

MINUTES OF THE HOUSE COMMITTEE ON TRANSPORTATION.

The meeting was called to order by Chairperson Rep. Gary Hayzlett at 1:35 p.m. on February 1, 2000 in Room 519-S of the Capitol.

All members were present except:

Representative Phill Kline, excused

Committee staff present:

Bruce Kinzie, Revisor of Statutes

Hank Avila, Research Department

Ellie Luthye, Committee Secretary

Conferees appearing before the committee:

Representative Doug Gatewood

Representative Bob Grant

Marlena Bolt, Weir, Kansas

Larry Deardon, Scott County

Barbara Pringle, Kansas State Pupil Transportation Association

Tom Whitaker, Kansas Motor Carriers Association

Steve Kearney, Petroleum Marketers & Convenience Store Assn. Of Kansas

Ken Gudenkauf, Assistant Bureau Chief, Traffic Engineering Department, Department of Transportation

Others attending:

See attached sheet

Chairman Hayzlett opened the floor for bill introductions. Tom Whitaker, Kansas Motor Carriers Association, requested introduction of a bill concerning wreckers and towing services. Representative Myers made a motion to introduce this bill, seconded by Representative Larkin and the motion carried.

Steve Kearney, Petroleum Marketers and Convenience Store Association of Kansas, requested introduction of a bill concerning gasoline drive offs and the penalty for such. Representative Long made a motion to introduce this bill, seconded by Representative Ballou and the motion carried.

Representative Ballou made a motion to introduce a bill regarding a 1/4 c sales tax to be used for mass transit, seconded by Representative Huff and the motion carried.

**HB 2582 - allowing alternately flashing head lamps on school buses**

The Chair opened hearings on **HB 2582** and called on Representative Gatewood. He presented statistics on fatality accidents involving school children in or around the loading or unloading areas of a school bus or transit bus. He stated that 7 of the 18 fatalities that occurred in the 1998-1999 school year would have been affected by this bill. (Attachment 1)

Representative Grant also spoke as a proponent of this bill. He stated a five year old child in his county was one of the fatalities last year. He concluded that having flashing head lamps on school buses would make them more visible.

Marlene Bolt represented testimony in support of **HB 2582**. She told the committee her grandson was killed in March, 1999 while attempting to board the school bus and the driver of the car stated she didn't see the school bus because of the sun. She concluded that allowing school districts to equip their buses with these lights can only increase the safety of our children. (Attachment 2)

Tony Stewart, Highway Patrol, stated he felt personally that equipping the buses with alternately flashing head lamps would add to the safety of the children loading or unloading the buses.

## CONTINUATION SHEET

MINUTES OF THE HOUSE TRANSPORTATION COMMITTEE, Room 519-S Statehouse, at 1:35p.m. on February 1, 2000.

Larry Deardon, Scott County, drives a school bus and added he would like to see the lights in back as well as in front.

Written testimony was presented by Barbara Pringle, Executive Secretary, Kansas State Pupil Transportation Association, in opposition to **HB 2582**. (Attachment 3)

Representative McClure called attention to Section 4 of **HB 2582** and asked Representative Gatewood if this should be changed to read "upon publication in the Register" rather than the statute book. Representative Gatewood concurred. Following other questions from the committee, Chairman Hayzlett closed hearings on **HB 2582**.

### **HB 2643 - concerning width of certain loads on vehicles**

The Chair called on Bruce Kinzie to give an overview of this bill.

Ken Gudenkauf, Assistant Bureau Chief of Traffic Engineering, Department of Transportation, stated **HB 2643** corrects an oversight in the 1998 amendment and KDOT supports this bill which clarifies the language and fulfills the intent of the 1998 amendment. (Attachment 4)

Written testimony was presented by Mike Beam, Kansas Livestock Association, and Leslie Kaufman, Kansas Farm Bureau in support of **HB 2643**. (Attachment 5 and 6)

There being no opponents, Chairman Hayzlett closed hearings on **HB 2643**.

Minutes of the House Transportation Committee for January 26<sup>th</sup> and 27<sup>th</sup> were presented for approval or corrections. Representative Pauls made a motion to accept the minutes as written, seconded by Representative Howell and the motion carried.

