan led investigators to a Burbank house, where they found three stolen cars, all with switched VINs, police said. Parts of at least five other stolen cars and several detached VINs were found in the back yard, Fulton said.

Police later arrested Ogan Terstepanyan, 38, the owner of the house. The Terstepanyans, who are

cousins, were being held on suspicion of grand theft auto and receiving stolen property.

After chop shops and salvage switches, exporting stolen cars abroad is the most common problem, Graybill said. And some schemes have used all three.

Such was the case last month when police searched Oleg Kotlyarevsky's auto body shop in Van Nuys and found wrecked cars, purchased at salvage pools, that had been stripped of their VINs. During a warehouse search at Los Angeles Harbor in San Pedro, police found the missing numbers attached to four stolen Jeeps awaiting shipment to Russia, authorities said.

Police suspect that Kotlyarevsky switched the VINs from the wrecks to the stolen cars and used forged DMV documents to export them from the United States. He is waiting trial on one count of cocaine possession and possession of a counterfeit title of ownership, and he faces five counts of grand theft auto.

In an effort to curb such crimes, Scott's salvage-pool company set up a computerized database to help law-enforcement agencies and insurance companies detect fraud. His firm supplies information on more than 90,000 salvaged vehicles sold annually at its 14 salvage pools in Arizona, Oregon, Hawaii and California.

Scott said his company, at the request of insurers, also voluntarily crushes certain cars -- typically luxury models such as Porsches -- that have suffered major damage and are likely to attract thieves who covet their VINs and titles. Fewer than 100 cars are crushed each year, he estimates.

Authorities have asked the insurance industry to take voluntary crushing a step further.

Last fall, at the suggestion of police in Orange County, Powell of the National Insurance Crime Bureau said that a proposal was presented to 20 insurance companies throughout Southern California to break down salvaged Preludes and Accords to parts for resale. The rest of the car could then be crushed and the VIN number destroyed. But so far, not all of the companies have agreed to participate.

Sims of the Los Angeles Police Department said he hopes that someday all insurance companies will agree to crush any examples they acquire of the 20 models most popular with car thieves.

On a recent morning, the detective made his way through acres of wrecked cars at a North Hollywood salvage pool.

"This one should be crushed and that one should be crushed," Sims said, pointing at a completely stripped 1990 BMW and a totaled 1993 Mazda 323 - - both still fitted with their original VINs -- that were destined for the auctioneer's block the following day.

"I go nuts when I come out here," Sims said. "It's just a big, vicious cycle."

F.Y.I.

Automobiles

The New York Times
ON THE WEB

Home

Site Index

Site Search

Forums

Archives

Marketplace

August 13, 1999

That Car You Covet: Was It Totaled?

By ANDREA ADELSON

Ann Hasselbach paid \$27,000 for a low-mileage, three-year-old Toyota Supra from A. J. Foyt Honda in Kingwood, Tex., in 1997. When the car developed steering problems, the nursing student took it to a mechanic, who gave her more bad news. It needed a new transmission and its electrical systems required an overhaul because it had been flooded. The seat belts were not even bolted down, she said.

When she confronted the dealer's used-car manager, she said, he denied knowing the car's history and declared the vehicle safe. "Talk about anger," Ms. Hasselbach said. "Even a slight fender bender and I could have been dead."

Neither the general manager at A. J. Foyt Honda, nor the dealer's lawyers, returned phone calls seeking a response.

Ms. Hasselbach's lawyer obtained a title history indicating that the car had passed among three auto brokers in a year before reaching the dealer. Only after filing suit against the dealer and brokers for fraud did Ms. Hasselbach, 25, learn she had paid top dollar for a cosmetically disguised wreck.

It turned out that a doctor from Beaumont, Tex., had surrendered the once-flooded car to the Progressive Insurance Company after receiving a \$31,000 payoff.

"Nobody did this intentionally," said Mark R. Lapidus, Progressive's lawyer

Clues on the Web for Title Searches

Prospective used-car buyers need not accept on faith assurances about a car's history from salespeople or private parties. For \$20, consumers can obtain a title history from Carfax or VHR, rival information providers that have long catered to insurers and auto dealers.

Carfax began in 1985 as a service to dealers who wanted to avoid buying problem cars at auction. A third of its business now comes from consumers, who can check histories on line at www.carfaxonline.com or by calling (888) 422-7329.

