

ROADS AND HIGHWAYS SUBCOMMITTEE

January 18, 1973

The Roads and Highways Subcommittee met in room 528 at 1:15 P. M. on January 18, 1973. Chairman Dierdorff called the meeting to order and all members were present except Representatives Feleciano and Harris.

In order to acquaint the members, each was asked to introduce himself and tell his occupation. The chairman introduced Richard Long, Research Assistant for the committee.

Mr. Dierdorff told the committee members they would be charged with Roads and Highways legislation - that the hearings would be held before this committee and the recommendations would go to the full Transportation and Utilities Committee for action. The committee will meet on Mondays and Tuesdays and consider legislation as it is assigned. An agenda will be prepared as far in advance as possible so anyone desiring to be heard on pending legislation will have ample notice.

Mr. Dierdorff explained to the committee that during the 1972 session House Bill 1702 was passed. It provided for setting up standards for mobil homes and provided for inspections. The bill was amended to include campers and trailers.

Dick Brewster, representing the Kansas Mobile Housing Institute, talked to Mr. Dierdorff and said he feels they have to meet unnecessary standards. The builder of the chassis of a motor home will warrant the chassis for one year or 12,000 miles. They do not feel it is fair to require the rest of the unit to carry an extended warranty.

Since Mr. Dierdorff does not feel it was the intent of the Legis-

lature to impose a hardship on small businesses, he asked permission of the committee to introduce a committee bill to correct this matter.

Representative McMaster made a motion, second by Dr. Hughes, that the legislation be introduced as a committee bill. The motion carried.

The meeting was adjourned.

Fran Stafford, Recording Secretary

APPROVED:

Arden Dierdorff  
ARDEN DIERDORFF, CHAIRMAN

Comments to H.B. 1047

By

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Chairman Dierdorff and members of the committee. On behalf of the Kansas Automotive Wrecker's Association, I offer the following comments and suggested changes to H.B. 1047 as prepared under Proposal Number 81.

Section 2, page 2, line 3:

The denotation "Ten (10) or more" should be changed to read "two (2) or more". The number ten, arbitrarily chosen from federal memoranda, is not constant and can be changed in the future. The association believes that persons accumulating two or more vehicles intend them for salvage purposes and should therefore be regulated. The Highway Beautification Act of 1966 controls federal sharing in state highway programs and must be complied with to avoid complications. "Two (2) or more" would tighten the state law giving greater licensing control to meet future federal standards.

Section 2, page 2, lines 9 and 10:

State law currently controls garbage dumps and land fills, and it is understood from Legislative Research that federal intent is to control these under Highway Beautification. Therefore, present law should not be changed.

Section 3, 1,000 feet rule restriction:

The K.A.W. opposes any change to allow yards not located on primary or interstate systems to avoid state licensing for the following reasons:

1. By limited jurisdiction, the junkyard problem would move to unrestricted areas spreading blight into farmlands.

2. The state would have no control over a junkyard bordering a city located in a county without ordinances governing junkyards and beautification.

3. Limited jurisdiction places the licensing burden unfairly upon those yards already located on primary and interstate systems.

4. The intent of state law is to beautify the state as a whole, not just certain sections or areas leaving the remainder blighted.

Section 3 (e), page 3, lines 19-22:

The K.A.W. believes that the time period allotted is too lenient and may be contrary to federal intent. The objective is to allow proper time for compliance, e.g., while trees and shrubs used for screening grow. We suggest that the draft be changed to read at lines 21 and 22, "...contemplated to be achieved within three (3) years from date of application for licensure or renewal."

Section 4, pages 4 and 5:

The objective of the Salvage Board is to insure that all salvage yards comply with state and federal standards. Present penalties are onerous, frustrating licensure of consistently unlicensed salvage yards. Balancing this fact, yards having licensed and paid fees should not be penalized. The interim committee compromised that only past due licensure fees should be collected. The K.A.W. agrees with this decision.

Sections 5 and 6, pages 5 and 6:

The same objections as referred to in Section 3 of H.B. 1047 requires proper correction in this section.

Respectfully submitted,

  
Dale M. Sprague