

MINUTES OF THE HOUSE COMMITTEE ON TRANSPORTATION.

The meeting was called to order by Chairman Rex Crowell at 1:30 p.m. on February 9, 1994 in Room 519-S of the Capitol.

All members were present except: Rep. Pauls, Excused

Committee staff present: Hank Avila, Legislative Research Department  
Bruce Kinzie, Revisor of Statutes  
Donna Luttjohann, Committee Secretary

Conferees appearing before the committee: Rep. Wempe  
Rep. Powers  
Charles Nicolay, KOMA  
Dedra Platt, KDOR, (responded to questions)  
Junior Elder, Director, Kansas Selective Service  
Gene Johnson, KDOT

Others attending: See attached list

Chairman Crowell opened the hearing on HB 2809 relating to exempting certain special motor vehicle fuel from tax.

Rep. Wempe was recognized by the Chairman as the first conferee and co-author of the bill. He testified that the fuel jobbers would be relieved of the payment of taxes on diesel fuel purchased for sale to tax exempt consumers. See Attachment 1.

Chairman Crowell recognized Rep. Powers as the next conferee and co-author of the bill. He testified that the amendment would stop the State from taxing jobbers on their inventory in certain instances. See Attachment 2.

Charles Nicolay was recognized by the Chairman as a proponent of the bill. He testified that both clear and dyed diesel fuel are taxable fuels according to Kansas motor fuels tax laws and explained the impact the laws have on distributors. See Attachment 3.

Dedra Platt responded to questions from the Committee. Ms. Platt testified that the State has an interest in who is buying non-taxed gas. That interest is, essentially, to enforce penalties against fraudulent users.

The Chairman closed the hearing on HB 2809.

The hearing on HB 2805 concerning fees charged for information from records of the Division of Vehicles was opened by the Chairman.

Junior Elder, a proponent of the bill, was recognized by the Chairman. He testified that the 1992 amendments to Sec. 74-2012 "priced" the Selective Service out of the market to purchase drivers license lists from the DMV. He informed the Committee of his organization's need to be able to purchase these lists. See Attachment 4.

Chairman Crowell closed the hearing on HB 2805.

The Committee's attention was brought to HB 2614 regarding the creation of the general aviation airport development fund. The discussion on the bill was continued from the previous meeting. A balloon with Rep. Webb's substitute amendment was made available to Committee members. See Attachment 5.

Gene Anderson was recognized by the Chairman to brief the Committee and answer questions regarding the development of public use general aviation airports. See Attachment 6.

## CONTINUATION SHEET

MINUTES OF THE HOUSE COMMITTEE ON TRANSPORTATION, Room 519-S Statehouse, at 1:30 p.m. on February 9, 1994.

The Chairman divided the substitute amendment into four parts.

Part one of the substitute motion to amend strikes Sec. 2 (b) and (c) of the bill deleting the demand transfer of funds from the State's general fund. Part one of the substitute motion carried.

Part two of the substitute motion to amend was regarding the definition of public use general aviation airports. Part two of the substitute motion carried.

Part three of the substitute motion to amend was brought to the Committee's attention for a vote. It concerned the addition of the word "planning'" in lines 14 and 21 of the bill. Part three of the substitute motion carried.

The fourth part of the substitute amendment concerning Sec. 2 (a), the gathering of information, was brought before the Committee for a vote. Part four of the substitute motion carried.

Rep. King made a motion to better define public use general aviation airports by excluding the three primary airports but including all others. It was seconded by Rep. Webb. Part four of the motion carried.

Rep. King made a motion to recommend the bill favorable for passage as amended. It was seconded by Rep. Shore. The motion carried.

Chairman Crowell adjourned the meeting at 3:05 p.m. with the next meeting scheduled for 1:30 p.m. on February 15, 1994, in Room 519-S of the Capitol.

HOUSE TRANSPORTATION COMMITTEE

Name	Address	Representing
Betty McBride	Topeka	KDOR
John W. Smith	Topeka	KDOR
DEBRA PLATT	Topeka	KDOR
MARK A. BURSHATT	"	"
STEVE KEARNEY	"	KOMA
BOB KORUSH	COLUMBUS	VISITOR
Cecil R. Allen Wichita		"
Junior F Elder	Topeka	SSS
Mary Jane Elder	Topeka	"
TOM WHITAKER	TOPEKA	Ks Motor Carriers Assn
Charles Nicolay	Topeka	KOMA
Ken Bahr	"	Beach Aircraft
J. P. Small	TOPEKA	LEARJET
Cristina Jarney	Marshallan	AP
Jack Wemmer	Little River	Log.
Tom Tammell	Joplin	ICS Grain & Feed Assoc
Chris Wilson	Wamego	KS Gov'tal Consulting

STATE OF KANSAS

J. R. (JACK) WEMPE  
REPRESENTATIVE, ONE HUNDRED THIRTEENTH DISTRICT  
895 MAIN, P O BOX 187  
LITTLE RIVER, KANSAS 67457  
(316) 897-6459  
STATE CAPITOL, RM 284-W  
TOPEKA, KANSAS 66612-1504  
(913) 296-7675



TOPEKA

HOUSE OF  
REPRESENTATIVES

COMMITTEE ASSIGNMENTS  
MEMBER: ECONOMIC DEVELOPMENT  
LOCAL GOVERNMENT  
TAXATION  
JOINT COMMITTEE ON ECONOMIC  
DEVELOPMENT

February 8, 1994

TESTIMONY  
By Representative Jack Wempe  
H.B. 2809

Chairman Crowell and Members of the Committee

H.B. 2809 would relieve the fuel jobbers of the payment of tax on diesel fuel purchased for sale to tax exempt consumers. Small jobbers have no way of recovering the tax paid on July 1, 1993 if they serve only tax free users. While this amount will vary month to month they will always have an amount on deposit which ultimately must be repaid by the state.

