

MINUTES OF THE SENATE TRANSPORTATION COMMITTEE

The meeting was called to order by Chairman Les Donovan at 8:30 a.m. on March 10, 2004 in Room 527-S of the Capitol.

All members were present except:

Senator David Adkins- absent
Senator Edward Pugh- absent

Committee staff present:

Hank Avila, Legislative Research Department
Bruce Kinzie, Revisors of Statutes
Marian F. Holeman, Committee Secretary

Conferees appearing before the committee:

Representative Mario Goico
Terry Heidner, KDOT Dir. Division of Operations
Tom Stoltz, Deputy Chief, Wichita Police Dept.
Lt. John Eichkorn, Kansas Highway Patrol
Mike Crow, Dir., KDOT Division of Operations
Terry Holdren, Kansas Farm Bureau
Robert Miller, Wellington
Leslie Kaufman, Kansas Cooperative Council
Tom Whitaker, Exec. Dir., Kansas Motor Carriers Assn.

Others attending:

See Attached List

HB 2563: Motor vehicles, increase amount for reporting accidents to \$1,000

Representative Mario Goico, the House sponsor, spoke in support of the bill which would raise the dollar limits for law enforcement investigation and reporting of non-injury accidents from damages in excess of \$500.00 to \$1,000.00. It would not apply in cases of injury, alcohol or drugs. Present reporting requirements involve an astounding amount of police time. It is estimated that the bill at the \$1,500 level would save the city around \$150,000 per year and \$63,000 at the \$1,000 level (Attachment 1). The House bill was amended to increase the threshold to \$1,500.00. Terry Heidner, Director of Planning and Development, Kansas Department of Transportation, described the current system of reporting and the relief they would experience from enactment of this bill. Especially beneficial were the house amendments to set the effective date at January 1, 2005 and to allow "electronic" reporting. He also provided information on the damage threshold used in some other states (Attachment 2). Thomas J. Stolz, Deputy Chief of Police, Wichita Police Department provided details regarding current reporting requirements and detailed savings resulting in the requested change. They would still make a case on all accidents. The only difference would be in filling out the very detailed and complicated state forms required by the present threshold (Attachment 3). Lt. John Eichkorn, Kansas Highway Patrol, testified in support of the bill for the same reasons as the Wichita Police Department. The base damage for reporting has not been increased since 1985, whereas the cost of materials and labor have increased much more rapidly (Attachment 4). Hearing closed

HB 2624: Cotton modules, intrastate registration, special permits

Mike Crow, Director, Division of Operations, Kansas Department of Transportation (KDOT) advised they support the bill which addresses the transport of over-dimensional cotton modules. Current law only allows transport during daylight hours. This bill allows transport 24 hours a day. All other statutory mandates and regulations remain applicable (Attachment 5). Terry Holdren, Associate State Director, Kansas Farm Bureau (KFB) Governmental Relations urged passage of the bill which is needed in the cotton industry to facilitate the movement of cotton from field to gin during harvest (Attachment 6). Robert Miller (former Speaker of the Kansas House), President, Kansas Cotton Association, explained

CONTINUATION SHEET

MINUTES OF THE SENATE TRANSPORTATION COMMITTEE at 8:30 a.m. on March 10, 2004 in Room 527-S of the Capitol.

some aspects of this rapidly expanding new industry in the State of Kansas. The cotton module trucks do not quite fit in with the scheme of things in Kansas. The only place they run is between fields and gins. There are now three gins and they anticipate building more in the near future. Cotton growing and ginning is a very important, new economic development industry in the state. Many water growers are going to cotton because it takes far less water. It conserves both water and gas, as well as the land (Attachment 7). He introduced Gary Feist, Manager of the gin in Anthony. Mr. Miller is chairman of the Board for the Winfield gin. Leslie Kaufman, Director, Government Relations, Kansas Cooperative Council spoke in support of the bill. You may request from her information regarding the water savings in growing this crop. This industry is vital to the economy of the state. It is making a great economic contribution. The growth of this industry has been very rapid and Kansas has not yet developed the infrastructure and regulatory frameworks necessary to support. The transportation arena is where they are trying to fit new vehicles and delivery needs into existing state and federal parameters. That is why this bill is needed (Attachment 8). Tom Whitaker, Executive Director, Kansas Motor Carriers Association, has worked with all interested parties on this issue to accommodate the needs of this new industry and they are happy to support this bill (Attachment 9). Hearing closed.

Approval of minutes

Senator Schodorf moved to approve minutes of the meeting of February 19, 2004. Senator Jackson seconded the motion. Motion carried.

Meeting closed at 9:30 a.m.

The next meeting is scheduled for March 11, 2004.

**SENATE TRANSPORTATION COMMITTEE
GUEST LIST**

DATE: March 10, 2004

NAME	REPRESENTING
DANIEL ALBERT	KDOR
Edward R. Mason	KRAPA (THE ORIGINAL)
Mike Crow	KDOT
Terry Heidner	KDOT
Tom Burgess	City of Wichita
Tom Stoltz	Wichita Police Department
Jeff Bottenbore	State Farm
Tom Whitaker	KS MOTOR CARRIERS ASSN
Robert Miller	KS Cotton Assn
GARY Feist	KS Cotton Assn.
Dob Hambley	KDA
TERRY HOLDREN	KS FARM BUREAU
Bessie Kaufman	KS Co-op Council
Gubken	KHP



TOPEKA

HOUSE OF
REPRESENTATIVES

MARIO GOICO
REPRESENTATIVE, 100TH DISTRICT
SEDGWICK COUNTY
1254 N. PINE GROVE CT.
WICHITA, KS 67212
316-721-3682

STATE CAPITOL—110-S
TOPEKA, KS 66612-1504
785-296-7644

TOLL FREE (DURING SESSION) 1-800-432-3924
FAX: 785-368-6385
E-MAIL: goico@house.state.ks.us

COMMITTEE ASSIGNMENTS

MEMBER: FINANCIAL INSTITUTIONS
HEALTH AND HUMAN
SERVICES
INSURANCE
TAXATION
KANSAS SECURITY

TESTIMONY FOR HB 2563

Chairman Les Donovan and fellow committee members:

This bill modifies KSA8-1606 and KSA 8-1611. This law requires law enforcement departments to investigate all accidents with damage in excess of \$500 formally on state accident forms. This bill raises the limits from \$500 damage to require investigation only when a non-injury accident causes damages in excess of \$1000 to any one person's property. The bill was amended in committee to raise the amount to \$1500.

This would reduce the number of minor accidents the police department is required to investigate. This does not apply in cases of injury, alcohol or drugs.

The City of Wichita police officials estimate that over the last five years taxpayers have spent more than \$1,000,000 investigating non-injury accidents where drugs and alcohol were not involved. This bill will save the City of Wichita approximately an estimated \$150,000 per year at \$1500 and \$63,000 at \$1000.

The Wichita Police Department will still provide a courtesy report, the difference is that these reports do not have to comply with the requirements KSA 8-1612. (Which in most accidents takes about 1.5 hours to complete).

The amount of these reports have not been raised since 1985 when it was raised from \$300 to \$500. At the present time \$500 requires investigation of almost all accidents.

The bill as amended by the House changes the transfer of data from tape to electronic form. The implementation is January 1, 2005, in order to use all the forms presently in stock.

SENATE TRANSPORTATION COMMITTEE
DATE 03-10-04
ATTACHMENT: 1

KANSAS

DEPARTMENT OF TRANSPORTATION
DEB MILLER, SECRETARY

KATHLEEN SEBELIUS, GOVERNOR

TESTIMONY BEFORE SENATE TRANSPORTATION COMMITTEE

REGARDING HOUSE BILL 2563 REPORTING OF MOTOR VEHICLE ACCIDENTS

MARCH 10, 2004

Mr. Chairman and Committee Members:

I am Terry Heidner, Director of Planning and Development for the Kansas Department of Transportation (KDOT). On behalf of KDOT, I am here to provide testimony regarding House Bill 2563, which increases the minimum dollar amount threshold for a reportable motor vehicle traffic accident from \$500 to \$1,500.

