

MINUTES OF THE SENATE COMMITTEE ON TRANSPORTATION AND UTILITIES

The meeting was called to order by ROBERT V. TALKINGTON at  
Chairperson

9:00 a.m. a.m./p.m. on Friday, March 23, 1984 in room 254-E of the Capitol.

All members were present except:

all present

Committee staff present:

Fred Carman, Hank Avila, Rosalie Black

Conferees appearing before the committee:

HB 2674 - Brian Moline, KCC

HB 3053 - Ed DeSoignie, DOT

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The meeting was called to order by Senator Talkington, Chairman, for hearings on HB 3053 and HB 2674. The Chairman indicated that Ed DeSoignie agreed to testify on HB 3054 held over from yesterday due to lack of time for hearing.

HOUSE BILL 3053 - HEARING AND ACTION

Ed DeSoignie said that HB 3053 amends the definition of a city connecting link to include interstate routes which begin and end within a city's limits. He added the amendment was requested by DOT to clarify the maintenance responsibilities for interstate routes that may be totally within a city's limits. (Attachment 1.)

Senator Hein moved to place HB 3053 on the consent calendar; seconded by Senator Hayden. The motion carried.

HOUSE BILL 3054 - HEARING AND ACTION

According to Ed DeSoignie, HB 3054 was requested by DOT attorneys when reviewing statutes regarding state engineering services. He added that cut-off dates are not clear involving receipt of qualification statements and performance data from firms wishing to be considered for DOT projects.

Senator Hayden moved to place HB 3054 on the consent calendar; seconded by Senator Johnston. The motion carried.

HOUSE BILL 2674 - HEARING AND ACTION

Brian Moline indicated HB 2674 was requested by the KCC to clarify legislative intent that no electric utility may begin site preparation for construction of an electric transmission line or exercise the right of eminent domain without first

CONTINUATION SHEET

MINUTES OF THE SENATE COMMITTEE ON TRANSPORTATION AND UTILITIES,  
room 254-E, Statehouse, at 9:00 a.m. a.m./p.m. on March 23, 1984

HOUSE BILL 2674 - HEARING AND ACTION

acquiring a siting permit from the KCC.

Senator Norvell moved conceptually to amend to thirty days that the KCC at conclusion of its hearing shall make its decision as to necessity for and the reasonableness of the location of the proposed electric transmission line; seconded by Senator Thiessen. The amendment was adopted.

Senator Johnston moved that HB 2674 be reported favorable for passage as amended; seconded by Senator Hayden and passed.

HOUSE BILL 2723 - ACTION

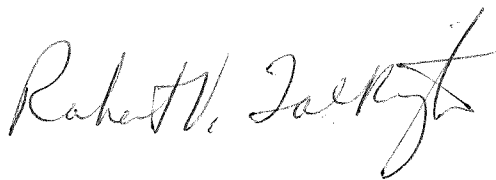
Senator Hein moved that HB 2723 be reported favorable for passage; seconded by Senator Meyers and passed.

HOUSE BILL 2963 - ACTION

Senator Norvell moved to amend Line 34 raising the limit of height from 24 inches to 36 inches for four-wheel drive trucks and to allow six months time frame for alteration; seconded by Senator Morris. The amendments were adopted.

Senator Norvell moved that HB 2963 be reported favorable for passage as amended; seconded by Senator Rehorn and passed.

The meeting adjourned at 9:45 a.m.



3-23-84

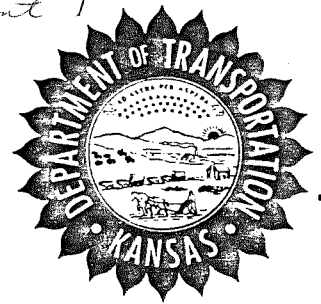
Please PRINT Name, Address, the organization you represent, and the Number of the Bill in which you are interested. Thank you.

Friday 3-23-84

NAME	ADDRESS	ORGANIZATION	BILL NO.
John S. Co.	Topeka	KNRC	HB 2674
Tom H. Michael	Topeka	Ks Oil Marketers Assn	—
Len Stanton	Topeka	Northern Natural Gas	HB 2674
Rick Kready	"	KPL Gas Service Co.	"
BILL PERDUE	"	" "	"
CHARLES NICOLAY	"	Ks Oil Marketers Assn	"

# KANSAS DEPARTMENT OF TRANSPORTATION

STATE OFFICE BUILDING—TOPEKA, KANSAS 66612



JOHN B. KEMP, Secretary of Transportation

JOHN CARLIN, Governor

MEMORANDUM TO: Senate Transportation and Utilities Committee

FROM: Kansas Department of Transportation

DATE: March 23, 1984

REGARDING: House Bill 3053

House Bill 3053 amends the definition of a city connecting link found at K.S.A. 1983 Supp. 68-406 (b) to include interstate routes which begin and end within a city's limits.

The statute defines a city connecting link as "a routing inside the city limits of a city which: (1) connects a state highway through a city, (2) connects a state highway to a city connecting link of another state highway, (3) is a state highway which terminates within such city, or (4) connects a state highway with a road or highway under the jurisdiction of the Kansas Turnpike Authority." Under these provisions an Interstate route which begins and ends within a city's limits may not be designated as a city connecting link.

These situations will arise as cities expand, annexing land in the process.

The amendment was requested by the Department to clarify the maintenance responsibilities for Interstate routes that may be totally within a city's limits.

The Department requests that the Committee report House Bill 3053 favorable for passage.