

MINUTES OF THE SENATE TRANSPORTATION COMMITTEE

The meeting was called to order by Chairman Dwayne Umbarger at 8:30 a.m. on February 17, 2009, in Room 136-N of the Capitol.

All members were present except:

Senator Vicki Schmidt- 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:

Deb Miller, Secretary of Transportation, State of Kansas  
Timothy R Sowton, Regional Director Governmental Relations, R. L. Polk & Company  
Paul Kanitra, Governmental Relations Manager, Carfax  
Dale Goter, Government Relations Manager, City of Wichita

Others attending:

See attached list.

Governor's recommendations on the Transportation Leveraging Investments in Kansas (T-LINK) Report

Secretary Deb Miller presented the committee with a copy of the Governor's letter directing the Kansas Department of Transportation to begin implementation of the T-LINK's recommendations (Attachment 1). The Secretary also included a copy of the Governor's request for legislative action this year, deferring all discussions related to the financing of a new program until the 2010 or 2011 legislative session, depending on the fiscal health of the state (Attachment 2).

Presentation on Carfax Vehicle History Reports

Timothy R Sowton, Regional Director Governmental Relations, R.L. Polk & Company, gave a brief history of R. L. Polk and introduced Paul Kanitra, Government Relations Manager for Carfax. Mr. Kanitra gave the committee a presentation on what Carfax provides, and its importance to local, state, and federal law enforcement in the fight against auto theft and fraud (Attachment 3).

The Chairman called for final action on **SB 142 - Establishing the safety corridor act administered by the secretary of transportation, safety corridor fund.**

Dale Goter, representing the City of Wichita, distributed a proposed balloon amendment that includes certain criteria that must be met before the Secretary of Transportation can establish a traffic safety corridor (Attachment 4). Mr. Goter provided the committee with the information they requested at the hearing held February 10, 2009 (Attachment 5). Following discussion, Senator Hensley moved, Senator Marshall seconded, to adopt the balloon amendment presented. Motion carried.

Senator Donovan moved, Senator Marshall seconded, to recommend SB 142, as amended, favorably for passage. Motion carried. Senators Brownlee and Petersen voted no and requested their votes to be recorded.

The meeting was adjourned at 9:30 a.m. The next meeting is scheduled for February 18, 2009.



February 16, 2009

Secretary Deb Miller  
Kansas Department of Transportation  
Eisenhower State Office Building  
700 SW Harrison  
Topeka, KS 66603

Dear Secretary Miller:

I want to thank you for your work leading the Transportation – Leveraging Investments in Kansas Task force. The new strategic approach to transportation crafted by T-LINK will give Kansas the flexibility to seize future economic opportunities while demanding greater accountability and efficiency in meeting our transportation needs.

Given the upcoming rewrite of federal transportation law and the serious financial situation the state faces, I cannot recommend pursuing new transportation funding this year. However, there are actions that should be taken now to put the framework in place for a new approach to transportation. This framework will better position Kansas to meet its growing needs and move forward strategically when the time is appropriate to pass transportation funding.

To put into action those steps that should be taken now, I accept the T-LINK recommendations and I am directing KDOT to begin their implementation. Certain changes require legislative action, and I will issue a separate letter with my request for recommendations I would like the legislature to act on this year. All discussions related to the program and financing should be deferred to the 2010 or 2011 legislative session, depending on the fiscal health of the state.

At this point, I am calling on KDOT to begin immediately implementing the following T-LINK recommendations.

#### **Economic / funding and finance initiatives**

1. **Develop more flexible project selection/use economic impact analysis.** To link transportation investments to the state's economic priorities, KDOT should establish a Project Selection Process Working Group. Membership on the group should include

Letter to Secretary Deb Miller  
Re: T-Link  
February 16, 2009  
Page 2 of 4.

local officials, economic development professionals and other transportation stakeholders. The goal of the working group will be to create a project selection process which is based on solid data and promotes collaborative discussions. The Working Group should establish a process to be used for Economic Opportunity Projects. Economic impact analysis should be a part of this process. Strategies for addressing mega projects (e.g., projects which exceed \$200 million and will likely require separate financing packages) should be explored by the Working Group.

2. **Reform the Economic Development Set-aside Program.** KDOT should also reform the Economic Development Set-aside program to use rigorous selection criteria based on economic considerations. It should also be multi-modal and use a process which is timelier than the current program.

#### Highway and modal initiatives

3. **Implement practical improvement approaches.** Kansas must find lower cost options for highway improvements, and KDOT should work with stakeholders to identify supportable, lower-scale improvements such as minor shoulder improvements or passing lanes instead of four-lanes.
4. **Create regional transit approaches.** Despite our more than 180 rural transit providers, many Kansans still don't have access to transit service. One of the weaknesses in the current system is that too many providers serve a very specific clientele in a very specific geography. Though service plans have been developed to meet the identified needs in a geographic area, service agreements are not in place to implement those plans. Implementing an improved service provision process will require significant change from status quo. KDOT should begin with a series of pilot projects aimed at determining the best way to create a new, regional transit delivery approach.
5. **Establish an aviation priority network.** Many airports don't have all-weather access and Kansans cannot be reached by air ambulance service in inclement weather. I am directing KDOT to work with communities to identify and prioritize airport improvement projects that will fill the gaps in the network so that all Kansans will have access to air ambulance service.
6. **Create a fund exchange program.** Local governments sometimes struggle to use federal funds because of the stringent requirements. I am directing KDOT to create a fund exchange program so that local governments can "sell" or "swap" their federal funds for



Letter to Secretary Deb Miller  
Re: T-Link  
February 16, 2009  
Page 3 of 4.

state funds which carry with them fewer requirements. The Kansas Program can build on, and learn from, other programs of this nature that have been successful.

**In addition, I call on KDOT to move forward with the following initiatives as recommended by T-LINK:**

- Emphasize preservation of the existing system before pursuing capacity, economic opportunity or modernization projects.
- Create processes that promote multi-modal solutions.
- Simplify and rename transportation project funding categories so the names indicate the purpose of the program (i.e., Preservation rather than Substantial Maintenance) to make the programs more accessible to Kansans.
- Use a rolling program approach (i.e., year-one implemented, year-five selected) in order to have a more flexible project selection process.
- Develop more descriptive terminology for the routes and revisit current roadway classifications to ensure that they are still appropriate. KDOT currently uses a route classification process called "A through E" that helps define priorities. Such a process should be maintained but by improving terminology it can be made more meaningful.
- Update the urban transit funding formula and create a separate funding approach for rural transit. The current urban formula is based primarily on population size which is not a reliable indicator of transit need. The formula should be revised to include additional factors such a number of riders, amount of local funding match and efficiency. A formula approach should be developed to distribute funds to rural areas and jurisdictions using the regional transit approach.
- Establish a statewide Freight Rail Advisory Committee. As freight becomes a bigger factor in transportation planning, KDOT needs to increase its freight planning capacity and understanding. A rail freight advisory committee will help accomplish these goals.
- Establish evaluation criteria for bicycle and pedestrian facilities when planning highway projects. When planning new projects, pedestrian and bicycle needs should always be considered. However, sometimes the cost of addressing the needs may outweigh the public benefit of adding them. Evaluation criteria that more clearly identify how those decisions are made will be helpful.

Letter to Secretary Deb Miller

Re: T-Link

February 16, 2009

Page 4 of 4.