VHR, owned by CCC Information Services of Chicago, developed its data base from its business of auto-insurance claims processing. It includes records on 18 million vehicles declared "totaled" by insurers, said Jack J. Rozint, a company spokesman. Its Web site is www.vehiclehistory.com.

Both companies' historical knowledge can be useful to buyers of used cars.

in Houston. "I think what happened is, a mistake was made and the paperwork didn't get sent." A trial is set for next year.

Concealing damage when reselling autos prompts so many complaints that legislation to set a national car-title standard has been proposed in Congress several times, only to collapse under pressure from competing interest groups. Insurers, law enforcers, the collision industry and consumer advocates agree that the issue should be resolved, but they disagree over how.

Even so, gaps exist in both data bases, because a few states have refused to make public their registration and title records.

Histories are indexed based on vehicle identification numbers and labels like "lemon buyback," **salvage** and "gross polluter." These red flags are sometimes excised when cars are moved between states that use different definitions of what is a lemon or a flooded vehicle. "Title washing happens all the time," said Scott Fredericks, a spokesman for Carfax, which was recently acquired by the Polk Company. With a title history, consumers can learn the previous registrations and transactions involving a vehicle, whether it was repossessed or used as a taxi, and whether its odometer was rolled back.

ANDREA ADELSON

From 20 to 40 percent of the 2.3 million vehicles that are declared "totaled" by insurers each year are rebuilt and put back on the highway, some legally, some not, say experts who have studied the problem. A significant portion of the vehicles that insurers consider too damaged to repair are freshened up and reregistered without their titles being branded as **salvage** -- the category for cars that cannot be economically fixed. Telltale signs, like spot frame welds and parts from different model years, can be hard to detect.

Last year in Indiana, the State Farm Mutual Insurance Company, the nation's largest auto insurer, agreed to pay nearly \$4 million in restitution to settle a case involving extensively damaged cars it had bought and resold without obtaining **salvage** titles.

"What we hear from other states is that the practice is not unique to Indiana," said Jeffrey A. Modisett, the state Attorney General. He said a similar investigation was under way in Iowa; plaintiff's lawyers in Texas and New Jersey are at work on class-action suits over similar allegations.

Unscrupulous rebuilders and car thieves have plenty of opportunity to reregister vehicles with clean titles or new identification numbers, since there is no national data base for salvaged and stolen vehicles.

And state laws governing vehicle titles are inconsistent. In Iowa, for example, a car must be given a **salvage** title if repairs exceed 50 percent of a vehicle's value. In Texas, the threshold is 75 percent. States with relatively lax rules, like Oregon and Pennsylvania, become havens for laundered vehicle titles, cleaned through reregistration.

A bill proposing a national standard for titling **salvage** vehicles was approved in June by the Senate Commerce Committee.

It is supported by insurers and auto rebuilders, but opposed by consumer groups and several state attorneys general. Critics hope that the bill, written by Senator Trent Lott, the majority leader, will be amended before it is considered by the full Senate.

Attorneys general including Richard Blumenthal of Connecticut, Joseph Curran Jr. of Maryland and Bill Lockyer of California oppose the proposed Federal standard, saying it is weaker than many existing state laws that it would pre-empt. The proposal defines a **salvage** vehicle as one needing repairs worth 75 percent of its value, but exempts vehicles over six years old and those valued at less than \$7,500.

Consumer groups support a competing bill by Senator Dianne Feinstein, Democrat of California. Rather than focus on **salvage** vehicles it would require pre-sale damage disclosures on registrations, a condition set in a few states including North Dakota, Iowa and Minnesota. Her bill, which would set criminal penalties, was not considered by the Senate committee.

Insurers oppose rules requiring owners to tell potential buyers about accident damage that falls short of **salvage** status. Insurers do not want policyholders' vehicles to be stigmatized over what amounts to cosmetic damage, said Dave A. Hurst, a State Farm spokesman in Bloomington, Ind.

Shoddy repairs stem partly from the strong used-car market. Insurers end up declaring repairable cars "totaled" and paying policyholders the full value, then recouping much of that expense by selling the cars at auction, said Jack J. Rozint, marketing vice president of CCC Information Services Inc., an auto claims processor in Chicago.

