

MINUTES OF THE SENATE TRANSPORTATION COMMITTEE

The meeting was called to order by Chairman Dwayne Umbarger at 8:30 a.m. on February 11, 2009, in Room 136-N of the Capitol.

All members were present except:

Senator Anthony Hensley- excused

Committee staff present:

Mike Corrigan, Office of the Revisor of Statutes  
Hank Avila, Kansas Legislative Research Department  
Jill Shelley, Kansas Legislative Research Department  
Cindy Shepard, Committee Assistant

Conferees appearing before the committee:

Bob Bethell, Representative, State of Kansas  
Jeannine Bateman, Treasurer, Marion County  
Joe Grisolano, Treasurer, Crawford County  
Mark Bruce, Major, Kansas Highway Patrol

Others attending:

See attached list.

Chairman Umbarger opened the hearing on **SB 122 - Rebuilt salvage vehicles, reduction of classification, taxation.**

Representative Bethell, appeared as a proponent of **SB 122**. He stated that classification reduction of rebuilt salvage vehicles, makes the vehicle taxed at a rate that reflects the actual market value of the vehicle. Current law states that if a salvage vehicle is rebuilt and put back on the street, it is taxed at the same rate as if it is not a salvage vehicle (Attachment 1).

Jeannine Bateman, Treasurer of Marion County, testified in support of the proposed action of **SB 122**. According to Ms. Bateman, a salvage auto does not have the monetary worth that it had prior to being wrecked and rebuilt, therefore the class code should be lowered and the title branded rebuilt salvage at time it is registered (Attachment 2).

Joe Grisolano, on behalf of the Kansas County Treasurers Association, spoke in favor of **SB 122**. A rebuilt salvage vehicle is usually worth between 15% and 30% less than the same vehicle with a good title. When a new title with "Rebuilt Salvage" on the heading is issued, a onetime two-class reduction will stay with the vehicle as long as it is in operation. The difference in the property tax amount the vehicle owner would pay, is approximately 17% to 19% less with the reduction in classification (Attachment 3).

There being no further conferees, the hearing on **SB 122** was closed.

The hearing on **SB 123 - Antique vehicles; city issued license plates** was opened.

Representative Bethell presented testimony on behalf of Ken Hand from Wichita and the antique automobile hobbyist. He indicated that **SB 123** would allow owners of automobiles manufactured prior to 1913 to revert to the original method of registering cars, apply for an antique car plate, and if he chooses not to display that plate, could put the numbers of his State issued antique plate onto a reproduction plate (Attachment 4).

There being no further conferees, the hearing on **SB 123** was closed.

The Chairman indicated his desire that the committee work the bill today.

Senator Petersen moved, Senator Schmidt seconded, to recommend SB 123 favorably for passage and be placed on the consent calendar. Motion carried.

Chairman Umbarger turned the committee's attention back to **SB 122** for final action.

CONTINUATION SHEET

Minutes of the Senate Transportation Committee at 8:30 a.m. on February 11, 2009, in Room 136-N of the Capitol.

Senator Brownlee moved, Senator Kultala seconded, to recommend **SB 122** favorably for passage. Motion carried.

The Chairman opened the hearing on **SB 145 - Regulating traffic, driving in right lane, required, exceptions.**

Major Mark Bruce, representing the Kansas Highway Patrol as proponents of **SB 145**, provided written testimony and answered the committee's questions. The Patrol supports the intent of this bill to facilitate and enhance the orderly flow of traffic (Attachment 5).

There being no further conferees, the hearing on **SB 145** was closed.

The Chairman noted that since this is a straightforward bill with no opposition, the committee would work the bill today.

Senator Schmidt moved, Senator Brownlee seconded, to recommend **SB 145** favorably for passage. Motion carried.

The meeting was adjourned at 9:05 a.m. The next meeting is scheduled for February 12, 2009.