Chairman Hayzlett adjourned the meeting at 2:10 p.m. The next meeting of the House Transportation Committee will be Wednesday, February 2<sup>nd</sup> in Room 519-S.

# HOUSE TRANSPORTATION COMMITTEE GUEST LIST


DATE: 2-1-00

NAME	REPRESENTING
Bill Watts	KDOT
Ken Gudenkauf	KDOT
Nancy Bogina	KDOT
Rick Scheibe	KDOR Vehicles
Ron SHAVER	Inter-Rep. David Huff
Craig Johnson	KFB
Wendy <del>Johnson</del>	KAAA
Wicky Baghini	
LARRY BLUTHARDT	KSBE
Veryl Peter	KSBE
Scott Cossart	KFB
Warren Scott	KFB
Tony Stewart	KHP
Scott Bruner	DOB
Warren Schooley	Bourbon County Farm Bureau
Ken Penner	KFB
Pat Huhll	Kansas Railroads
Francis Kelsey	K Farm Bureau
Maxine <del>Smith</del>	KMHA


# HOUSE TRANSPORTATION COMMITTEE GUEST LIST

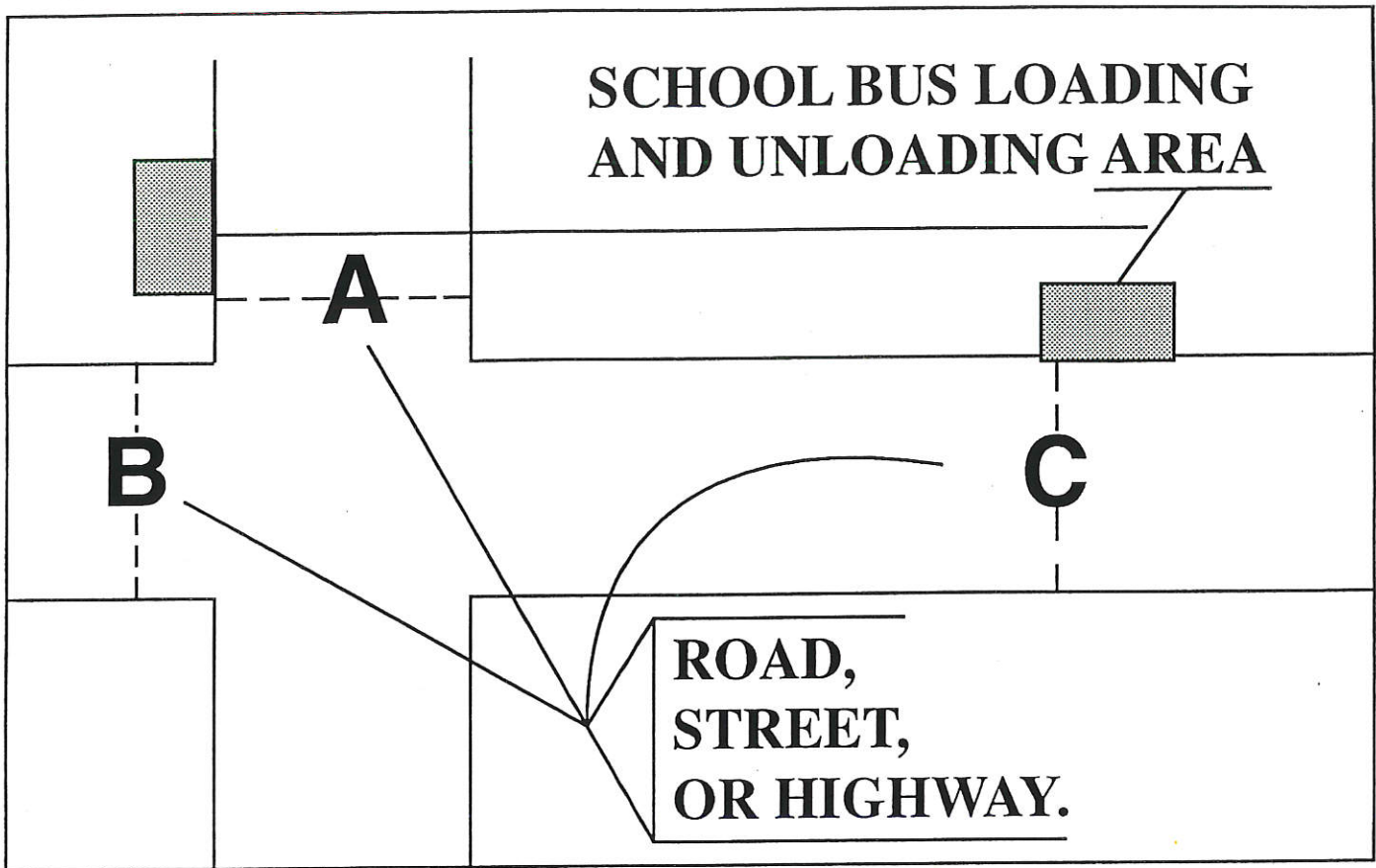
DATE: 2-1-00 continued

NAME	REPRESENTING
Ed Eberth	KFB Leav. Co.
JOHN EICHKORN	KHP
MARK ENGHOLM	KHP
Bill Brady	Ks Gov't Consulting
Stacey Farmer	KASB
STEVE KEARNEY	PMCA
Don <del>Stewart</del>	HOUSE
Marlene Bolt	" "
Jane Gardner	" "
Andrea DePoe	KFB Anderson Co.
Michel Puckett	KFB Kearney Co.
GARY MORGAN	KFB Kearney CO.
Dale & Phyllis Roberts	KFB Cherokee Co
Warren & Irene Schooley	KFB Bourbon Co
Larry Dearden	Scott County Farm Bureau

