

MINUTES OF THE HOUSE TRANSPORTATION.

The meeting was called to order by Chairperson Gary Hayzlett at 1:35 p.m. on January 29, 2002 in Room 519-S of the Capitol.

All members were present except:

Representative Levinson, excused

Committee staff present:

Bruce Kinzie, Office of the Revisor
Hank Avila, Legislative Research Department
Ellie Luthye, Committee Secretary

Conferees appearing before the committee:

Representative Lightner
Representative Edmonds
Representative Tony Powell
Sheila Walker, Director, Motor Vehicle
Greta Foster, Great Bend

Others attending:

See attached sheet

Chairman Hayzlett called on Representative Tony Powell who requested introduction of a bill for a specialty plate that would read "United We Stand". Following discussion Representative Aday made a motion to introduce this bill, seconded by Representative Larkin and the motion carried.

HB 2604 - driver's licenses, expiration date

Chairman Hayzlett opened hearings on **HB 2604** and Representative Lightner presented testimony in support of this bill. She stated the bill simply changes the renewal for a driver's license to operate a motor vehicle for citizens who are less than 21 year old and those who are 65 years of age and older to every three years with the fees being reduced to \$6.00 versus the current \$8.00. She presented statistics and graphs to show the number of older drivers involved in fatal crashes as well as the percentage of crashes by 15 to 19 year olds. (Attachment 1) She also called attention to written testimony from John Douglass, Chief of Police, Overland Park, Kansas. (Attachment 2)

Sheila Walker, Director of Vehicles, was the next to speak on **HB 2604**. She said less than one third of the total drivers in Kansas would be affected by this proposed change. By federal recommendation, Commercial Drivers' Licenses are issued on a four year renewal cycle regardless of the driver's age. She recommended amending Section 1(f) of the bill to make it clear that the CDL driver with a motorcycle endorsement stays on a four-year cycle. She concluded the bill would have minimal fiscal impact as the fees are prorated to the current annualized fees. (Attachment 3)

There were no opponents.

Following questions by the committee, Chairman Hayzlett closed hearings on **HB 2604**.

HB 2648 - drivers' licenses, location of living will

Representative Edmonds was the first presenter. He told the committee the effect of passage of **HB 2648** would be to provide a space on the back of the drivers license where the licensee could, if desired, list the physical location of their living will. (Statement 4) He then introduced Greta Foster, Great Bend, who gave testimony in support of **HB 2648**. She related to the committee the circumstances that led to her requesting this legislation be introduced. (Attachment 5)

MINUTES OF THE HOUSE TRANSPORTATION COMMITTEE, Room 519-S of the Capitol at 1:35 p.m. on January 29, 2002.

Sheila Walker, Director of Vehicles, stated the Division of Vehicles had no objection to the addition of the statement to the license content, however, she requested the implementation of this change be postponed for one year to allow for the recommendation to be considered during upcoming contract negotiations with vendors who supply the materials for license development. (Attachment 6)

There being no other proponents, or opponents, Chairman Hayzlett opened the floor for questions and discussion. Representative Dillmore referred to testimony by Shiela Walker regarding the changes in design of the license when the new contract is negotiated and asked what would need to be changed to add the line with information of a living will and also if the Division was anticipating having to create some type of data base as to location, or content, of the living will. She will furnish the committee with this information.

Chairman Hayzlett closed hearings on **HB 2648**.

The minutes for the Transportation Committee meetings of January 22nd and January 23rd were presented for additions or corrections. Representative Dreher made a motion to approve the minutes as presented, seconded by Representative Pyle and the motion carried.

Chairman Hayzlett adjourned the meeting at 2:45 p.m. The next meeting of the House Transportation Committee is scheduled for Wednesday, January 30th, Room 519-S at 1:30 p.m.