Again, I thank you and the entire KDOT team for the work you have done to support the T-LINK Task Force. I look forward to seeing improvements from the quick implementation of these recommendations.

Sincerely,

A handwritten signature in black ink, appearing to read "Kathleen Sebelius". The signature is written in a cursive style with a large initial "K".

Kathleen Sebelius

Governor

cc: Representative Gary Hayzlett  
Representative Margaret Long  
Senator Dwayne Umbarger  
Senator Kelly Kultala  
Senate President Steve Morris  
Senate Minority Leader Anthony Hensley  
House Speaker Mike O'Neal  
House Minority Leader Paul Davis

February 16, 2009

The Honorable Dwayne Umbarger  
Kansas State Senator  
Kansas Statehouse – Room 549-E  
Topeka, KS 66612

The Honorable Kelly Kultala  
Kansas State Senator  
Kansas Statehouse – Room 404-N  
Topeka, KS 66612

The Honorable Gary Hayzlett  
Kansas State Representative  
Kansas Statehouse – Room 242-W  
Topeka, KS 66612

The Honorable Margaret Long  
Kansas State Representative  
Docking State Office Building  
Topeka, KS 66612

Dear Transportation Committee Chairs and Ranking Democrats:

The new strategic approach to transportation crafted by the Transportation-Leveraging Investments in Kansas Task Force (T-LINK) will give Kansas the flexibility to seize future economic opportunities while demanding greater accountability and efficiency in meeting our transportation needs.

The federal structure for transportation funding will be changing in the near future as the SAFETEA-LU expires on September 30, 2009. The reauthorization is expected to be the most significant rewrite of the law since 1956. It is premature to move forward with a new state transportation funding plan without knowing the framework for our partnership with the federal government. Given the upcoming reauthorization of the federal transportation act and the serious financial situation the state faces, I cannot recommend pursuing new transportation funding this year. However, there are actions that should be taken now to put the framework in place for a new approach to transportation. This framework will better position Kansas to meet its growing needs and move forward strategically when the time is appropriate to pass transportation funding.

To put into action those steps that should be taken now, I have directed Transportation Secretary Deb Miller to begin implementation of those items that are the responsibility of the administration. Certain changes however, will require legislative action, and with this letter I am requesting that those be enacted. Discussions related to the financing of a new program should be deferred to the 2010 or 2011 legislative session, depending on the fiscal health of the state.

Letter to Transportation Committee Chairs  
and Ranking Democrats

Re: T-Link

February 16, 2009

Page 2 of 4.

Additional detail about T-LINK recommendations can be found in the final report issued by T-LINK entitled "New Approaches for Transportation."

I am calling on the Kansas Legislature to enact the following recommendations this session.

1. **Cap bonding at 18 percent of adjusted total agency revenue and allow KDOT to manage its debt within that parameter.** T-LINK concluded that the use of bonding for major capital improvements is sensible and is responsible. T-LINK also concluded that keeping debt at a reasonable level is necessary for healthy fiscal management and recommended capping bonding debt service at 18 percent of adjusted total agency revenue. T-LINK further recommended that a portion of that debt ceiling (one to two percent) should be reserved to finance transportation projects in rapidly emerging economic development sites.
2. **Increase funding options for communities.** Every community struggles to fund transportation improvements to serve new development. T-LINK concluded that a powerful new tool for communities would be dramatically improved financing approaches. T-LINK recommended combining specific elements found in STAR Bonds, Transportation Development Districts and Tax Increment Financing into a single piece of legislation. Careful thought will be needed to identify the most important opportunities, approaches and policies to determine the correct statutory language to accomplish these identified goals.

I recommend that the Kansas Legislative Coordinating Council create an interim committee to study this issue and to recommend legislation for enactment during the 2010 legislative session. In order for that interim committee to be as effective as possible, I will direct the Secretaries of Commerce, Revenue and Transportation to develop background materials and concepts for the interim committee to consider.

3. **Identify a prioritized network of local roads.** Many rural jurisdictions struggle to raise revenue from a declining population base to support their local roads. Two-thirds of Kansas counties have fewer than 10 people per mile of public roads. There are more than 20,000 local bridges in Kansas, of which 12,500 carry less than 50 vehicles per day. Nearly 3,000 local bridges are deficient and need to be replaced. At the current replacement rate, this would take 75 years. We must prioritize those roads and bridges

Letter to Transportation Committee Chairs  
and Ranking Democrats

Re: T-Link

February 16, 2009

Page 3 of 4.

which are the most significant to the Kansas economy in order to maximize any future state or federal dollars.

Clearly, creation of such a network will be difficult and controversial. It will require collaboration and patience. Therefore, I call upon the legislature to pass legislation to create a Local Roads Commission assisted and staffed by KDOT. The Commission should be directed to bring a proposal back to the legislature for an up or down vote to implement the recommendations of the Commission.

4. **Expand eligible applicants for the short-line railroad program to include shippers, local governments and industrial parks.** Currently, only short-line railroads and port authorities can apply for loans or grants to improve rail infrastructure. As the volume of rail freight grows, some shippers, local governments and industrial parks are experiencing costly delays in accessing short-line service. Relatively low cost improvements are needed, such as adding siding capacity so shippers can more efficiently fill multiple car loads. Local industrial parks could benefit enormously by being building rail spurs for local business access to Kansas' short-line system. Therefore, I request the Legislature to amend the statute for the rail service improvement fund so shippers, local governments and industrial parks are eligible applicants.
5. **Rename the State Highway Fund.** The State Highway Fund was created more than 50 years ago when KDOT was called the Kansas Highway Commission. Since that time, the size and complexity of our transportation networks have grown. In keeping with the T-LINK recommendations that the state take a multi-modal approach to building and maintaining an integrated transportation system, I ask the Legislature to rename the fund the State Transportation Fund to more accurately reflect the system the fund supports.

T-LINK Continuation

I have great appreciation for the work done by the T-LINK Task Force. They used an open, inclusive process to develop new transportation approaches which will serve the state for years to come and they worked quickly. However, their services are still needed. Implementing their recommendations will require increased collaboration with stakeholders and a high level of accountability; therefore, I am asking T-LINK members to continue their service to the state by

Letter to Transportation Committee Chairs  
and Ranking Democrats

Re: T-Link

February 16, 2009

Page 4 of 4.

serving as an advisory body for implementation. KDOT is directed to report progress to, and seek input from, T-LINK as recommendations are being implemented.

Thank you for your careful consideration of these requests.

Sincerely,

A handwritten signature in black ink, appearing to read "Kathleen Sebelius". The signature is fluid and cursive, with a large initial "K" and "S".