"The rebuilder has a strong incentive to complete the repair as cheaply as possible, as every penny saved goes in his pocket," Mr. Rozint said. "The title still should be branded as **salvage**."

[Home](#) | [Site Index](#) | [Site Search](#) | [Forums](#) | [Archives](#) | [Marketplace](#)

[Quick News](#) | [Page One Plus](#) | [International](#) | [National/N.Y.](#) | [Business](#) | [Technology](#) | [Science](#) | [Sports](#) | [Weather](#) | [Editorial](#) | [Op-Ed](#) | [Arts](#) | [Automobiles](#) | [Books](#) | [Diversions](#)
| [Job Market](#) | [Real Estate](#) | [Travel](#)

[Help/Feedback](#) | [Classifieds](#) | [Services](#) | [New York Today](#)

[Copyright 1999 The New York Times Company](#)

February 2, 2000

Testimony of Paul Davis on behalf of the Kansas Automotive Recyclers Association

Chairman Hayzlett and members of the House Transportation Committee:

I am Paul Davis the owner and operator of A-Plus Parts and Salvage, Inc. located in Wichita, Kansas. I have been in the salvage business for twenty years. I appreciate the opportunity to appear before you today on what I believe is an important legislative matter for the Kansas automotive consumer.

House Bill 2561 would accomplish the following:

- Establish a consistent guideline of 65% of retail value for branding motor vehicle titles informing prospective purchasers that a vehicle has been significantly damaged to that degree.
- Provides for a consistent guideline of 85% of retail value whereby extensively damaged vehicles will be removed from public roads for the protection of the Kansas motoring public, as well as the prospective purchasers of vehicles.
- It also ensures that a vehicle damaged beyond recognition will not have it's title and Vehicle Identification Number reappear as the legitimizing veneer for a stolen car of the same make and model.
- While past initiatives at the State level have been met with a wait and see approach due to pending Federal legislation, that argument to keep the states from acting has lost it's luster with the lack of action since 1992 by the United States Congress. It is time for the State of Kansas to take action to protect it's citizens instead on relying on our federal big brother to act.

Thank you for your time and I would be happy to answer questions.

House Transportation Committee
February 2, 2000
Attachment 8



KANSAS AUTOMOBILE DEALERS ASSOCIATION

February 2, 2000

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

From: Don McNeely, KADA President

Re: House Bill 2561

Chairman Hayzlett and Members of the Committee:

Good Afternoon, my name is Don McNeely, and I serve as the President of the Kansas Automobile Dealers Association. I appear before you today to offer some comments in regard to House Bill 2561.

I would first like to thank the Kansas Automotive Recycler's Association for bringing this issue to the Committee's attention. Today, the practice of selling rebuilt salvage vehicles as undamaged used vehicles costs consumers and the auto industry more than \$4 billion annually. You may have noticed I said the consumers and the auto industry because dealers, as well as consumers, are often the unwitting purchasers of these rebuilt vehicles. It is reported that in some states, as many as 70 percent of all "totaled" vehicles may return to the roads after being purchased by unsuspecting consumers and dealers. While most states require some type of disclosure on the title to indicate the vehicle history, the requirements vary from state to state. The states use dozens of different terms and definitions for these types of disclosures or brands. Kansas, for example, is the only state to use the terms "non-highway" and "formerly non-highway". Some states do not even "carry forward" the brands of another state when issuing a new title. I should mention that the State of Kansas does in fact, carry forward other states' brands. Taking advantage of this confusion are a certain number of unscrupulous rebuilders, which are victimizing both consumers and dealers by obtaining "clean" titles for severely damaged vehicles that should have had their titles appropriately branded. This has all been made possible by the lack of uniformity among state motor vehicle title laws.

Realizing this fact, a congressionally mandated Motor Vehicle Titling, Registration and Salvage Advisory Committee was formed in 1994 to develop recommendations to address this problem. The task force's recommendations are

House Transportation Committee
800 S.W. Jackson, Suite 1110 • Topeka, KS 66612
February 2, 2000
Telephone (785) 233-6456 • Fax (785) 233-1462
Attachment 9

essentially contained in a bill, S. 655, which was introduced by Senator Lott (R-MS) in the U.S. Senate this past year. S. 655 represents years of public debate and was changed before introduction this past year to address concerns expressed by various State attorney generals and consumer groups. It is our opinion that if Kansas is going to enact legislation addressing title branding, it should be along the lines of the elements contained in S. 655.

