

MINUTES OF THE House COMMITTEE ON Roads and Highways Subcommittee

Held in Room 528, at the Statehouse at 1:15 ~~xxxx~~/p.m., on

March 10, 1973.

All members were present except: Maag, \_\_\_\_\_, \_\_\_\_\_,  
\_\_\_\_\_, \_\_\_\_\_, \_\_\_\_\_.

Conferees appearing before the Committee were: Dan Metz, Quartzite Stone Co., Inc., Lincoln, Kansas; Elton Lobban, Department of Vehicles; John McNeal, State Highway Engineer; Fred Allen, County Engineers; George Barbee, Kansas Consulting Engineers; E. D. Moomau, Kansas Highway Patrol; Steve Ward, Russell; Dick Long, Legislative Research.

The Committee considered the following items:

S. B. 461 - AN ACT RELATING TO THE REGISTRATION OF VEHICLES; PROVIDING FOR CERTAIN EXEMPTIONS FROM REGISTRATION.

Mr. Metz told the committee Quartzite Company is required to cross from one piece of property they own to another they own, which is bisected by a road, Kansas Highway 14. The highway is not being used any way except for the crossing. The State Highway Commission lets them cross if they pay for any damage they do. He does not feel it is fair to require a vehicle not using the highway except for the crossing to have to be tagged and registered. This would apply strictly to company operations. He does not feel the loss of revenue is a factor. The Highway Department issues them a permit, providing Quartzite pay any damage. At the present time they are also licensed and tagged at 48,000 pounds.

Mr. Lobban's report is attached.

Mr. McNeal said he was not at the Commission meeting the day the permit was issued, but he is sure it was for overweight. Their permits are strictly for overload. They have done this before but usually on a single operation basis. This would cover the department against damage to the highway and any accident that might happen. It does not deal with registration. There has been a question of definition and enforcement on this.

Rep. McMaster said he thinks this bill would exempt them in any situation. Once you do not have to license, you are not subject to the permit. They could cross with 100,000 pounds.

Mr. McNeal said they would not be in favor of anything that could permit overloads on the highways. If it does take them out from under

The next meeting of the Committee will be held on \_\_\_\_\_, 1973,  
at \_\_\_\_\_ a.m./p.m., in Room \_\_\_\_\_.

These minutes were read and approved  
by the Committee on \_\_\_\_\_.

  
Chairman  
ARDEN DIERDORFF

permits, they would be against it. Moving across the highway does more damage than traveling on it.

Rep. McMaster made a motion, second by Mr. Harris, that SB 461 be reported adversely. Mr. McMaster said there has not been a need shown for the bill. Also, if we release them from the licensing requirements, we will lose an element of control on the care they are going to give the highways. The purpose of the fees is to reimburse the state for the damage. As the engineer pointed out, moving across the road is damaging, and we are going to lose \$106,000.

Rep. Sellers feels this is very necessary. This is industry in Kansas, and these people have to move the equipment across the highway. He made a substitute motion, suggesting the bill be amended on page 1, line 8, after the comma, by inserting "if such vehicles comply with other regulations,".

Rep. McMaster said the amendment will not do it. It will just make them comply with rules of the road. You would have to make an extensive amendment. This is the reason the present law is the way it is. It is highly complicated.

Mr. Weaver told the committee he has a vested interest in this bill. They have trucks in their area that are hauling 110 and 120 thousand pounds. He would like for the committee to hold this bill until he and Dr. Hughes can check with people in their area, as he feels they would be getting into a problem with them.

There was no second to Rep. Seller's motion. Rep. McMaster and Rep. Harris withdrew their motion.

A subcommittee consisting of Representatives Sellers, McMaster and Hamm was appointed to check further ramifications of the bill and report on Thursday on the findings.

S. B. 444 - UNIFORM ACT REGULATING TRAFFIC ON HIGHWAYS.

Mr. Moomau explained the bill. See attached exhibit.

Mr. McMaster called attention to page 6, lines 24-26. What vehicles that were manufactured prior to 1970 could meet this requirement?

Mr. Moomau did not think there would be anything but antique vehicles that could not comply.

Rep. Reeves made a motion, second by Rep. D. Miller, that SB 444 be reported favorably.

Rep. R. Miller said he was not happy regarding the "fifteen" inches on pages 3, 4, and 7, lines 18, 7, and 21. He made a substitute motion, second by Rep. Dempsey, that the bill be amended to change "fifteen" to "twenty". The motion carried.

Mr. Reeves made a motion, second by Rep. D. Miller, that the

bill be passed as amended.

Rep. McMaster said he is not satisfied with the bill. He has questions on pages four and six. He does not feel we know enough about the bill. Neither Col. Albott or Col. Rush could be here today and the gentleman they sent did not have the answers.

Rep. Reeves withdrew his motion.

Rep. McMaster made a motion, second by Rep. Rosenau, that SB 444 be reported adversely.

Rep. Reeves told the committee he knows these people would not have drafted the bill without doing a lot of studying, and they should be given an opportunity to explain further.

Rep. McMaster withdrew his motion. The Chairman said the Patrol would be invited back.

S. B. 446 - AN ACT RELATING TO THE UNIFORM ACT REGULATING TRAFFIC ON HIGHWAYS; CONCERNING SPEED LIMITATIONS AND RESTRICTIONS.

Mr. Moomau explained the bill. See attached exhibit.

Mr. Allen said he owns a couple trailers and would be in favor of the speed limit. There are a number of luggage trailers that present no problem on any highway that probably shouldn't be brought under this. There is already a law to make them tagged. Under 2,000 pounds do not require licensing.

S. B. 300 - AN ACT CONCERNING ROADS AND BRIDGES; RELATING TO BONDS FOR CONSTRUCTING OR IMPROVING.

Mr. Allen explained that this bill makes the last statute come into conformity with HB 1389 to require a simple majority.

Mr. Barbee urged passage of this bill in behalf of the Kansas Consulting Engineers.

Rep. Sellers made a motion, second by Dr. Hughes, that S. B. 300 be reported favorably to the Transportation and Utilities Committee. The motion carried.

S. B. 539 - AN ACT RELATING TO NON-DRIVER IDENTIFICATION CARDS.

Rep. Ehrlich did not appear at the meeting with his amendments.

Mr. Lobban gave the attached information.

Mr. Feleciano asked why the identification has to be laminated when the driver licenses are not. Mr. Lobban replied that since they would be issued for six years, they would have to be laminated to keep them from wearing out.

Mr. Long pointed out that this was patterned after the California law, and their identification is laminated.

Judge Robrahn urged passage of this kind of legislation for non-drivers on behalf of the blind.

Mr. Harris said he would contact Rep. Ehrlich for his amendments and action will be taken on the bill at that time.

Steve Ward of Russell asked for permission to speak. He urged the committee to do something about train crossings on county roads.

The meeting was adjourned.

Fran Stafford, Recording Secretary