KDOT, by statute, receives all reportable motor vehicle accident reports that occur in Kansas. We receive the hard copy report, key it into the computer, add some location and highway system information, perform analysis on the data, and disseminate statistics. Each year we receive approximately 80,000 reports. In 2002, 59,327 of those were property damage only accidents. We do not know how many of those 59,327 would not have been reportable if the threshold had been \$1,500.

The proposed increase could be expected to result in less paperwork for law enforcement and less processing for KDOT, but significant reductions are not anticipated. One minor issue to recognize in making the change is that historical accident rate trend lines will always have an anomaly in the year of implementation due to this reduction in the reporting of accidents requiring some explanation in all future statistical reports.

KDOT does support this bill. We appreciate the House amendments to set the effective date at January 1, 2005 rather than mid-year since accident statistical reporting is typically based on calendar year statistics. We also appreciate the amended language to allow "electronic" reporting of accident data since we are beginning to move in that direction with Kansas Highway Patrol and other law enforcement agencies.

We would like to offer some information for your consideration concerning the damage threshold used in other states. According to the National Highway Traffic Safety Administration, there are 20 states reporting at or above \$700 including 16 at \$1,000 and one at \$1,400. There are 30 states reporting at or less than \$500. Five states take all crashes. We would also offer that if you inflate our current \$500 threshold from 1985 to the present using the consumer price index, it comes to just under \$1,000.

2-1
SENATE TRANSPORTATION COMMITTEE

DATE 03-10-04

ATTACHMENT: 2



Police Department

Representative Patricia Barbieri-Lightner
Chairperson Insurance Committee
State Capitol, Rm 527-N
Topeka, Kansas

2/12/04

Subject: Testimony in Support of HB 2563 – State Accident Reporting

The City of Wichita appears in support of HB 2563. This bill would help to reduce the amount of time and paperwork filed by police in response to noninjury auto accidents in which no alcohol or drugs are involved. The proposed change would save money and would enable police officers to spend more time in community policing duties and enhance response times to more serious calls.

This afternoon I will present information regarding the practices under current State law, and the positive changes for police and citizens that would be realized with the passage of HB 2563.

Current Practice/Statistics

Over the last five years, Wichita Police Officers have responded to an average of 15,000 traffic accidents per year (attachment 1). When an officer arrives at the scene of an accident they must make several immediate determinations of descending priority:

- injury of persons
- traffic control needs
- presence of any drug or alcohol
- total vehicle and property damage
- cause of accident

In the event that a person is injured, there are drugs or alcohol present, or there is a total of over \$500 property damage, the responding officer must fill out the State of Kansas Motor Vehicle Accident Report DOT form #850-W (attachment 2). Over the past five years of study, officers had to fill out State Accident forms regarding approximately 50% of the total accidents in the City – roughly 7500 forms per year. Of the 7500 incidents requiring the State Accident form, approximately 40% - roughly 3000 cases per year -

SENATE TRANSPORTATION COMMITTEE

DATE 03-10-04

ATTACHMENT: 3

City Hall • 455 North Main • Wichita, Kansas 67202

were required because the accident involved an injury or the presence of drugs or alcohol at the scene.

The remaining cases – approximately 4500 cases per year - used a State Accident form because of estimated property damage greater than \$500. Thus, HB 2563 could impact the work process regarding approximately 4500 accident cases per year in the Wichita jurisdiction. Wichita Police estimate that if the property damage assessments are raised from the current \$500 to the proposed \$1000 of HB 2563, then approximately 1000 accidents per year would not require the State Form.

Current Practice/Scene Administration

When police officers arrive on scene and determine that a State Accident form needs to be filed, they must adhere to the following protocol after taking care of any injured persons:

- conduct detailed measurements of vehicle positions – which means leaving the vehicles in their original positions after the accident for an extended period
- request help from another police unit(s) for traffic control
- fill out the relatively extensive State form
- data enter the information into the City's computer system so it can be linked to the State of Kansas data base

This practice generally requires an average of 2 ¼ hours of initial responding officer's time from start to finish. It also requires an average of ½ hour of backup officer(s) time to provide traffic control support before the vehicles can be removed from the roadway. In addition, the average data entry time of a State Accident report is ¼ hour for a data entry clerk. Thus, in regard to expense via police time, each accident requiring the State form adds up in the following manner:

- initial officer response time – 2 ¼ hours x \$22.00/hour = \$49.50
- backup officer time – ½ hours x \$22.00/hour = \$11.00
- data entry clerk time – ¼ hours x \$12.00/hour = \$3.00
- TOTAL expense in time = \$63.50

When police officers arrive at the scene of an accident and determine that no State Accident form is needed - which means there are no injuries, no drug or alcohol involvement, and damage is under \$500 - the officer only needs to fill out a local preliminary Motor Vehicle Accident Report form (attachment 3). This reporting procedure insures that all driver information is obtained at the scene and that driver's statements are taken. In addition, the responding police officer still gives an opinion as to the cause of the accident and issues citation when fault can be determined. Since no detailed measurements are required for this form, the officer can have citizens move their cars out of the roadway and work the accident investigation out of traffic. The average time spent by an officer on this type of investigation, including data entry which the officer enters, is ½ hour. And in most instances, because the cars will be immediately moved off the roadway, no backup officer(s) is needed for support. Thus, in regard to

expense via police time, each accident worked in this manner adds up in the following manner:

- initial officer response time – ½ hour x \$22.00 = \$11.00

Savings and Efficiencies Gained If HB 2563 Gains Passage

If the proposed dollar damage requiring a State Form is raised from \$500 to \$1000, it is estimated that Wichita police will fill out 1000 less State Accident forms and instead work the less cumbersome local Motor Vehicle Accident Report. In real savings this represents a time/dollar savings of \$52.50 per accident or \$52,500 per year. More importantly however, is the fact that officers will be more readily available for other duties that would include time for more proactive community police duties within their neighborhoods and would enable a faster response to major crimes.

Conclusion

The Wichita Police Department supports HB 2563. We view this bill as a mechanism to save police officer's time and provide greater resource to the community. With passage of this bill, police officers still respond to motor vehicle accidents within the community and will still document the incident with investigation, but they will be able to do so in a much more efficient and time-effective manner.