While we support the intent and purpose of the legislation before you this afternoon, we believe a number of major issues need to be addressed in order to accomplish the intended purpose. Some of the issues we have with the legislation in its current form relate to the fact that many of the elements are subjective, confusing and, in some aspects not in the economic interest of the consumer. For instance, if the insurance company does not acquire ownership of a vehicle due to a damage settlement, the bill requires the owner of the vehicle to make application for a "salvage" or "rebuilt salvage" title. How many vehicle owners are going to make an application for a branded title, when they risk losing 20 to 30 percent of the value of their vehicle? Shouldn't the insurance company that is making a damage settlement be responsible for notifying the Division of Vehicles on any vehicle they total, whether or not they acquire ownership? The legislation also omits one of the major contributors to this problem, the rebuilders. Outside the requirement to have the vehicle identification number verified or reassigned when necessary by the Highway Patrol, the rebuilders should, at a minimum, be responsible and required to permanently affix a decal to the driver's door jamb, as well as a window sticker, to indicate that the vehicle was previously salvaged and has been rebuilt, not to mention that some type of safety inspection may be needed for any vehicle which is rebuilt. HB 2561 also lacks any type of age limitation or value threshold, and without any such consideration, the legislation could have a negative impact upon the disadvantaged in our State. For instance, take a 1991 Ford Taurus, which is likely to be valued at approximately \$3000. The bodywork necessary to repair a sideswipe could easily exceed the 85 percent threshold, resulting in the owner of the vehicle permanently losing the right to use the vehicle on public roads, when the vehicle is otherwise sound.

These are just some of our issues, regarding HB 2561. I would again like to thank the Kansas Automotive Recyclers Association for bringing this problem to the Committee's attention, and we look forward to working with the various entities to successfully address this issue. On behalf, of the Kansas Automobile Dealers Association, I would like to thank the Committee for allowing me to appear this afternoon, and I would be more than happy to respond to any questions the Committee may have.

TESTIMONY OF INSURANCE AUTO AUCTIONS
FOR THE HOUSE COMMITTEE ON TRANSPORTATION
REGARDING HOUSE BILL 2561
FEBRUARY 2, 2000

Mr. Chairman, Members of the Committee – My name is Marcia McAllister and I am the Vice President of Government Affairs for Insurance Auto Auctions. Insurance Auto Auctions is one of the largest salvage pool companies in the United States. Salvage pools sell damaged and theft-recovered vehicles for the insurance industry. Insurance Auto Auctions has a facility in Kansas City, Kansas.

Insurance Auto Auctions opposes House Bill 2561 because the bill proposes definitions for “salvage vehicle” and “nonrepairable vehicle” that are adverse to consumers, the insurance industry and the salvage pool industry. While the bill is, on the surface, modeled after the main federal bill currently before Congress regarding salvage vehicles (U.S. Senate Bill 655, introduced by Senator Trent Lott), the changes to these two definitions make House Bill 2561 fundamentally different than the main proposal being considered by Congress. (Senator Dianne Feinstein has offered an alternative to Senator Lott’s Bill and, while Senator Feinstein’s bill bears some similarities to House Bill 2561, it is not as extreme as House Bill 2561.) We understand that House Bill 2561 is being promoted by the automobile dismantling industry. Not surprisingly, the dismantling industry would benefit economically from the changed definitions proposed by House Bill 2561 through being able to purchase its inventories more cheaply. Unfortunately, this bargain for dismantlers comes at the expense of consumers and other industries.

Assuming appropriate thresholds for designating a vehicle “salvage” or “nonrepairable”, Insurance Auto Auctions supports title branding (i.e., the practice of noting the prior history of the vehicle on the certificate of title). The difference between designating something as “salvage” as opposed to as “nonrepairable” is that repaired salvage vehicles may, after inspection and with title branding, be returned to the road, whereas vehicles designated as “nonrepairable” are not allowed to be repaired and returned to the road and, instead, are usable only as a source of parts or scrap. Our testimony will focus on these two definitions.

1) The “salvage vehicle” definition – Page 1, lines 21 through 44 of House Bill 2561.