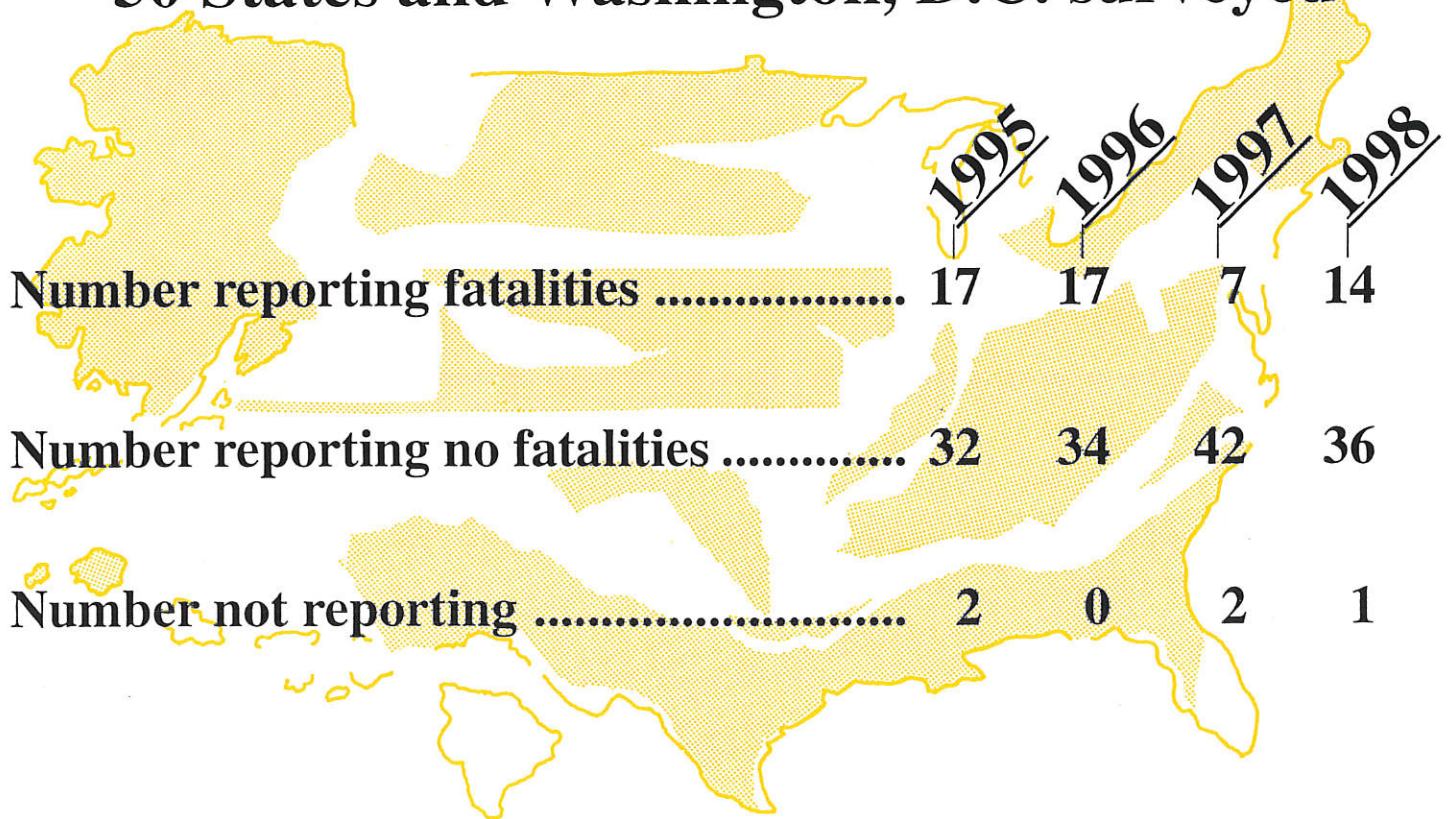


**The National School Bus Loading and Unloading Survey is a collection of fatality accident records provided by the state agencies responsible for school transportation safety and/or accident records. Only those fatality accidents involving school children in or around the loading or unloading areas of a school bus or transit bus are included in this survey. On-board fatalities are excluded.**