# SENATE TRANSPORTATION COMMITTEE GUEST LIST

DATE: 2/11/09

NAME	REPRESENTING
Bill Sreed	State Farm
Terry Heidner	KDOT
Michael Boyd	Rep Bethell Intern.
Jeannine Baileman	Marion County Treas - KCTA
Sandy Jacquet	CKM
JEAN MILLER	CAPITOL STRATEGIES
Tom WHITAKER	KMCB
KEVIN GREGG	KMCA

STATE OF KANSAS

BOB BETHELL  
STATE REPRESENTATIVE, 113TH DISTRICT  
104 E. THIRD, P.O. BOX 186  
ALDEN, KS 67512  
620-534-3085  
CELL 620-727-5962  
bethell@ink.org



COMMITTEE ASSIGNMENTS  
CHAIR: AGING AND LONG TERM CARE  
MEMBER: COMMERCE AND LABOR  
CORRECTIONS & JUVENILE  
JUSTICE  
ELECTIONS  
STATE CAPITOL—ROOM 161-W  
TOPEKA, KS 66612  
785-296-7616

TOPEKA

SB 122  
1/11/09

Chairman Umbarger and members of Senate Transportation, I am Bob Bethell and appear today in support of SB 122.

Over the last several years a number of my constituents as well as other citizens of Kansas have approached me concerned with the way value is applied to a vehicle that has been deemed to be "Salvage" and then rebuilt.

Often the insurance company determines that a vehicle has more damage than they wish to pay to have repaired and then declare the vehicle as "salvage". This same vehicle in some circumstances can be repaired by a conscientious body person and in many respects be equal that which is produced by the manufacturer.

Mr. Chairman I would stand for questions.

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SENATE BILL 122 TESTIMONY

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**TO:** SENATE TRANSPORTATION COMMITTEE  
**FROM:** JEANNINE BATEMAN, MARION COUNTY TREASURER – PROPONENT  
**SUBJECT:** SENATE BILL 122  
**DATE:** 2/9/2009

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Good morning. My name is Jeannine Bateman, and I am the Marion County Treasurer. I am here in favor of SB 122.

A formerly Salvage Auto does not have the monetary worth of that same vehicle prior to being wrecked. Therefore, to lower the class code the 1<sup>st</sup> time it is registered, and to brand the title showing that the class has been lowered just makes sense. Therefore I support the proposed action of SB 122.

If anyone has questions, I will be happy to try to answer them.

TOM SIGHEL, DEPUTY TREASURER  
TAX DEPT. 2<sup>ND</sup> FLOOR  
PH. 620-724-8222  
FAX 620-724-7217

**JOE GRISOLANO**  
CRAWFORD COUNTY TREASURER  
2<sup>ND</sup> FLOOR, COURTHOUSE  
PO BOX 96, GIRARD, KANSAS 66743

TAMMIE WILLIAMS, VEHICLE SUPER.  
VEH. DEPT. 1<sup>ST</sup> FLOOR  
PH. 620-724-4959  
FAX 620-724-6004

February 11, 2009

TO: Kansas Senate Transportation Committee

FROM: Joe Grisolano, Crawford County Treasurer  
Secretary, Kansas County Treasurers Association

SUBJECT: SB 122

Chairman Umbarger and Committee Members:

On behalf of the Kansas County Treasurers Association, I am here today to speak in favor of SB 122. This bill would lower the classification code of any motor vehicle by two classes when a new title is issued with "Rebuilt Salvage" on the heading. This reduction in classification is a onetime reduction that will stay with the vehicle as long as it is in operation.

This bill makes sense to our association. When a vehicle has a rebuilt salvage title it is not worth as much money due to the stigma attached to the rebuilt salvage brand on the title. As the father of two grown sons, my wife and I purchased rebuilt salvage vehicles for both of our boys as their first vehicles. We looked for rebuilt salvage vehicles because we knew that we would be able to purchase them for less money than the same model of vehicle that had not been rebuilt. The vehicles that we purchased for both boys worked out well, although the paint jobs didn't look quite as nice as a vehicle that would not have been rebuilt. After a few months though, no one would have noticed much difference as both our sons put a few dings on their cars.

I recently visited with a used car dealer in Pittsburg who deals in rebuilt salvage vehicles. The dealer stated to me that in his experience, when you have two vehicles that are the same model and one of the two is a prior salvage vehicle, it is usually worth between 15% and 30% less than the same vehicle with a good title. Of course, this is just a ballpark figure because you have to take into consideration condition, mileage, and other differences in the options that the vehicles have.