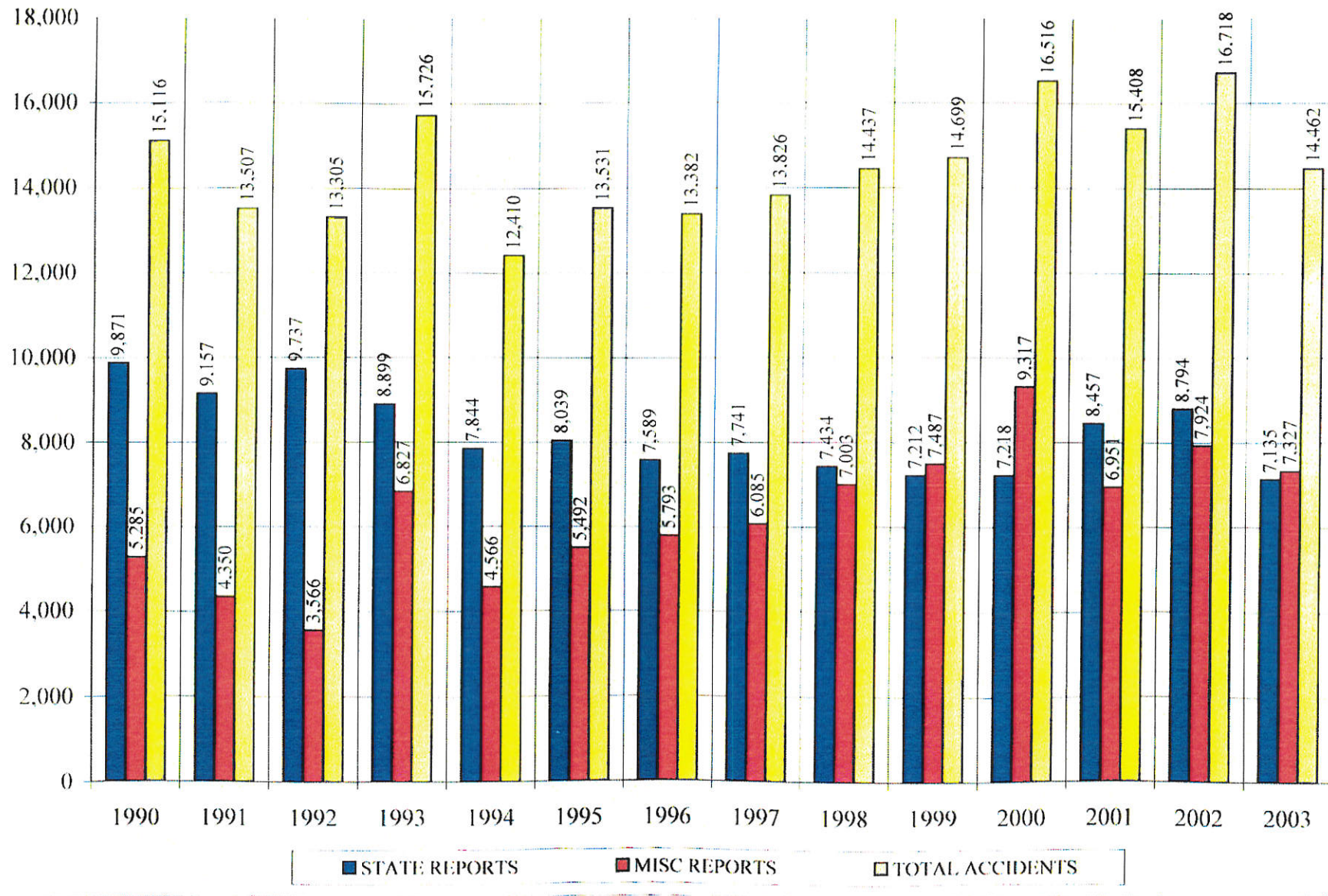
Sincerely,



Thomas J. Stolz
Deputy Chief of Police
Wichita Police Department

STATE REPORTS, MISC REPORTS, AND TOTAL ACCIDENTS 1990-2003

3-4



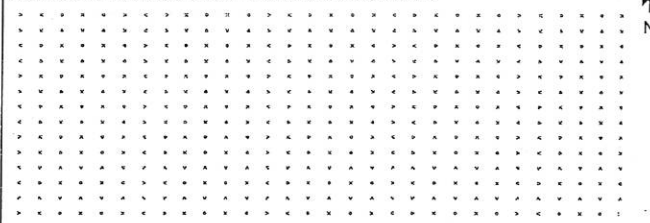
- FATAL
- INJURY
- PDO over \$500
- PDO under \$500
- PRIVATE PROPERTY

STATE OF KANSAS
MOTOR VEHICLE ACCIDENT REPORT
 DOT FORM NO. 850-W
 Rev. 1-2003

- Amended Report
- Hit & Run Accident
- KDOT Property Damage
- KDOT Construction Zone

Milepost	COUNTY SG	On Road	Speed Limit	CITY Wichita	Photos By	Local Case Number	Page of /
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Distance	Ft/Mi	Dir.	<input type="checkbox"/> FROM	<input type="checkbox"/> AT	Road	Speed Limit	Investigating Dept. Wichita P.D.	Investigating Officer /Badge Number	Reviewed By
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COLLISION DIAGRAM (Show Unit Movements, Roads) 	Describe pre-crash movement or action and direction of vehicles and pedestrians by traffic unit number. Date of Accident TIME Occurred DAY TIME Notified DAY TIME Arrived DAY
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Object Damaged and nature of damage (Show location in diagram)	Name and Address of object owner
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ON Road	Cntl Sec.	Sec. Milepost	AT Road	Distance	Unit	Dir.	Latitude	Longitude	STATE USE ONLY
County	City Code	Agency Code	Distance	Reference Road 1	Distance	Reference Road 2	Coder	Func. Class	

Unit	<input type="checkbox"/> Driver	<input type="checkbox"/> Ped	NAME (Last, First and Initial)	Phone	<input type="checkbox"/> Work	<input type="checkbox"/> Home	Color	YEAR	MAKE	MODEL & BODY STYLE	MC CCs
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Driver/Ped ADDRESS (Number, Street, City, State, Zip Code)	STATE	LICENSE PLATE #	EXP YR	Removed By:
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DRIVER'S LICENSE STATE and NUMBER	CDL?	DATE OF BIRTH	SEX	VEHICLE IDENTIFICATION NUMBER	Odometer
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Registered OWNER FULL NAME ("Same" if Driver)	Phone	<input type="checkbox"/> Work	<input type="checkbox"/> Home	TOTAL occupants in this vehicle	Fire?	Insurance Company
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OWNER Address ("Same" if Driver)	Special Data Area	Direction of Travel	Policy Number
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Special Conditions for unit above: 01 Hit & Run 02 Non-Contact 03 Stolen 04 Legally parked 05 Police pursuit 06 Driverless 07 Towed away

Unit	<input type="checkbox"/> Driver	<input type="checkbox"/> Ped	NAME (Last, First and Initial)	Phone	<input type="checkbox"/> Work	<input type="checkbox"/> Home	Color	YEAR	MAKE	MODEL & BODY STYLE	MC CCs
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Driver/Ped ADDRESS (Number, Street, City, State, Zip Code)	STATE	LICENSE PLATE #	EXP YR	Removed By:
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DRIVER'S LICENSE STATE and NUMBER	CDL?	DATE OF BIRTH	SEX	VEHICLE IDENTIFICATION NUMBER	Odometer
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Registered OWNER FULL NAME ("Same" if Driver)	Phone	<input type="checkbox"/> Work	<input type="checkbox"/> Home	TOTAL occupants in this vehicle	Fire?	Insurance Company
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OWNER Address ("Same" if Driver)	Special Data Area	Direction of Travel	Policy Number
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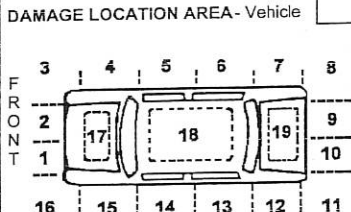
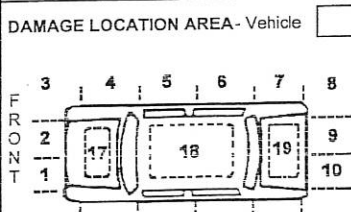
Special Conditions for unit above: 01 Hit & Run 02 Non-Contact 03 Stolen 04 Legally parked 05 Police pursuit 06 Driverless 07 Towed away

TRAF UNIT	SEAT TYPE	Last NAME	First Name	Initial	ADDRESS (Number, Street, City, State, Zip)	SEX	AGE	S.E. USED	EJECT TRAP	INJ SEV	EMS UNIT

E Unit M S A	INJURED TAKEN BY:	E Unit M S B	INJURED TAKEN BY:	E Unit M S C	INJURED TAKEN BY:
	INJURED TAKEN TO:		INJURED TAKEN TO:		INJURED TAKEN TO:

Dr/Pd	Violation Charged	Citation No.	Dr/Pd	Violation Charged	Citation No.	Dr/Pd	Violation Charged	Citation No.
Dr/Pd	Violation Charged	Citation No.	Dr/Pd	Violation Charged	Citation No.	Dr/Pd	Violation Charged	Citation No.