Kathleen Sebelius  
Governor

cc: Secretary Deb Miller  
Senate President Steve Morris  
Senate Minority Leader Anthony Hensley  
House Speaker Mike O'Neal  
House Minority Leader Paul Davis





# **Kansas Senate Transportation Committee**

*Topeka, KS  
February 17, 2008 2009*



[carfaxonline.com](http://carfaxonline.com)

A **TRIC** Company

**Paul Kanitra**

**Gov't Relations Manager**

**703.424.4270**

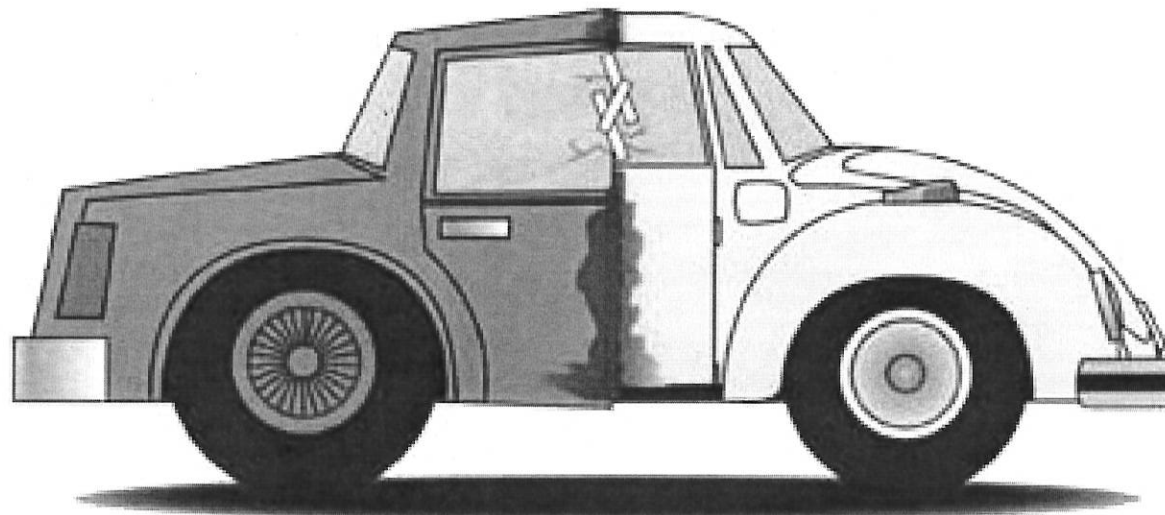
**[paulkanitra@carfax.com](mailto:paulkanitra@carfax.com)**



**carfaxonline.com**

**ROK** Company

Because usually...



....it's not this obvious.



[carfaxonline.com](http://carfaxonline.com)

A **POK** Company

# WHO WE ARE



Founded: Columbia, MO  
Current home of Data Center

Headquartered in Centreville, VA



➡ 45M annual visitors to [carfax.com](http://carfax.com) ➡ Subsidiary of R.L. Polk & Co.

- Founded in 1984, CARFAX pioneered the concept of the vehicle history report – an instant background check on used cars.
- THE Company for background checks on pre-owned vehicles.
- Evolution – From title brand history to detailed vehicle history data company



[carfaxonline.com](http://carfaxonline.com)

A **Polk** Company

# What Does Carfax Do?

- Using the Vehicle Identification Number (VIN), CARFAX can produce a detailed vehicle history report on virtually every car, truck, or S.U.V. in North America
- Helps consumers, dealers and businesses in finding and avoiding hidden problems and making smarter auto purchasing decisions.
- Provide free access to local, state/provincial and federal law enforcement to aid in the fight against auto theft and fraud.



[carfaxonline.com](http://carfaxonline.com)

A **POK** Company

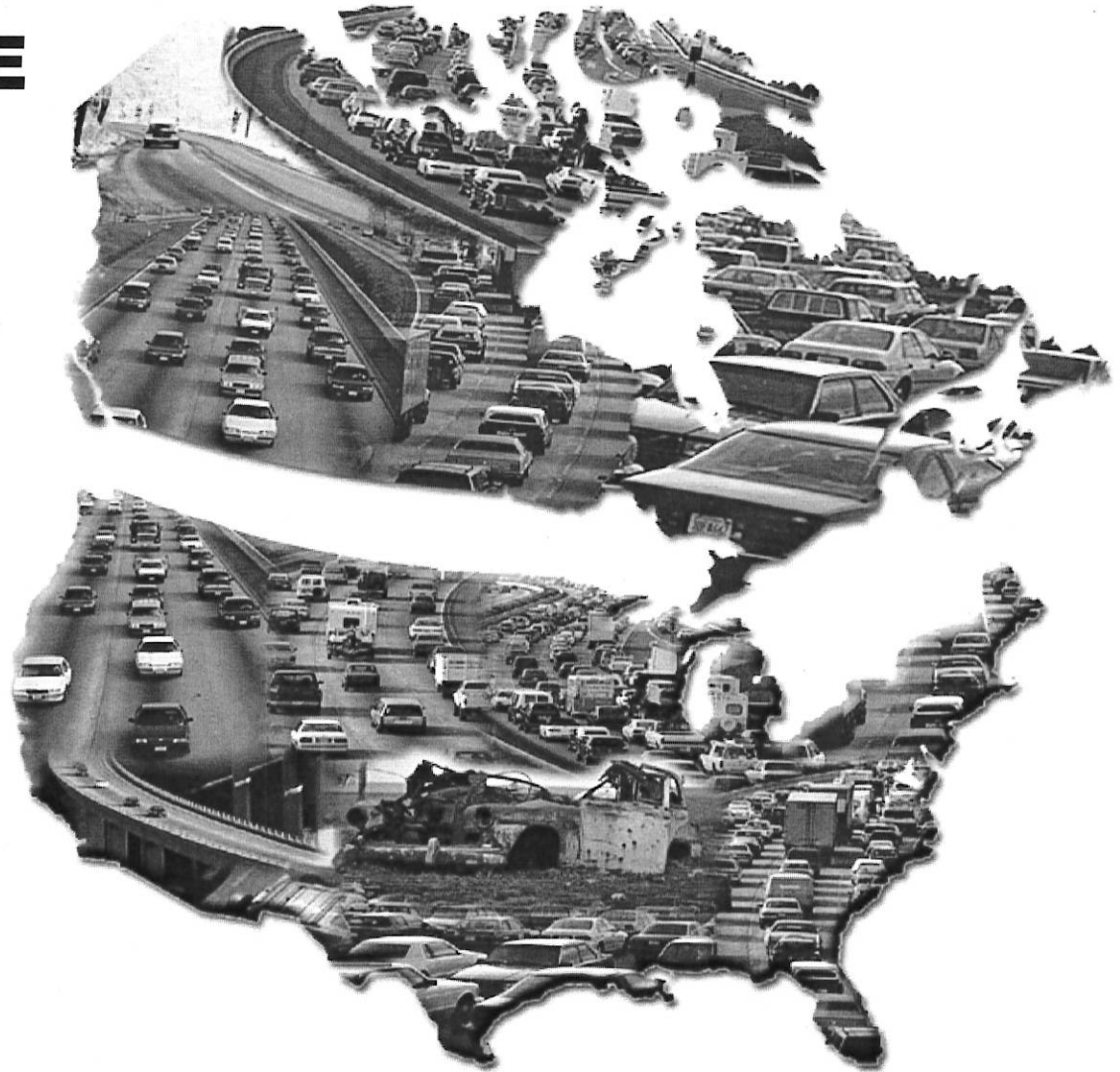
# DATA COVERAGE

**North America**

**6+ Billion  
Records**

**2-3 Million  
Records  
Every Day**

**31,000+  
Sources**



[carfaxonline.com](http://carfaxonline.com)

A **FJK** Company



# How Does Carfax Treat Personal Information?

- CARFAX never purchases, uses or reveals any personally identifying information.
- CARFAX never shares the data it receives with any third party, except through a single VIN inquiry (i.e. normal website access).
- CARFAX is in the business to provide information about cars, not people.