Senate Transportation  
2-11-09  
Attachment 3

I have also done some research on the difference the property tax amount the vehicle owner would pay with the two class reduction. I found that the difference in the tax would be approximately 17-19% less. This seems to be a reasonable reduction for having the stigma of "rebuilt salvage" printed on the title.

Administration of the changes due to SB 122 would be easy, providing a common sense approach for dealing with vehicles with a rebuilt salvage title. Thank you for your consideration of this legislation and for allowing me to address you today.



# CERTIFICATE OF TITLE

## STATE OF KANSAS

VIN NO: [REDACTED] STYLE: 2H MILEAGE: 0150329  
 AND  
 YEAR: [REDACTED] CLASS CODE: 016 MILEAGE STATUS:  
 MAKE: FORD EMPTY WEIGHT: 03191 REPORTED AT  
 MODEL: DATE OF APPLICATION: 08/28/2008  
 TITLE NO: [REDACTED] PURCHASE DATE: 07/17/2008  
 DATE TITLE PRINTED: 09/04/2008

OWNER(S) NAME AND ADDRESS:

[REDACTED]

KANSAS IS AN ELECTRONIC TITLING STATE. A KANSAS TITLE WITH A LIEN INDICATED WILL ONLY BE ISSUED AND MAILED DIRECTLY TO A REQUESTING TITLING JURISDICTION WITH LIENHOLDER'S CONSENT.

THIS VEHICLE IS SUBJECT TO THE FOLLOWING LIEN(S):

3116 N 68TH ST  
KANSAS CITY, KS 66109

TRANSFER ON DEATH BENEFACTOR(S):

MAILING INFORMATION ONLY:

[REDACTED]

### VEHICLE RECORD NOTATIONS:

**\*\*\*REBUILT SALVAGE\*\*\***

VEHICLE TITLE REBUILT SALVAGE DUE TO VEHICLE BEING WRECKED OR DAMAGED.



I, the undersigned, hereby certify that I have approved an application for certificate of title for the vehicle described hereon pursuant to the provisions of the Motor Vehicle Laws of this State, and the applicant named on the face hereof has been duly recorded as the lawful owner of said vehicle.

I further certify that the vehicle is subject to the security interests shown herein, if any. However, the vehicle may be subject to other security interests.

*Carmen Alldritt*  
Carmen Alldritt  
Director of Vehicles

*Joan Wagnon*  
Joan Wagnon  
Secretary of Revenue

TR-107 Rev 08/07

**DO NOT ACCEPT TITLE SHOWING ANY ERASURES, ALTERATIONS OR MUTILATIONS**

VOID WITHOUT WATERMARK - HOLD TO LIGHT TO VIEW

VOID WITHOUT WATERMARK - HOLD TO LIGHT TO VIEW



## SENATE BILL No. 123

My name is Ken Hand and I am from Wichita. I am here today representing a small part of the antique automobile hobby. I would like to suggest for your consideration and hopefully a change in the way antique license plates are issued by the State for a part of the hobby.

In the early 1960s, the law was changed to allow owners of automobiles 25 years or older, to apply for an antique car plate that would apply to one car and that plate would not change each year. Then at a later date, the law was changed to allow owners of older cars, if they want, to obtain Kansas issued plates in the year of the manufacture of their vehicle and then register that vehicle using that plate if those numbers are not already in use. I think the above rules have worked very well, both for the hobby and for the State.

From the perspective of the hobby, one advantage of the above law was to have an age-appropriate plate on the car, which is more aesthetically pleasing and more appropriate for display. Unfortunately, the above option is not available for cars manufactured prior to 1913.

Kansas did not start issuing state license plates until 1913. (Exhibit A) Prior to that, cities or municipalities issued only number for registration purposes. It was the responsibility of the car owner to display those numbers on the vehicle. Quickly, the auto supply houses at that time saw a market and started selling blank license plates (pads) and the car owner could purchase the issued numbers and letters, attach them to the purchased plate and therefore make his vehicle legal to drive on the road. (Exhibit B)

I am here today to ask for another change in the present law that would allow owners of automobiles manufactured prior to 1913 to revert to the original method of registering cars, if they choose, since there are no plates available for these cars issued in the year of their manufacture. I would suggest that the State issue an antique plate as is done now but the owner of the vehicle, if he chooses not to display that plate, could put the numbers that are on the State issued plate onto a reproduction plate that he constructs out of leather (or some other material) and then the vehicle can legally be operated on the roads and streets of the State.