Like U.S. Senate Bill 655, House Bill 2561 causes a vehicle to be designated a “salvage vehicle” if one of three things happens:

- a) the cost of parts and labor to rebuild the vehicle exceeds a threshold percentage of the pre-accident value of the vehicle;
- b) (i) an insurer acquires the vehicle pursuant to a damage settlement (except for a theft-recovery that was not damaged to the threshold percentage); or
- b) (ii) the vehicle owner designates the vehicle as a “salvage vehicle”.

Regarding part (a), U.S. Senate Bill 655 sets the threshold at 75% (as recommended by the federal Motor Vehicle Titling, Registration and Salvage Advisory Committee (“the “Advisory Committee”)) and limits the applicability of the definition to late model vehicles. (“Late model vehicles” are defined in U.S. Senate Bill 655 as vehicles of the current year or the preceding six years or, if older than that, having a retail value of more than \$7,500.) On the other hand, House Bill 2561, sets the threshold at 65% and contains no age limit. These are important differences for two main reasons.

First, the 65% threshold is out of step with current State laws and with “totaling” practices of insurers. (The rule of thumb in the insurance industry has historically been that, when repair costs reached 80% of the vehicle’s pre-accident value, the vehicle would be “totaled” rather than repaired. Please note: “Totaled” does not indicate that a vehicle cannot be safely repaired. Instead, it is usually one of the insurer’s choices under the policy of insurance and is typically chosen when that is the best economic result for the insurer.) Many insurers have, so far, grudgingly gone along with the 75% threshold of U.S. Senate Bill 655, although they would have preferred 80% or higher. No State, to our knowledge, has a 65% threshold. (According to our research, Iowa has a 50% threshold, but it doesn’t apply to insurers and Oklahoma has a 60% threshold, but non-safety-related repair costs are excluded from the calculation.) Setting the threshold at 65%, as proposed by House Bill 2561, has two negative impacts on consumers. It causes these lesser damaged vehicles, when repaired, to be depreciated by having their titles branded with the salvage and rebuilt salvage status (and, in most cases, causes the vehicles’ warranties from the manufacturers to be voided) and, by causing insurers to total more cars (cars they are today repairing for their insureds), it increases auto insurance costs for all consumers.

Second, by having no age limit on the “salvage vehicle” definition, older, less valuable vehicles are made “salvage vehicles” based on minor damage (i.e., 65% of a low pre-accident value does not reflect much damage.) This disproportionately disadvantages less affluent consumers. (Insurers are disadvantaged by the lack of an age limit in both part (a) and part (b)(i) of the “salvage vehicle” definition.)

Also, under part (b)(i) of the “salvage vehicle” definition, insurers are treated more harshly than other owners of vehicles. For example, if an insurer, to accommodate its policyholder, “totals” a vehicle damaged to 40% of the vehicle’s pre-accident value, that vehicle becomes a “salvage vehicle” because it is owned by an insurer. Any other owner of the same vehicle in the same condition would not suffer the same fate. Additionally, as pointed out above, U.S. Senate Bill 655 limits the applicability of this part (b)(i) requirement to “late model vehicles”, whereas House Bill 2561 contains no such limitation.

- 2) The “nonrepairable vehicle” definition – Page 2, lines 54 through 71 of House Bill 2561.

As noted above, a “nonrepairable” designation is a “death sentence” for a vehicle; that is, the vehicle is not allowed to be repaired and returned to the road. The federal Advisory Committee, the recommendations of which serve as the basis for U. S. Senate Bill 655, did not recommend a percentage-based definition of “nonrepairable vehicle”, as proposed by House Bill 2561. Rather, the Advisory Committee, after extensive study and debate of this issue, recommended the definition beginning on line 61 of page 2 of House Bill 2561, i.e., a vehicle that “is incapable of safe operation for use on the roads or highways and (which) has no resale value except as a source of parts or scrap only.”

By incorporating both the Advisory Committee’s definition and the percentage-based definition favored by automobile dismantlers, the definition in House Bill 2561 becomes unclear in practice (e.g., if a vehicle is damaged to 86% but is not incapable of safe operation and has value other than as a source of parts or scrap, is it “nonrepairable” or not?) Because we understand House Bill 2561 is being pushed by the dismantling industry, we presume the intent is to make any vehicle the cost of parts and labor for which exceeds 85% “nonrepairable”, but we think the definition is written in a confusing fashion.