**CARFAX**  
VEHICLE HISTORY REPORTS

[carfaxonline.com](http://carfaxonline.com)

A **FOK** Company

# WHAT WE REPORT

Accidents	Stolens
Salvage Vehicles	Lemon Buybacks
Rentals/Taxis	Lease Vehicles
Mileage	Ownership
Flood Damage	Fire Damage
Warranties	Recalls
Frame Damage	Service History



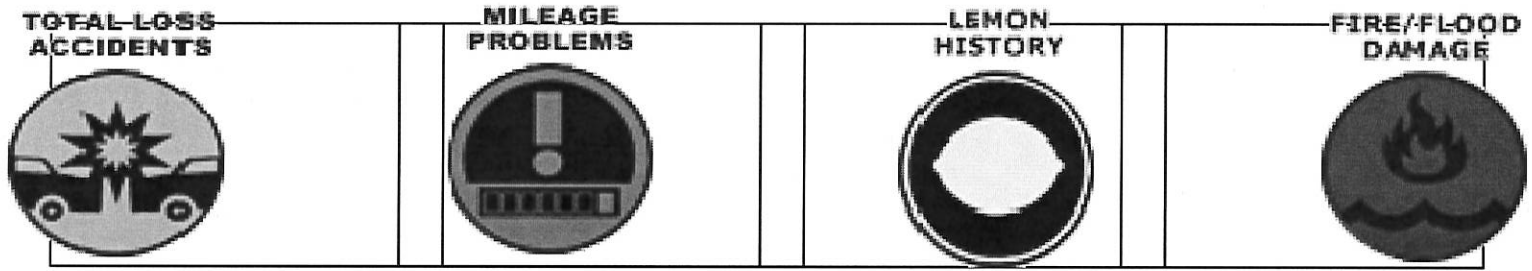
[carfaxonline.com](http://carfaxonline.com)

A **ROK** Company

# CARFAX BUYBACK GUARANTEE



CARFAX's Buyback Guarantee will protect you against buying a problem car!



If the CARFAX Report for the used vehicle purchased misses any of these DMV-reported problems then CARFAX will **buy back the vehicle at its full purchase price...GUARANTEED!**



[carfaxonline.com](http://carfaxonline.com)

A **ROK** Company

# DETECTING VEHICLE FRAUD WITH CARFAX



Each year nearly **5 million** vehicles\* are involved in crashes so severe that they are declared a total loss.

**Half of these totaled vehicles are  
repaired and put back on the street**

*\*Source: National Automobile Dealers Association*

**CARFAX**<sup>®</sup>  
VEHICLE HISTORY REPORTS

[carfaxonline.com](http://carfaxonline.com)

A **PIK** Company

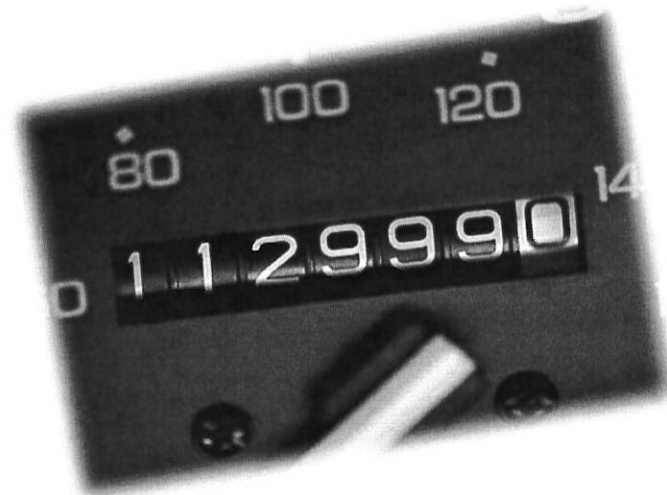
# **ODOMETER ROLLBACKS...**

***450,000+ cases/year***

***\$1 Billion fraud cost***

***1 out of every 12 lease vehicles***

***1 out of 20 used vehicles***



Sources: National Highway Transportation Safety Association:  
Carfax

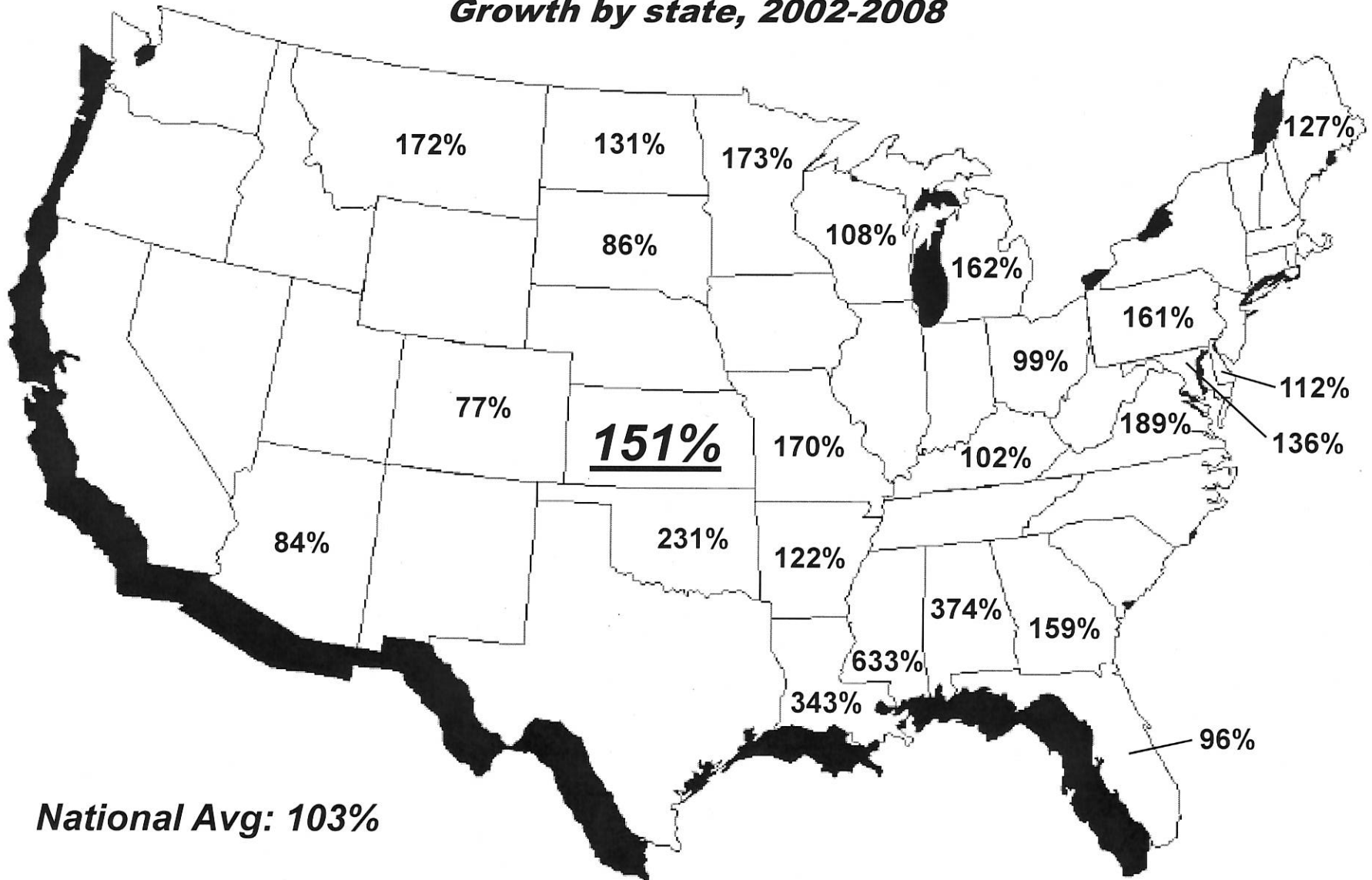


[carfaxonline.com](http://carfaxonline.com)

A **PIK** Company

# FLOOD DAMAGE

*Growth by state, 2002-2008*



*National Avg: 103%*



# Kansas Salvage Vehicles

- Kansas had a 62% growth in the number of salvage titles showing up in Carfax reports! (2003-2008)
- In 2008, more than 3 in every 50 Kansas vehicles checked through Carfax came up as salvaged.