I ask your favorable consideration of the H.B. 2809.

Thank you,

HOUSE TRANSPORTATION  
February 9, 1994  
Attachment 1



TOPEKA

HOUSE OF  
REPRESENTATIVES

TED POWERS

REPRESENTATIVE, 81ST DISTRICT  
HAYSVILLE • MULVANE  
RR #1, BOX 430  
MULVANE, KANSAS 67110  
(316) 777-4310

ROOM 446-N CAPITOL BLDG.  
TOPEKA, KANSAS 66612  
(913) 296-7686

COMMITTEE ASSIGNMENTS  
AGRICULTURE  
ENERGY AND NATURAL RESOURCES  
LOCAL GOVERNMENT

To The House of Representatives Transportation Committee  
Chairman Rex Crowell  
Secretary Donna Lutjohann  
1:30 P.M. - Wednesday, February 9, 1994 Room 519-S

Testimony  
of  
Ted Powers  
on  
HB2809

Thank you for hearing our Bill. I support its passage.

I call your attention to Page 1, Line 35 (d), "No tax is hereby imposed upon or with respect to the following transactions".

Page 2, Line 15 (7) The Amendment, "The sale or delivery of special fuel which is indelibly dyed in accordance with regulations prescribed pursuant to 26 U.S.C. 4082 and such special fuel is only used for non-highway purposes".

Without this amendment, Jobbers are sending a tax to the State on their inventory which is just being held. The amendment would stop this and it is my understanding that with the bill's passage, it would return that tax which has been collected up-front.

K.I.S.S.

A handwritten signature in black ink that reads "Ted Powers".

Ted Powers

HOUSE TRANSPORTATION  
February 9, 1994  
Attachment 2-1

**STATEMENT**

**Prepared For**

**House Transportation Committee**

**HB 2809**

**1:30 p.m.**

**February 9, 1994**

**Charles H. Nicolay  
Executive Director  
Kansas Oil Marketers Assn.**

HOUSE TRANSPORTATION  
February 9, 1994  
Attachment 3-1

Mr. Chairman and Members of the House Transportation Committee:

My name is Charles Nicolay. As executive director of the Kansas Oil Marketers Association, a statewide association representing over 350 licensed fuel distributors who also serve as tax collectors for the State, I am pleased to be here today in support of House Bill 2809.

Collection of excise taxes is not an ancillary business procedure for the licensed fuel distributors of Kansas. It might have been so at one time, but today collecting and remitting taxes is a complicated, time-consuming process that has become an enormous part of doing business.

The recent changes in the federal excise collection for diesel taxes serve as an excellent example. Temporary regulations that changed the point of collection from the wholesale level to the terminal rack were issued on November 24, 1993 for a compliance date of January 1, 1994. A complete way of doing business was changed in the release of those regulations by IRS, and members of the industry had five short weeks to prepare.

Preparing, in most cases, meant obtaining new tanks, purging tanks, trying to figure out what to do with floor stocks tax on fuel remaining in inventory, informing customers of the change, obtaining new exemption certificates from customers, trying to figure out how to get refunds, how to label invoices and pumps, which fuels could be sold to which customers...and so on and so on. In short, in the fifteen years that I have been with the Kansas Oil Marketers Association, I have never seen a more trying and frustrating time for our members. Our log of phone calls gives testimony to that.

I must tell you that this January tax change came only six months after a major change in the collection of state motor fuel excise taxes on July 1. And in between the two, the Budget Reconciliation Act raised federal excise taxes on October 1 (along with a floor stocks tax), and incidentally, October 1 was the same day that the new diesel desulfurization regulations from the Environmental Protection Agency came into being.

I do not tell you all of this to illicit sympathy for our members, but simply to let you know that the vast majority of the motor fuel excise tax collectors for the state of Kansas are making every effort to comply with some very complicated regulations, coming from every direction, seemingly at once.

As if tax collection were not challenging enough, it is further complicated by the lack of correlation between the state's motor fuel tax laws and the federal tax laws. Case in point: the Internal Revenue Service allows all sales of dyed diesel fuel to be made tax free. No registration is required of the end user. The distributor buys the fuel tax free, and sells it tax free to end users for off-road use.

Clear, undyed diesel is sold with the tax imposed for on-road use, or it is sold to farmers and state and local governments tax-exempt if the end user provides an exemption certificate.

Kansas motor fuels tax laws, on the other hand, treat both clear and dyed diesel fuel as taxable fuels. That is, when the distributor lists his inventory of diesel on his monthly tax return, all purchases of diesel for the month are considered taxable purchases. He then subtracts from this starting inventory tax-exempt sales to customers who hold a diesel exemption permit from the state. These tax-exempt sales can be clear or dyed diesel.

In short, try to picture a distributor obtaining a tankwagon load of dyed diesel at the terminal rack. He pays no federal tax. He later sells the diesel with no federal tax imposed. However, on the same load of diesel, he must pay the state tax, and must then sell it to the end user without the state tax if the end user holds a state exemption permit. If the end user does not have an exemption permit, he must pay the tax to the distributor and then apply for his or her own refund, even though the fuel was clearly identified as tax-exempt "off-road" fuel. It cannot be used for on-road fuel; its use is dictated by its red dye.

It is the hope of the licensed fuel distributors of the state of Kansas that the Legislature enact House Bill No. 2809. To do so would eliminate the confusion that exists over the two separate treatments of this fuel.

