

MINUTES OF THE SENATE COMMITTEE ON TRANSPORTATION AND UTILITIES

The meeting was called to order by SENATOR ROBERT V. TALKINGTON at  
Chairperson

9:00 a.m. a.m./p.m. on Friday, March 25, 1983 in room 254-E of the Capitol.

All members were present except:

Senator Hein (excused)

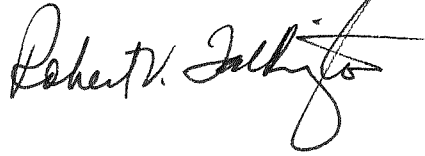
Senator Rehorn

Committee staff present:

Fred Carman

Hank Avila

Rosalie Black



Conferees appearing before the committee:

HB 2383 - Representative Vancrum, Steve Montgomery, Dept. of Revenue

HB 2468 - Ken Rissler, KS LP Gas Association, Gene Sears, KS LP Gas Association

The meeting was called to order by Senator Talkington, Chairman, who introduced Representative Vancrum to discuss House Bill 2383.

HOUSE BILL 2383 - HEARING AND ACTION

*Atch. 1* Representative Vancrum indicated he introduced the bill because the juvenile code passed last year totally deleted traffic offenses from those categories that could be handled as juvenile offenses. He added that HB 2383 will allow serious penalties for the first time on young drivers who are driving in violation of the restrictions imposed on their restricted drivers' license.

Steve Montgomery said the Department of Revenue supported the intent of the bill, however, the Department recommended an amendment to add other statutes that restrict drivers' licenses.

Senator Morris moved to adopt the Department of Revenue's amendment inserting "any statute;" seconded by Senator Meyers and passed.

Senator Burke moved that HB 2383 be reported favorable for passage as amended; seconded by Senator Thiessen and passed.

HOUSE BILL 2468 - HEARING AND ACTION

Mark Beshears testified in favor of the bill that would extend to all owners of liquefied petroleum powered vehicles the option of buying motor fuel tax prepaid permits.

Ken Rissler, speaking in support of the bill, indicated that currently only owners of farm vehicles are allowed to prepay LP motor fuel tax without obtaining a dealer user license. He asked for the Committee's support of an amendment recommended by the

CONTINUATION SHEET

MINUTES OF THE SENATE COMMITTEE ON TRANSPORTATION AND UTILITIES,  
room 254-E, Statehouse, at 9:00 a.m. a.m./p.m. on March 25, 1983.  
HOUSE BILL 2468 (continued)

LP Gas Association. In answer to a question from Senator Morris, Gene Sears indicated that with the passage of HB 2468, the State would receive taxes from those currently cheating the system.

Senator Morris moved to adopt an amendment in Line 20 by striking all after "sections;" in Line 21 by striking all before the period; and in Line 267 by striking "79-3492a;" seconded by Senator Thiessen and passed.

Senator Morris moved that HB 2468 be reported favorable for passage as amended; seconded by Senator Norvell and passed.

HOUSE BILL 2288 - ACTION

Senator Talkington said this bill concerned notice and hearing procedures of the KCC in regulation of motor carriers.

Senator Morris moved that HB 2288 be reported favorable for passage; seconded by Senator Meyers and passed.

HOUSE BILL 2317 - ACTION

Senator Talkington told the Committee that HB 2317 provides that proceeds received from countywide retailers' sales taxes would be used to pay the State's share of highway construction. He recommended the bill be placed on the calendar until it is determined if there will be funding for the highway program.

Senator Burke moved that HB 2317 be reported favorable for passage; seconded by Senator Norvell and passed.

Senator Hayden moved for a substitute motion to re-insert Section 9 (payback provision) into HB 2317; seconded by Senator Norvell. The motion failed.

HOUSE BILLS 2382 and 2532 - ACTION

Senator Meyers moved to amend HB 2532 into HB 2382; seconded by Senator Norvell. The motion carried.

Senator Meyers moved that HB 2382 be reported favorable for passage as amended; seconded by Senator Thiessen and passed.

Senator Morris moved that HB 2532 be reported adversely; seconded by Senator Thiessen. The motion carried.

HOUSE BILL 2346 - ACTION

Senator Talkington mentioned that HB 2346 would discontinue the requirement that an applicant with a good driving record keep repeating the drivers license examination at each renewal period because of a mental or physical disability.

Senator Meyers moved that HB 2346 be reported favorable for passage; seconded by Senator Hayden and passed.

The meeting adjourned at 9:50 a.m.

Please PRINT Name, Address, the organization you represent, and the Number of the Bill in which you are interested. Thank you.

NAME	ADDRESS	ORGANIZATION	BILL NO.
WALTER DUNN	TODOKA	EKOGA	HB 2468
BING GRILL	STATE OFF. BLDG.	S.C.C.	
Steve Montgomery		SOR	Revenue
M. Beshears		Revenue	2468
Tom Whitten	TODOKA	K&P MICH. ASSN.	1900

STATE OF KANSAS



TOPEKA

HOUSE OF  
REPRESENTATIVES

BOB VANCURUM  
REPRESENTATIVE, TWENTY-NINTH DISTRICT  
OVERLAND PARK  
9004 W. 104TH STREET  
OVERLAND PARK, KANSAS 66212  
(913) 341-2609  
STATE CAPITOL, ROOM 115-S  
TOPEKA, KANSAS 66612  
(913) 296-2690

Attachment 1  
COMMITTEE ASSIGNMENTS  
VICE-CHAIRMAN: FEDERAL AND STATE AFFAIRS  
MEMBER: ASSESSMENT AND TAXATION  
EDUCATION

Testimony to Senate Transportation and Utilities Committee  
HB 2383

HB 2383 was introduced by me to impose serious penalties for the first time on young drivers who are driving in violation of the restrictions imposed on their restricted drivers' license. The House Transportation Committee extended this to persons driving in violation of any restrictions contained in the three sections enumerated on line 154. They therefore struck original sections 1 and 2 and moved the penalties to the end of KSA 8-245. The court would be permitted to suspend a license up to two years and impose a significant fine even in the case of the first offense.

My research with regard to this matter indicates that the problem was created when the juvenile code passed last year totally deleted traffic offenses from those categories that could be handled as juvenile offenses. Since the only penalty now applicable for driving in violation of age restrictions on licenses is KSA 8-2117 (10 days) there is little incentive for the police and city prosecutors to press charges. Moreover, without a monetary penalty, there is essentially no penalty upon the parents of these teenagers who often know their 14 and 15 year olds are driving outside restrictions and do little to discourage it. This is a serious problem in our cities. In the last year, two injury accidents were caused in my neighborhood alone by 15 year old drivers out on dates on Saturday nites.

I will of course be happy to answer any questions concerning this bill. I believe it is a serious problem which demands immediate attention.

Atch. 1