OFFICER'S OPINIONS OF APPARENT CONTRIBUTING CIRCUMSTANCES (Factor Type-Unit Number/Specific Factor) Enter in order all codes that apply.

LIGHT 01 Daylight 02 Dawn 03 Dusk 04 Dark: street lights on 05 Dark: no street lights		TRAFFIC CONTROLS O/A (On/At Road) Type Present ↓ ↓ OK/NF(OK/Non-functional) ↓ 1 1 00 None 2 2 01 Officer, flagger 3 3 02 Traffic signal 4 4 03 Stop signal 5 5 04 Flasher 05 Yield sign 06 RR gates or signal 07 RR crossing signal 08 No passing zone 09 Center/edge lines 88 Other _____		ACCIDENT CLASS 00 Other non-collision 01 Overtaken COLLISION WITH: 02 Pedestrian 03 Other motor vehicle * 04 Parked motor vehicle 05 Railway train 06 Pedalcycle 07 Animal (specify) 08 Fixed object ** 09 Other object _____		* COLLISION WITH OTHER MOTOR VEH. 01 Head on 02 Rear end 03 Angle - side impact 04 Sideswipe: opposite direction 05 Sideswipe: same direction 06 Backed into 88 Other _____	
WEATHER 00 No adverse conditions 01 Rain, Mist, Drizzle 02 Sleet 14 Rain & fog 03 Snow 16 Rain & wind 04 Fog 24 Sleet & fog 05 Smoke 36 Snow & winds 06 Strong winds 07 Blowing dust, sand, etc. 08 Freezing rain 88 Other _____		ROAD CHARACTER ON 01 Straight and level 02 Straight on grade 03 Straight at hillcrest AT 04 Curved and level 05 Curved on grade 06 Curved at hillcrest 88 Other _____		ACCIDENT LOCATION ON ROADWAY: 11 Non-intersection 12 Intersection 13 Intersection-related 14 Parking lot or driveway access 15 Interchange area 16 On crossover OFF ROADWAY: 21 Roadside (Including shoulder) 22 Median 23 Parking lot, rest area trafficway 88 Other _____		** FIXED OBJECT TYPE 01 Bridge structure 02 Bridge rail 03 Crash cushion (barrels) 04 Divider, median barrier 05 Overhead sign support 06 Utility devices: pole, meter, etc. 07 Other post or pole 08 Building 16 Mailbox 09 Guardrail 17 Ditch 10 Sign post 18 Embankment 11 Culvert 19 Wall 12 Curb 20 Tree 13 Fence / Gate 21 RR crossing fixtures 14 Hydrant 15 Barricade 88 Other _____	
SURFACE TYPE ON 01 Concrete 02 Blacktop AT 03 Gravel 04 Dirt 05 Brick 88 Other _____		CONST./MAINT. ZONE ON 00 None apply 01 Construction zone AT 02 Maintenance zone 03 Utility zone		ROAD SPECIAL FEATURES (IDENTIFY UP TO THREE) 00 None 04 Railroad crossing 01 Bridge 05 Interchange 02 Bridge overhead 06 Ramp 03 Railroad bridge 88 Other		ENTER ANY VISIBLE IDENTIFIER: refer by code Code Ident:	
SURFACE CONDITION ON 01 Dry 02 Wet AT 03 Snow or slush 04 Ice or snowpacked 05 Mud, dirt or sand 06 Debris (Oil, etc.) 88 Other _____		DAMAGE LOCATION AREA - Vehicle  <input type="checkbox"/> Top <input type="checkbox"/> Windshld <input type="checkbox"/> Windows <input type="checkbox"/> Under <input type="checkbox"/> Overtum <input type="checkbox"/> Other Trailer? <input type="checkbox"/> Present <input type="checkbox"/> Damaged		VEHICLE BODY TYPE 01 Automobile 02 Motorcycle 03 Motorscooter or Moped 04 Van 05 Pickup truck 06 Sport Utility Vehicle 07 Camper or RV 08 Farm equipment 09 All terrain vehicle (ATV)		HEAVY / LARGE VEHICLES Bus Capacity 10 Single Large Truck 11 Truck and trailer(s) 12 Tractor-trailer(s) 13 Cross country bus 14 School bus 15 Transit bus 25 Train 77 Emergency Vehicles 88 Other _____	
VEHICLE MANEUVER BEFORE CRASH 01 Straight/following road 02 Left turn 03 Right turn 04 U-turn 05 Overtaking (passing) 06 Changing lanes 07 Avoiding maneuver 08 Merging 09 Parking 10 Backing 11 Stopped awaiting turn 12 Stopped in traffic 13 Illegal parked 14 Disabled in roadway 15 Slowing or stopping 88 Other _____		DAMAGE LOCATION AREA - Vehicle  <input type="checkbox"/> Top <input type="checkbox"/> Windshld <input type="checkbox"/> Windows <input type="checkbox"/> Under <input type="checkbox"/> Overtum <input type="checkbox"/> Other Trailer? <input type="checkbox"/> Present <input type="checkbox"/> Damaged		PEDESTRIAN LOCATION BEFORE IMPACT- IN INTERSECTION: 01 In crosswalk or bikeway 02 Not in crosswalk or bikeway 03 In intersection without crosswalk or bikeway		PEDESTRIAN ACTION 01 Entering or crossing road 02 Walking or riding on road 03 Approaching, leaving, or working on vehicle 04 Working (not on vehicle) 05 Playing or standing 06 Approaching or leaving bus 07 In parked vehicle 88 Other _____	
VEHICLE DAMAGE 00 None/None known 01 Damage (minor) 02 Functional 03 Disabling 04 Destroyed 88 Other _____		DRIVER/PED IMPAIRMENT TEST TR - Alcohol or drug Test Refused PT - Positive preliminary Test RP - Test given, Results Pending		PEB OBEDIENCE TO TRAF SIG 00 No pedestrian signal 01 Obeyed pedestrian signal 02 Disobeyed ped signal 03 Ped signal malfunction 04 Not applicable			
DR. LIC. COMPLY (Code each driver) 00 Not licensed 01 Valid license 02 Invalid license		RESTRICT. COMPLY (Code each driver) 00 No restrictions 01 Complied with 02 Do not comply		SUBSTANCE USE AP - Alcohol Present AC - Alcohol Contributed DP - Illegal Drug Present DC - Illegal Drug Contributed MP - Medication Present MC - Medication Contributed		<input type="checkbox"/> B.A.C. <input type="checkbox"/>	

COL DIAGRAM Draw scene as observed. Refer to vehicles, drivers, and pedestrians by numbers assigned in this report.

- SHOW
- (1) Outline of street and access points and identify specifically by number.
 - (2) Paths of units prior to and after impact, skidmarks, and point of impact (POI).
 - (3) Location of signs, traffic controls, and reference points.
 - (4) Location of other property hit or damaged (trees, signs, etc.).
 - (5) Specific features at location (bridge, overpass, culvert, railroad crossing, etc.).
 - (6) Location of temporary highway conditions.
 - (7) All measurements to locate the accident relative to specific, fixed, and identifiable points.



3-8

TRUCK - BUS SUPPLEMENT

Completed post-crash action

Supplement required for accidents involving trucks with at least 2 axles and 6 tires, OR buses with a seat capacity of 15 or more, OR any vehicle transporting hazardous material.