PATRICIA LIGHTNER
 REPRESENTATIVE, 29TH DISTRICT
 JOHNSON COUNTY
 9408 W. 106TH STREET
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TOPEKA

MAJORITY WHIP
 COMMITTEE ASSIGNMENTS
 MEMBER HEALTH AND HUMAN SERVICES
 UTILITIES
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HOUSE OF

REPRESENTATIVES

TO: TRANSPORTATION COMMITTEE
 Chairman, Gary Hazlett

FROM: State Representative, Patricia Lightner, 29th District

RE: House Bill 2604

DATE: January 29, 2002

Thank you Chairman Hazlett and committee members for allowing me to testify today on House Bill 2604.

This bill very simply changes the renewal for a driver's license to operate a motor vehicle for citizens who are less than 21 years old and those who are 65 years of age and older to every three years. Additionally, the bill changes the fee for the Class C driver's license renewal to \$6.00 versus the current \$8.00. And also changes the Class M driver's license fees from \$5.00 to \$3.75.

I brought this bill as a way (a small one I know), to provide some additional safety and preventive measures to the high cost of automobile crashes not only people's lives but the economic consequences to our society and individuals. Consider that in 1990, motor vehicle crashes accounted for roughly 2.5% of America's gross national product – an estimated 135.5 billion' Blianco LJ, Faigin BM. The economic cost of motor vehicle crashes, 1990.: US Department of Transportation, National Highway Traffic Safety Administration; 1992.

According to the attached article from the *K.C. Star*, the numbers of older drivers of 70 years old and older have increased in upwards of 40 percent from 1989 to 1999. Along with that, the corresponding statistics of the number of older drivers involved in fatal crashes has increased 33 percent nationwide. All the while the overall number of fatalities have declined 9 percent.

In regards to demonstrating the percentage of crashes by 15 to 19 year olds I have attached graphs provided by the KS Department of Transportation and the Kansas Division of Vehicles. In the attached graph showing a breakdown of licensed drivers for each age, I added the number of licensed drivers from 15 to 19 year olds for a total in 2000 of 166,624. I then divided that by the total number of licensed drivers of 1,941,083 to

find that this age group makes up 9 percent of the driving population. Next, using the KDOT graph for the year 2000 under the 15 to 19 year olds, I took the 23,000 figure, which represents the total number of drivers involved in crashes for the 15 to 19 year olds age group, and divided that by 111,769 the total number of all drivers involved in crashes. The result is that this 9 percent of the licensed population represents 21 percent of all the drivers in crashes.

A further example shows the 40 to 44 year olds comprising 10 percent of all the registered drivers in Kansas represented 10 percent of all the drivers in crashes.

In looking at these graphs it would also appear that the 65 and older driver crash statistics do not seem to be drastically high as compared to the 15 to 19 year olds. But consider the following findings taken from different studies on the 65 and older drivers:

‘In addition to being more at risk for serious injuries, elderly drivers are more likely to be responsible for the crashes in which they are involved,’ Cooper PJ. Differences in accident characteristics among elderly drivers and between elderly and middle-aged driver. *Accident analysis and Prevention.* 1990; 22:499-50.

The Transportation Research Board-National Research Council; 1988 found that ‘although they drive fewer miles, elderly drivers have the highest rate of crashes per mile driven.’

The National Safety Council Accident Facts 1993 Edition.: *National Safety Council*;1993 found that ‘despite an overall decline in the U.S. traffic fatality rate during the past decade, age-specific rates for older drivers (>65 years) have increased.

Finally, ‘traffic crashes involving elderly drivers are more likely to be multi-vehicle collisions that result in more serious injuries than those involving younger drivers.’ Retchin SM, Anapolle J. An overview of the older driver. *Clinics in Geriatric Medicine.* 1993;9:279-296.

I would like to emphasize that I am not trying to take any senior citizen’s driver’s license, which we know equates to a person’s mobility and independence, away from them. Instead, my intent in bringing this bill is to reinforce the knowledge of our driving laws through our written exam for both of these age driving groups. As well as perhaps to alert an older driver of any visual problems they may not realize had occurred, so it may be corrected sooner rather than later.

I appreciate your time and attention to this matter and I will stand for any questions.



