

MINUTES OF THE HOUSE TRANSPORTATION COMMITTEE.

The meeting was called to order by Chairperson Gary Hayzlett at 1:30 p.m. on February 10, 2003 in Room 519-S of the Capitol.

All members were present except:

Committee staff present:

Bruce Kinzie, Revisor
Hank Avila, Legislative Research Dept.
Mary Galligan, Legislative Research Dept.
Betty Boaz, Committee Secretary

Conferees appearing before the committee:

Representative Jene Vickrey
Larry Pence, Past President of Kansas State Pupil Transportation Ass'n.
Barbara Pringle, Executive Secretary, Kansas State Pupil Transportation Ass'n.
Representative Bob Bethell
Carl Quanstrom

Others attending:

See attached list

HB 2113 - Maximum speed limits for school buses

Chairman Hayzlett opened hearings on **HB 2113** and called on Representative Vickrey as the first proponent. Representative Vickrey told the committee this was a common sense bill that would allow buses to drive with the flow of traffic. He then introduced Larry Pence, Past President of the Kansas State Pupil Transportation Association who deferred formal testimony to Barbara Pringle, Executive Secretary of the KSPTA and Transportation Director of USD 243 - Emporia for four years.

According to Ms. Pringle, the KSPTA's main concern is the safety of the students transported each day to and from school and activities. Currently the maximum speed limit for a school bus is 55 miles per hour on separated and multilane highways and the maximum speed for all other vehicles is 70 miles per hour. They believe this difference in allowable speed between the two results in the school bus traveling slow enough to become a hazard. According to KSPTA if the speed of school buses remains at 55 miles per hour, they believe there is an increased probability of accidents when other vehicles try desperately not to get behind a school bus. Ms. Pringle asked for support for this bill. (Attachment 1)

There were no other proponents and no opponents.

Following questions from the Committee Chairman Hayzlett closed the hearings on **HB 2113**.

HB 2118 - Model year license plates for antique vehicles

Chairman Hayzlett opened hearings on **HB 2118** and called on Representative Bob Bethell as the first proponent. He explained that Kansas law states that an owner of an antique automobile may, by paying a fee of \$40, display a license plate of the same year as the manufacture of the automobile as the official Kansas license plate as long as the plate is embossed with the year of issuance. This is appropriate for antique vehicles that were manufactured beginning in 1921, but excludes vehicles manufactured from 1913 to 1920, because the plates were not embossed with the year until 1921. Representative Bethell asked for support for **HB 2118** which would amend the statute to allow for plates issued in years 1913 to 1920 to be used in such a manner. (Attachment 2)

Carl Quanstrom was the next conferee. Mr. Quanstrom is an owner of a 1915 Model-T Ford. He brought pictures of his car and tag to show the committee. He urged passage of **HB 2118**.

CONTINUATION SHEET

MINUTES OF THE HOUSE TRANSPORTATION COMMITTEE at on February 10, 2003 in Room 519-S of the Capitol.

Chairman Hayzlett called on Sheila Walker, Director of Motor Vehicles for any comments on this bill. She added that this bill would also have technical cleanup and remove the notary requirements.

There were no other conferees. Following questions by the committee Chairman Hayzlett closed hearings on **HB 2118**.

After some discussion Representative Ballou moved, with a second by Representative Ballard, to recommend **HB 2118** favorable for passage and be placed on the Consent Calendar. Motion carried on a voice vote.

The meeting adjourned at 2:15 p.m. The next meeting is scheduled for February 11, 2003.

HOUSE TRANSPORTATION COMMITTEE

DATE _____

NAME	REPRESENTING
Sheila Walker	KDOT - Vehicles
Matt Moser	"
Diane Albert	"
Craig Kabeel	KAAA
Barbara Rungli	KSPTA
Larry Lence	KSPTA
Erik Santorus	City of Overland Park
Eric Collins	KS Govt Consulting

Representative Gary Hayzlett
Chairman House Transportation Committee

House Bill # 2113

Barbara Pringle
Executive Secretary
Kansas State Pupil
Transportation Association

House Transportation
Date: 2-10-03
Attachment # 1

On behalf of the Kansas State Pupil Transportation Association I am here to speak to you concerning House Bill # 2113.