The consumers of diesel fuel as well as the licensed fuel distributors of the State would applaud such action. The state would not lose any revenue, and the Department of Revenue and the excise tax collectors would benefit through reduced paperwork and less confusion.

Thank you.

I would be pleased to try to answer any questions.

HOUSE TRANSPORTATION  
February 9, 1994  
Attachment 3-3



## CONSUMER PRICE INFORMATION GASOLINE

The excise taxes you pay on each gallon of GASOLINE purchased for highway use motor fuel are as follows:

<b>State Excise Tax</b>	<b>18¢</b>
<b>Federal Excise Tax</b> <sup>1</sup>	<b><u>18.4¢</u></b>
<b>Total Tax</b>	<b>per gallon <u>36.4¢</u></b>

<sup>1</sup> Includes federal L.U.S.T. tax of .1¢

Courtesy: Kansas Oil Marketers Association  
P.O. Box 8479  
Topeka, Ks 66608-0479  
913-233-9655

Effective  
October 1, 1993

## CONSUMER PRICE INFORMATION DIESEL

The excise taxes you pay on each gallon of DIESEL purchased for highway use are as follows:

<b>State Excise Tax</b>	<b>20¢</b>
<b>Federal Excise Tax</b> <sup>1</sup>	<b><u>24.4¢</u></b>
<b>Total Tax</b>	<b>per gallon <u>44.4¢</u></b>

<sup>1</sup> Includes federal L.U.S.T. tax of .1¢

Courtesy: Kansas Oil Marketers Association  
P.O. Box 8479  
Topeka, Ks 66608-0479  
913-233-9655

Effective  
October 1, 1993

Junior F. Elder, State Director for Kansas, Selective Service System, appearing in favor of House Bill No. 2805.

The Military Selective Service Act requires the Selective Service System to maintain a list of males 18 thru 26 years of age with the exception of those who are on active duty with the armed forces or are in the service academies. A young man has a 60 day time frame in which to register...30 days prior to and 30 days after his 18th birthday. We rely primarily on public service announcements (PSA) through the news media (print, radio and TV), communications with our Kansas high schools and with employers of teenagers to get our message to the affected young men. PSA's are furnished on a regular basis to the various news media however their "use" is often determined on the basis of space available. Unfortunately hundres of our young men do not get the message because they were not present at scheduled school assemblies, did not "hear" the message or heard but did not heed..."put it off until tomorrow". Drop-out lists from high schools are not always available because their disclosure is subject to local interpretation and more often not provided upon request.

Prior to July 1991 we purchased the drivers license lists from the Director of Motor Vehicles (DMV) for the cost of reproduction. The 1992 amendments to Sec 74-2012 "priced" us out of the market at the stated \$2.00 per request. Records acquired through the DMV tapes were matched to our tapes to determine who was not registered. We then mailed what I will refer to as the "Mail-Back" (exhibit A) to those not registered and if necessary later followed with a "compliance letter" (exhibit B). The resulting statistics reveal how important the DMV lists have become, i.e., 698,576 or 31.02% of the total national registrations were as a consequence of the "mail-back" in 1989; 713,111

or 31.40% in 1990; 780,693 or 36.93% in 1991; 723,236 or 36.30% in 1992; 765,336 or 38.90% in 1993 and 59,272 or 44.95% already in 1994. The "compliance letter" accounted for 349,969 or 15.54% of the total national registrations in 1989; 400,793 or 17.65% in 1990; 303,741 or 14.37% in 1991; 286,720 or 14.39% in 1992; 317,879 or 16.16% in 1993 and 21,730 or 16.48% in 1994. The two methods represent 46.56% of the totals in 1989; 49.04% in 1990; 51.29% in 1991; 50.69% in 1992; 55.06% in 1993 and 61.43% in 1994.

Suffice to say that "dependency" on the DMV tapes has steadily increased on a national basis whereas Kansas has witnessed a steady decrease because the data received on our last tape has expired. Further, the overall cost has decreased during the same time frame. Kansas is the only state from which we do not currently receive DMV tapes resulting in the decline reflected in exhibit C. Exhibits D and E likewise reflect the result of securing the DMV tapes from the states of Montana and Nebraska.

For your information exhibit F discloses "how the government uses this information"...of particular significance to you as legislators might be the use the Department of Health and Human Services uses in determining certain information in the location of fathers pursuant to the Child Support Enforcement Act.

An overriding consequence of failure to register may well surface in later years when applying for employment with the federal government and some states when the noncomplier is prevented from securing employment with these agencies, getting job training or financial aid for higher educational pursuits.

Let me conclude by stating that it is our motive to maintain as complete a list of 18 thru 26 year olds as is humanly possible...if the flag goes up and we are called upon to deliver "x" number of men for duty in the armed forces, we can do so with a degree of satisfaction that we have maintained an accurate list from which the "selective process" will proceed.

Thank you for your time and consideration; if you have questions I am available and willing to respond...again thank you!!

Junior F. Elder  
State Director, Kansas  
Selective Service System  
5133 SW Brentwood Rd  
Topeka, KS 66606-2211  
(913) 272 6866

HOUSE TRANSPORTATION  
February 9, 1994  
Attachment 4-3

# Men are required to register with the Selective Service System within 30 days of reaching their 18th birthday.

## 1. Why it's important to register.

Through registration, our country maintains a list of names and addresses of young men 18 through 25 years of age for use in the event of a mobilization. It is not a resumption of the draft.

## 2. The potential benefits.

Federal and some State laws require registration-age men applying for certain benefits (such as student financial aid, government employment, and job

training) to be registered with Selective Service (except those determined by Selective Service to be exempt from the requirement). In addition to being subject to prosecution, failure to register may cause you to permanently forfeit eligibility for these benefits, as men cannot register after reaching age 26.