Patricia Lightner
KS State Representative – 29th District

■ **AS THE RANKS** of older motorists have grown, Missouri and Kansas have taken steps so they can remain behind the wheel

DRIVING FORCE FOR SAFETY

Officials say changes should benefit all

By **ROBERT A. CRONKLETON**
The Kansas City Star

To Romell Cooks, regional administrator of the National Highway Traffic Safety Administration, the statistics are staggering.

In 1999, there were 18.5 million licensed drivers age 70 and older in the United States, up almost 40 percent from 10 years earlier. Those older Americans accounted for about 10 percent of all licensed drivers in 1999, the latest data available.

And as Americans live longer, healthier, more active lives, those senior citizens are more mobile than ever, which means they spend more time on the highways, Cooks said.

But with that increased mobility there is a worrisome statistic: Between 1989 and 1999, the number of older drivers involved

in fatal crashes increased 33 percent nationwide — at a time when overall fatalities declined 9 percent.

Because of this, area highway officials and communities need to make the roadways safer for the older driver, Cooks said.

"I think this really has to be the case," she said. "Roadways need to be improved and screening instruments need to be in place to take off the road those who have lost their ability to drive."

"But most of all, we need to make the roads friendlier for older drivers who need to continue to drive."

Kansas and Missouri already are addressing the issue, taking steps to make signs and roadways more visible and testing ways to spot drivers who have

Improvements on the road

During the last decade, the number of elderly drivers increased nearly 40 percent. With the baby boom bulge expected to continue that trend over the next 20 years, highway officials are making changes to improve highway safety for all drivers, especially older ones:



New road signs with larger letters and a new background that reflects light better are replacing older signs.



More lights are being used at intersections to improve nighttime visibility.



Wider lane markings that reflect headlights better are replacing current highway striping. In some areas, "rumble strips" or other devices are being used to alert drivers if they drift out of their lanes.



The use of left-hand exits is being limited, and they are being replaced by right-hand exits when possible.



Intersections and stretches of roadways with limited sight distances are being rebuilt to improve visibility.

Source: Kansas and Missouri transportation departments

See SAFETY, A-8

The Kansas City Star

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SAFETY: States are aiding older motorists

Continued from A-1

become dangerous on the road.

While state officials say these improvements will make highways safer for all motorists, they say the changes especially will address the needs of senior citizens.

The ranks of those older drivers will continue to grow as baby boomers age, Cooks said. By 2020, older drivers are expected to account for about 20 percent of all licensed drivers.

And they will need to drive.

"The fact is, if the elderly give up their licenses, they can't live where they want," Cooks said. "Mobility is a key factor for the elderly."

"Driving is the last vestige of independence for most seniors."

That is especially a problem in the suburbs, where public transit typically focuses on getting people to and from work, rather than to and from locations where they can shop or take care of other business.

Jeanne Rhodes, 81, of Kansas City, says she really has no choice.

"I have to drive," she said. "It is essential."

"I live right off Interstate 435, and I take that almost everywhere I go. ...I go to the grocery store, the Plaza, Metcalf South and Ward Parkway."

Rhodes, however, will not drive at night because she considers the lane markings and signs too dim.

"I drive mostly in the mornings," she said. "I think I'm very blessed to

be still driving."

Changes on the roads

To help drivers, especially those with diminishing visual skills and slower reaction times, both Kansas and Missouri have been making several changes to area highways.

Starting last year, the Missouri Department of Transportation began replacing road signs with ones that use a different background. They reflect light better, creating a brighter marker.

The lettering also is much larger.

"The key is to give drivers some cues and clues as they are driving down the road," said Steve McDonald, state traffic engineer for Missouri's Transportation Department. "It lets drivers make better decisions when driving. Brighter backgrounds and brighter letters will help."

The department began replacing the signs in the Kansas City area this year.

McDonald said Missouri also is using more lights at intersections to improve nighttime visibility. The state will look at using different materials for lane markings, as well as making the lines wider to make them easier to see.

Kansas also has been replacing its signs with brighter ones with larger lettering. A little more than a year ago, Kansas replaced the signs along Interstates 435 and 35 in the Kansas City area.