# WHAT WE REPORT

CARFAX Vehicle History Report on 19UUA5648XA026227

Page 1 of 4

This CARFAX Report provided by:  
**Carfax Courtesy Account - Employees**  
 5860 Trinity Parkway  
 Suite 600  
 Centreville, VA 0  
 J 703-934-2664

**CARFAX Vehicle History Report\***  
 An independent company established in 1999

1999 ACURA 3.2 TL  
 19UUA5648XA026227  
 SEDAN 4 DR  
 3.2L V6 PFI SOHC 24V / FRONT WHEEL DRIVE  
 Standard Equipment | Safety Options

Hi-I'm the CARFAX Xpert™. I'm here to help you better understand the data in this CARFAX Report. Did you know...

- We checked over 5 billion records from thousands of data sources for this vehicle
- This vehicle qualifies for the CARFAX Buyback Guarantee
- The last reported odometer reading was 120,631

**SUMMARY**

A CARFAX Vehicle History Report is based only on information supplied to CARFAX. Other information about this vehicle, including problems, may not have been reported to CARFAX. Use this report as one important tool, along with a vehicle inspection and test drive, to make a better decision about your next used car.

OWNER 1	OWNER 2	OWNER 3	
The number of owners is estimated by CARFAX			
Year purchased	1999	2003	2007
Type of owner	Personal	---	---
Estimated length of ownership	3 yrs. 6 mo.	3 yrs. 6 mo.	5 months
Owned in the following states/provinces	Florida	KANSAS, California	Kansas
Estimated miles driven per year	---	13,870/yr	---
Last reported odometer reading	29,268	98,816	120,631

**TITLE PROBLEMS**

OWNER 1	OWNER 2	OWNER 3	
CARFAX guarantees the information in this section			
Salvage   Junk   Rebuilt	Guaranteed No Problem	Guaranteed No Problem	Guaranteed No Problem
Flood   Fire   Total Loss   Subsequent Lemon	Guaranteed No Problem	Guaranteed No Problem	Guaranteed No Problem
Not Actual Mileage   Exceeds Mechanical Limits	Guaranteed No Problem	Guaranteed No Problem	Guaranteed No Problem

**GUARANTEED** - None of these major title problems were reported by a state Department of Motor Vehicles (DMV). If you find that any of these problems were reported by a DMV and not included in this report, CARFAX will buy this vehicle back. [Register | View Terms](#)

**OTHER INFORMATION**

OWNER 1	OWNER 2	OWNER 3
Not all accidents or other issues are reported to CARFAX		

<http://www.carfaxonline.com/cfm/cfoEventHandler.cfm>

3/17/2008

CARFAX Vehicle History Report on 19UUA5642XA018009

Page 1 of 4

This CARFAX Report provided by:  
**Carfax Courtesy Account - Employees**  
 5860 Trinity Parkway  
 Suite 600  
 Centreville, VA 0  
 J 703-934-2664

**CARFAX Vehicle History Report\***  
 An independent company established in 1999

1999 ACURA 3.2 TL  
 19UUA5642XA018009  
 SEDAN 4 DR  
 3.2L V6 PFI SOHC 24V / FRONT WHEEL DRIVE  
 Standard Equipment | Safety Options

Hi-I'm the CARFAX Xpert™. I'm here to help you better understand the data in this CARFAX Report. Did you know...

- We checked over 5 billion records from thousands of data sources for this vehicle
- This vehicle qualifies for the CARFAX Buyback Guarantee
- The last reported odometer reading was 106,138

**SUMMARY**

A CARFAX Vehicle History Report is based only on information supplied to CARFAX. Other information about this vehicle, including problems, may not have been reported to CARFAX. Use this report as one important tool, along with a vehicle inspection and test drive, to make a better decision about your next used car.

OWNER 1-3	OWNER 4	OWNER 5	
The number of owners is estimated by CARFAX			
Year purchased	1999	2005	2006
Type of owner	Personal	Lease	---
Estimated length of ownership	6 yrs. 7 mo.	9 days	2 yrs. 5 mo.
Owned in the following states/provinces	Kansas, Missouri	Missouri	Iowa
Estimated miles driven per year	13,140/yr	---	---
Last reported odometer reading	58,350	106,138	---

**TITLE PROBLEMS**

OWNER 1-3	OWNER 4	OWNER 5	
CARFAX guarantees the information in this section			
Salvage   Junk   Rebuilt	Guaranteed No Problem	Guaranteed No Problem	Guaranteed No Problem
Flood   Fire   Total Loss   Subsequent Lemon	Guaranteed No Problem	Guaranteed No Problem	Guaranteed No Problem
Not Actual Mileage   Exceeds Mechanical Limits	Guaranteed No Problem	Guaranteed No Problem	Guaranteed No Problem

**GUARANTEED** - None of these major title problems were reported by a state Department of Motor Vehicles (DMV). If you find that any of these problems were reported by a DMV and not included in this report, CARFAX will buy this vehicle back. [Register | View Terms](#)

**OTHER INFORMATION**

OWNER 1-3	OWNER 4	OWNER 5
Not all accidents or other issues are reported to CARFAX		

<http://www.carfaxonline.com/cfm/cfoEventHandler.cfm>

3/17/2008

# Kansas Government / Law Enforcement Carfax Usage

- Government/law enforcement agencies are **2<sup>nd</sup>** largest user of Carfax.
- The Kansas Highway Patrol, Kansas Bureau of Investigation and 15 other state agencies use free Carfax accounts to assist with their investigations.
- **Every month Carfax's partnership with law enforcement yields:**

320 Leads for Law Enforcement

6 Vehicle Recoveries



[carfaxonline.com](http://carfaxonline.com)

A **ROK** Company

## Kansas Carfax Usage

- 332 Auto Dealers in Kansas (50% of all dealerships) have Carfax accounts!
- Roughly 300,000 Carfax reports are run a year in Kansas alone!



[carfaxonline.com](http://carfaxonline.com)

A **PIK** Company



## Questions?

*Paul Kanitra*

*paulkanitra@carfax.com*



[carfaxonline.com](http://carfaxonline.com)

A **POK** Company

This CARFAX Report provided by:

### Carfax Courtesy Account - Employees

5860 Trinity Parkway  
 Suite 600  
 Centreville, VA 0  
 703-934-2664



## CARFAX® Vehicle History Report™

An independent company established in 1986

carfax.com

### 1999 ACURA 3.2 TL

19UUA5648XA026227  
 SEDAN 4 DR  
 3.2L V6 PFI SOHC 24V / FRONT WHEEL  
 DRIVE  
 Standard Equipment | Safety Options




**Hi-I'm the CARFAX Xpert™.** I'm here to help you better understand the data in this CARFAX Report. Did you know...

- We checked over 5 billion records from thousands of data sources for this vehicle
- This vehicle qualifies for the CARFAX Buyback Guarantee
- The last reported odometer reading was 120,631

## SUMMARY

A CARFAX Vehicle History Report is based only on information supplied to CARFAX. Other information about this vehicle, including problems, may not have been reported to CARFAX. Use this report as one important tool, along with a vehicle inspection and test drive, to make a better decision about your next used car.

