

Approved: 3/7/95
Date

MINUTES OF THE SENATE COMMITTEE ON TRANSPORTATION AND UTILITIES .

The meeting was called to order by Chairperson Ben Vidricksen at 9:00 a.m. on February 24, 1995 in Room 254-E of the Capitol.

All members were present except:

Committee staff present: Hank Avila, Legislative Research Department
Ben Barrett, Legislative Research
Bruce Kinzie, Revisor of Statutes
Martha Ozias, Committee Secretary

Conferees appearing before the committee:

Jim Tobaben - Kansas Department of Transportation
Ken Gudenkauf - Kansas Department of Transportation
Martha Neu - Kansas Manufactured Housing

Others attending: See attached list

SB 303 - REGULATING TRAFFIC

Jim Tababen explained that there are a number of Kansas statutes regulating traffic and rules of the road which have not kept pace with changes in nationally accepted practices. Their Department believes that following national guidelines which establish uniform traffic laws can be expected to improve the safe and efficient use of all roads in the state and strongly recommends passage of this bill. (Attachment 1)

There was some discussion concerning the words "uniformed adult school crossing guard" on page 1, lines 17 and 18 of the bill. The staff was directed to look into the definition of this and report back to the committee.

SB 304 - CONCERNING PERMITS FOR OVERSIZE OR OVERWEIGHT VEHICLES

Ken Gudenkauf provided testimony in support of this bill which would provide for changes that allow for improved permit processing for the permitting agency and the customer. He asked for a technical change on page 1, lines 20 and 33 to be changed from "overheight" to "oversize". (Attachment 2)

Martha Neu appeared in support of SB 304 with the suggested amendment by the Department of Transportation. (Attachment 3)

Senator Burke made a motion to accept the proposed amendment to SB 304 from "overheight to oversize". A second was made by Senator Harrington. Motion carried.

A motion was then made by Senator Burke to recommend this bill favorable for passage as amended. Senator Harris seconded this and the motion carried.

SB 254 - REGULATION OF SALVAGE VEHICLE POOLS

The Chairman reviewed this bill, briefed the committee on the work that was done on this last year and explained the change requested in this legislation on pages 2 and 3.

Senator Papay made a motion to pass this bill favorably. It was seconded by Senator Lawrence. Motion carried.

SB 303 - REGULATING TRAFFIC

In final discussion on this bill Senator Jones made a motion to amend it by dropping the word "uniformed" on page 1, line 17. A second was made by Senator Burke. Motion carried.

Senator Papay then made a motion to pass this bill out of committee favorably as amended. It was seconded by Senator Jones. Motion carried.

The meeting was then adjourned by the Chairman.



KANSAS DEPARTMENT OF TRANSPORTATION

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Bill Graves
Governor of Kansas

**TESTIMONY BEFORE
SENATE TRANSPORTATION COMMITTEE
REGARDING SENATE BILL 303**

February 24, 1995

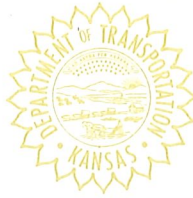
Mr. Chairman and Committee Members:

On behalf of the Kansas Department of Transportation, I am here today to provide testimony supporting Senate Bill 303.

The proposed legislation updates a number of Kansas statutes regulating traffic and rules of the road, which have not kept pace with changes in nationally accepted practices. As a result, the meanings of certain standard traffic control devices and certain duties of drivers are not covered by Kansas statutes.

If the public is to understand, remember and observe the rules of the road in moving from state to state, the laws of all states must be substantially the same. In an effort to achieve this goal, the *Uniform Vehicle Code and Model Traffic Ordinance 1992* has been prepared, by the National Committee on Uniform Traffic Laws and Ordinances, as the national comprehensive guide for state motor vehicle and traffic laws. The changes proposed by this bill are in conformance with the *Uniform Vehicle Code*.

The Department believes that following national guidelines which establish uniform traffic laws can be expected to improve the safe and efficient use of all roads in the state. We strongly recommend passage of this bill.



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**TESTIMONY BEFORE
SENATE TRANSPORTATION AND UTILITIES COMMITTEE
February 24, 1995**

REGARDING SENATE BILL 304

Mr. Chairman and Committee Members:

On behalf of the Kansas Department of Transportation, I am here today to provide testimony supporting Senate Bill 304.

K.S.A. 8-1901 et seq regulates the size, weight and load of vehicles operating on Kansas highways. Operators of vehicles that exceed the statutory limits may obtain special permits to operate those vehicles on Kansas highways as well, under certain circumstances or on designated routes.

The proposed legislation would modify the special permits provisions found in K.S.A. 8-1911 in two ways: by allowing an annual permit fee of \$125 to apply to other types of vehicles in addition to oil field servicing rigs, and by allowing commercial vehicle drivers to carry authorization numbers for special permits in their vehicles in lieu of the actual permits. These changes are a continuation of the efforts the Department has been making over the past several years to streamline the special permitting process and reduce administrative efforts for commercial vehicle operators while maintaining a responsible level of control over all types of vehicles.

SENATE TRANSPORTATION
DATE: 2/24/95
ATTACHMENT: 2

Presently, there is a committee, consisting of representatives of affected state agencies and broad-based industry representation, reviewing the existing regulatory requirements for oversize/overweight permits. The committee has proposed that annual permits be allowed for vehicles transporting repetitive types of loads such as manufactured housing, construction equipment and oil field drilling equipment. Drivers of those types of loads currently must obtain a special permit for each trip. The Department agrees that providing businesses with the alternative of operating with a single trip permit or an annual permit would result in improved customer service with no apparent reduction in administrative control.

The Department is currently automating its procedures for issuing special permits for oversize and overweight vehicles. When the computerized permit system is completely implemented, the Department plans to discontinue the use of "self-issue" permits, replacing them with permits that are either mailed or transmitted by facsimile machine. (Self-issue permits are currently carried in the vehicle, but the driver must call in for authorization to use them.) When all the permits are generated from the computer, an alternative will be needed for small firms or drivers who don't have ready access to a facsimile machine. The use of an authorization number for those permit vehicles was discussed with the Kansas Highway Patrol as an acceptable alternative. Each permitted vehicle would be required to have a copy of the permit or the authorization number with the vehicle.

If the vehicle is stopped for enforcement purposes, the law enforcement personnel will have on-line access to the computer permit database to verify the authorization number.

I would like to request a minor technical change in this bill. Due to an oversight by the Department, the language on page 1, lines 20 and 33 is not consistent. To correct this problem, the word "overheight" on line 33 should be changed to "oversize."

Overall, the proposed legislation provides for changes that allow for improved permit processing for the permitting agency and the customer. I request that the committee act favorably on Senate Bill 304.

KANSAS MANUFACTURED HOUSING ASSOCIATION

**TESTIMONY BEFORE THE
SENATE COMMITTEE ON
TRANSPORTATION AND UTILITIES**

TO: Senator Ben Vidricksen, Chairman
and Members of the Committee

FROM: Martha Neu, Executive Director
Kansas Manufactured Housing Association

DATE: February 24, 1995

RE: Senate Bill 304

Mr. Chairman and members of the Committee, my name is Martha Neu and I am the Executive Director of the Kansas Manufactured Housing Association (KMHA). KMHA is a trade association which represents the manufactured housing industry (i.e. manufacturer, retailers, community owners/operators, finance and insurance companies and transporters.)

I am here in support of SB 304 with the amendment suggested by the Department of Transportation. KMHA has been working with DOT on the annual permit concept since 1993. This change is not only good for DOT, it is also less burdensome for businesses.

I would ask your support on SB 304 with the DOT's amendment.