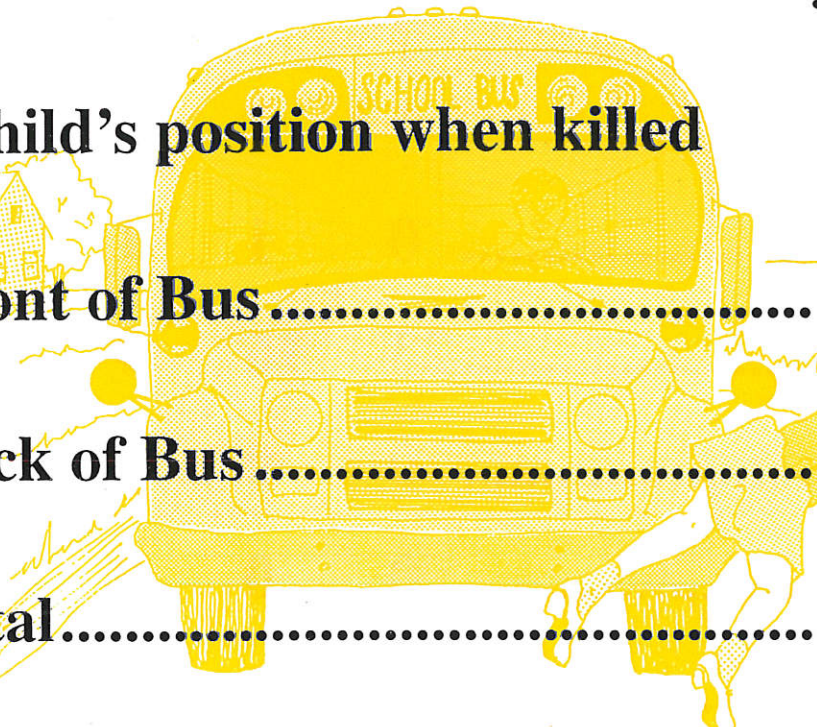




**50 States and Washington, D.C. surveyed**



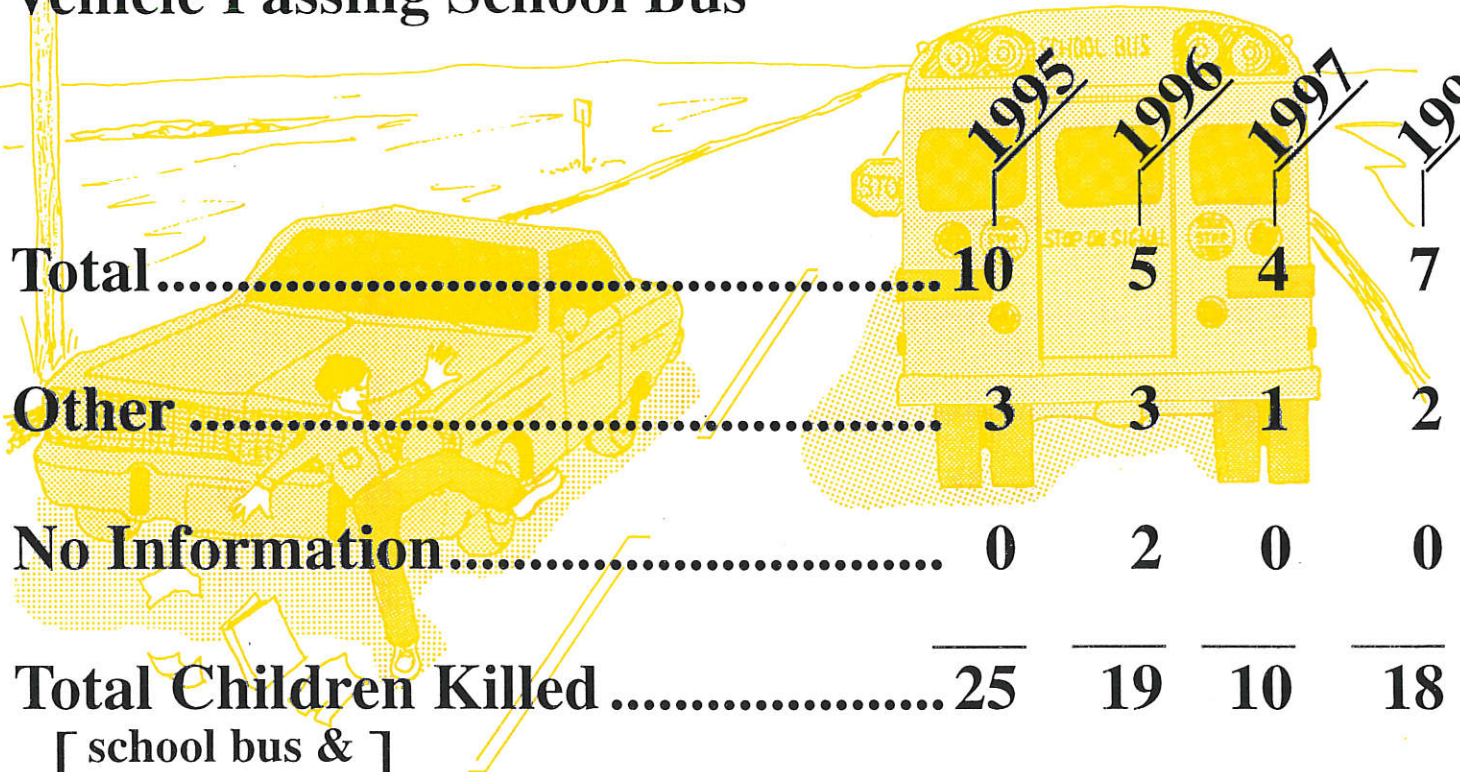
## School Children Killed by School Bus



Child's position when killed

	1995	1996	1997	1998
Front of Bus .....	9	5	2	5
Back of Bus .....	3	4	3	4
<b>Total</b> .....	<b>12</b>	<b>9</b>	<b>5</b>	<b>9</b>

## School Children Killed by Vehicle Passing School Bus



	1995	1996	1997	1998
<b>Total</b> .....	<b>10</b>	<b>5</b>	<b>4</b>	<b>7</b>
<b>Other</b> .....	<b>3</b>	<b>3</b>	<b>1</b>	<b>2</b>
<b>No Information</b> .....	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>
<b>Total Children Killed</b> .....	<b>25</b>	<b>19</b>	<b>10</b>	<b>18</b>
[ school bus & other vehicle ]				

## Light Condition

	1995	1996	1997	1998
Dawn .....	1	2	0	2
Dusk .....	0	1	1	0
Daylight.....	23	16	9	15
Dark .....	0	0	0	1
Unknown.....	0	0	0	0
<b>Total .....</b>	<b>25</b>	<b>19</b>	<b>10</b>	<b>18</b>