Several years ago, the speed limit in the state of Kansas was raised to 65 and 70 miles per hour on state and interstate highways, and the speed of the county and rural roads was increased to 55 miles per hour for all vehicles, this has resulted in an imbalance in the allowable speed in which school buses travel on the some roads.

The Kansas State Pupil Transportation Associations main concern is the safety of the thousands of Kansas students that are transported each day to and from school and activities. After considerable discussion concerning this matter, the Executive Committee is asking for your support of House Bill # 2113, regulating the speed of school buses on separated, multilane highways in the state of Kansas.

Currently the maximum speed limit for a school bus is 55 miles per hour on separated and multilane highways, and the maximum speed for all other vehicles is 70 miles per hour. We believe this difference in allowable speed between the two results in the school bus traveling slow enough to become a hazard.

Where the speed limit is posted at 70 miles per hour, some if not most vehicles will push the limit to 75 to 80 miles per hour. This is a daily occurrence across the state.

If the speed of school buses remains at 55 miles per hour, we believe there is an increased probability of accidents when other vehicles try desperately not to get behind a school bus. The average motorist will do anything to avoid getting behind a school bus whether on city streets or highways. It is written all over a school bus " I GO SLOW " and all most people can think of is how to get "round it.

By keeping the speed of Kansas school buses at the current maximum speed on interstate and divided highways, the KSPTA Executive Board believes we are increasing the chance of an accident.

Other states have already increased the speed limit of school buses on their roadways, because they have seen the potential hazard.

Our concern is not that of the school bus driver because a school bus driver has extensive training to know how to handle the bus in different surroundings and at different speeds, rather our concern is for the other driver's who share the road with school buses and have been stuck behind a school bus and will do almost anything to get around, even at the risk of others.

We would like to see a change in regards to the speed of a school bus. One that would more equitable for the bus sharing the road with other drivers, and one that would still be a safe speed for the bus to travel on its daily routes.


We would like for the legislators to consider increasing the current speed limit of the school bus from 55 miles per hour on state and interstate separated multilane highways to 65 miles per hour.

We want to keep the current speed limits for school buses on all other roadways the same. This would include 2 lane highways at 55 mph, rural sand, gravel and dirt roads at 45 miles per hour.

Summary:

We are more concerned with the driving habits of the general public than the driving habits of the school bus driver. Most drivers do not like to drive behind a school bus and may take a chance to get around the bus even though there may not be enough time and distance to do so safely. We ask your support of House # 2113

Respectfully,



Barbara Pringle
Executive Secretary
Kansas State Pupil
Transportation Association
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VICE-CHAIR: KANSAS FUTURES
MEMBER: APPROPRIATIONS
SOCIAL SERVICES BUDGET
STATE CAPITOL—ROOM 175-W
TOPEKA, KS 66612-1504
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TOPEKA

Testimony on HB 2118

Chairman Hayzlett and members of the Committee on Transportation, thank you for the opportunity to appear before you concerning HB 2118.

I am here in support of HB 2118 and I would like to explain what is accomplished by the passage of this bill. Kansas law states that an owner of an antique automobile may by paying a fee of \$40.00 display a license plate of the same year as the manufacture of the automobile as the official Kansas license plate as long as the plate is embossed with the year of issuance. This is appropriate for antique vehicles that were manufactured beginning in 1921, but excludes vehicles manufactured from 1913 (the first year Kansas issued a license plate) to 1920, because the plates were not embossed with the year until 1921.

HB 2118 would amend the statute to allow for plates issued in years 1913 to 1920 to be used in such a manner.

I have attached information concerning the individuality of plates issued from 1913 to 1920.

Thank you for this opportunity and I urge you to support HB 2118 and that you recommend it be passed favorably.

I will stand for questions.

House Transportation
Date: 3-10-03
Attachment # 2

HISTORY OF LICENSE PLATES CONT.

Several unique materials have been used in the manufacture of plates. Arizona, for a short time, issued a plate of burnished copper to advertise its large production of copper. Illinois made plates during World War II of soybean-base plastic but was forced to discontinue use of the material when a cow took a bite out of one of the plates. Color combinations have been varied.

And what of the future? A recently completed study and a proposed new study may prompt a re-evaluation of the merits of placing slogans and artwork on the plates. The primary purpose of a license plate is identification, concludes the finished study and therefore the numbers and letters should be as large as possible. Exploration is also underway for the development of a numbering system that could be used uniformly throughout the United States.

