

MINUTES OF THE SENATE TRANSPORTATION COMMITTEE

The meeting was called to order by Chairperson Mike Petersen at 8:30 am on Thursday, March 12, 2015, 546-S of the Capitol.

All members were present except:

Senator Anthony Hensley – Excused

Senator Jacob LaTurner – Excused

Senator Jeff King – 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:

John Milburn, Director of Legislative and Public Affairs, Kansas Department of Administration

Ron Seitz, Chief, Bureau of Local Projects, Kansas Department of Transportation

Allie Devine, U.S. Custom Harvesters

Josh Roe, Assistant Secretary, Department of Agriculture

Others in attendance:

[See Attached List](#)

Hearing on: SB245 — Repealer; certain bridge inspections.

Chairperson Petersen opened the Hearing on **SB 245** and called on Adam Siebers, Assistant Revisor, for an explanation of the bill. Mr. Siebers stated that the bill would remove the requirement that plans for construction or repair of highway bridges and culverts with a cost of less than \$200,000 be approved by the county engineer and would also remove the requirement that the Kansas Department of Transportation (KDOT) review plans for bridge and culvert projects with a cost exceeding \$200,000.

John Milburn, Director of Legislative and Public Affairs, Department of Administration, informed the committee that this issue was brought to the Office of the Repealer by Norm Bowers of the Kansas Association of Counties (KAC) in 2014. After review, it was deemed to be no longer necessary to have the statute ([Attachment 1](#)).

Ron Seitz, Chief of the Bureau of Local Projects for KDOT, testified on behalf of the proposed bill. K.S.A. 68-111 was originally enacted in 1917 when licensed engineers were not available to design county bridges. Today, that is not the case; therefore, the KAC requested the Office of the Repealer to consider whether this statute was necessary or relevant ([Attachment 2](#)). Mr. Seitz noted that counties, using their own funds, bid their own projects; however, if state or federal funds are involved then KDOT would review the project.

CONTINUATION SHEET

MINUTES of the Committee on Transportation at 8:30 am on Thursday, March 12, 2015, 546-S of the Capitol.

Written testimony in favor of **SB 245** was submitted by Melissa Wangemann, General Counsel, KAC ([Attachment 3](#)).

There being no further discussion, the Chairperson closed the hearing on **SB 245**.

Hearing on: SB271 — Exception from height and length vehicle limitations for forage cutters and custom harvesters.

The Chairperson opened the Hearing on **SB 271** and asked Mr. Siebers for a brief explanation of the bill. Mr. Siebers stated that this legislation would exempt motor carriers with a one truck and one trailer vehicle combination, used in transporting a combine, forage cutter, or combine header, and engaged in farm customer harvesting from the current maximum length or allowed vehicle combinations.

Allie Devine, representing U.S. Custom Harvesters, Inc. (USCHI) noted that her association has nearly 400 members with 100 of those being Kansas businesses. Their members travel an average of 130 days for grain harvesting and 100 days for forage harvesting, contributing to the local economy where they work. She is requesting an amendment to include "forage cutter or combine header" on page 2, line 25 with the intent to provide clarity and consistency within the section ([Attachment 4](#)).

Josh Roe, Assistant Secretary, Department of Agriculture, stated that this legislation would align state and federal regulations in regards to total vehicle length for hauling combines and forage harvesting equipment. He noted the importance in the ability to conduct timely harvests. It is important for the custom harvesters to have the ability to travel between states without having to breakdown and reconfigure the tractor-trailer rig to meet different state length requirements ([Attachment 5](#)).

There being no further discussion, the hearing on **SB 271** was closed.

Possible action on bills previously heard

Chairperson Petersen called for **Final Action on HB 2044--License, registration and safety requirement for autocycle. Senator Schmidt requested an amendment which would require use of safety belts in autocycles, seconded by Senator Pettey. Motion carried. It was moved by Senator Schmidt, seconded by Senator Pettey, to move HB 2044, as amended, out favorably for passage. Motion carried.**

There being no further business, the meeting was adjourned at 9:00 a.m. The next scheduled meeting is Tuesday, March 17, 2015.