## 3. The potential penalties for not registering.

Young men who are convicted of failure to register may be fined up to \$250,000, imprisoned for up to five years, or both.

## 4. The quick, easy way to comply.

If you have not registered, read this mailer. Then complete, affix proper postage, and mail the attached registration form.

If this mailer doesn't apply to you, please pass it on to a friend or relative who may be required to register.

**Act today.  
It's quick. It's easy.  
And it's the law.**

# A Registration Reminder:

**Men who are age 18 through 25 are required to register if they have not already done so.**

1. Within 90 days after registering, you should receive a registration acknowledgment from Selective Service which will provide you with a copy of your registration record. SAFEGUARD THAT DOCUMENT since it will serve as official proof of your registration. If you do not receive a registration acknowledgment within 90 days after registering, it is very important that you write to the address

below, or call 708-688-6888 to verify that your registration has been received.

Selective Service System  
Registration Information Office  
P.O. Box 94638  
Palatine, IL 60094-4638

2. Once you register, the law also requires you to keep Selective Service informed of your address changes so mail can reach you without delay. You can inform Selective Service of an address change by writing to the address mentioned in #1, or you may go to any Post Office for a Change-of-Information Form (SSS Form 2), fill it out and mail it free of charge.

# How to complete this form:

1. Read the Privacy Act Statement
2. Print all entries except your signature clearly in ink.
3. Print your date of birth in Block 1. Use a three-letter abbreviation for the month and numerals for the day and year (Example: OCT 29, 1967).
4. Check the correct box in Block 2.
5. If you have a Social Security Account Number, it is mandatory that you include it in Block 3. Otherwise, leave this block blank.
6. Print your full legal name in Block 4 in the order listed. Include any suffix (II, III, or Jr.).
7. Print your current mailing address in Block 5 and include ZIP Code.
8. Print your permanent mailing address in Block 6 and include ZIP Code. If it is the same as your current mailing address (Block 5), leave this block blank.
9. Print your telephone number in Block 7.
10. Print today's date in Block 8 and sign your name.
11. Tear off the Registration Form from this mailer, affix proper postage, and mail.

TEAR OFF THIS PORTION BEFORE MAILING

HOUSE TRANSPORTATION  
February 9, 1994  
Attachment 4-4

SELECTIVE SERVICE SYSTEM  
BOX 94733  
PINE, IL 60094-4733

United States Government  
**SELECTIVE SERVICE SYSTEM**



45065313R C11

January 8, 1982  
431-35-6054

|||||

LINDSAY CALVIN JOHNSON  
RT 1 FALL BRANCH RD  
BLOUNTVILLE, TN 37617-4413

Dear Mr. JOHNSON:

Our records identify you as a man who may be required to register with Selective Service, but has not done so. You may register, or indicate you are registered, by completing Section A of the enclosed Registration Status Form. If you believe you are not required to register, complete Section B of the form and provide supporting evidence. Please verify and, if necessary, correct all information on the form. Sign and date the form and return it to us in the enclosed envelope within 10 days.

Refusal to register with Selective Service is a Federal crime punishable by a fine and imprisonment. Men who refuse to register may be unable to obtain U.S. citizenship, and are not eligible for certain Federal benefits, such as job training, student financial aid and government employment. Registration protects that eligibility. Our objective is to register you, not to have you prosecuted.

If you need help in completing the form, or have questions about registering, phone us at: 1-708-688-6888.

Sincerely,

*G H Banister*

G. H. BANISTER  
Executive Director

Enclosures

EXHIBIT "B"

HOUSE TRANSPORTATION  
February 9, 1994  
Attachment 4-5

C11-MAY 20, 93



# REGISTRATION STATUS FORM

INSTRUCTIONS: PLEASE PRINT CLEARLY.

431356054-JOHN

C11 OTNO

010882

- READ THE PRIVACY ACT STATEMENT ON THE BACK OF THIS FORM.
- REVIEW ITEMS 1-6, ENTER MISSING DATA, CORRECT ANY PRE-PRINTED INFORMATION THAT IS IN ERROR.
- CHECK ALL APPROPRIATE BOXES AND SIGN AND DATE THE FORM BELOW.
- RETURN ENTIRE FORM, COMPLETED AND SIGNED, IN THE ENCLOSED ENVELOPE WITHIN 10 DAYS OF RECEIPT

TO: SELECTIVE SERVICE SYSTEM

PO BOX 94633

PALATINE, IL 60094-4633

## PERSONAL INFORMATION: COMPLETE OR CORRECT AS NECESSARY

1. DATE OF BIRTH: 05-16-61 2. SOCIAL SECURITY NUMBER: 431-35-6054
3. TELEPHONE NUMBER: 501 4232684  
(AREA CODE) (NUMBER)
4. NAME: LINDSAY CALVIN JOHNSON  
(FIRST) (MIDDLE) (LAST) (JR, II, ETC.)
5. CURRENT MAILING ADDRESS: RT 1 FALL BRANCH RD  
BLOUNTVILLE, TN 37617
6. PERMANENT MAILING ADDRESS:

## SECTION A-REGISTRATION

CHECK APPROPRIATE BOX AND SIGN AND DATE THE FORM IN THE DESIGNATED AREA BELOW.