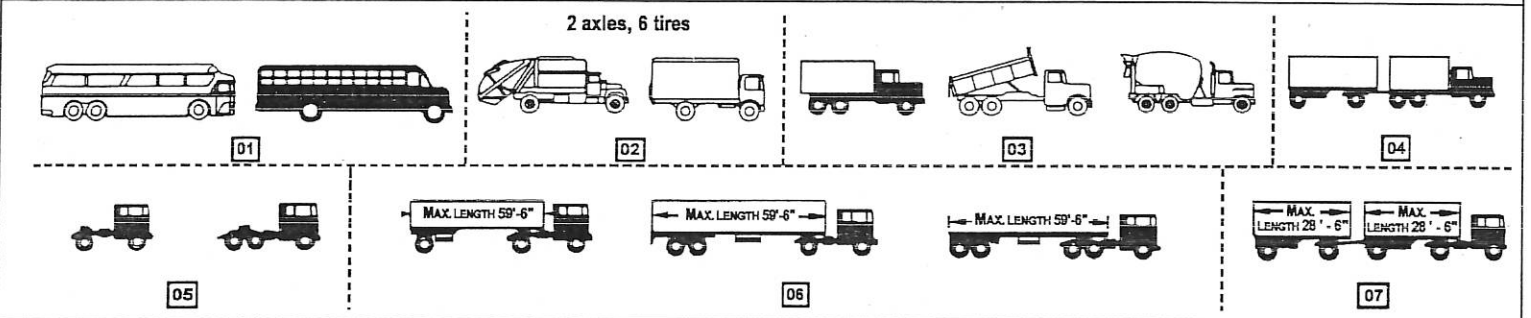
COUNTY	ON Road	CITY	DATE of Accident	TIME Occurred	Day	Traffic Unit No.	Page of
SG		Wichita					/

STATE USE ONLY	Investigating Dept.	Investigating Officer	Badge No.	Local Case Number
	Wichita P.D.			

CARRIER NAME (CORPORATE BUSINESS NAME)	KANSAS PERMITS (Issuer and Permit Number)
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CARRIER ADDRESS	CITY	STATE ZIP CODE
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U.S. GOVERNMENT PERMITS (Issuer and Number)	SOURCE OF NAME (enter one only)
USDOT _____ ICC MC _____	01 Side of vehicle 03 Driver 02 Shipping papers 04 Logbook or manifest



VEHICLE CONFIGURATION 01 Bus _____ (capacity) 02 Single-unit truck (2-axle, 6-tires) 03 Single-unit truck (3 or more axles) 04 Truck and trailer 05 Truck tractor (bobtail) 06 Truck tractor and semi-trailer 07 Truck tractor and double trailer 08 Truck tractor and triple trailer 09 Heavy truck, cannot classify	ON ROAD LANE TYPE 00 Undivided 01 One-way roadway 02 Divided roadway, medianstrip without barrier 03 Divided roadway, medianstrip with barrier	ACCESS CONTROL 00 No control (unlimited access) 01 Full control (entry/exit only by ramp) 88 Other _____					
CAB TYPE (for single truck or tractor) 01 Cab behind engine 02 Cab over engine	CARGO TYPE 00 Empty 01 Driveaway or towaway 02 Explosives 03 Farm and other animals 04 Farm products 05 Gases 06 General freight (packages) 07 Heavy machinery, objects 08 Household goods 09 Liquids (bulk) 10 Logs, poles, lumber 11 Metal (coils, sheets, etc.) 12 Mobile / Modular home 13 Motor vehicles 14 Refrigerated foods 15 Solids (bulk) 16 Rock, sand, gravel, salt 17 Food products 18 Plastic products 88 Other _____	<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 5%;">1</td> <td rowspan="4" style="vertical-align: top;"> SEQUENCE OF EVENTS (list up to 4) 00 Ran off road 11 Jackknife 12 Overturn 13 Downhill runaway 14 Cargo loss or shift 15 Explosion 16 Fire 17 Separation of units 18 Trailer swing </td> </tr> <tr><td>2</td></tr> <tr><td>3</td></tr> <tr><td>4</td></tr> </table>	1	SEQUENCE OF EVENTS (list up to 4) 00 Ran off road 11 Jackknife 12 Overturn 13 Downhill runaway 14 Cargo loss or shift 15 Explosion 16 Fire 17 Separation of units 18 Trailer swing	2	3	4
1	SEQUENCE OF EVENTS (list up to 4) 00 Ran off road 11 Jackknife 12 Overturn 13 Downhill runaway 14 Cargo loss or shift 15 Explosion 16 Fire 17 Separation of units 18 Trailer swing						
2							
3							
4							
CARGO BODY TYPE 01 Van or enclosed box 02 Hopper 03 Tank 04 Flatbed 05 Dump 06 Concrete mixer 07 Auto transporter 08 Garbage or refuse 88 Other _____		COLLISION WITH: 21 Pedestrian 22 Motor vehicle in transport 23 Parked motor vehicle 24 Train 25 Pedalcycle 26 Animal 27 Fixed object 28 Other object 88 Other event _____					

TRAILERS			TOTALS				HAZARDOUS MATERIALS DATA		
	WIDTH (inches)	LENGTH (feet)	Total Length (feet)	No. of Axles	No. of Trailers	Gross Vehicle Weight	Material ID No.	Weight (pounds)	Spill or Release?
Trailer 1									
Trailer 2									
Trailer 3									3-9

USE CODE "99" FOR UNKNOWN	Placard?	Class:
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ACCIDENT CODING LIST

Contributing Circumstances -- List in order of significance

(Example: Officer's Opinion ... **DI 07 OR 02** Interpretation: driver 1 - made improper turn; On Road - icy or slushy)

D (n) DRIVER (1, 2, etc.)	P (n) - PEDESTRIAN/CYCLIST (1, 2, etc.)	V (n)VEHICLE (1, 2, etc.)
01 Under influence of drugs 02 Under influence of alcohol 03 Failed to yield right of way 04 Disregarded traffic signs, signals, or markings 05 Exceeded posted speed limit 06 Too fast for conditions 07 Made improper turn 08 Wrong side or wrong way 09 Followed too closely 10 Improper lane change 11 Improper backing 12 Improper passing 13 Improper or no signal 14 Improper parking 15 Fell asleep 16 Inattention 17 Did not comply - license restrictions 18 Other Distraction in or on vehicle 19 Avoidance or evasion action 20 Impeding or too slow for traffic 21 Ill or medical condition 22 Distraction - mobile (cell) phone 23 Distraction - other electronic devices 24 Aggressive / Antagonistic driving 25 Reckless / Careless driving	01 Under influence of illegal drugs 02 Under influence of alcohol 03 Failed to yield right of way 04 Disregarded traffic control 05 Illegally in roadway 06 Pedalcycle violation 07 Clothing not visible 08 Inattention 09 Distraction - mobile (cell) phone <hr/> E - ENVIRONMENT 01 Fog, smoke, or smog 02 Sleet, hail, or freezing rain 03 Blowing sand, soil, or dirt 04 Strong winds 05 Rain, mist, or drizzle 06 Animal 07 Vision Obstruction: building, vehicles, objects made by humans 08 Vision Obstruction: vegetation 09 Vision Obstruction: glare from sun or headlights 10 Reduced visibility due to cloudy skies 11 Falling Snow	01 Brakes 02 Tires 03 Exhaust 04 Headlights 05 Window or windshield (includes ice on windshield & designer tinting) 06 Wheel(s) 07 Trailer coupling 08 Cargo 09 Unattended or Driverless (in motion) 10 Unattended or Driverless (not in motion) 11 Other lights <hr/> O/A (On/At) R (Road) 01 Wet 02 Icy or slushy 03 Debris or obstruction 04 Ruts, holes, bumps 05 Road construction or maintenance 06 Traffic control device inoperative 07 Shoulders: low, soft, high 08 Snowpacked

Miscellaneous Codes:

Occupant Seat Position Codes	Train Occupant Seat Codes	Safety Equipment Use
01 DRIVER (any vehicle type) 02 Center front 03 Right front 04 Left rear 05 Center rear 06 Right rear 07 Other seat position IN vehicle 08 Any position ON or Outside vehicle 09 Unknown location IN or ON vehicle 10 Motorcycle passengers 11 Extra person on driver's seat or lap 12-17 Extra person on passenger's lap <div style="text-align: center;"> </div>	31 Train crew (List all in control whether injured or not) 32 Train passenger (List only if injured) <hr/> Pedestrian Type Codes 21 Pedestrian 22 Pedalcyclist 23 Rider of animal 24 In animal-drawn vehicle 25 In vehicle NOT IN TRANSPORT 26 Machine operator or passenger 88 Other <hr/> Injury Severity N Not injured P Possible injury I Injury, not incapacitating D Disabled, incapacitating F Fatal injury U Unknown <hr/> Hazardous Material Classes 1 Explosives 2 Gases 3 Flammable/Combustible Liquid 4 Flammable/Combustible Solid 5 Oxidizers & organic peroxides 6 Poisonous/Infectious substance 7 Radioactive material 8 Corrosive material 9 Miscellaneous hazardous material	S Shoulder and Lap belt X Shoulder only L Lap belt only I Infant seat / restraint system C Child seat / restraint system T "Booster" seat / restraint system P Airbag deployed only (Passive System) R Airbag deployed - Shoulder & Lap belt J Airbag deployed - Shoulder belt only W Airbag deployed - Lap belt only F Airbag deployed - Infant seat D Airbag deployed - Child seat K Airbag deployed - "Booster" seat B Both MC helmet and eye protection E Motorcyclist eye protection H Motorcyclist or pedalcycle helmet N None used U Unknown <hr/> Gender M Male F Female U Unknown <hr/> Animal Type Codes 01 Deer 02 Other wild animal: bobcat, coyote, etc. 03 Cow 04 Other domestic animal: cat, dog, etc. 05 Horse
Ejected / Trapped N No E Ejected P Partially Ejected T Trapped U Unknown		

WICHITA POLICE DEPARTMENT
ACCIDENT INFORMATIONAL EXCHANGE FORM

ACCIDENT LOCATION		ACCIDENT DATE:	OFFICER ON SCENE:
YOUR NAME: (first name / middle initial / last name)			DRIVERS LICENSE STATE / NUMBER / TYPE:
YOUR HOME ADDRESS: (include city, state and zip code)			YOUR HOME PHONE:
IF YOU ARE DRIVER AND OWNER OF VEHICLE JUST WRITE "SAME" BELOW			
VEHICLE OWNER NAME (first name / middle initial / last name)		VEHICLE OWNERS ADDRESS (include city, state and zip code)	
VEHICLE MAKE / MODEL / YEAR		VEHICLE TAG (include state)	
INSURANCE COMPANY NAME:			
INSURANCE AGENT'S NAME / AGENT'S ADDRESS:			

CITIZEN INFORMATION

RECOVERY OF DAMAGES: The recovery of any personal injury or property damages is a civil matter between you and your insurance company or you and the other driver/vehicle owner of this respective insurance company. In the event the other driver/vehicle owner did not have liability insurance in force at the time of the accident, you will need to contact your insurance agent if you have collision coverage on your vehicle. You may want to contact an attorney for advise about any future recovery of damages.

HIT AND RUN: If you have been the victim of a hit and run driver, you may want to contact your insurance agent. The Police Department will assign your accident case to the Accident Follow-Up Unit for further investigation if solvability factors are present. The Officer/Detective may not routinely contact you unless he/she needs additional information no contained in the original accident investigation report. You will be contacted if an arrest is made or if ownership of the hit and run vehicle is verified.

If you have specific facts to provide which might assist in the investigation, please contact the Accident Follow-Up Unit, Monday through Friday, between 8:00 A.M. and 5:00 P.M., at (316) 268-4131. We will keep you informed should the status of your case change in any way.

KEEP THIS REPORT: This is your copy of the information you will need pertaining to the other driver/vehicle owner. Your insurance company may refer any future correspondence to: WICHITA POLICE DEPARTMENT, RECORDS BUREAU, 455 N. MAIN, WICHITA, KS 67202-1684. Include the incident number from the upper right hand portion of this form for reference.

Classification Code Classification Code Agency / Conn Case
 Fatal Injury Private Property Hit and Run Property Damage Only OVER \$500 Property Damage Only UNDER \$500

Date of acc Time of acc Location of acc Speed Limit Officer at scene

YOUR INFO Driver Ped NAME Year / Make Color Model and Body Style
 Race Ethnic Sex Age DOB SSN Lic State Lic Plate # Year Odometer
 DL State DL # DL Type Safety Equipment in Use: Seat Belt Shoulder Harness Number Occupants Including Driver Vehicle Identification Number
 Home Address (City, State, Zip) Home Phone Insurance Co. Name Policy Number
 Business Address (City, State, Zip) Bus Phone Agent Name Phone
 Vehicle Owner Name Location and Description of Damage to Your Vehicle
 Home Address (City, State, Zip) Home Phone
 Business Address (City, State, Zip) Bus Phone

OTHER DRIVER Driver Ped NAME Year / Make Color Model and Body Style
 Race Ethnic Sex Age DOB SSN Lic State Lic Plate # Year Odometer
 DL State DL # DL Type Safety Equipment in Use: Seat Belt Shoulder Harness Number Occupants Including Driver Vehicle Identification Number
 Home Address (City, State, Zip) Home Phone Insurance Co. Name Policy Number
 Business Address (City, State, Zip) Bus Phone Agent Name Phone
 Vehicle Owner Name Location and Description of Damage to Your Vehicle
 Home Address (City, State, Zip) Home Phone
 Business Address (City, State, Zip) Bus Phone

PERSONS INVOLVED List ALL vehicle passengers. Safety Equipment in Use: SB - Seat Belt; SH - Shoulder Harness; CR - Child Restraint

NAME 1 Race Ethnic Sec Age DOB Where Seated
 Home Address (City, State, Zip) Home Phone Business Address (City, State, Zip) Bus Phone SB SH CR

NAME 2 Race Ethnic Sec Age DOB Where Seated
 Home Address (City, State, Zip) Home Phone Business Address (City, State, Zip) Bus Phone SB SH CR

NAME 3 Race Ethnic Sec Age DOB Where Seated
 Home Address (City, State, Zip) Home Phone Business Address (City, State, Zip) Bus Phone SB SH CR

NAME 4 Race Ethnic Sec Age DOB Where Seated
 Home Address (City, State, Zip) Home Phone Business Address (City, State, Zip) Bus Phone SB SH CR

NAME 5 Race Ethnic Sec Age DOB Where Seated
 Home Address (City, State, Zip) Home Phone Business Address (City, State, Zip) Bus Phone SB SH CR

WICHITA POLICE DEPARTMENT
ACCIDENT INFORMATIONAL EXCHANGE FORM

ACCIDENT LOCATION

ACCIDENT DATE:

OFFICER ON SCENE:

YOUR NAME: (first name / middle initial / last name)

DRIVERS LICENSE STATE / NUMBER / TYPE:

YOUR HOME ADDRESS: (include city, state and zip code)

YOUR HOME PHONE:

IF YOU ARE DRIVER AND OWNER OF VEHICLE JUST WRITE "SAME" BELOW

VEHICLE OWNER NAME (first name / middle initial / last name)

VEHICLE OWNERS ADDRESS (include city, state and zip code)

VEHICLE MAKE / MODEL / YEAR

VEHICLE TAG (include state)

INSURANCE COMPANY NAME:

INSURANCE AGENT'S NAME / AGENT'S ADDRESS:



KANSAS

WILLIAM R. SECK, SUPERINTENDENT

KANSAS HIGHWAY PATROL

KATHLEEN SEBELIUS, GOVERNOR

**Testimony on HB 2563
to
Senate Transportation Committee**

**Presented by
Lieutenant John Eichkorn
Kansas Highway Patrol**

March 10, 2004

Good morning, Mr. Chairman and members of the committee. My name is Lieutenant John Eichkorn, and I appear before you on behalf of Colonel William Seck and the Kansas Highway Patrol to comment on HB 2563.