"We are not doing anything

specifically aimed at older drivers," said Kim Stich, a spokeswoman for the Kansas Department of Transportation. "We help drivers of all ages all at once. It doesn't matter if you are 16, 40, 70 or 25. Any of the improvements we make have got to work for everybody."

Those improvements in recent years have included adding shoulders to less-traveled routes, better pavement markings and larger overhead signs at intersections with traffic signals. The state also has been reconstructing roads to improve sight distances.

State highway officials have just started a study with Kansas State University and the University of Kansas that will take a comprehensive look at how older drivers respond to certain traffic controls, such as signs and stoplights.

New tests

State license bureaus also are trying new tests aimed at identifying drivers who might be losing their ability to drive safely.

Beginning last year, people renewing their Missouri driver's licenses faced a new road-sign recognition test that called for identification of four out of six signs.

For most, the test is simple: Identify markers such as stop signs or yield signs.

The test can indicate if someone has certain cognitive problems. The theory is that a person in the early stages of dementia will not be able

to identify the signs, even if they are given a guide to study.

Susanne Medley, public information officer for the Missouri Department of Revenue, said the new test is going fine and probably will continue to be issued if it is determined that it helps identify people who should not be driving.

The test is important because studies have shown that drivers who suffer from physical limitations, such as impaired eyesight, will adjust their driving to compensate. But drivers with dementia and some other cognitive problems are not as aware of their limitations and do not seem to adjust.

"Our main concern is that we have safe drivers, regardless of what age they are," Medley said. "We don't really think of age being much of a factor. We just want to make sure the drivers are safe."

Missouri requires drivers at age 70 to take a vision and road sign recognition test every three years to renew their licenses.

Kansas requires drivers older than 65 to renew their licenses every four years.

That renewal process consists of a written test, which drivers fill out at home and bring in, as well as a vision test. Sheila Walker, director of vehicles, said Kansas does not have a test like Missouri's that would catch early stages of dementia.

Cooks, with the federal traffic safety agency, said she most often hears older drivers complain that

By the numbers

■ **25 million** — number of older Americans (age 70 and older)

■ **12.5 million** — number of licensed older drivers

■ **171,000** — number of older individuals injured in crashes in 1999

■ **5,517** — number of older individuals killed in crashes in 1999

■ **32** — percent of crashes involving older drivers that occurred during the daytime

■ **73** — percent of crashes involving older drivers that involved another vehicle

