

MINUTES OF THE SENATE TRANSPORTATION COMMITTEE

The meeting was called to order by Chairperson Mike Petersen at 8:30 am on Wednesday, February 04, 2015, 546-S of the Capitol.

All members were present except:

Senator Anthony Hensley – Excused

Committee staff present:

Jill Shelley, Legislative Research Department

Whitney Howard, Legislative Research Department

Adam Siebers, Office of Revisor of Statutes

Carolyn Long, Kansas Legislative Committee Assistant

Scott Wells, Office of Revisor of Statutes

Conferees appearing before the Committee:

Alice M. Amrein, Transit Administrator for Johnson County

Josh Powers, State Public Transit Manager, Kansas Department of Transportation

Mike Taylor, Unified Government Public Relations, Wyandotte County

Whitney Damron, Polaris Industries

Others in attendance:

[See Attached List](#)

Chairman Petersen opened the meeting by asking for Approval of Minutes from January 21, 2015 and January 22, 2015. Moved by Senator Schmidt, seconded by Senator Fitzgerald that the minutes be approved as presented. Motion carried.

The Chairman reminded all that the deadline for bill requests would be Thursday, January 5, 2015.

Tom Whitaker, representing Kansas Motor Carriers Association, requested legislation regarding who may make appearances before the Kansas Corporation Commission. There were no objections from the Committee.

Hearing on: SB72 — Operation of transit buses on certain right shoulders in Wyandotte County.

Chairman Petersen opened the hearing on **SB 72**. Adam Siebers, Assistant Revisor, noted that this legislation would allow the Secretary of Transportation to authorize transit buses to be operated on the right shoulders of city connecting links and other highways in the state highway system in Wyandotte County. A 3.6 mile corridor on I-35 between the state line and the Lamar Road interchange in Wyandotte has been proposed.

Alice M. Amrein, Transit Administrator for Johnson County Government, testified that currently transit buses may be operated on certain shoulders only in Johnson County. Allowing buses to operate on shoulders in Wyandotte County increases the capacity of the interstate without a major reconstruction project that would be cost-prohibitive. Bus drivers are required to receive extensive training and are required to yield to merging, entering, and exiting traffic on the highway. Shoulder improvement

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consisting of guardrail relocation, drainage inlet repairs, and signage installation have been fully funded through grants [\(Attachment 1\)](#) and [\(Attachment 2\)](#) .

Josh Powers, State Public Transportation Manager, Kansas Department of Transportation (KDOT), stated that KDOT worked closely with Johnson County Transit to implement the shoulder service in 2011 on I-35 and KDOT continues to support the program. This bill would include Wyandotte County to eliminate congestion in areas of I-35 beyond the Johnson County border. This addition would increase the length of the corridor from 13.4 miles to 17 miles total [\(Attachment \)](#)

Mike Taylor, Unified Government Public Relations, lent his agency's support for the passage of **SB 72** [\(Attachment 4\)](#).

Following a brief round of questions from the Committee, the Chairman closed the hearing on **SB 72**.

Hearing on: SB73 — Definitions of certain vehicles.

Chairman Petersen opened the hearing on **SB 73**. Adam Siebers, Assistant Revisor, informed the committee that this legislation would simply change the definitions for all-terrain vehicles, recreational off-highway vehicles, and work-site utility vehicles.

Whitney Damron, representing Polaris Industries, noted that this legislation would delete the requirement for an ATV to have a seat designed to be straddled by the operator and would also delete the definition of nonhighway tires as it pertains to ATVs. The definition of "recreational off-highway vehicle" would state the width must be at least 50 inches, but not greater than 64 inches (a change from a maximum of 64 inches). Deleted also would be the requirement for off-highway vehicles to have a non-straddle seat and steering wheel for steering control. The definition for work-site utility vehicles would be amended to remove the length limitation of 135 inches and would require the vehicles to have nonhighway tires instead of low pressure tires [\(Attachment 5\)](#).

Following Mr Damron's response to several question from the Committee, the Chairman closed the hearing on **SB 73**.

The meeting was adjourned at 8:57 a.m.

The next meeting is scheduled for Thursday, February 5, 2015.