HISTORY OF KANSAS LICENSE PLATES

Prior to 1913 license plates were handled on a municipal basis. The applicant was charged a fee of \$5.00, \$4.25 of which went to the city clerk of his immediate area and .75¢ to the Secretary of State. The car owner had to fasten his metal numbers onto a piece of leather and attach it to his car. The same tag number was retained by the owner whether he bought a new car or kept the old one, all the motorist had to do was to pay the fee to keep his plates and there was no necessity to change.

In 1913 the Legislature of the State of Kansas passed Senate Bill #239, defining what should be construed as motor vehicles; and requiring and regulating the registration thereof; and providing for the issuance of a number plate. With the passage of the Registration Act metal tags were issued for the first time. They were not dated and had no county designation, however, the colors were changed annually and the position of the "Kan" was moved about from time to time.

In 1921 the Kansas State prison inmates started making plates and the date was placed on them. In 1930 the county designations appeared on state license plates for the first time using numbers based on population. Thus Wyandotte became #1, Sedgwick #2, and Shawnee #3, etc.

In 1943 no license plates were issued because of the war and the shortage of metal. An aluminium tab was used and was attached to the plate used the previous year. In 1945 the series "00" was started, and a year later the smallest tag ever issued appeared on motor cars. (Wrong--the smallest tag was in 1944)

In 1951 the county designations were changed from numerals to letters, thus Wyandotte became WY, Sedgwick SG, and Shawnee SN.

In 1964 Kansas adopted the use of a partially reflectorized plate which provided what is considered a dependable night safety devise as well as an aid to law enforcement, one more step in the never ending quest for better and more efficient methods to bring about a resultant decline in the loss of life and property damage upon our streets and highways.

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JAN. 09 2003 04:00 PM P2

PHONE NO. : 785 234 9710

NSAS VEHICLE LICENSE PLATE COUNTY CODES

KS License Tag Number designation, 1930 through 1950:

- | | | | | |
|-------------------|---------------------|-------------------|------------------|------------------|
| 1. Wyandotte WY | 22. Neosho NO | 43. Jewell JW | 64. Ellsworth EW | 85. Kiowa KW |
| 2. Sedgwick SG | 23. Marion MN | 44. Coffey CF | 65. Ottawa OT | 86. Meade ME |
| 3. Shawnee SN | 24. Allen AL | 45. Doniphan DP | 66. Lincoln LC | 87. Sheridan SD |
| 4. Crawford CR | 25. Brown BR | 46. Jefferson JF | 67. Barber BA | 88. Gove GO |
| 5. Montgomery MG | 26. McPherson MP | 47. Geary GE | 68. Elk EK | 89. Gray GY |
| 6. Reno RN | 27. Wilson WL | 48. Rice RC | 69. Pawnee PN | 90. Comanche CM |
| 7. Leavenworth LV | 28. Harvey HV | 49. Linn LN | 70. Rooks RO | 91. Clark CA |
| 8. Cowley CL | 29. Osage OS | 50. Smith SM | 71. Finney FI | 92. Stevens SV |
| 9. Butler BU | 30. Riley RL | 51. Harper HP | 72. Woodson WO | 93. Hodgeman HG |
| 10. Cherokee CK | 31. Miami MI | 52. Anderson AN | 73. Rush RH | 94. Morton MT |
| 11. Labette LB | 32. Greenwood GW | 53. Pratt PR | 74. Decatur DC | 95. Logan LG |
| 12. Sumner SU | 33. Barton BT | 54. Morris MR | 75. Ness NS | 96. Scott SC |
| 13. Lyon LY | 34. Nemaha NM | 55. Mitchell MC | 76. Graham GH | 97. Lane LE |
| 14. Saline SA | 35. Ford FO | 56. Osborne OB | 77. Rawlins RA | 98. Kearny KE |
| 15. Atchison AT | 36. Cloud CD | 57. Kingman KM | 78. Thomas TH | 99. Wallace WA |
| 16. Douglas DG | 37. Washington WS | 58. Phillips PL | 79. Edwards ED | 100. Haskell HS |
| 17. Bourbon BB | 38. Ellis EL | 59. Stafford SF | 80. Sherman SH | 101. Hamilton HM |
| 18. Dickinson DK | 39. Pottawatomie PT | 60. Russell RS | 81. Chase CS | 102. Wichita WH |
| 19. Johnson JO | 40. Republic RP | 61. Norton NT | 82. Cheyenne CN | 103. Grant GT |
| 20. Marshall MS | 41. Clay CY | 62. Wabaunsee WB | 83. Trego TR | 104. Stanton ST |
| 21. Franklin FR | 42. Jackson JA | 63. Chautauqua CQ | 84. Seward SW | 105. Greeley GL |