Source: National Highway Traffic Safety Administration

The Kansas City Star

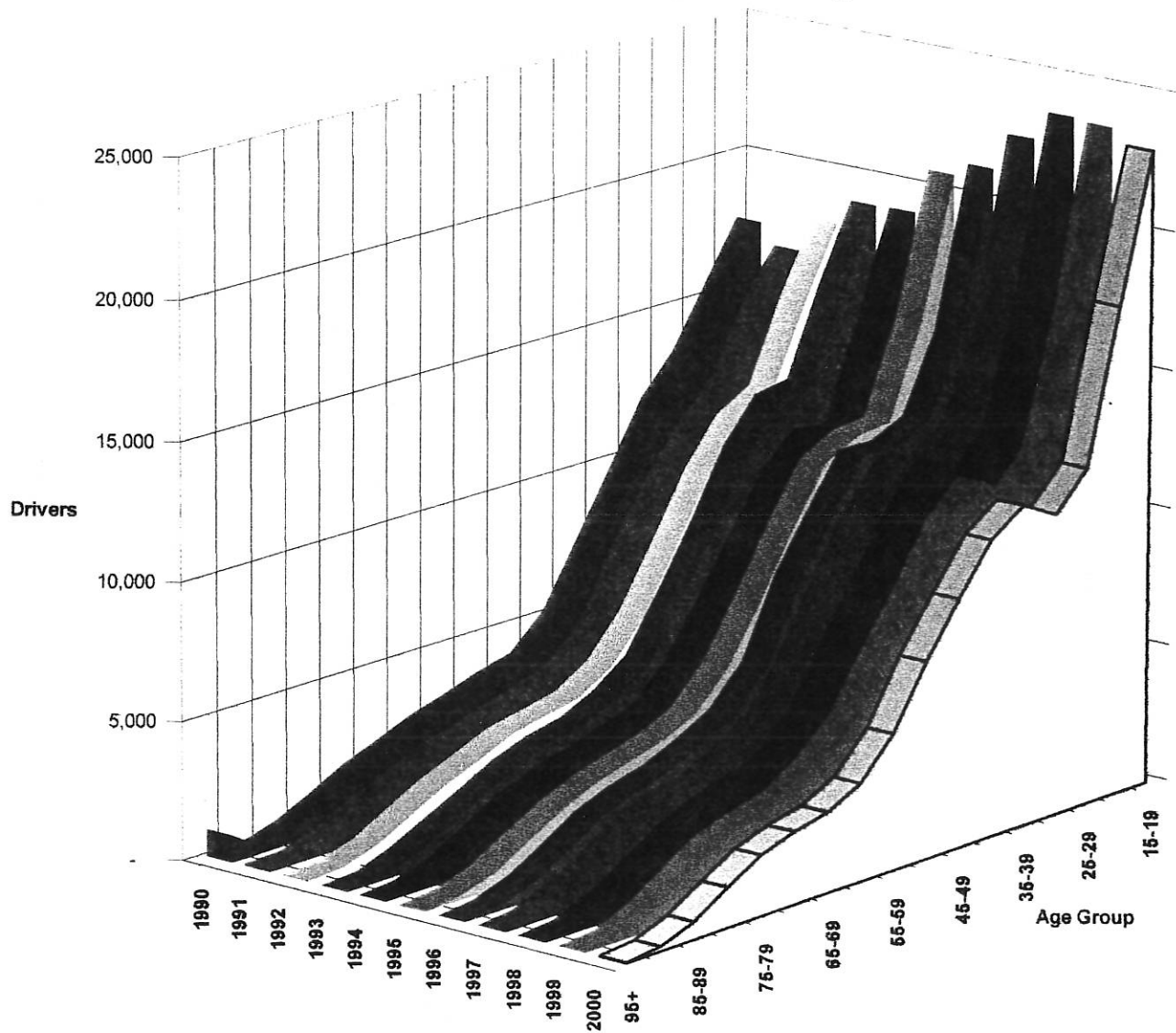
other motorists scare them by driving too fast and by darting in and out of traffic, often without signaling.

"The older drivers don't know if they should get on their brakes or just get off the roadway," Cooks said.

With the population aging every day, Cooks has a suggestion: Show some consideration for senior drivers. "One day you will be that older driver," she said.

To reach Robert A. Cronkleton, transportation reporter, call (816) 234-7733 or send e-mail to bcronkleton@kcstar.com.

Driver Age Group History



	15-19	20-24	25-29	30-34	35-39	40-44	45-49	50-54	55-59	60-64	65-69	70-74	75-79	80-84	85-89	90-94	95+
■ 1990	17,54	15,43	13,31	11,88	9,551	7,334	5,098	3,925	3,575	3,158	2,768	2,240	1,759	1,077	492	115	979
■ 1991	16,80	15,07	12,59	11,36	9,688	7,616	5,154	3,960	3,446	3,097	2,689	2,282	1,719	1,186	488	114	87
■ 1992	18,09	15,58	12,60	11,91	10,21	7,990	5,773	4,278	3,529	3,255	2,978	2,418	1,879	1,194	512	125	28
■ 1993	19,02	16,29	13,13	12,93	11,37	8,993	6,828	4,835	3,904	3,305	3,029	2,551	1,872	1,236	570	121	26
■ 1994	19,04	15,30	11,83	11,95	10,76	8,762	6,799	4,922	3,632	3,282	2,870	2,537	2,011	1,248	553	137	20
■ 1995	20,73	15,72	12,37	12,25	11,58	9,558	7,307	5,246	3,937	3,360	2,994	2,627	2,051	1,328	559	169	10
■ 1996	21,22	15,52	12,73	12,16	12,21	10,31	8,322	5,584	4,222	3,568	2,994	2,654	2,141	1,339	612	158	20
■ 1997	22,58	15,86	12,78	11,95	12,32	10,71	8,611	6,248	4,479	3,622	3,003	2,756	2,265	1,386	670	182	31
■ 1998	23,64	17,10	12,83	11,52	12,53	11,08	8,953	6,863	4,886	3,596	3,200	2,843	2,291	1,449	683	144	31
■ 1999	23,55	17,24	12,43	11,12	12,20	10,95	8,815	6,974	4,963	3,796	3,055	2,731	2,309	1,514	699	159	27
□ 2000	23,00	17,74	12,26	10,95	11,64	10,77	9,031	7,151	4,935	3,544	2,912	2,618	2,184	1,453	641	173	27