- ☐ **REGISTER ME** WITH SELECTIVE SERVICE. I HAVE NOT REGISTERED PREVIOUSLY.
- ☐ **I REGISTERED** ON \_\_\_\_\_ (MONTH) \_\_\_\_\_ (YEAR) IN \_\_\_\_\_ (CITY/STATE).  
MY SELECTIVE SERVICE NUMBER IS \_\_\_\_\_

## SECTION B-EXEMPTION STATEMENT

BELOW ARE THE **ONLY CONDITIONS** EXEMPTING A PERSON FROM THE REGISTRATION REQUIREMENT. IF YOU FEEL YOU ARE EXEMPT, PLACE AN X IN THE APPROPRIATE BOX(ES) AND SUBMIT THE REQUIRED PROOF SO THAT WE MAY DECIDE WHETHER TO REMOVE YOUR NAME FROM OUR LIST OF POSSIBLE NONREGISTRANTS. WHEN SUBMITTING PROOF, SEND **COPIES ONLY**. DOCUMENTS WILL NOT BE RETURNED.

- ☐ I AM A FEMALE. ☐ I AM NOT AGE 18 THROUGH 25.  
(ATTACH COPY ONLY OF BIRTH CERTIFICATE OR SIMILAR DOCUMENT)
- \*☐ I AM CURRENTLY ON ACTIVE DUTY IN THE U.S. ARMED FORCES, INCLUDING THE U.S. COAST GUARD, OR AS A COMMISSIONED OFFICER IN THE PUBLIC HEALTH SERVICE OR NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION; OR ATTENDING A MILITARY SERVICE ACADEMY (OTHER THAN MERCHANT MARINE ACADEMY); OR ENROLLED IN AN OFFICER PROCUREMENT PROGRAM AT THE CITADEL, NORTH GEORGIA COLLEGE, NORWICH UNIVERSITY, OR VIRGINIA MILITARY INSTITUTE. (ATTACH COPY OF DD FORM 4, OR EQUIVALENT, OR A LETTER FROM YOUR SCHOOL ATTESTING TO YOUR ENROLLMENT)
- ☐ I AM A NON-IMMIGRANT ALIEN LAWFULLY ADMITTED IN THE UNITED STATES UNDER SECTION 101 (a) (15) OF THE IMMIGRATION ACT (VISA). (ATTACH COPY OF INS FORM I-94, I-95A, BORDER CROSSING DOCUMENT I-185, I-186, I-586, OR A TRUST TERRITORY I.D.)
- \*☐ I AM CONFINED IN A ☐ MEDICAL/MENTAL OR ☐ PENAL INSTITUTION. (ATTACH STATEMENT SIGNED BY AN INSTITUTION OFFICIAL GIVING NAME AND ADDRESS OF FACILITY AND ENTRY DATE AND ESTIMATED RELEASE DATE)
- \*REGISTRATION IS ENCOURAGED BECAUSE IT PROTECTS YOUR ELIGIBILITY FOR CERTAIN BENEFITS/JOBS.

I HEREBY CERTIFY THAT THE INFORMATION ABOVE IS ACCURATE AND COMPLETE.

SIGNATURE: \_\_\_\_\_ DATE: \_\_\_\_\_

ACCOMPANIES EXHIBIT "B"