DALE LUTT
66422 FEMMETT, KS
785 535 2610

Letter designation, 1951 to present:

- | | | | | |
|------------------|-----------------|------------------|--------------------|------------------|
| AL Allen 24 | DP Doniphan 45 | JA Jackson 42 | MR Morris 54 | SA Saline 14 |
| AN Anderson 52 | DG Douglas 16 | JF Jefferson 46 | MT Morton 94 | SC Scott 96 |
| AT Atchison 15 | ED Edwards 79 | JW Jewell 43 | NM Nemaha 34 | SG Sedgwick 2 |
| BA Barber 67 | EK Elk 68 | JO Johnson 19 | NO Neosho 22 | SW Seward 84 |
| BT Barton 33 | EL Ellis 38 | KE Kearny 98 | NS Ness 75 | SN Shawnee 3 |
| BB Bourbon 17 | EW Ellsworth 64 | KM Kingman 57 | NT Norton 61 | SD Sheridan 87 |
| BR Brown 25 | FI Finney 71 | KW Kiowa 85 | OS Osage 29 | SH Sherman 80 |
| BU Butler 9 | FO Ford 35 | LB Labette 11 | OB Osborne 56 | SM Smith 50 |
| CS Chase 81 | FR Franklin 21 | LE Lane 97 | OT Ottawa 65 | SF Stafford 59 |
| CQ Chautauqua 63 | GE Geary 47 | LV Leavenworth 7 | PN Pawnee 69 | ST Stanton 104 |
| CK Cherokee 10 | GO Gove 88 | LC Lincoln 66 | PL Phillips 58 | SV Stevens 92 |
| CN Cheyenne 82 | GH Graham 76 | LN Linn 49 | PT Pottawatomie 39 | SU Sumner 12 |
| CA Clark 91 | GT Grant 103 | LG Logan 95 | PR Pratt 53 | TH Thomas 78 |
| CY Clay 41 | GY Gray 89 | LY Lyon 13 | RA Rawlins 77 | TR Trego 83 |
| CD Cloud 36 | GL Greeley 105 | MN Marion 23 | RN Reno 6 | WB Wabaunsee 62 |
| CF Coffey 44 | GW Greenwood 32 | MS Marshall 20 | RP Republic 40 | WA Wallace 99 |
| CM Comanche 90 | HM Hamilton 101 | MP McPherson 26 | RC Rice 48 | WS Washington 37 |
| CL Cowley 8 | HP Harper 51 | ME Meade 86 | RL Riley 30 | WH Wichita 102 |
| CR Crawford 4 | HV Harvey 28 | MI Miami 31 | RO Rooks 70 | WL Wilson 27 |
| DC Decatur 74 | HS Haskell 100 | MC Mitchell 55 | RH Rush 73 | WO Woodson 72 |
| DK Dickinson 18 | HG Hodgeman 93 | MG Montgomery 5 | RS Russell 60 | WY Wyandotte 1 |

1913 was the first year vehicle plates were issued by the State of Kansas. Colors: 1913-black on white, 1914-white on black, 1915-black on yellow, 1916-white on black with the graphic KAN, 1917-black on light green, 1918-dark green on white, 1919-dark blue on blue, 1920-white on black. 1921 was the first year plates were dated and truck tags identified with a T. 1930 was the first year counties were coded on the car and truck tags.