I am including in this package a list of the county number codes that Kansas used from 1930 to 1949. (Exhibit C) Maybe nobody in here is old enough to remember that system but I think it is interesting. It took me a long time to find these codes so I want to share them with you.

Thank you for your time. I will attempt to answer any questions you might have.

Exhibit A



Wichita



WaKeeney



Cotton Wood Falls

Leather Pre-Statehood Plates



1904 - 1912 (Pre-State)  
City issued Plate



1913 (black on white)



1914 (white on blue)



1915 (black on orange)



1916 (white on black)



1916 (white on black)



1917 (black on light green)



1918 (green on white)



1919 (dark blue on light blue)

[www.worldlicenseplates.com](http://www.worldlicenseplates.com)

EXHIBIT B

# BALLOU-WRIGHT

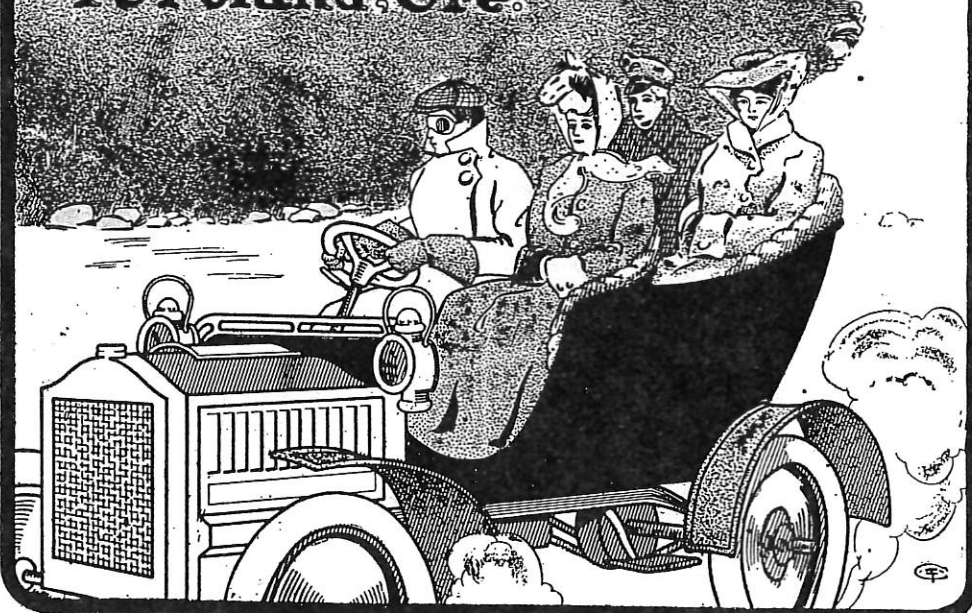
AUTOMOBILE SUPPLIES

1906 Catalogue 1906

NO 2



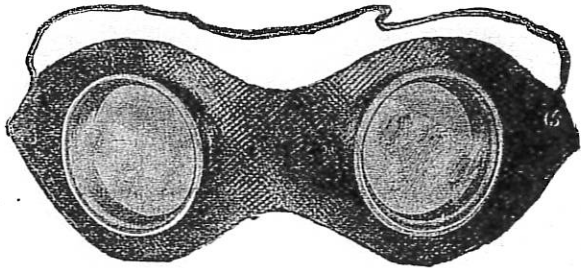
86 SIXTH ST  
Portland, Ore.



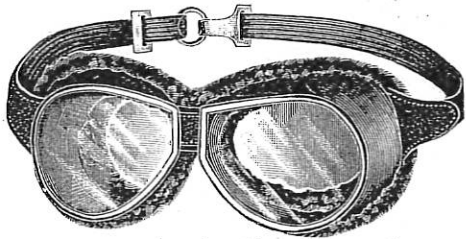




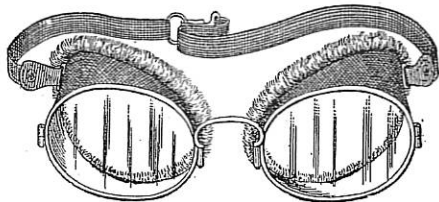
GOGGLES.



