

SESSION OF 2016

**SUPPLEMENTAL NOTE ON HOUSE BILL NO. 2605**

As Amended by House Committee on  
Transportation

**Brief\***

HB 2605 would require the registered owner of a vehicle driven on a project of the Kansas Turnpike Authority (KTA) to pay all tolls associated with that vehicle's use on any Turnpike project. The KTA could provide a notice of toll evasion to the registered owner, and that notice could include a toll-evasion civil penalty, administrative fee, and costs for each instance in which the registered owner has failed to pay a toll.

The Director of the KTA (*i.e.*, the Secretary of Transportation) or the Director's designee would be authorized to instruct the Division of Vehicles to refuse to register or renew the registration of the vehicle, until the amounts are paid to the satisfaction of the Director or the Director's designee, if the outstanding amount of penalties, fees, or costs due and owing by the registered owner exceed \$100. The bill would state an application for registration or renewal of registration for a vehicle shall not be accepted if the records of the Division of Vehicles show the registered owner of the vehicle has unpaid tolls, penalties, fees, or costs and the Director or the Director's designee has instructed the Division to refuse to accept the registration or renewal of registration.

The bill would allow the registered owner to contest any notice of toll evasion, including all tolls, penalties, fees, costs, and registration holds, to the KTA. The bill would require the KTA to investigate and provide to the owner, within 30 days, a

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\*Supplemental notes are prepared by the Legislative Research Department and do not express legislative intent. The supplemental note and fiscal note for this bill may be accessed on the Internet at <http://www.kslegislature.org>

violation order containing the findings of the investigation. The owner could pay the order or request an administrative hearing, to be conducted in accordance with the provisions of the Kansas Administrative Procedure Act, and could appeal the administrative hearing order to the district court.

## **Background**

The Executive Director of the KTA provided proponent testimony. He said the KTA is considering gateless systems for three high traffic terminals (Bonner Springs, East Topeka, and the southern terminal near the Oklahoma border) but must ensure collection of tolls. He stated several other states have authorized withholding vehicle registration due to unpaid tolls and provided a summary of the process the KTA plans to use.

Opponent testimony was presented by the County Treasurer of Shawnee County. He stated requiring the county treasurers to collect Turnpike tolls before collecting vehicle property taxes would prevent a county treasurer from completing the treasurer's statutory duty to collect taxes and the process would add confrontation and increase wait times at vehicle registration. Similar concerns were raised in written opponent testimony from the president of the Kansas County Treasurers Association and from the Johnson County Treasurer and Finance Director. Opponent testimony also noted duplicate tag numbers between vehicle registration types, leading to possible misidentification of vehicles for which tolls were not paid.

The House Committee on Transportation amended the bill to authorize the Director or the Director's designee to instruct the Division of Vehicles to refuse to register or renew registration of a vehicle only if the outstanding amount of any tolls, penalties, fees, or costs due and owing by the registered owner exceeds \$100.

According to the fiscal note prepared by the Division of the Budget on the bill as introduced, the Kansas Department of Revenue estimates the bill would require additional expenditures totaling \$373,000 in FY 2017. Of this, \$214,531 would be for salaries, wages, and other costs associated with adding 4.00 new Customer Representative full-time-equivalent positions needed to handle additional workloads related to vehicle registration or renewal inquiries and investigations. Also included in the total is \$115,250 for database updates, \$28,800 for information system changes, and \$14,419 for communications, reporting, and quality assurance costs.

The fiscal note states counties also could incur additional costs in the form of increased staff time from the changes to the vehicle renewal and registration process, and it is possible counties could experience reduced or delayed payments of registration fees and taxes because of unpaid tolls. However, the Kansas Association of Counties is unable to estimate the total dollar effect.

The fiscal note states the KTA recognizes expenditures would be needed by the Kansas Department of Revenue and by counties to implement the bill and indicates it will be willing to reimburse the Department and counties or create a cost-recovery mechanism for those expenditures. No estimates were available from the KTA regarding the increase in outstanding toll collections resulting from the bill.

The bill could result in reduced or delayed revenues from vehicle registration fees to the State Highway Fund. However, neither the Kansas Department of Transportation nor the Kansas Department of Revenue has information on the number of registered vehicle owners with unpaid KTA tolls and the types of vehicles, information necessary to reliably estimate the fiscal effect on the State Highway Fund. Any fiscal effect associated with the bill is not reflected in *The FY 2017 Governor's Budget Report*.