COLOR OF OLD LICENSE TAGS

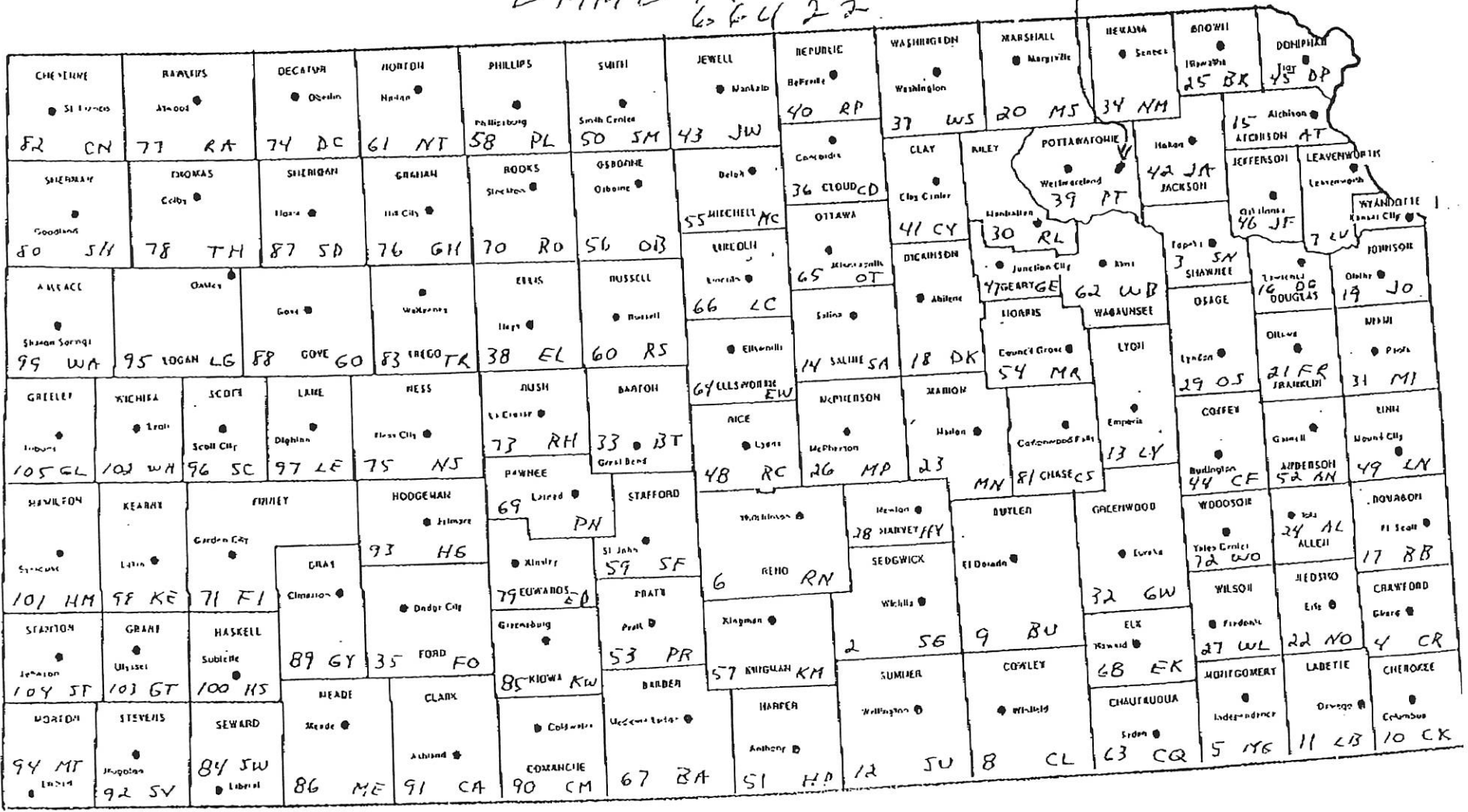
YEAR	BACKGROUND COLORS	COLOR OF NUMBERS	POSITION OF "KAN"		
1913	White	Black	Decending Right		
1914	Black	White	Raised A Right		
1915	Yellow	Black	Ascending Right		
1916	Black	White	Circular "Right configuration"		
1917	Green	Black	Left		
1918	White	Green	Right		
1919	Light Green	Blue	Right		
1920	Black	White	Left		
1921	Yellow	Black			
1922	Black	Orange Brown			
1923	White	Black			
1924	Green	White			
1925	Red or Maroon	White			
1926	Medium Blue	White	1940	Black	White
1927	Aluminum	Black	1941	Red	Yellow
1928	White	Dark Blue	1942	Green	White
1929	Yellow	Black	1943	Green	White
1930	Black	White	1944	Cream	Red
1931	Green	White	1945	Cream	Black
1932	Orange	Black	1946	Yellow	Black
1933	Black	White	1947	Cream	Black
1934	White	Black	1948	Black	White
1935	Black	Orange			
1936	Orange	Black			
1937	Black	Yellow			
1938	Black	White			
1939	White	Black			