KDOT

AGE	2000
14	10,574
15	22,392
16	31,890
17	35,687
18	38,055
19	38,600
20	38,456
21	38,105
22	36,246
23	35,762
24	34,086
25	33,913
26	33,452
27	31,900
28	32,101
29	34,276
30	35,481
31	34,387
32	31,997
33	31,551
34	32,287
35	34,220
36	35,875
37	38,110
38	39,330
39	39,931
40	40,033
41	40,473
42	39,563
43	40,502
44	39,901
45	39,249
46	38,781
47	37,718
48	36,401
49	35,328
50	33,355
51	32,952
52	31,905
53	33,451
54	28,920
55	24,124
56	24,142
57	24,880
58	23,644
59	21,691
60	19,765

61	19,268
62	19,202
63	18,361
64	17,349
65	17,334
66	17,243
67	16,656
68	16,163
69	16,321
70	16,743
71	16,316
72	15,168
73	15,487
74	15,168
75	15,385
76	13,466
77	13,127
78	12,809
79	13,296
80	9,856
81	9,185
82	9,372
83	8,781
84	5,718
85	5,594
86	5,227
87	5,064
88	2,669
89	2,365
90	2,213
91	2,014
92	716
93	642
94	558
95	469
96	104
97	96
98	67
99	47
100	22
TOTAL	1,941,083

CITY OF OVERLAND PARK

DEPARTMENT OF POLICE

Intra-City Communication

January 29, 2002

TO: Kansas Representative Patricia Lightner

FROM: John M. Douglass, Chief of Police, Overland Park, KS

RE: Legislation House Bill No. 2604

After a first read of this legislation, I would suggest that I am in agreement with the spirit of the bill. I am not familiar with all the intricate details, but I am in support of the two major tenants involving more frequent testing.

It seems to make sense for two reasons:

(1) For those persons over 65, it would allow for more frequent visual acuity and perception testing, as well as more frequent memory and mental awareness testing. This is most important for those over the age of 70 due to do the insidious and almost imperceptible potential deterioration due to age.

(2) On a different note, for those under the age of 21 more frequent testing is a positive but for a different reason—physical limitations are not as important. But for those just learning the rules of safe driving, repetitive familiarity is both advantageous and important until those skills, rules, and principles are firmly ingrained in early adulthood.

Please consider this a thumbnail sketch. Contact me for more discussion.

JMD/lms

Sheila J. Walker, Director
Division of Vehicles
915 SW Harrison St.
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Division of Vehicles

MEMORANDUM

TO: Chairman Gary Hayzlett
Members of the House Transportation Committee

FROM: Sheila J. Walker, Director of Vehicles *Sheila J. Walker*

DATE: January 29, 2002

SUBJECT: House Bill 2604 – Driver's License Renewal Period

Mr. Chairman, members of the Committee, I am Sheila Walker, Director of the Kansas Division of Vehicles. I want to thank you for the opportunity to appear today regarding House Bill 2604.

House Bill 2604 reduces the number of years in a driver's license renewal period from four years, to three years, for persons under the age of 21 and over the age of 65. Less than one third of the total drivers in Kansas would be affected by this proposed change.

