

MINUTES OF THE House COMMITTEE ON Transportation

The meeting was called to order by Rex Crowell at
Chairperson

1:30 ~~am~~/p.m. on February 4, 1986 in room 519-S of the Capitol.

All members were present except: Representatives Adam and Knopp - excused

Committee staff present:

Bruce Kinzie, Revisor of Statutes
Hank Avila, Legislative Research
Donna Mulligan, Committee Secretary

Conferees appearing before the committee:

Mr. Tom Whitaker, Kansas Motor Carriers Association
Mr. Ed DeSoignie, Kansas Department of Transportation

The meeting was called to order by Chairman Crowell, and the first order of business was a hearing on HB-2764 concerning height limitations for motor vehicles including their loads.

Mr. Tom Whitaker of the Kansas Motor Carriers Association testified in support of HB-2764. (See Attachment 1)

Mr. Whitaker said the bill would increase the maximum height of any vehicle, including the load thereon, from the present 13½ feet to 14 feet.

Mr. Ed DeSoignie, Kansas Department of Transportation, testified concerning HB-2764. (See Attachment 2)

Mr. DeSoignie said because bridges are already signed for clearances less than 15 feet 6 inches it would not be necessary to initiate a new bridge clearance signing program if HB-2764 was passed. He also stated HB-2764 does not impact the Department over and above the Governor's proposed Fiscal Year 1987 budget recommendation for the Department of Transportation.

Mr. DeSoignie said there would be an additional 14 bridges which would not meet minimum clearance requirements as a result of this bill.

Chairman Crowell asked how many there are now which have inadequate clearance at 13½ feet. Mr. DeSoignie said he would have to find out and bring the answer back to the Committee.

The hearing on HB-2764 was concluded.

The meeting was adjourned at 1:45 p.m.


Rex Crowell, Chairman

STATEMENT

By The

KANSAS MOTOR CARRIERS ASSOCIATION

In support of H.B. 2764 which would increase the maximum height of a vehicle, including any load thereon, from 13½ feet to 14 feet.

Presented to the House Transportation Committee, Rep. Rex Crowell, Chairman; Statehouse, Topeka, February 4, 1986.

MR. CHAIRMAN AND MEMBERS OF THE COMMITTEE:

I am Tom Whitaker, Governmental Relations Director of the Kansas Motor Carriers Association. We are here today representing our membership and the highway transportation industry to support the passage of H.B. 2764.

This legislation would increase the maximum height of any vehicle, including the load thereon, from the present 13½ feet to 14 feet. That is the only change proposed by this bill.

This request initially came from the automobile transporters who need this increase in height to increase the productivity of their equipment.

Many times it is difficult for auto transporter units to operate in the most productive and efficient manner with a height limitation of 13 feet, 6 inches.

*H. Transp. 2/4/86
Attachment 1*

When transporting large vehicles such as full size autos, pickup trucks, vans, 4 x 4's, et al, a 13 foot, 6-inch height limit poses a number of problems. The number of units that properly can be transported with such a "mix" in size, is directly limited by height. In addition, a 14-foot height limit would aid the auto transport industry in reducing intransit cargo damage by allowing the carriers more distance between the upper and lower deck.

Our auto transport industry is under increasing pressure by the manufacturers to reduce intransit damage and increase transport productivity.

I know we are intensely interested in taking every appropriate step to create a more favorable economic environment for all business and industry in this area.

There are, in addition to the auto transporters, carriers who operate "high cube" trailers that would benefit from the 14-foot height limitation.

In many instances, whether we are transporting bulky household goods, potato chips or other light density freight, the trailer space is filled long before the maximum weight limitations are reached.

We acknowledge that there are some overhead structures in Kansas which would not accommodate a 14-foot height limitation. There are some which do not now clear the 13 foot, 6-inch limit.

The industry is well aware of the location of such structures and simply could not operate over routes that include such lower clearances.

We have attached a map showing the states which allow height limits in excess of 13 feet, 6 inches. You readily can determine that Kansas is surrounded by states with higher height limitations.

This proposal would not affect the present law which allows a height not to exceed 14½ feet for vehicles transporting cylindrically shaped bales of hay.

We will be pleased to respond to any questions you may have. Thank you for the opportunity to submit these comments to you. We ask that you recommend H.B. 2764 for passage.

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KANSAS DEPARTMENT OF TRANSPORTATION

STATE OFFICE BUILDING—TOPEKA, KANSAS 66612—1568



JOHN B. KEMP, Secretary of Transportation

JOHN CARLIN, Governor

February 4, 1986

MEMORANDUM TO: The Honorable Rex Crowell, Chairman
House Committee on Transportation

FROM: Edward R. DeSoignie *ERD*
Policy Coordinator

REGARDING: House Bill 2764

House Bill 2764 by the House Committee on Transportation increases the legal height of vehicles including loads thereon from 13½ feet to 14 feet. The height restriction is applicable to all highways within the State.

Presently, vehicles transporting cylindrical bales of hay are permitted a height of 14½ feet on all highways within the State. This provision was enacted by the 1983 Legislature and required the Department to sign approaches to bridges of clearances less than 15 feet 6 inches. As a result of this action, the Department would not need to initiate a new bridge clearance signing program should House Bill 2764 be enacted into law.

House Bill 2764 does not impact the Department over and above the Governor's proposed Fiscal Year 1987 budget recommendation for the Department of Transportation.

*H. Transp. 2/4/86
Attach. 2*