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1913

: SHAW HERGENRETER QUARNSTROM

PHONE NO. : 785 234 9710

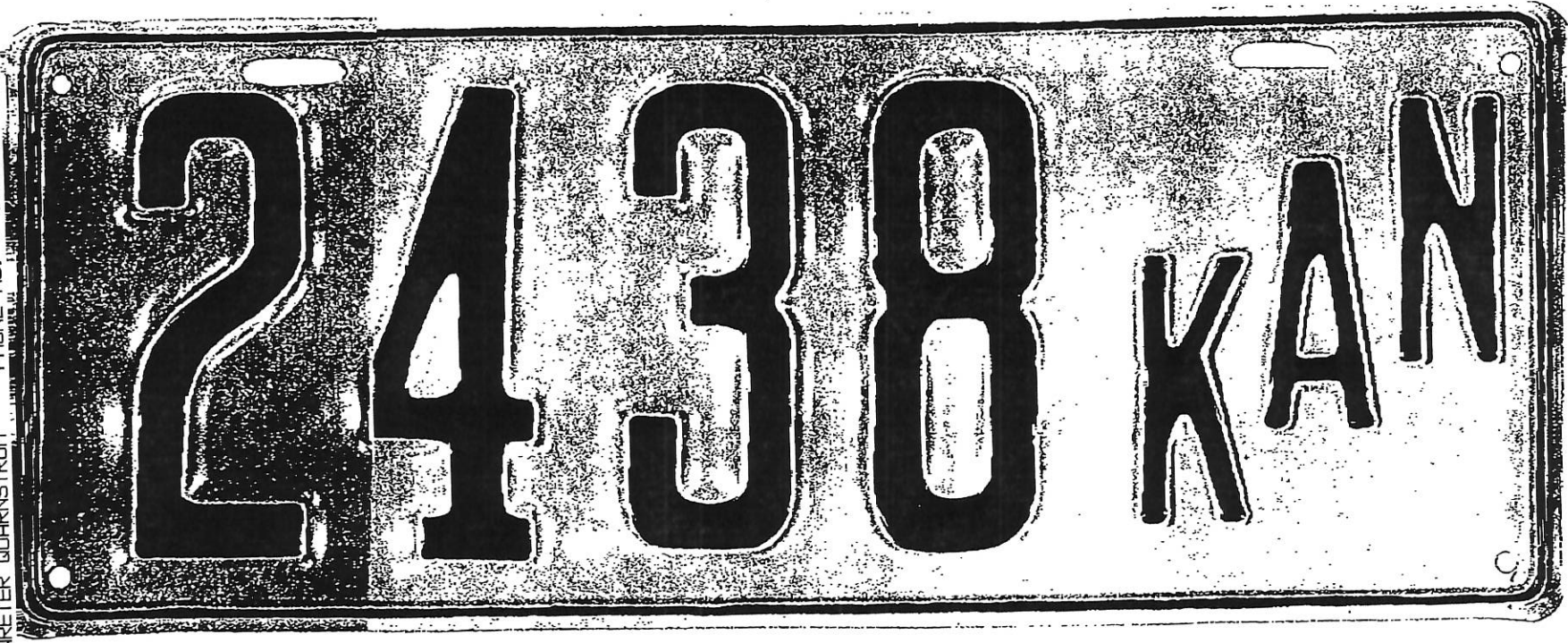
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1914