On the main substantive point of a percentage-based definition of “nonrepairable vehicle”, the insurance industry and the salvage pool industry have been adamantly opposed to such definitions at both the federal and State levels for many years. The primary arguments in opposition to the definition contained in House Bill 2561 can be summarized as follows:

- The non-percentage-based definition contained in U.S. Senate Bill 655 is an appropriate, proven and widely-accepted definition of “nonrepairable vehicle”. The definition in U.S. Senate Bill 655 is in concert with the laws of the vast majority of States that have a “nonrepairable” or like category for vehicles. The definition in U.S. Senate Bill 655 identifies vehicles that are truly “nonrepairable”.

Conversely, definitions of “nonrepairable vehicle” similar to that proposed in House Bill 2561 have not been well-accepted by States. In fact, only five States have such definitions (in most cases, applying the definition to only a subset of vehicles), while 45 States (including Kansas) do not.

- While the definition of “nonrepairable vehicle” proposed by House Bill 2561 would create an economic windfall for the dismantlers in Kansas by allowing them to buy their inventories more cheaply, this windfall would come at the expense of consumers and other industries. This would occur in two ways: First, such a definition makes “parts cars” (i.e. vehicles that are not allowed to be registered for use on the road) out of many vehicles driven today. Second, such a definition harms consumers by needlessly reducing the amount insurers obtain for vehicles they come to own through the claim settlement process, since there is less

competition for and less value in “parts cars”. This loss for insurers increases insurance costs for consumers.

- Statistics show that, contrary to claims often made by dismantlers, definitions of “nonrepairable vehicle” similar to that proposed in House Bill 2561 do not reduce auto theft. As noted above, only five States have adopted definitions similar to that proposed by House Bill 2561. Since enacting their percentage-based definitions, four of the five States have done worse than the nation as a whole in reducing auto theft. The fifth State has done worse than the nation as a whole in reducing auto theft in three of the five years since enacting its percentage-based definition. Interestingly, since 1990 and without the dismantlers’ percentage-based definition of “nonrepairable vehicle”, Kansas has outperformed the nation as a whole in reducing auto theft.
- Because the definition of “nonrepairable vehicle” proposed in House Bill 2561 does not identify those vehicles with significant safety-related damage, it does not enhance road safety. For example, under House Bill 2561’s definition, a \$20,000 car with \$13,000 of damage can be repaired and put back on the road, while a \$4,000 car with \$3,401 in damage cannot be. Undoubtedly, in this example, the \$20,000 car has sustained more significant damage than has the \$4,000 car. Additionally, House Bill 2561’s definition includes non-safety-related repair costs (such as those related to cosmetic parts and tax) in determining whether a vehicle can be repaired for safe operation. While a percentage-based definition of “nonrepairable vehicle” would “kill the title” of thousands of cars without distinguishing between those that were severely damaged and those that were not, it is important to note that typically less than 1% of accidents are caused by a defect with the vehicle and those few accidents which are caused by the vehicle are generally due to faulty brakes, tires and lights, defects not in any way related to rebuilt salvage vehicles.

It should also be noted that House Bill 2561’s definition of “nonrepairable vehicle” is not age-limited. Thus, older cars with their low pre-accident values would receive the “death sentence” based on very minor damage. In rejecting the dismantlers’ suggestion of a percentage-based “nonrepairable” definition in the federal legislation, the House Committee on Commerce stated “under a percentage-based definition, consumers face a problem similar to that faced under an expanded definition of salvage vehicle—lower-value vehicles could meet the definition with relatively small amounts of damage. In the case of a nonrepairable vehicle, however, the consequence for the consumer is even more drastic than having a vehicle branded as salvage: instead of owning a vehicle significantly depreciated in value, the consumer faces the prospect of having the vehicle removed from the roadways altogether.”

Although there are other problem areas in House Bill 2561, the two definitions discussed above are, in our view, the most objectionable points and are the basis on which we urge you to oppose House Bill 2561. Insurance Auto Auctions appreciates the opportunity to share its views on these important issues. Thank you.