<b>OWNERSHIP HISTORY</b>	<b>OWNER1</b>	<b>OWNER2</b>	<b>OWNER3</b>
The number of owners is estimated by CARFAX			
Year purchased	1999	2003	2007
Type of owner	Personal	---	---
Estimated length of ownership	3 yrs. 6 mo.	3 yrs. 6 mo.	5 months
Owned in the following states/provinces	Florida	Kansas, California	Kansas
Estimated miles driven per year	---	13,870/yr	---
Last reported odometer reading	29,268	98,816	120,631

<b>TITLE PROBLEMS</b>	<b>OWNER1</b>	<b>OWNER2</b>	<b>OWNER3</b>
CARFAX guarantees the information in this section			
Salvage   Junk   Rebuilt	Guaranteed No Problem	Guaranteed No Problem	Guaranteed No Problem
Fire/Flood   Hail Damage   Buyback/Lemon	Guaranteed No Problem	Guaranteed No Problem	Guaranteed No Problem
Not Actual Mileage   Exceeds Mechanical Limits	Guaranteed No Problem	Guaranteed No Problem	Guaranteed No Problem
			
GUARANTEED - None of these major title problems were reported by a state Department of Motor Vehicles (DMV). If you find that any of these title problems were reported by a DMV and not included in this report, CARFAX will buy this vehicle back.			<a href="#">Register</a>   <a href="#">View Terms</a>

<b>OTHER INFORMATION</b>	<b>OWNER1</b>	<b>OWNER2</b>	<b>OWNER3</b>
Not all accidents or other issues are reported to CARFAX			



<b>Total Loss Check</b> No total loss reported to CARFAX.	No Issues Reported	No Issues Reported	No Issues Reported
<b>Structural / Frame Damage Check</b> No structural / frame damage reported to CARFAX.	<input checked="" type="checkbox"/> No Issues Reported	<input checked="" type="checkbox"/> No Issues Reported	<input checked="" type="checkbox"/> No Issues Reported
<b>Airbag Deployment Check</b> No airbag deployment reported to CARFAX.	<input checked="" type="checkbox"/> No Issues Reported	<input checked="" type="checkbox"/> No Issues Reported	<input checked="" type="checkbox"/> No Issues Reported
<b>Odometer Rollback Check</b> No indication of an odometer rollback.	<input checked="" type="checkbox"/> No Issues Indicated	<input checked="" type="checkbox"/> No Issues Indicated	<input checked="" type="checkbox"/> No Issues Indicated
<b>Accident Check</b> Accident reported on 05/14/2003.	<input checked="" type="checkbox"/> No Issues Reported	<b>Accident Indicator</b>	No New Issues Reported
<b>Manufacturer Recall Check</b> Check with an authorized Acura dealer for any open recalls.	<input checked="" type="checkbox"/> No Recalls Reported	<input checked="" type="checkbox"/> No Recalls Reported	<input checked="" type="checkbox"/> No Recalls Reported

**DETAILS**

[Glossary](#)

A CARFAX Vehicle History Report is based only on information supplied to CARFAX. CARFAX checked over 5 billion vehicle history events and found **18 record(s)** for this 1999 ACURA 3.2 TL (19UUA5648XA026227).

<b>OWNER 1</b>	Date:	Mileage:	Source:	Comments:
Purchased: 1999 Type: Personal Where: Florida Est. miles/year: --- Est. length owned: 3/15/99 - 9/24/02 (3 yrs. 6 mo.)	03/15/1999		Florida Motor Vehicle Dept. Naples, FL	Registered as personal vehicle
	03/17/1999	10	Florida Motor Vehicle Dept. Naples, FL Title #77147071	Odometer reading reported
	03/24/1999		Florida Motor Vehicle Dept. Naples, FL Title #77147071	Title issued or updated First owner reported
	03/16/2001		Florida Motor Vehicle Dept. Naples, FL Title #0077147071	Title issued or updated
	09/24/2002	29,031	Dealer Inventory Naples, FL	Vehicle offered for sale
	11/12/2002		Dealer Inventory	Vehicle offered for sale
	11/21/2002	29,268	Auto Auction	Sold at auction in Southeast Region Listed as a dealer vehicle
	11/22/2002		Dealer Inventory	Vehicle sold
	11/26/2002		Dealer Inventory	Vehicle offered for sale



Dealers routinely buy and sell millions of used vehicles at auction each year.

<b>OWNER 2</b>	Date:	Mileage:	Source:	Comments:
----------------	-------	----------	---------	-----------

Purchased: 2003  
 Where: Kansas, California  
 Est. miles/year: 13,870/yr  
 Est. length owned: 1/30/03 - 8/17/06  
 (3 yrs. 6 mo.)

**Low mileage!** This owner drove an estimated 13,870 miles per year, lower than the industry average of 15,000 miles. These vehicles can be a better value.



01/30/2003		Kansas Motor Vehicle Dept Title #Z0021535	Title issued or updated New owner reported
05/14/2003		Kansas Police Report Case #200300235650	Accident reported in Douglas County Vehicle involved in crash with another motor vehicle Minor damage reported
12/30/2003	69,579	California Motor Vehicle Dept. San Diego, CA	Title issued or updated Loan or lien reported
01/16/2004		California Inspection Station	Passed emissions inspection
01/20/2004		California Motor Vehicle Dept. San Diego, CA	Registration updated when owner moved the vehicle to a new location
01/19/2006	98,816	California Inspection Station	Passed emissions inspection
08/17/2006		Kansas Motor Vehicle Dept. Wichita, KS	Vehicle purchase reported
08/17/2006		Kansas Motor Vehicle Dept. Stilwell, KS Title #P0928647	Title issued or updated Loan or lien released Registration updated when owner moved the vehicle to a new location

**OWNER 3**

Purchased: 2007  
 Where: Kansas  
 Est. miles/year: ---  
 Est. length owned: 9/19/07 - present  
 (5 months)

Date:	Mileage:	Source:	Comments:
09/19/2007	120,631	Kansas Motor Vehicle Dept. Wichita, KS Title #R0520018	Title or registration issued New owner reported

Have Questions? Consumers, please visit our Help Center at [www.carfax.com](http://www.carfax.com). Dealers or Subscribers, please visit our Help Center at [www.carfaxonline.com](http://www.carfaxonline.com).

**GLOSSARY**

[View Full Glossary](#)

● **Accident Indicator**

CARFAX receives information about accidents in all 50 states, the District of Columbia and Canada. Various events in a vehicle's history can indicate an accident, such as: salvage auction, fire damage, police-reported accident, crash test vehicle, damage disclosure, collision repair facility and automotive recycler records. Not every accident is reported and not all reported accidents are provided to CARFAX. Details about the accident (e.g. severity, impact location, airbag deployment) vary depending on the source of the accident indicator. CARFAX recommends you obtain a vehicle inspection from your dealer or an independent mechanic.