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1915

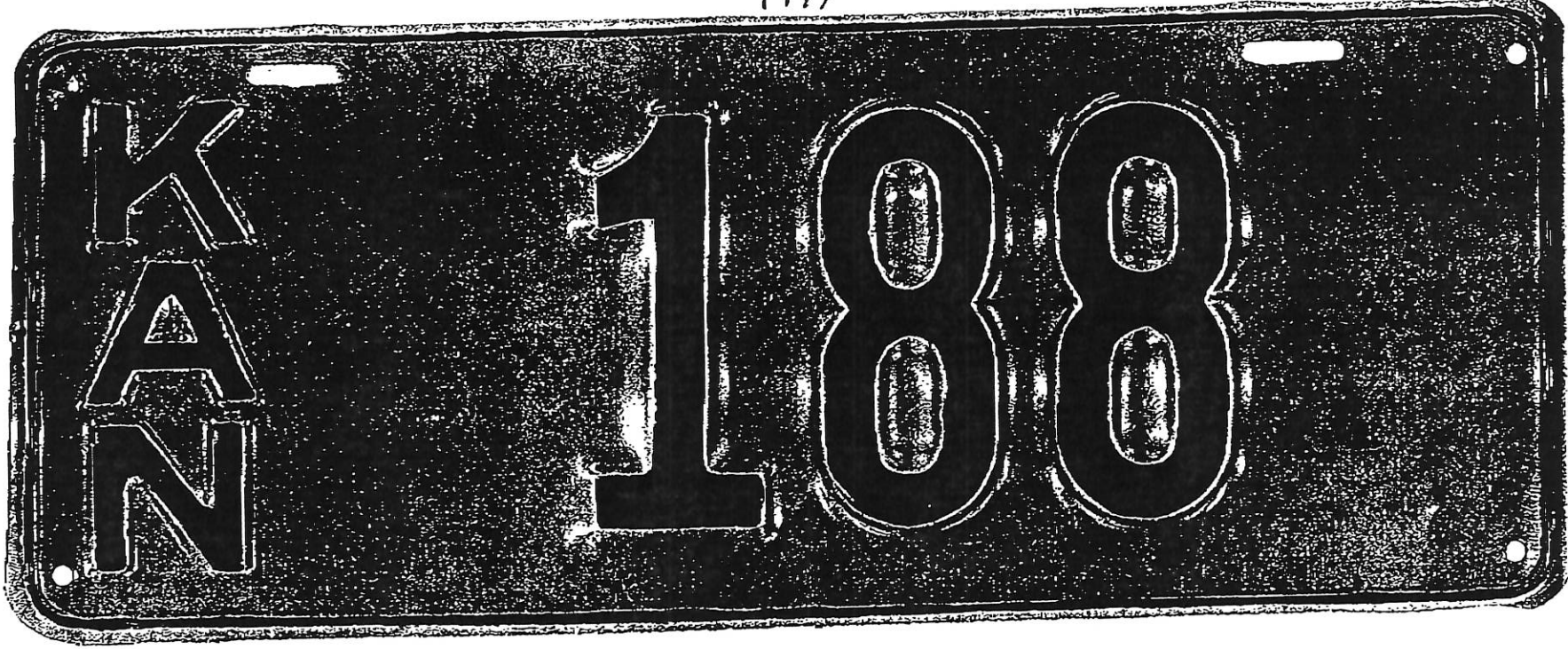


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1916



1917.