No. 200—Black leather mask, round ventilated metal cups, with flat glasses, 1 1/2" diameter, elastic head band. Price..... \$0.25



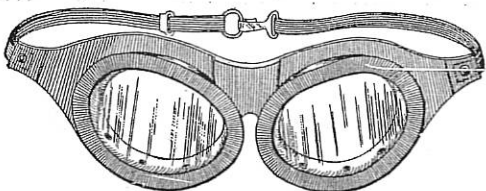
No. 225—Collapsible eye cups, edged with chenille, leather nose piece and tabs, lined, extra large curved glasses, special form, adjustable elastic head band. Price ..... 1.25



No. 250—Nickel frame, small size, with jointed metal nose piece to fold, collapsible silk eye cups, flat oval glasses, edged with chenille, adjustable elastic head band. Price ..... \$2.00



No. 275—Bright aluminum frame, well ventilated, with air-inflated rubber cushions. Egg shape curved glasses, affording a maximum range of vision. Adjustable elastic band with hook and ring fastenings. Weight but 1 1/4 oz. Can be washed with soap and water without injury. Price ..... \$2.50



NO. 300 RUBBER GOGGLES.

Positively the best fitting goggles on the market. Made of fine India Rubber. Cool and comfortable. Excludes all dust. Rain proof. Can be washed with soap and water. Glasses can be slipped in and out in a second. Price ..... 1.00

No. 305—Goggles same as No. 300 with pair extra glasses. Price ..... 1.25

LICENSE OR NUMBER PADS.



No. 20—Number pads, steel plate with painted aluminum letters. Price, per pair ..... \$1.25  
 No. 25—Number pads, steel plate with metal aluminum letters. Price per pair ..... 3.25

LEATHER NUMBER PADS.

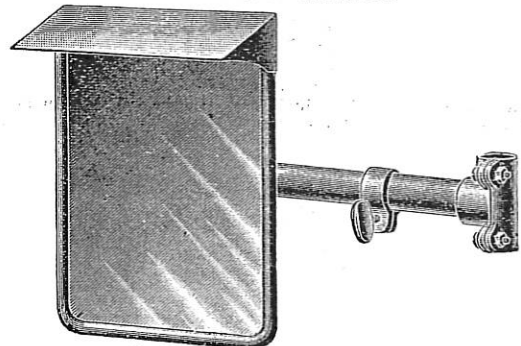


These pads are made of patent leather stretched over a steel frame and securely sewed, so that a bright patent leather surface is presented on both sides. Impossible to warp out of shape.

1910

- No. 30—Leather Number pads without numbers, each ..... \$1.00
- No. 35—Leather number pads with painted aluminum numbers. Price per pair ..... 3.00
- No. 40—Leather number pads with metal aluminum numbers. Price per pair ..... 3.75
- Sheet aluminum letters or numbers, each ..... .15
- Straps for license tags, per set of ..... .40

THE ARGUS MIRROR.



This mirror allows the chauffeur to see at a glance the movements of all moving vehicles behind him, allowing him to turn back and reverse without jeopardizing the occupants of the machine. It is a special plate glass mirror, bound in brass, but is interchangeable, and is the only one on the market today in which a new glass can be fitted. Has a ball and socket joint, enabling it to be removed in any position. The mirror is slightly concave, and gives an extraordinary wide range of vision behind. Nothing can occur behind the driver which he cannot readily observe.

Price ..... \$5.00  
 With Hood ..... 6.50

FIRE EXTINGUISHER.



Manville Fire Extinguisher, Price each ..... \$1.75

# LAMP BRACKETS

## STANDARD FORK BRACKET

For Gas Lamps of all Makes

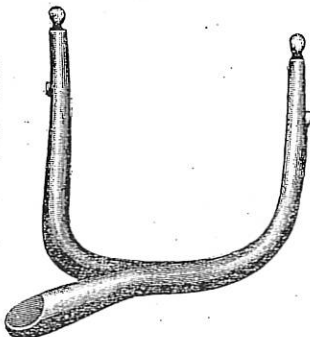
Made of drop-forged steel, stub is long enough to allow for welding to fit car.