- According to the National Safety Council, Injury Facts, 2007 edition, 7% of the 245 million registered vehicles in the U.S. were involved in an accident in 2005. Over 75% of these were considered minor or moderate.
- CARFAX depends on many sources for its accident data. Each one of these sources has different processing times. CARFAX can only report what is in our database on 17.Mar.2008 16:26:57. New data will result in a change to this report.

**Kansas Police Reports:**

- Provide an estimate of the extent of damage in its accident reports for the following:
  - SEVERE: The vehicle cannot be driven from the accident scene due to severe damage or an

injury. This level of damage often results in a Salvage or Junk title.

- MODERATE: The accident damage affects the operation of the vehicle and/or its parts. Examples include broken windows, trunk lids, doors, bumpers and tires.
  - MINOR: The accident damage does not affect the operation of the vehicle. Examples include dented bumpers, fenders, grills and body panels. This level of accident should not compromise vehicle safety.
  - NO DAMAGE: The vehicle was not damaged.
- Are required if the estimated damage exceeds \$500
  - Are released annually to CARFAX

- **First Owner**

When the first owner(s) obtains a title from a Department of Motor Vehicles as proof of ownership.

- **New Owner Reported**

When a vehicle is sold to a new owner, the Title must be transferred to the new owner(s) at a Department of Motor Vehicles.

- **Ownership History**

CARFAX defines an owner as an individual or business that possesses and uses a vehicle. Not all title transactions represent changes in ownership. To provide estimated number of owners, CARFAX proprietary technology analyzes all the events in a vehicle history. Estimated ownership is available for vehicles manufactured after 1994 and titled solely in the US including Puerto Rico. Dealers sometimes opt to take ownership of a vehicle and are required to in the following states: Maine, Massachusetts, New Jersey, Ohio, Oklahoma, Pennsylvania and South Dakota. Please consider this as you review a vehicle's estimated ownership history.

- **Title Issued**

A state issues a title to provide a vehicle owner with proof of ownership. Each title has a unique number. Each title or registration record on a CARFAX report does not necessarily indicate a change in ownership. In Canada, a registration and bill of sale are used as proof of ownership.

CARFAX DEPENDS ON ITS SOURCES FOR THE ACCURACY AND RELIABILITY OF ITS INFORMATION. THEREFORE, NO RESPONSIBILITY IS ASSUMED BY CARFAX OR ITS AGENTS FOR ERRORS OR OMISSIONS IN THIS REPORT. CARFAX FURTHER EXPRESSLY DISCLAIMS ALL WARRANTIES, EXPRESS OR IMPLIED, INCLUDING ANY IMPLIED WARRANTIES OF MERCHANTABILITY OR FITNESS FOR A PARTICULAR PURPOSE. CARFAX®

© 2008 CARFAX, Inc., an R.L. Polk & Co. company. All rights reserved. Patents pending. 17.Mar.2008 16:26:57

# SENATE BILL No. 142

By Committee on Transportation

1-29

Proposed Amendment

Senate Transportation  
2-17-09  
Attachment 4

9 AN ACT concerning transportation; relating to designation of certain  
10 highway segments as safety corridors by the secretary of transportation;  
11 establishing the traffic safety corridor fund; amending K.S.A. 2008  
12 Supp. 8-2118 and repealing the existing section.  
13

14 *Be it enacted by the Legislature of the State of Kansas:*

15 New Section 1. Sections 1 through 6, and amendments thereto, shall  
16 be known and may be cited as the safety corridor act.

2, 3 and 5

17 New Sec. 2. As used in the safety corridor act:

- 18 (a) "Department" means the department of transportation.
- 19 (b) "Safety corridor" means a segment of highway designated by the  
20 secretary of transportation pursuant to the provisions of this act identified  
21 by posted or moving signs as being a safety corridor. The corridor starts  
22 at the first sign identifying the corridor and continues until a posted or  
23 moving sign indicates that the corridor has ended.

24 (c) "Secretary" means the secretary of transportation.

25 New Sec. 3. (a) The secretary is authorized to establish a highway  
26 safety corridor program in the state.

27 (b) The secretary shall determine the eligibility for highway segments  
28 to be designated as a safety corridor. The following criteria shall be used  
29 in determining designation as a safety corridor, which shall include, but  
30 not be limited to:

31 (1) Whether the designation would diminish accident rates ~~and fa-~~  
32 ~~talities, and~~

33 (2) whether the designation would diminish fatality rates.

34 (c) The secretary shall use the same criteria on all highways in deter-  
35 mining whether a highway segment shall be designated as a safety  
36 corridor.

37 (d) The secretary shall have authority to designate highway safety  
38 corridors on highways that are designated as interstate, United States or  
39 state highways.

40 (e) The secretary shall not designate a safety corridor on an interstate,  
41 United States or state highway within the corporate limits of any city  
42 unless the governing body of such city has passed a resolution supporting  
43 the designation of a safety corridor by the secretary.

;

- (3) accident rates and accident fatality rates, which account for the amount of crashes;
- (4) number of crashes resulting in serious injury or death;

and

- (5) traffic volumes

1	Failure to obtain proper registration, clearance	66-1324	\$272
2	or to have current certification		
3	Insufficient liability insurance for motor	66-1.128	\$122
4	carriers	or 66-1314	
5	Failure to obtain interstate motor fuel tax	79-34.122	\$122
6	authorization		
7	No authority as private or common carrier	66-1.111	\$122
8	Violation of motor carrier safety rules and	66-1.129	\$100
9	regulations, except for violations specified in		
10	subsection (b)(2) of K.S.A. 66-1.130, and		
11	amendments thereto		

12 (d) Traffic offenses classified as traffic infractions by this section shall  
 13 be classified as ordinance traffic infractions by those cities adopting  
 14 ordinances prohibiting the same offenses. A schedule of fines for all  
 15 ordinance traffic infractions shall be established by the municipal judge  
 16 in the manner prescribed by K.S.A. 12-4305, and amendments thereto.  
 17 Such fines may vary from those contained in the uniform fine schedule  
 18 contained in subsection (c).

19 (e) Fines listed in the uniform fine schedule contained in subsection  
 20 (c) shall be doubled if a person is convicted of a traffic infraction, which  
 21 is defined as a moving violation in accordance with rules and regulations  
 22 adopted pursuant to K.S.A. 8-249, and amendments thereto, committed  
 23 within any road construction zone as defined in K.S.A. 8-145Sa, and  
 24 amendments thereto.

25 (f) For a second violation of K.S.A. 8-1908 or 8-1909, and  
 26 amendments thereto, within two years after a prior conviction of K.S.A.  
 27 8-1908 or 8-1909, and amendments thereto, such person, upon conviction  
 28 shall be fined 1½ times the applicable amount from one, but not both,  
 29 of the schedules listed in the uniform fine schedule contained in  
 30 subsection (c). For a third violation of K.S.A. 8-1908 or 8-1909, and  
 31 amendments thereto, within two years, after two prior convictions of  
 32 K.S.A. 8-1908 or 8-1909, and amendments thereto, such person, upon  
 33 conviction shall be fined two times the applicable amount from one, but  
 34 not both, of the schedules listed in the uniform fine schedule contained  
 35 in subsection (c). For a fourth and each succeeding violation of K.S.A. 8-  
 36 1908 or 8-1909, and amendments thereto, within two years after three  
 37 prior convictions of K.S.A. 8-1908 or 8-1909, and amendments thereto,  
 38 such person, upon conviction shall be fined 2½ times the applicable  
 39 amount from one, but not both, of the schedules listed in the uniform  
 40 fine schedule contained in subsection (c).