Prior to 2000, drivers' license renewal periods were four years for all classes of vehicles and drivers of all ages. The 2000 Legislature passed a law that changed the renewal period to six years, for persons between the ages of 21 and 65. Those under the age of 21 and over 65 remained in a four-year renewal cycle.

By federal recommendation, Commercial Drivers' Licenses (CDLs) are issued on a four year renewal cycle, regardless of the driver's age. We recommend amending Section 1(f) of the bill to make it clear that the CDL driver with a motorcycle endorsement stays on a four-year cycle (see attached balloon).

This bill would have minimal fiscal impact, as the fees are prorated to the current annualized fees. In other words, the driver's license would still cost \$2 a year (\$6 for a three-year license, down from \$8 for a four-year license).

Thank you again for allowing me the time to testify on this bill.

1 (4) for a class M driver's license issued to a person less than 21 years
2 of age or 65 years of age or older, \$5 \$3.75;

3 (5) for a class A or B driver's license issued to a person who is at least
4 21 years of age, but less than 65 years of age, \$18;

5 (6) for a class A or B driver's license issued to a person less than 21
6 years of age or 65 years of age or older, \$12; or

7 (7) for any class of commercial driver's license, \$14.

8 A fee of \$10 shall be charged for each commercial driver's license
9 endorsement, except air brake endorsements which shall have no charge.

10 If one fails to make an original application or renewal application for a
11 driver's license within the time required by law, or fails to make appli-
12 cation within 60 days after becoming a resident of Kansas, a penalty of
13 \$1 shall be added to the fee charged for the driver's license.

14 Sec. 2. K.S.A. 8-247 is hereby amended to read as follows: 8-247. (a)
15 All original licenses shall expire as follows:

16 (1) Licenses issued to persons who are at least 21 years of age, but
17 less than 65 years of age shall expire on the sixth anniversary of the date
18 of birth of the licensee which is nearest the date of application;

19 (2) licenses issued to persons who are less than 21 years of age or are
20 65 years of age or older shall expire on the ~~fourth~~ *third* anniversary of
21 the date of birth of the licensee which is nearest the date of application;
22 or

23 (3) any commercial drivers license shall expire on the fourth anni-
24 versary of the date of birth of the licensee which is nearest the date of
25 application. All renewals under paragraph (1) shall expire on every sixth
26 anniversary of the date of birth of the licensee; *all renewals under para-*
27 *graph (2) shall expire on every third anniversary of the date of birth of*
28 *the licensee* and all renewals under ~~paragraphs (2) and paragraph (3)~~ shall
29 expire on every fourth anniversary of the date of birth of the licensee. No
30 driver's license shall expire in the same calendar year in which the original
31 license or renewal license is issued, except that if the foregoing provisions
32 of this section shall require the issuance of a renewal license or an original
33 license for a period of less than six calendar months, the license issued
34 to the applicant shall expire in accordance with the provisions of this
35 subsection.

36 (b) If the driver's license of any person expires while such person is
37 outside of the state of Kansas and on active duty in the armed forces of
38 the United States, the license of such person shall be renewable, without
39 examination, at any time prior to the end of the sixth month following the
40 discharge of such person from the armed forces, or within 90 days after
41 reestablished residence within the state, whichever time is sooner. If the
42 driver's license of any person expires while such person is outside the
43 United States, the division shall provide for renewal by mail.

(5) for a class M driver's license issued
to a person who holds any class of
commercial driver's license, \$5.00;

STATE OF KANSAS
HOUSE OF REPRESENTATIVES

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JOHN T. EDMONDS
112TH DISTRICT
CHAIRMAN, TAXATION COMMITTEE

HOUSE BILL NO. 2648

**Testimony provided to
House Committee on Transportation
January 29, 2002
Topeka, Kansas**

Chairman Hayzlett and members of the committee, thank you for the opportunity to present testimony today on behalf of HB 2648. The effect of passage of HB 2648 would be to provide a space on the back of the drivers license where the licensee could, if desired, list the physical location of their living will.