POLSINELLI
WHITE
VARDEMAN &
SHALTON

Memorandum

TO: The Honorable Gary K. Hayzlett, Chairman
House Transportation Committee

FROM: Bill Sneed, Legislative Counsel
The State Farm Insurance Companies

RE: H.B. 2561

DATE: February 2, 2000

Mr. Chairman, members of the Committee, my name is Bill Sneed and I appear today on behalf of the State Farm Insurance Companies. State Farm is the largest auto insurer in Kansas. We appreciate the opportunity to appear in opposition to HB 2561.

Although State Farm certainly is in agreement with the overall goal of preventing "title washing," whereby parts of completely inoperable vehicles are patched together in order to secure a clean title, this bill as written falls far short of accomplishing that goal and actually creates more problems than it attempts to solve. Further, there presently are two bills in the United States Congress that address this problem on a national basis, and we believe that H.B. 2561 is premature since both pieces of federal legislation create national title standards. Our specific objections are outlined in detail below.

1. The damage percentage of a "salvaged" vehicle is too low.

A "salvage vehicle" as defined in HB 2561 includes a motor vehicle that has been damaged to the extent that the cost of parts and labor to rebuild the vehicle exceeds 65 percent of the pre-accident value. We believe this number is too low and does not adequately reflect the

impact on older vehicles. For instance, many of our insured in Kansas and the Midwest submit claims for hail damage. Under the present language of HB 2561, a hailstorm could easily damage an older car to the extent that the estimated cost of repair exceeds 65 percent of its current retail value. This same vehicle would certainly be operable, as the damage was only to the exterior of the car. The exact definition of a salvaged vehicle is currently among the issues being debated at the federal level, as one of the bills sets the threshold at 75 percent fair market value and limits the applicability of the definition to late model vehicles. "Late model vehicles" are defined in the federal bill as vehicles manufactured within the past seven years, or vehicles older than seven years which have a retail value of more than \$7,500.

Further, none of the states that have a salvage bill place the threshold for a salvaged car at such a high level. For instance, Florida sets the threshold at 80 percent or more of the current retail value of the vehicle, while Michigan sets it at more than 75 percent but less than 91 percent of the predamaged actual cash value. HB 2561 in its current form would effectively diminish the value of many reliable, operable vehicles due to the fact that the owner of a salvaged vehicle would have to obtain a new title that would brand the car as salvage, which would limit the resale value of the car, even if the damage was fully corrected.

HB 2561 also limits the options that an insurer can offer to an insured if the vehicle was considered salvaged under the bill. For instance, as part of a standard automobile policy, an insurer has the right to salvage the car if such a decision is the most economical for the insurer and insured. HB 2561 would force auto insurers, including State Farm, to salvage any vehicle with the 65 percent damage level (cars they are repairing today), thereby increasing auto insurance premiums for all consumers.

Finally, as regards to the salvage definition, HB 2561 uses “a nationally recognized compilation” or “book value” to determine whether a vehicle has incurred damage exceeding the 65 percent threshold. However, the Kansas Insurance Department in K.A.R. 40-1-34 has prohibited the use of book value in determining the market value of an automobile for the purposes of settling an insurance claim, and such a prohibition could apply to the current bill.

2. Insurance companies are treated differently than individuals under the salvage provision.

According to the definition of a salvaged vehicle contained in the HB 2561, an insurance company which acquires ownership of a car pursuant to a damage agreement, except in the case of theft, must consider that car salvaged regardless of whether the 65 percent threshold has been met. Therefore, if an insurer, to accommodate its insured, salvages a vehicle damaged to 40 percent of the vehicle’s pre-accident value, that vehicle becomes a salvage vehicle only because an insurance company owns it. The same provisions do not apply to a private individual.

It should be further pointed out that auto insurers are required to obtain a salvage or nonrepairable title within 15 days of acquiring the damaged vehicle, where private individuals have 30 days to acquire the same title.

3. The threshold percentage of a “nonrepairable” vehicle is an irrational and arbitrary standard.

HB 2561 designates as nonrepairable any vehicle that has been damaged to the point where it is incapable of safe operation on the roadways, the parts and labor of its repair exceed 85 percent of the retail value, and has no resale value except as a source of parts or scrap. Accordingly the car must be titled with a “nonrepairable vehicle certificate.” However the

nonrepairable threshold is very confusing as it is currently written. For instance, what would happen if a person owned a car that was damaged to 86 percent of its retail value but is capable of safe operation and has value other than as a source of parts or scrap? The bill in present form is very vague as to what actually constitutes a nonrepairable vehicle, and conceivably such a standard could apply to many vehicles that are above the 85 percent damage level.