## School Bus Size

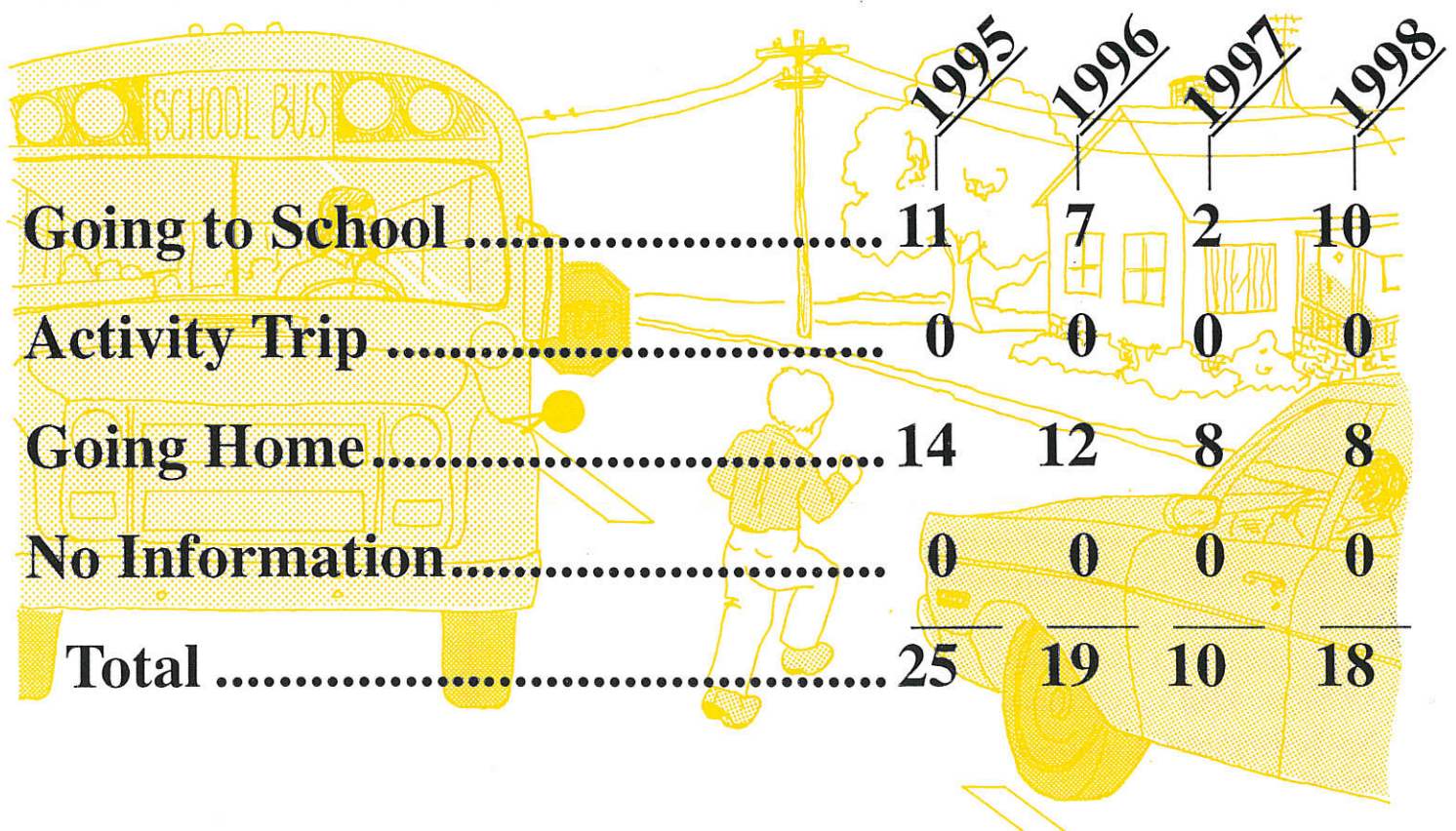
	1995	1996	1997	1998
Type A .....	1	0	0	0
Type B .....	0	0	1	0
Type C .....	11	7	3	8
Type D .....	5	2	1	1
Public Transit .....	0	1	0	0
Other .....	7	8	5	9
Unknown.....	1	1	0	0
<b>Total.....</b>	<b>25</b>	<b>19</b>	<b>10</b>	<b>18</b>