The need for this legislation was brought to my attention by a constituent of mine, Ms. Greta Foster. Ms. Foster is here today and will discuss the matter fully with the committee.

Again, thank you for allowing me to appear before your committee. I will be happy to stand for questions at the appropriate time.

House Transportation Committee
January 29, 2002
Attachment 4

House Bill #2648

Thank you for considering House Bill #2648 which introduces the placing of the location of an individual living will on the drivers license. My circumstances are not uncommon in that many face sudden family crisis without any available legal information.

My idea is to see if we could get a Living Will Location statement placed on the drivers license and it would be with each person at all times. In visiting with many individuals, I find their living will is located in their safe deposit box. My husband had his attack on Sunday and it was impossible to secure the living will. I have also discovered there is not a state data base or reference area to store the living will information. Let me share with you the events of my husband's death.

My husband passed away on April 16, 2000. On April 9 he had a massive heart attack and was taken to the hospital. I teach at Barton County Community College, Great Bend, KS and was attending the college spring honors brunch. Consequently, they looked in many locations for over two hours without any success. Anyone that knew Gary was well aware of his desire to never be connected to life support. Without any close relative present, Gary was connected and it caused difficult moments with members of the family. His temperature was over 108-110 for over six days. Three doctors advised us to his condition, nonetheless, letting go is hard. After several days I decided it would be necessary to go to court, however, the medical profession provided the family with enough information to stop his suffering.

I want to stress this bill is not to create or maintain any definite information in the living will. This is a personal decision for each individual. I am only trying to provide a definite location for any individual that would want to secure a living will. I understand if a living will is in one hospital and you have an accident or a need in another hospital, you must have the living will with you. With this living will information on file, one hospital could contact another hospital to secure information while family could be contacted. Without this information, many problems are created. I would like to present this idea to all possible and see if we could generate a response.

Sheila J. Walker, Director
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Division of Vehicles

MEMORANDUM

TO: Chairman Gary Hayzlett
Members of the House Transportation Committee

FROM: Sheila J. Walker, Director of Vehicles *Sheila J. Walker*

DATE: January 29, 2002

SUBJECT: House Bill 2648 – Living Will

Mr. Chairman, members of the Committee, I am Sheila Walker, Director of the Kansas Division of Vehicles. I want to thank you for the opportunity to appear today regarding House Bill 2648.

If passed, House Bill 2648 will add a statement to the current Kansas driver's license to document the location of the driver's living will.

The Division of Vehicles has no objection to the addition of the statement to the license content. However, we respectfully request that implementation of this change be postponed for one year, to allow for the recommendation to be considered during upcoming contract negotiations with vendors who supply the materials for license development.

To make a change to the current driver's license format during the current contract period, would require major computer software and programming changes, as the current license contains the maximum amount of information possible to place on the card. Adding even one line to the existing format would require extensive work associated with a re-design process. This work would need to be done by the current contractor, as the license content is a part of the contract price.

We do not have actual figures available at this time from our current vendor Digimarc (formerly Polaroid) to estimate the cost of system modifications to re-design the current driver's license document. However, based on previous estimates for changes in the background and signatures, the costs will be substantial – up to \$25,000. There would be internal programming costs as well. Estimating three months of programming time to modify the Kansas Driver's License System (KDLS), \$14,400 for in-house programmers or \$48,000 for contract programmers would be required.

Because the current vendor's contract expires next year, the Division will be engaging in re-design efforts as a part of new contract negotiations within the next few months. At that time, the addition of the requested living will information could more easily be considered.

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Additionally, to incorporate the change into the next contract cycle would also be in the best interest of the general public. To implement the change next year, as a part of the normal contract cycle, would utilize the regular publicity campaigns used for notification of the public as well as law enforcement. To implement a change this year, would require two notifications, one this year as well as one next year during the regular contract renewal, creating confusion within the law enforcement community.

Thank you again for allowing me the time to appear. I will stand for questions.