# 22% Decline in Percent of Men Registered Since Last DMV Tape Processed in July 1991

HOUSE TRANSPORTATION  
February 9, 1994  
Attachment 4-7

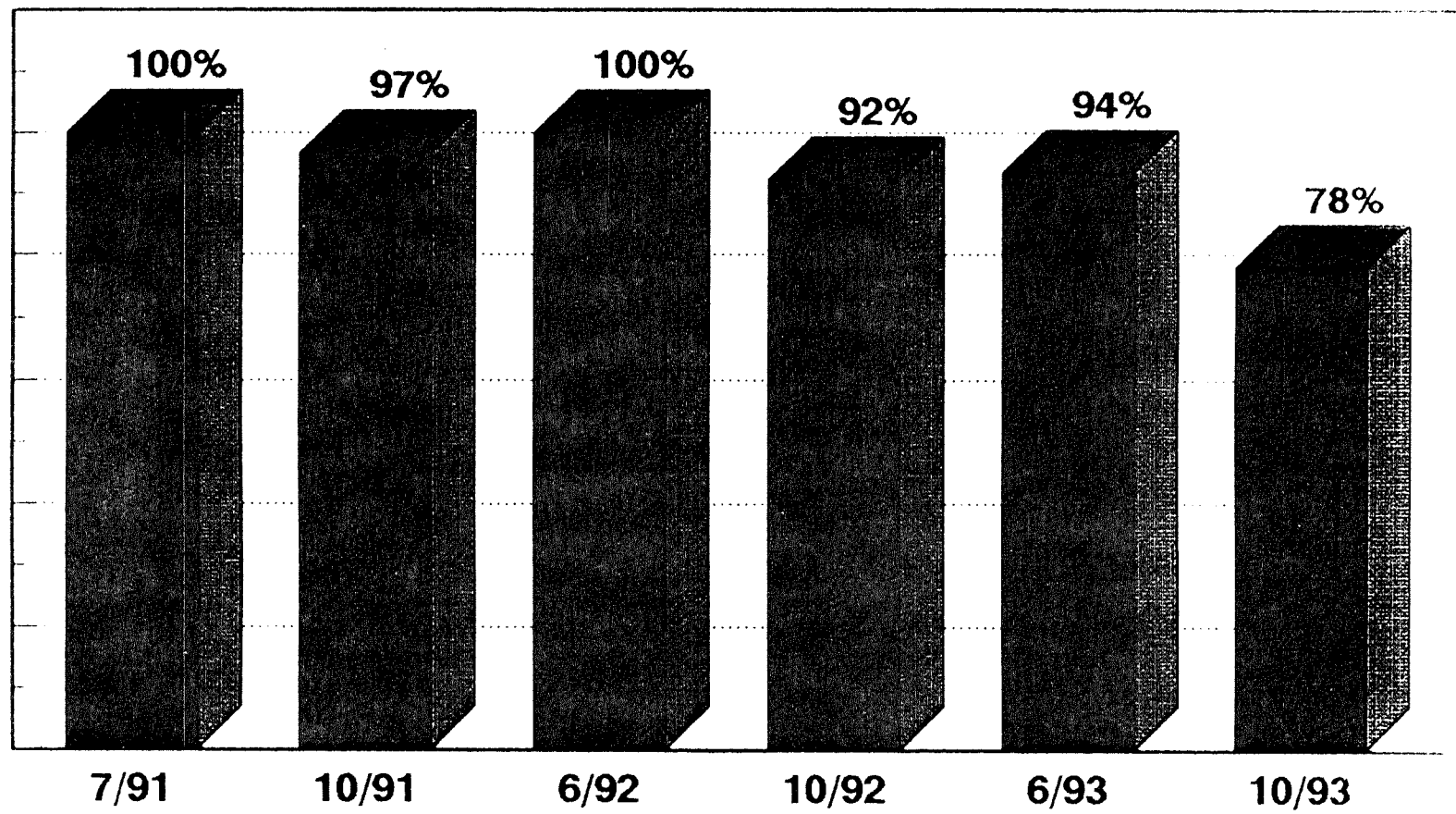


EXHIBIT "C"



# Nebraska DMV List Acquisition

First DMV Data Received December 1987

HOUSE TRANSPORTATION  
February 9, 1994  
Attachment 4-8

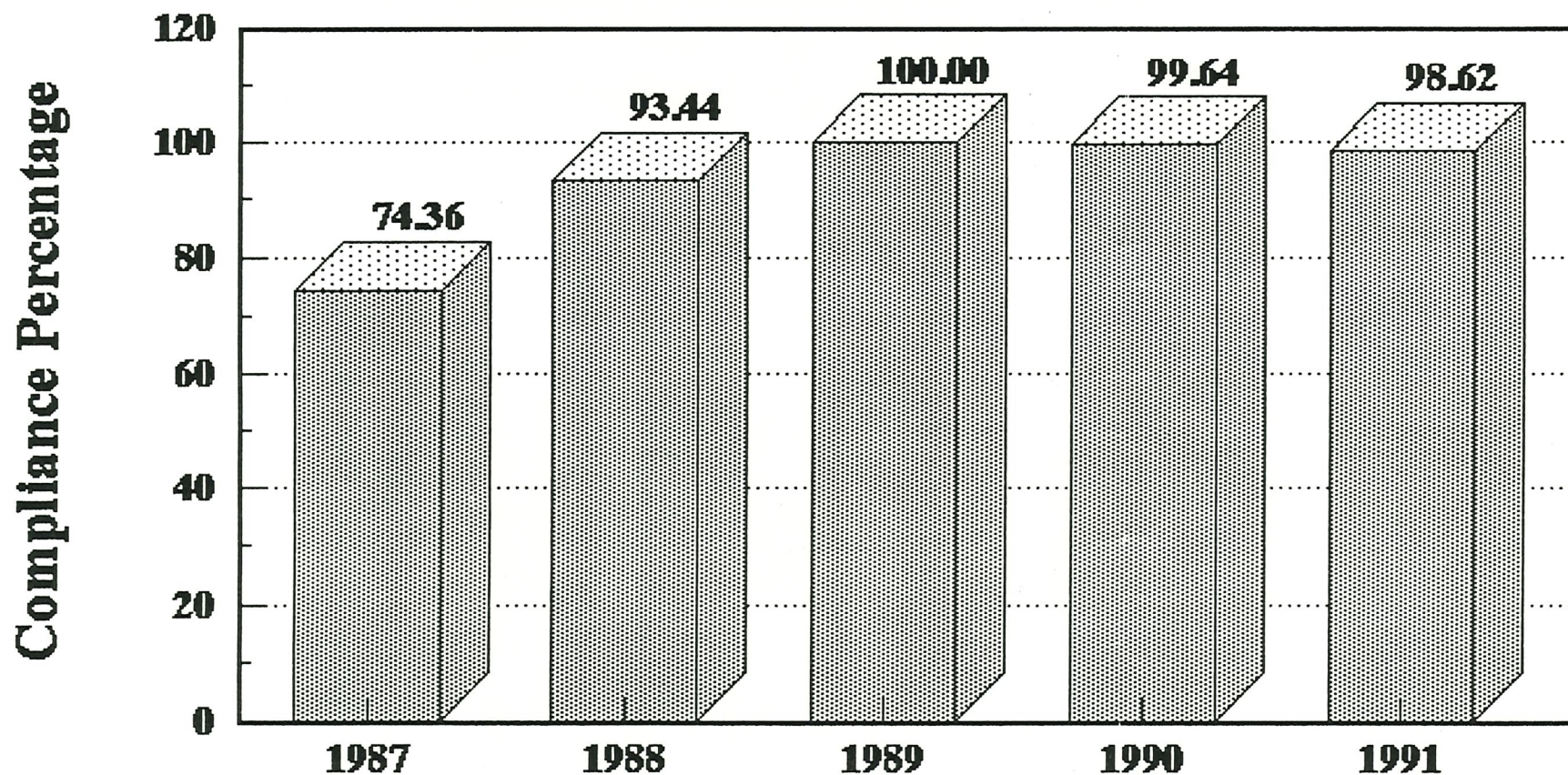


EXHIBIT "D"