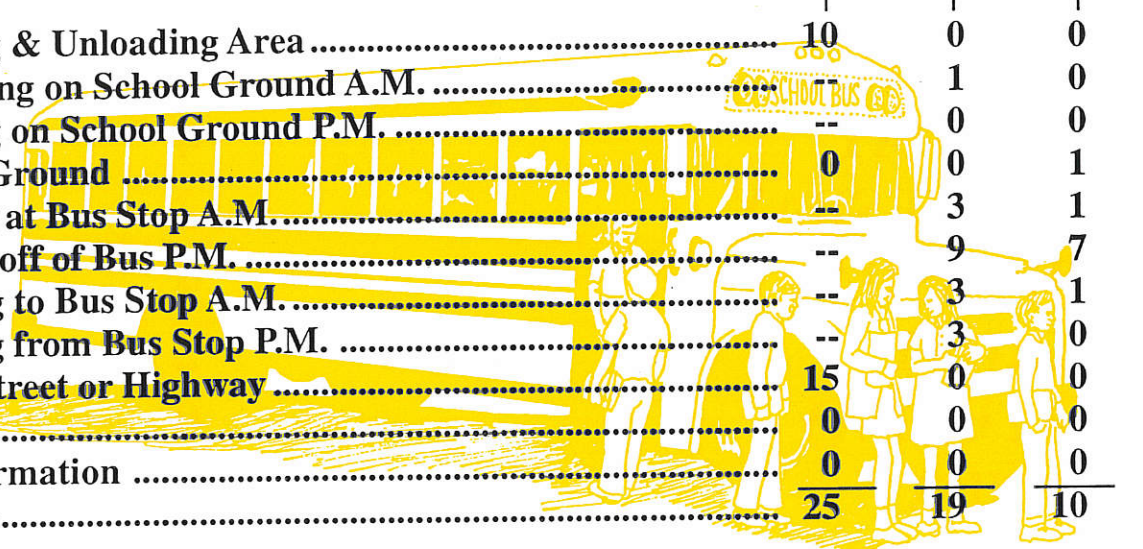
## DAY OF THE WEEK Fatality OCCURRED (1998 ONLY)