Furnished with either curved or straight stub.

No. 1235. 6 in. centres.  
No. 228. 7 in. centres.  
No. 229. 8 1/4 in. centres.

Price, either size, \$1.50 each.

Our Price, \$ .75 each.



## ADJUSTABLE FORK BRACKET

For Gas Lamps of all Makes

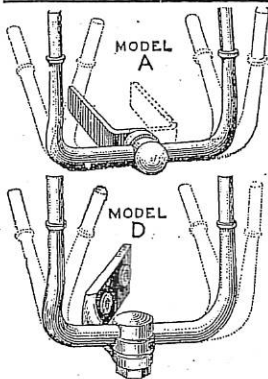
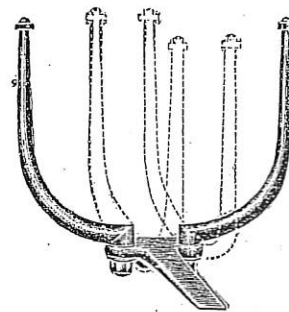
This bracket can be used on any size lamp, it is made of drop-forged steel, finished in brass, finely polished. Bracket bolts in place and requires no expert mechanic to adjust.

No. 230. Price, \$6.50 per pair.

Our Price, \$3.50 per pair.

This bracket as per illustration will be found adaptable to a great many cars.

We have special fittings for Maxwell, Cadillac and Ford cars, at the same price. Kindly state which of the four styles you wish.



## ROCHESTER HEADLIGHT BRACKETS—Made of Steel. Polished

Strong durable brackets. Made in styles and sizes to fit any car or lamp

MODEL A. Specially adapted for Ford and Cadillac cars, or light cars.

No. 1235. 6 or 7 in. centres. Price, \$4.75 pair  
Our Price, \$3.75

MODEL B. For Maxwell runabouts, or light cars requiring a straight flat bracket, which is adjustable to allow for setting in proper position.

No. 1236. 6 or 7 in. centres. Price, \$4.75 pair  
Our Price, \$3.75

MODEL C. Same as B, but with adjustable centres to fit any size lamp.

No. 1237. Price, \$5.25 pair,  
Our Price, \$4.25

MODEL D. For large cars and lamps. It has special arm to fit where the butt end is framed. State width desired.

No. 1238. Price, \$5.25 pair,  
Our Price, \$4.25

MODEL E. Same as D, but is adjustable to fit any size lamp. This bracket will fit most any style of frame.

No. 1239. Price, \$5.50 pair,  
Our Price, \$4.50

## SIDE LAMP BRACKETS

Solid brass, nicely polished, made especially for use on cars with curved dash.

No. 231. Price, \$1.50 per pair,  
Our Price, \$1.25



The finest brackets made  
Guaranteed Solid Brass

Solid brass, highly polished, designed for use on cars with curved dash and where prop of lamp requires bracket head set sideways.

No. 232. Price, \$1.00 per pair,  
Our Price, \$1.25



Solid brass, highly polished, will fit any side lamp.

No. 233. Price, \$1.00 per pair,  
Our Price, \$1.25



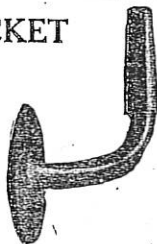
## TAIL LAMP BRACKET

Solid brass, highly polished and finished.

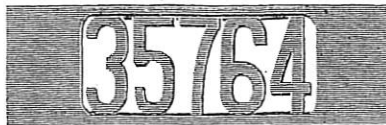
Will fit any size and make of lamp.

No. 239. Price, \$ .70 each.

Our Price, \$ .45



## LAMP NUMBERS



Adjustable, brass frame and figures.

Fit any size lamp, figures are two inches in height, ever distinct.

No. 240. Price, per pair, \$ .75.

Our Price, \$ .3

GENERAL AUTOMOBILE SUPPLY CO., Inc., J. C. Nichols, President.  
Uptown Store: Broadway and 52nd Street, Lincoln Hotel Block, Phone 6160 Columbus.  
Downtown Store: 11 Warren Street, Phone 1745 Cortlandt.