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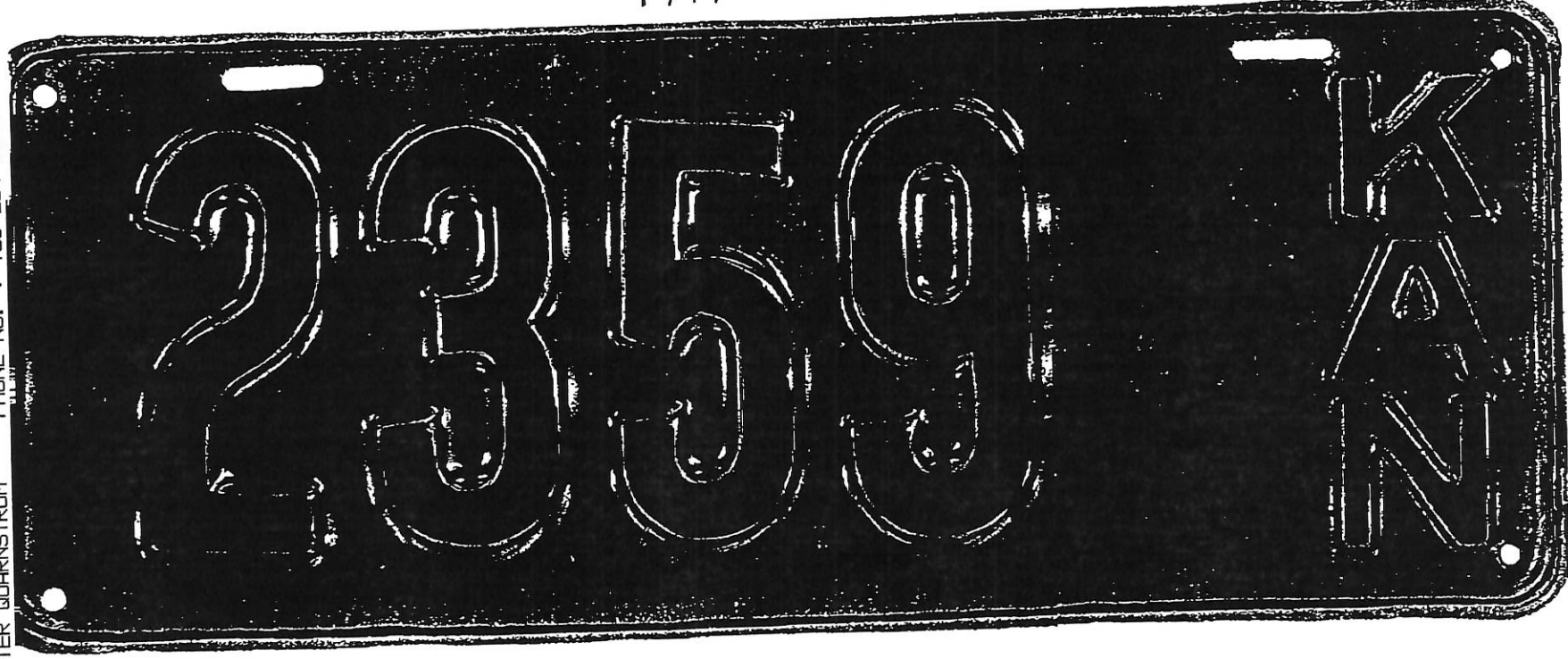
1918

1216

K
A
N

2-11

1919



: SHAW HERGENRETER QUARNSTROM PHONE NO. : 785 234 9710

1920



2-13



2-14

SEC. 10. No person shall operate or drive a motor vehicle on the public highway of this state unless the official number plate, furnished by the secretary of state, shall be conspicuously displayed on the rear of such motor vehicle. Such number plate shall at all times be kept free from oil, grease, or dirt, or other substance likely to impair its legibility, and shall at all times be entirely unobscured, and from one hour after sunset until one hour before sunrise while upon the public highways, such number plate on the rear shall be so lighted as to be plainly visible and readable at a distance of fifty feet. Such number plate shall be of standard size and shall have thereon separate arabic numerals and license year and the letters KAN, of such form and size as the secretary of state may determine, said letters and figures to be in such contrast of color to the tag as to make such letters and numbers easily read. The color of such number plate shall be changed each year by the secretary of state. It shall be unlawful for the owner or operator of any motor vehicle, or any dealer in motor vehicles, or other person or persons, firm, association or corporation in this state to display any number plate, tag or design of any kind tending to show that such owner or operator has complied with the law provided for the licensing of motor vehicles, other than the official tag or number plate provided and furnished by the secretary of state. Upon compliance with this act all such vehicles shall be exempt from the provisions of any and all municipal motor vehicle license fees. Any person or persons, firm, association or corporation who shall make or cause to be made any tag or number plate in imitation of the tags or number plates provided by the secretary of state, or anyone who shall paint, or otherwise change any tag or number plate to represent the current tags or number plates provided by the secretary of state, shall be deemed guilty of forgery in the fourth degree and upon conviction thereof shall be punished by confinement and hard labor in the State Penitentiary not exceeding five years, or by imprisonment in the county jail not less than six months.

SEC. 11. Any person who shall destroy or cause to be destroyed, remove or cause to be removed, alter or deface, or cause to be altered or defaced, the engine number of any motor vehicle in this state, or who shall change any engine from one motor vehicle to another, or who shall give a wrong description in an application for the registration of any motor vehicle in this state, for the purpose of concealing or hiding the identity of such motor vehicle, shall be deemed guilty of a felony, and upon conviction shall be punished by imprisonment in the State Penitentiary for a term of not less than two years nor more than five years.

SEC. 12. In case any official number plate furnished by the secretary of state shall become lost or mutilated, the owner