# Montana DMV List Acquisition

## First DMV Data Received in December 1989

HOUSE TRANSPORTATION  
February 9, 1994  
Attachment 4-9

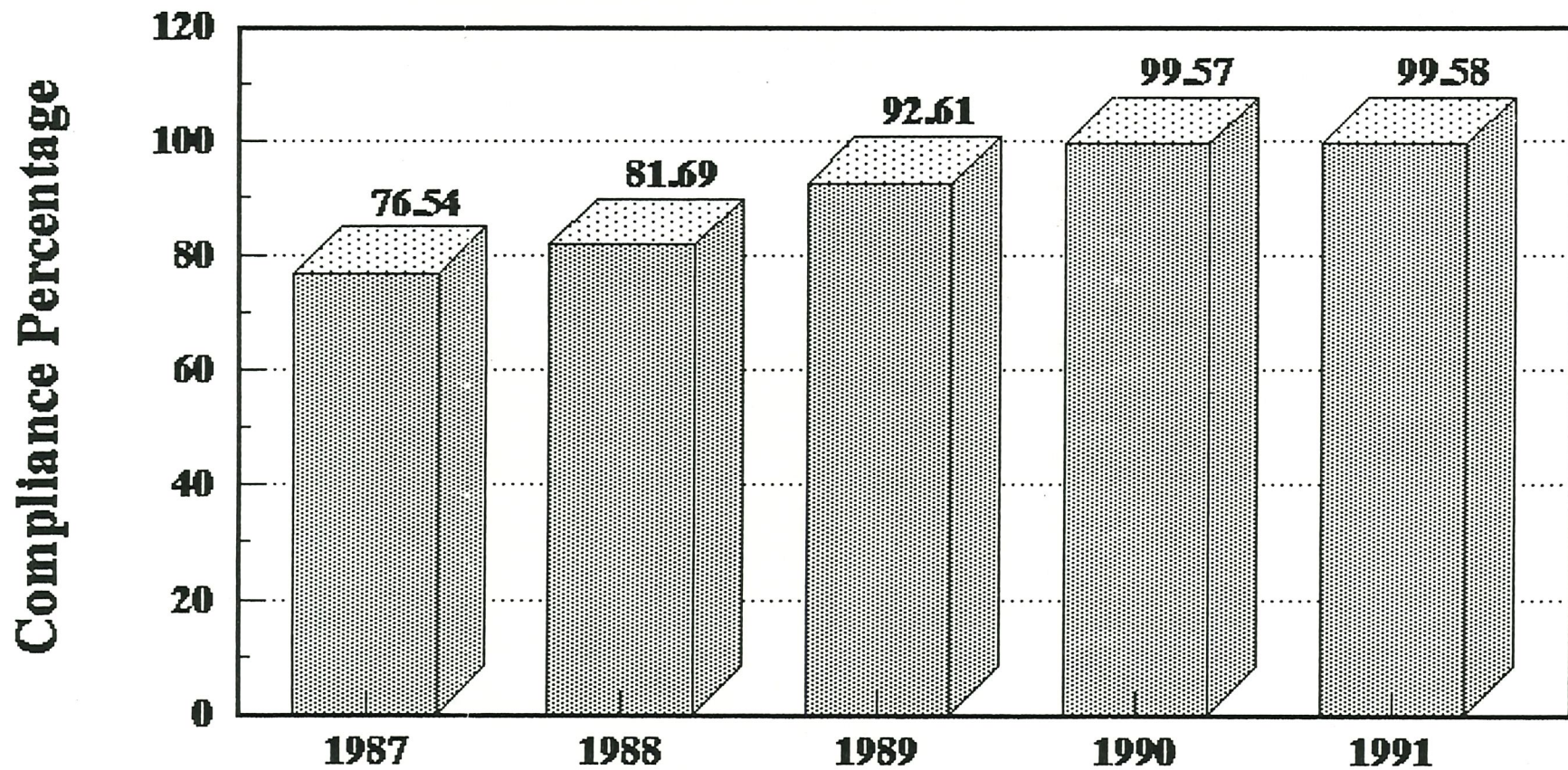


EXHIBIT "E"

# How the Government uses this information

## PRIVACY ACT STATEMENT

The Military Selective Service Act and pursuant regulations, and the President's Proclamation on Registration require that you provide the indicated information, including your Social Security Account Number. The principal purpose of the required information is to establish or verify your registration with the Selective Service System. This information may be furnished to other government agencies for the stated purposes on a selective basis.

Department of Justice — for review and processing of suspected violations of the Military Selective Service Act, or for perjury, and for defense of civil action arising from administrative processing under such act.

Department of State & Immigration and Naturalization Service — for collection and evaluation of data to determine a person's eligibility for entry/re-entry to the United States and for United States citizenship.

Department of Defense & U.S. Coast Guard — for exchange of data concerning registration, classification, induction, and examination of registrants and for identification of prospects for recruiting.

Department of Labor — to assist veterans in need of data concerning reemployment rights and for determination of eligibility for benefits under the Job Training Partnership Act.

Department of Education — for determination of eligibility for student financial assistance.

Office of Personnel Management & U.S. Postal Service — for determination of eligibility for employment.

Department of Health and Human Services — for determining a person's proper Social Security Account Number and/or for location of fathers pursuant to the Child Support Enforcement Act, and for determination of eligibility for health education assistance loans.

State and Local Governments — to provide data which may constitute evidence and facilitate in the enforcement of state or local law.

Alternative Service Employers — for exchange of information with employers regarding a registrant who is a conscientious objector for the purpose of placement and supervision of performance of alternative service in lieu of induction into military service.

General Public — Registrant's name, Selective Service Number, date of birth, and classification. Military Selective Service Act, Section 6, 50 U.S.C. App. 456.

Failure to provide the required information may violate the Military Selective Service Act. Conviction for such a violation may result in imprisonment for up to five years and/or a fine of not more than \$250,000.