HB 2563 proposes to increase the apparent extent of total property damage in a motor vehicle crash from \$500 to \$1500 before a driver must report the incident to police and before a law enforcement officer must submit a written report to the Department of Transportation.

Currently, if a driver is involved in a crash that results in an injury, death, or property damage apparently totaling \$500 or more, the driver must immediately report the incident to law enforcement. Again, HB 2563 would raise the property damage total to \$1500 or more before requiring the driver to report the crash. An injury or fatality would continue to require a driver or another occupant to report the crash.

In 1985, the statutes were amended to raise the reporting requirement's base damage from \$300 to \$500. Over the last two decades, the costs of materials and labor have increased significantly, and it seems appropriate to increase the base cost in these statutes once again.

Relatively minor crashes may result in property damage that would cost \$500 to repair. In some such minor occurrences, the benefits of reporting the crash would not outweigh the time the driver spends reporting it and the time law enforcement officers spend investigating it.

The Patrol appreciates the opportunity to address you today and urges this committee to give HB 2563 a favorable report. I will be happy to stand for any questions you might have.

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SENATE TRANSPORTATION COMMITTEE
- DATE 03-10-04
ATTACHMENT: 4

KANSAS

DEPARTMENT OF TRANSPORTATION
DEB MILLER, SECRETARY

KATHLEEN SEBELIUS, GOVERNOR

TESTIMONY BEFORE SENATE TRANSPORTATION COMMITTEE

REGARDING HOUSE BILL 2624 TRANSPORT OF COTTON MODULES

MARCH 10, 2004

Mr. Chairman and Committee Members:

I am Mike Crow, Director of the Division of Operations for the Kansas Department of Transportation (KDOT). On behalf of the Department, I am here to provide testimony in support of House Bill 2624, which addresses the transport of cotton modules.

Currently, Kansas law specifies that all over-dimensional loads may only be transported on Kansas highways during daylight hours, which is defined as 30 minutes before sunrise to 30 minutes after sunset. Adoption of this bill would allow over-dimensional cotton modules to be transported 24 hours a day, but would still require adherence to all other statutory mandates for such loads as well as all applicable regulations.

Adherence to all other statutory provisions as well as all other applicable regulation allows KDOT to ensure that these loads can be transported in a safe and efficient manner while allowing this industry to operate according to their unique needs. KDOT is therefore in support of House Bill 2624.

5-1
SENATE TRANSPORTATION COMMITTEE
- DATE 3-10-04 -
ATTACHMENT: 5



Kansas Farm Bureau

2627 KFB Plaza, Manhattan, Kansas 66503-8155 • 785.587.6000 • Fax 785.587.6914 • www.kfb.org
800 SW Jackson St., Ste. #1008, Topeka, Kansas 66612 • 785.234.4535 • 785.234.0278

PUBLIC POLICY STATEMENT

SENATE COMMITTEE ON TRANSPORTATION

Re: HB 2624—Regulating the Hauling of Harvested Cotton

**March 10, 2004
Topeka, Kansas**

**Testimony by:
Terry D. Holdren
Associate State Director
KFB Governmental Relations**

Chairman Donovan and members of the Senate Transportation Committee, thank you for the opportunity to appear today. I am Terry Holdren and I serve as Associate State Director – Governmental Relations for Kansas Farm Bureau (KFB). As you know KFB is the state's largest general farm organization representing more than 40,000 farm and ranch families through our 105 county Farm Bureau Associations.

KFB appears before you today seeking your support and favorable action on HB 2624. This legislation would allow cotton modules to be transported 24-hours per day and would provide for a special use permit under the auspices of K.S.A. 8-1911.

This action and the permit are needed in the cotton industry to facilitate the movement of cotton from field to the cotton gin during harvest.

KFB through its member initiated policy efforts supports regulation of agricultural transportation that is practical and that recognizes the unique characteristics of agriculture, including distance to markets, seasonal complications, and the need to maximize efficiencies in transport.

We would be happy to answer any questions you may have, and encourage your favorable response to this proposal.

SENATE TRANSPORTATION COMMITTEE
DATE 3-10-04
ATTACHMENT: 6

Kansas Farm Bureau represents grass roots agriculture. Established in 1919, this non-profit advocacy organization supports farm families who earn their living in a changing industry.

HOUSE BILL 2624

Robert Miller, President
Kansas Cotton Association
Wellington, Kansas

The Kansas Cotton Association represents the three cotton gins now operating in Kansas, as well as the cotton producers in the state. The KCA is recognized by the National Cotton Council as the ginner and producer organization in Kansas. The gins are located at Moscow, Anthony, and Winfield. I am chairman of the Board for the Winfield gin. There may be two more gins constructed this season as well as a warehousing operation.

It is unusual for a new industry to develop as fast as we have, without coming to the Legislature for help of some kind. This year's production of over \$41,000,000.00 worth of cotton is quite an accomplishment. We have had advice from Kansas State University researchers as well as several economic development agencies, but we have not needed anything done just to get us going.

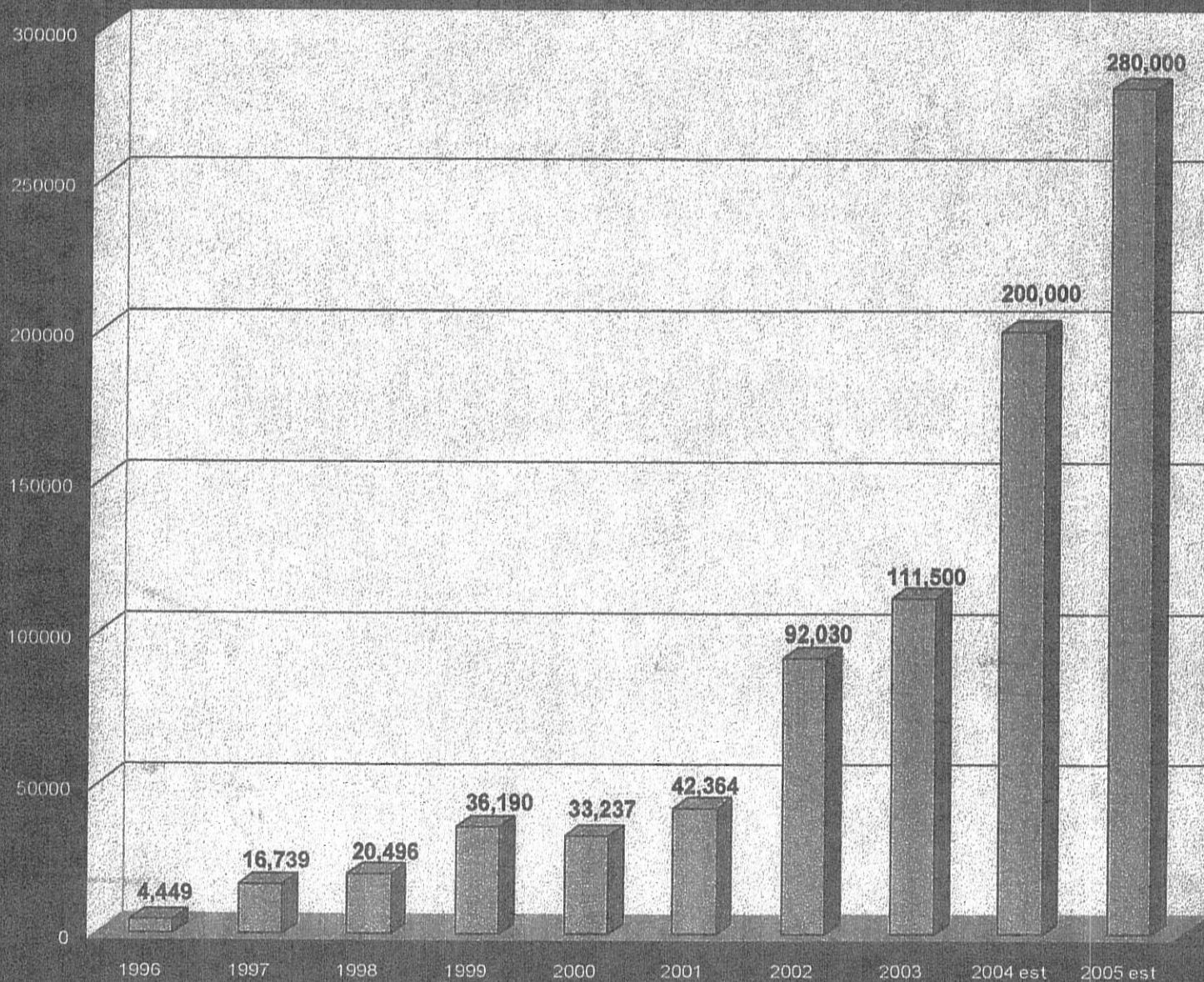
Since cotton is new to Kansas, some of the equipment, labor, environmental issues and marketing techniques are not a smooth fit both in existing laws and customs. The module truck issues have been some of the most perplexing, that is the reason for House Bill 2624. I know of no one who opposes this change. My concern is that it not get lost among more visible pieces of legislation.