# EXHIBIT C

## KANSAS AUTO LICENSE TAG NUMBERS 1930 TO 1950

1	Wyandotte	36	Cloud	71	Finney
2	Sedgwick	37	Washington	72	Woodson
3	Shawnee	38	Ellis	73	Rush
4	Crawford	39	Pottawatomie	74	Decatur
5	Montgomery	40	Republic	75	Ness
6	Reno	41	Clay	76	Graham
7	Leavenworth	42	Jackson	77	Rawlins
8	Cowley	43	Jewell	78	Thomas
9	Butler	44	Coffey	79	Edwards
10	Cherokee	45	Doniphan	80	Sherman
11	Labette	46	Jefferson	81	Chase
12	Sumner	47	Geary	82	Cheyenne
13	Lyon	48	Rice	83	Trego
14	Saline	49	Linn	84	Seward
15	Atchison	50	Smith	85	Kiowa
16	Douglas	51	Harper	86	Meade
17	Bourbon	52	Anderson	87	Sheridan
18	Dickinson	53	Pratt	88	Gove
19	Johnson	54	Morris	89	Gray
20	Marshall	55	Mitchell	90	Comanche
21	Franklin	56	Osborne	91	Clark
22	Neosho	57	Kingman	92	Stevens
23	Marion	58	Phillips	93	Hodgeman
24	Allen	59	Stafford	94	Morton
25	Brown	60	Russell	95	Logan
26	McPherson	61	Norton	96	Scott
27	Wilson	62	Wabaunsee	97	Lane
28	Harvey	63	Chautauqua	98	Kearny
29	Osage	64	Ellsworth	99	Wallace
30	Riley	65	Ottawa	100	Hamilton
31	Miami	66	Lincoln	101	Haskell
32	Greenwood	67	Barber	102	Wichita
33	Barton	68	Elk	103	Grant
34	Nemaha	69	Pawnee	104	Stanton
35	Ford	70	Rooks	105	Greeley

These county prefix numbers were used between 1930 and 1950 on Kansas auto tags. The ranking was done by population based on state enumeration returns as of March 1, 1928.

**Written Testimony on Senate Bill 145  
Senate Transportation Committee**

**Prepared by  
Major Mark A. Bruce  
Kansas Highway Patrol**

**February 11, 2009**

The Kansas Highway Patrol appreciates the opportunity to provide written testimony on Senate Bill 145. This bill concerns vehicles being driven in the right lane and would amend K.S.A. 8-1522.

During the 2008 Legislative Session, the proposed amendments being discussed this morning were introduced in Senate Bill 689. The Kansas Highway Patrol, although supportive of the bill's intent, expressed some concerns relative to its application. Those concerns were addressed in an amended version of Senate Bill 689 and have been incorporated into Senate Bill 145 as well. We appreciate the committee's willingness to work with us in this regard.

Senate Bill 145, with a general exception for emergency/maintenance vehicles, would prohibit all vehicles from driving in the far left lane, except when overtaking or passing another vehicle, preparing to make a proper left turn, otherwise directed by traffic control devices, or otherwise required by law. The Kansas Highway Patrol understands and supports the intent of this bill to facilitate and enhance the orderly flow of traffic.

As a minor concern, current law requires motorists to move away from law enforcement vehicles, emergency crews, and other workers who are providing roadside services. This work occurs on both the left and right shoulders of the highway, thereby requiring traffic to move to either lane to provide a safer distance between moving traffic and roadside personnel. The provisions of Senate Bill 145 could confuse drivers as to which law has priority and cause an unintentional traffic mishap. However, we believe common sense, exercised by drivers and law enforcement officers, should eliminate or minimize this concern.

The Kansas Highway Patrol supports the intent of Senate Bill 145 to discourage slower moving vehicles from essentially blocking the flow of traffic. We also are in favor of the one year warning period that would allow us and our traffic safety partners to educate the motoring public of this new requirement.

Again, the Patrol is appreciative for being given the opportunity to provide written testimony to the committee. If you have any questions or if you would like for us to provide follow-up information please let us know.

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