EXHIBIT "F"

TEAR THIS PORTION OFF BEFORE MAILING

FPI-PET

# HOUSE BILL No. 2614

By Committee on Transportation

1-13

8 AN ACT concerning airports; relating to the development of general  
9 aviation airports; establishing the state airport development fund.

public use

public use general aviation

10  
11 *Be it enacted by the Legislature of the State of Kansas:*

12 Section 1. (a) The secretary of transportation is hereby authorized  
13 to make loans or grants to general aviation airports for the purpose  
14 of constructing, reconstructing or rehabilitating the facilities of such  
15 general aviation airports.

public use

planning,

public use

16 (b) Such loans or grants shall be made upon such terms and  
17 conditions as the secretary of transportation deems appropriate, and  
18 such loans or grants shall be made from funds credited to the general  
19 aviation airport development fund.

public use

public use

20 (c) The general aviation airport development fund is hereby es-  
21 tablished in the state treasury which shall be for the purpose of  
22 constructing, reconstructing or rehabilitating the facilities of general  
23 aviation airports pursuant to subsection (a) of this section. The sec-  
24 retary of transportation shall administer the general aviation airport  
25 development fund. All expenditures from the general aviation airport  
26 development fund shall be made in accordance with appropriation  
27 acts upon warrants of the director of accounts and reports issued  
28 pursuant to vouchers approved by the secretary of transportation or  
29 by a person or persons designated by the secretary.

planning,

public use

public use

public use

30 (d) The secretary of transportation may adopt rules and regula-  
31 tions for the purpose of implementing the provisions of this section.

each December

32 Sec. 2. (a) On or before October 1, 1994, and on or before each  
33 October 1, thereafter, the secretary of revenue shall certify to the  
34 director of accounts and reports the amount of the total revenues  
35 received by the secretary from the taxes imposed pursuant to articles  
36 36 and 37 of chapter 79 of the Kansas Statutes Annotated, and  
37 amendments thereto and deposited in the state treasury and credited  
38 to the state general fund during the preceding fiscal year, which are  
39 attributable to the retail sale of aviation fuel.

determine

40 ~~(b) Upon receipt of each certification under subsection (a), the~~  
41 ~~director of accounts and reports shall transfer from the state general~~  
42 ~~fund to the general aviation airport development fund an amount~~  
43 ~~equal to the amount so certified on October 1, 1994, and on each~~

1 ~~October 1 thereafter.~~

2 ~~(e) All transfers made in accordance with the provisions of this~~  
3 ~~section shall be considered to be demand transfers from the state~~  
4 ~~general fund.~~

5 Sec. 3. This act shall take effect and be in force from and after  
6 its publication in the statute book.

HOUSE TRANSPORTATION  
February 9, 1994  
Attachment 5-2

---

Michael L. Johnston  
*Secretary of Transportation*

KANSAS DEPARTMENT OF TRANSPORTATION  
*Docking State Office Building  
Topeka 66612-1568  
(913) 296-3566  
FAX - (913) 296-1095*

Joan Finney  
*Governor of Kansas*

**TESTIMONY OF EUGENE ANDERSON, DIRECTOR**

**DIVISION OF AVIATION**

**KANSAS DEPARTMENT OF TRANSPORTATION**

**DATA PRESENTED TO**

**HOUSE COMMITTEE ON TRANSPORTATION**

**FEBRUARY 9, 1994**

HOUSE TRANSPORTATION  
February 9, 1994  
Attachment 6-1

## **FEDERAL AIRPORT CLASSIFICATION SYSTEM and DEFINITIONS**

excerpted and updated from the

"Kansas Aviation Systems Plan-- Phase IV"

Civil Aviation is classified as commercial service or general aviation. Commercial service covers any airline activity--scheduled or unscheduled--and air taxi services. General aviation covers all other civil aviation and includes a wide range of activities. Corresponding to the two classifications of activity, airports are also classified as either commercial service or general aviation airports. Virtually all commercial service airports also serve general aviation.

An airport is classified as a commercial service airport if at least 2,500 revenue passengers are enplaned annually and scheduled airline service is provided at the airport. A commercial service airport is classified as a primary airport if it has 10,000 or more enplanements annually.

— According to the Federal Aviation Administration (FAA) Office of Planning and Programming, there are 8 commercial service airports in Kansas (on the basis of passenger enplanement data for 1991). Three of these are classified as primary airports:

**WICHITA Mid-Continent      TOPEKA Forbes      MANHATTAN Municipal**

Five qualify as commercial service airports:

**DODGE CITY      GARDEN CITY      HAYS      LIBERAL      SALINA**



Although not presently classified as commercial service airports (because they accommodated fewer than 2,500 passenger enplanements in 1991), the municipal airports at Goodland and Great Bend currently have scheduled service.

Reliever airports are those designated by the FAA to relieve primary commercial service airports of general aviation activity. Their improvements are funded through a separate fund. Kansas reliever airports are:

**AUGUSTA**

**NEWTON**

**WICHITA Jabara**

**JOHNSON COUNTY Executive**

**JOHNSON COUNTY Industrial**

General aviation airports serve a multitude of diverse uses of aircraft. Included in the general aviation category are agricultural, industrial and business/corporate aviation; federal, state, and local government aviation; and miscellaneous other aviation. For funding purposes, the Federal Aviation Administration considers all other eligible airports and sites as "general aviation" airports.

In order for any of these airports to be considered for funding, they must be included in the National Plan of Integrated Airport Systems. This plan is composed of airports that are public-use and have at least 10 or more based aircraft. Typically, these fields are owned by a public authority or municipality, but can be privately owned, if they are public-use and adhere to grant agreements.