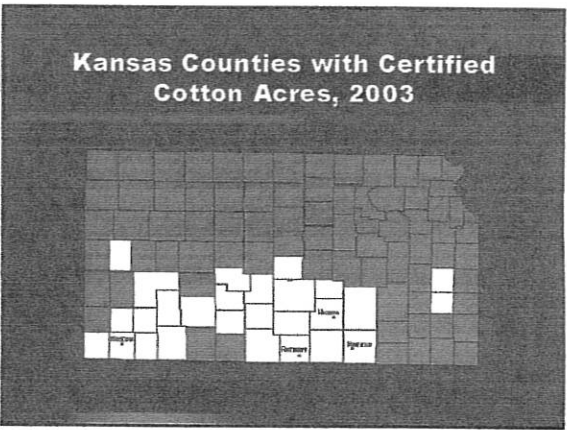
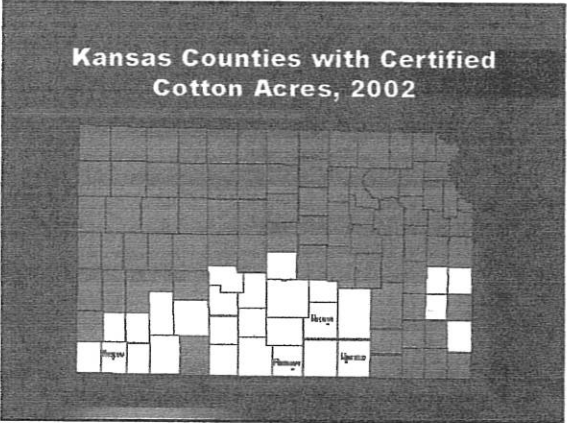
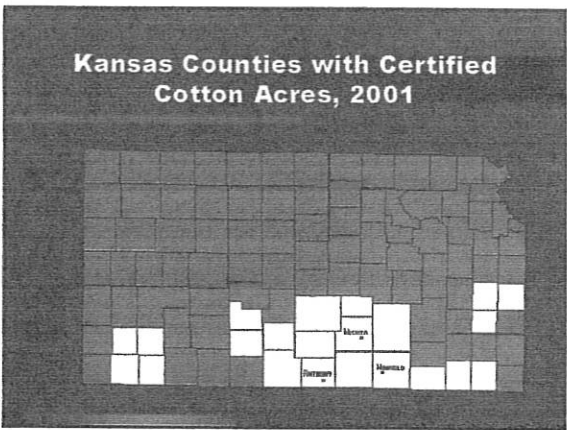
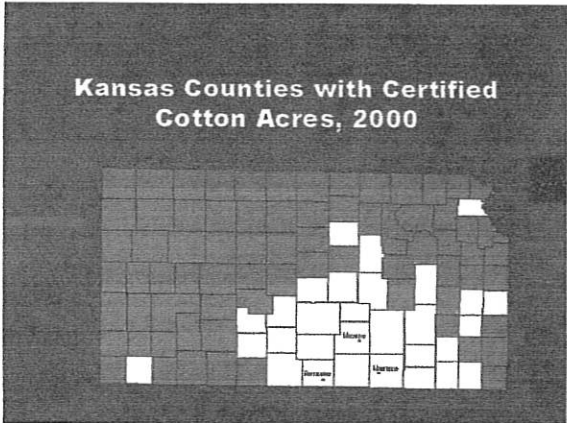
I ask that you support HH 2624.

7-1

— SENATE TRANSPORTATION COMMITTEE —
DATE 03-10-04
ATTACHMENT 7

Northern OK - Kansas Production History - Projection







**Leslie Kaufman, Director
Government Relations
Kansas Cooperative Council**

**Senate Transportation Committee
March 10, 2004
HB 2624**

Chairman Donovan and members of the Senate Transportation Committee, thank you for the opportunity to comment in support of the concept embodied in HB 2624 on behalf of the Kansas Cooperative Council. I am Leslie Kaufman and I serve the Council as Director of Governmental Relations. The Council has a membership of over 180 cooperative businesses. Together, they have a combined membership of nearly 200,000 Kansans. Two of our members are cotton co-ops: Southern Kansas Cotton Growers in Winfield and Northwest Cotton Growers Co-op in Moscow.

Growth of the cotton industry in Kansas has been quite impressive in the last few years. Where as other cotton states have developed the infrastructure and regulatory frameworks for their industry over many decades, Kansas is rapidly trying to put our structures in place. The transportation arena is an area where we are trying to fit new vehicle and delivery needs into existing state and federal parameters.

I was involved in the discussions several years ago that led to the initial permitting of cotton modules. During the 2003 session, we examined the possibility of allowing a double module to be permitted. As the industry grows and develops in Kansas, we are discovering areas where laws and regulations are not keeping pace with rapid changes in the agricultural economy in this state. I am sure other conferees will provide more specific details on the cotton industry, but there is a real need to broaden the operating time frame for hauling modules. As such, we would respectfully request this committee look favorably on the proposal to broaden the time frame for hauling cotton modules.

Thank you.

SENATE TRANSPORTATION COMMITTEE
DATE 3-10-04
ATTACHMENT: 8

8-1

**Legislative Testimony
before the
Senate Transportation Committee
Senator Les Donovan, Chairman
Wednesday, March 10, 2004**

**MR. CHAIRMAN AND MEMBERS OF THE
SENATE TRANSPORTATION COMMITTEE:**

I am Tom Whitaker, executive director of the Kansas Motor Carriers Association. I appear here this morning representing our more than 1,200 member companies in support of House Bill No. 2624 concerning the hauling of harvested cotton transported by specially designed cotton modules.

The specially designed cotton modules must operate under a special permit issued by the Kansas Department of Transportation because the width of the vehicle exceeds the maximum width allowed for all other vehicles. Current operating guidelines only allow the operation of oversized vehicles during daylight hours. We understand that during cotton harvest the cotton gin must operate 24 hours per day. HB 2624 would allow KDOT to issue a special permit to the cotton modules to operate 24 hours a day. These vehicles would be required to meet all lighting and safety requirements of other vehicles operating at night.

KMCA wishes to express our thanks to House Transportation Committee Chairman Gary Hayzlett for including us along with the cotton growers, the Kansas Highway Patrol and the Kansas Department of Transportation in an effort to accommodate the needs of this new agricultural product produced by Kansas farmers.

KMCA asks for your approval of HB 2624. We thank you for the opportunity to appear before you today and would be pleased to respond to any questions you may have.

**Kansas Motor Carriers Association
PO Box 1673
Topeka, Kansas 666-1-1673
785-267-1641**

9-1

— SENATE TRANSPORTATION COMMITTEE —
DATE 03-10-04
ATTACHMENT: 9