41 (g) Fines listed in the uniform fine schedule contained in subsection  
 42 (c) relating to exceeding the maximum speed limit, shall be doubled if a  
 43 person is convicted of exceeding the maximum speed limit in a school

1 zone authorized under subsection (a)(4) of K.S.A. 8-1560, and  
2 amendments thereto.

3 (h) Fines listed in the uniform fine schedule contained in subsection  
4 (c) shall be doubled if a person is convicted of a traffic violation which is  
5 defined as a moving violation in accordance with rules and regulations  
6 adopted pursuant to K.S.A. 8-249, and amendments thereto, committed  
7 within any safety corridor as defined in section 2, and amendments  
8 thereto, except that if a person is convicted of a moving violation pursuant  
9 to both this subsection and subsection (e), such person, upon conviction  
10 shall be fined the applicable amount from one, but not both of the  
11 schedules listed in the uniform fine schedule contained in subsection (c).

12 New Sec. 5. (a) The secretary of transportation is hereby authorized  
13 and empowered to establish and administer a grant program for local  
14 governmental entities wanting to designate a segment of highway as a  
15 safety corridor pursuant to resolution or ordinance upon application in a  
16 manner prescribed by the secretary from the safety corridor fund  
17 established by this section.

18 (b) There is hereby created in the state treasury the safety corridor  
19 fund to be administered by the secretary of transportation. All fines  
20 collected pursuant to subsection (h) of K.S.A. 8-2118, and amendments  
21 thereto, shall be remitted to the state treasurer in accordance with the  
22 provisions of K.S.A. 75-4215, and amendments thereto, and upon receipt  
23 of each such remittance, the state treasurer shall deposit \$25 to the credit  
24 of the safety corridor fund and deposit the remainder to the credit of the  
25 state general fund. All moneys credited to the safety corridor fund shall  
26 be used solely for programs within designated safety corridors, including  
27 education, enforcement and such other purposes deemed appropriate by  
28 the secretary. Each municipality or other governmental entity who enacts  
29 an ordinance or resolution that is substantially similar to this section shall  
30 remit \$25 from each fine collected for a violation to the safety corridor  
31 fund.

32 New Sec. 6. No plea bargaining agreement shall be entered into nor  
33 shall any judge approve a plea bargaining agreement entered into for the  
34 purpose of permitting a person charged with a traffic violation which is  
35 defined as a moving violation, in accordance with rules and regulations  
36 adopted pursuant to K.S.A. 8-249, and amendments thereto, committed  
37 within any safety corridor as defined in section 2, and amendments  
38 thereto, or a violation of any ordinance of a city or resolution of any county  
39 in this state which prohibits the acts prohibited by this act, to avoid the  
40 mandatory penalties established by this act or by the ordinance. A district  
41 court or municipal court shall not waive, reduce or suspend the minimum  
42 fine or court costs, or both, imposed pursuant to subsection (h) of K.S.A.  
43 8-2118, and amendments thereto.

as prescribed by K.S.A. 74-7336, and amendments thereto

, reimbursement, as soon as moneys are available therefor,  
of actual and necessary expenses paid from another fund  
of the department of transportation, or any other state  
agency to implement the safety corridor act

- 6. 1. ~~Sec. 7.~~ K.S.A. 2008 Supp. 8-2118 is hereby repealed.
- 7. 2. ~~Sec. 8.~~ This act shall take effect and be in force from and after its
- 3. publication in the statute book.



## Cindy Shepard

---

**From:** Goter, Dale [DGoter@wichita.gov]  
**Sent:** Wednesday, February 11, 2009 2:25 PM  
**To:** Cindy Shepard; duane.umbarger@senate.ks.gov  
**Subject:** RE: Info requested at SB 142 Hearing  
**Attachments:** Amendments to Traffic Safety Corridor Legislative2-10.docx; AVERAGE DAILY TRAFFIC LOADS FOR SELECTED WICHITA ROADWAYS.doc

### **Chairman Umbarger and members of the Senate Transportation Committee:**

Thank you for your consideration of SB142 dealing with traffic safety corridors.

The information below and the attachments are in response to the varied questions from committee members.

#### **Traffic fatalities attributed to medical cause:**

No fatalities on Kellogg could be attributed to medical causes, largely due to the difficulty of determining actual cause of death beyond blunt trauma. However, local investigators agree the number would be insignificant in this context.

Although medical conditions were suspected as a contributing factor in the triple fatality cited by Sen. Petersen, investigating officers could not confirm that circumstance.

#### **General criteria:**

In response to Sen. Petersen's request, the bill language has been amended to include certain criteria that must be met before the KDOT Secretary can establish a traffic safety corridor.

#### **DISTRIBUTION OF TICKET REVENUE:**

The Revisor confirms that all parties currently sharing in traffic ticket revenue would maintain that status. The attached amended version seeks to clarify that circumstance. The \$25 remittance to the newly-created Traffic Safety Corridor Fund would come from the doubled portion. The remainder of the doubled portion goes to the general fund of the ticketing entity. All parties who share in the original ticket revenue would share in the doubled portion, as well.

#### **PLEA BARGAIN OPTION**

In deference to committee concerns, the portion of SB142 dealing with the prohibition of plea bargaining has been removed. While proponents still think that feature would enhance the effectiveness of a Traffic Safety Corridor, its exclusion would not defeat the purpose of the legislation.

#### **RECOVERY OF START-UP COSTS**

Start-up costs identified in the fiscal note will be reimbursed from the proceeds of the Traffic Safety Corridor Fund. Those include the programming costs incurred by the Judiciary and start-up costs paid from the state highway fund.

Additionally, we have collected traffic flow information on US54/Kellogg in response to Sen. Petersen's inquiry. That data is attached, along with a link to the KDOT Top 5 report.

Dale Goter  
Government Relations Manager  
City of Wichita  
455 N. Main  
Wichita KS 67202  
316-268-4351 (office)  
316-371-0134 (cell)

Senate Transportation  
2-17-09  
Attachment 5

## AVERAGE DAILY TRAFFIC LOADS FOR SELECTED WICHITA ROADWAYS

### Kellogg

Average = 56090  
Range = 10600-100000  
Started = 135<sup>th</sup> St. West  
Ended = 143<sup>rd</sup> St. East

### Central

Average = 17759  
Range = 4037-30790  
Started = 135<sup>th</sup> St. West  
Break = Meridian Ave.-Washington  
Ended = 127<sup>rd</sup> St. East

### 13<sup>th</sup> St. North

Average = 13737  
Range = 2492-20460  
Started = 135<sup>th</sup> St. West  
Break = zoo Blvd. – West Street  
Ended = 143<sup>rd</sup> St. East

### 21<sup>st</sup> St. North

Average = 17168  
Range = 1210-30430  
Started = 135<sup>th</sup> St. West  
Break = West Street – Meridian Ave.  
Ended = 143<sup>rd</sup> St. East

### SOURCE:

Shaun Parkman, State Highway Safety Analyst  
Kansas Department of Transportation

## MEDICAL FATALITY STATISTICS for KELLOGG/US54 (Wichita Police Department)

<u>Year</u>	<u># Collisions</u>	<u># Fatalities</u>	<u># Medical Causes</u>
2006	6	6	0
2007	3	3	0
2008	4	7	0

### Link to KDOT Top 5 Report (aka, Five-percent Report/Transparency Report

- <http://safety.fhwa.dot.gov/fivepercent/08ks.htm>