We believe that if a definition of a nonrepairable vehicle were to be included in the bill, the more prudent decision would be to leave out the percentage level. Such a definition would reflect language that is contained in one of the bills before Congress, whereas the other federal bill sets the damage level at 90 percent, which should at the very least be the specified level in HB 2561. Further, only five states have adopted a definition of nonrepairable vehicle similar to that contained in HB 2561, which in most cases is limited to a specific subset of vehicles, whereas forty-five states have refused to adopt a percentage-based definition of nonrepairable vehicles.

Because the definition of a nonrepairable vehicle in HB 2561 does not identify those vehicles with significant safety-related damage, it does not enhance road safety as the proponents of the bill would have you believe. The percentage-based definition of nonrepairable vehicle also does not deter auto theft. This can be clearly seen in the five states that already have adopted a percentage-based definition of nonrepairable vehicle. Each of those states—Florida, Michigan, Virginia, West Virginia and Wisconsin—has done significantly worse than the nation as a whole in reducing auto theft, with Michigan and West Virginia actually experiencing increased auto theft rates.

As previously noted with respect to vehicles designated salvaged under this bill, older cars with a depreciated value would be impacted much more severely than newer models. For

instance, under H.B. 2561 a \$20,000 car with \$13,000 of damage could be repaired and put back on the road, while a \$4,000 car with \$3,600 damage would have to be totaled. Undoubtedly, in this example, the \$20,000 car has sustained more significant damage than has the \$4,000 car. In this context and older car with substantial hail damage, even though not related to the car's safety or roadworthiness, would suffer in effect a "death sentence." In considering a percentage-based definition of nonrepairable vehicle for a federal salvage bill, the United State House of Representatives Commerce Committee rejected such notion, stating:

Further, under a percentage-based definition, consumers face a problem similar to that faced under an expanded definition of salvage vehicle—lower-value vehicles could meet the definition with relatively small amounts of damage. In the case of a nonrepairable vehicle, however, the consequence for a consumer is even more drastic than having a vehicle branded as salvage: Instead of owning a vehicle significantly depreciated in value, the consumer faces the prospect of having the vehicle removed from the roadway altogether.

Once H.B. 2561 is considered as a whole, State Farm believes that it creates many more problems than it attempts to solve, and is especially burdensome to policyholders that have older model vehicles. We further believe that the debate on this bill is premature, given the fact that two bills addressing this subject are presently being considered in Congress.

Once again, State Farm strongly opposes H.B. 2561, and urges its defeat by this Committee. Please feel free to contact me if I may be of further assistance.

Respectfully submitted,



William W. Sneed



FARMERS

KANSAS STATE OFFICE
10850 Lowell Avenue
Overland Park, Kansas 66210
Bus number: (913) 661-6580
Fax number: (913) 323-6172

www.farmersinsurance.com

HOUSE TRANSPORTATION COMMITTEE
TESTIMONY BY LEE WRIGHT
RE: HOUSE BILL 2561
FEBRUARY 2, 2000

Thank you Mr. Chairman and members of the Committee. My name is Lee Wright and I am representing Farmers Insurance. We appreciate this opportunity to testify in opposition to House Bill 2561.

We are the second largest writer of auto insurance in Kansas with approximately 265,000 auto policies in force.

While there isn't a great deal we like in this bill, let me highlight two in the interest of the committee's time.

First of all, new Section 1 is punitive to insurance companies in that we would be required to obtain a salvage title on total loss settlements whenever we keep the salvage, even if the damage is less than 65% of the retail value. Settlements under the 65% threshold where the owner retains the salvage are not required to obtain salvage title branding. This creates an inequity because a branded vehicle's resale value is diminished. Thus, owner retained vehicles in this situation will receive a higher salvage value than insurance company retained vehicles.

House Transportation Committee
February 2, 2000
Attachment 12

There will also be increases in administrative costs for insurers. Under New Sec. 2 (c) insurers will now have to notify the motor vehicle division every time a damage settlement on a salvage vehicle or nonrepairable vehicle occurs. This is required no matter if the insurance company or owner keeps the vehicle.

Thank you Mr. Chairman that concludes my remarks.