MONDAY	6
TUESDAY	4
WEDNESDAY	2
THURSDAY	4
FRIDAY	2
SATURDAY	0
SUNDAY	0
UNKNOWN	0

### School Children Killed

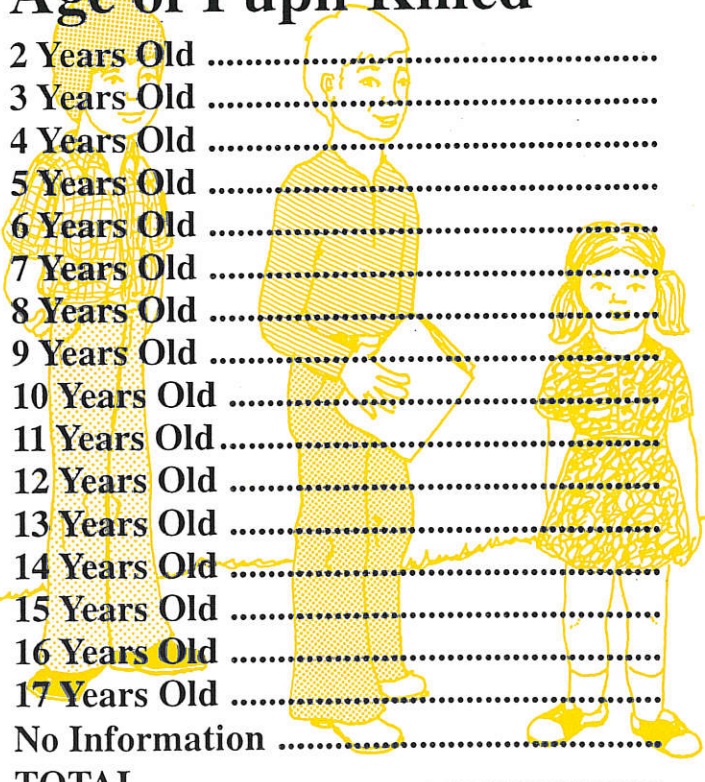


# Place Pupil Was Killed



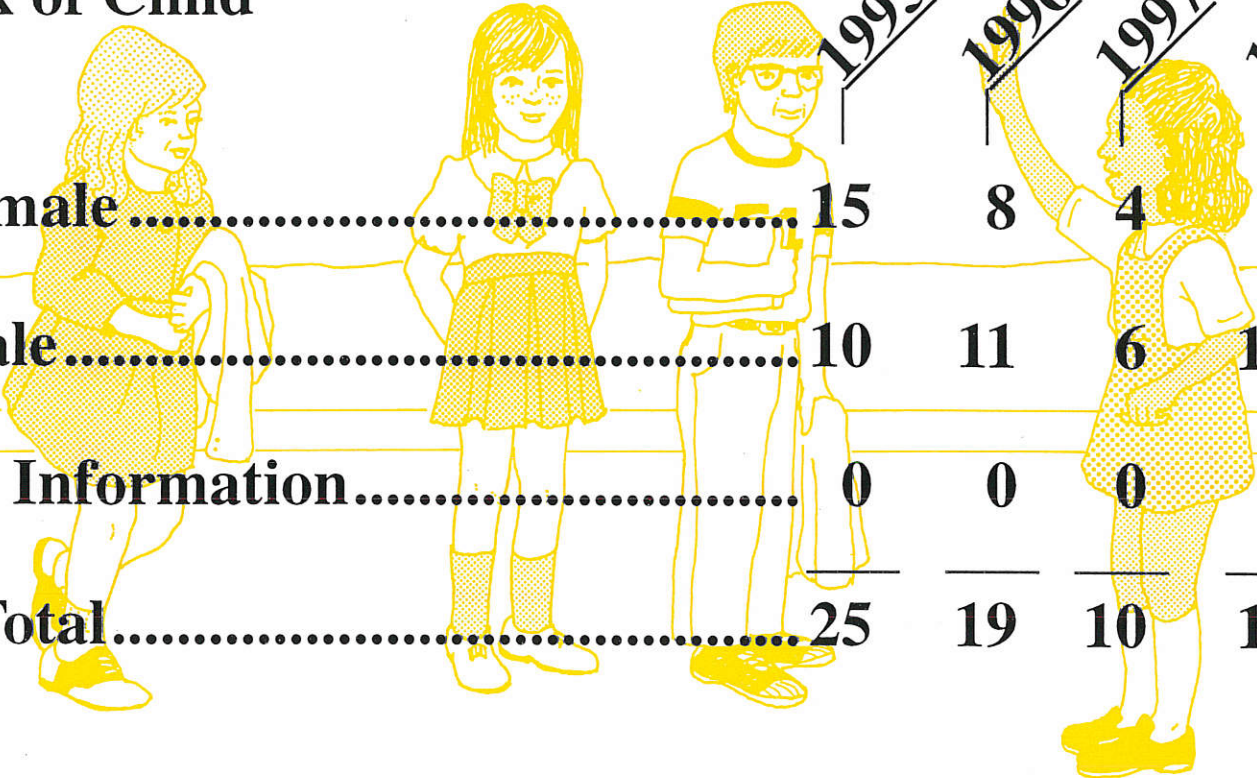
	1995	1996	1997	1998
Loading & Unloading Area .....	10	0	0	0
Unloading on School Ground A.M. ....	0	1	0	0
Loading on School Ground P.M. ....	0	0	0	0
School Ground .....	0	0	1	0
Waiting at Bus Stop A.M. ....	0	3	1	7
Getting off of Bus P.M. ....	0	9	7	8
Walking to Bus Stop A.M. ....	0	3	1	3
Walking from Bus Stop P.M. ....	0	3	0	0
Road, Street or Highway .....	15	0	0	0
Other .....	0	0	0	0
No Information .....	0	0	0	0
<b>TOTAL</b> .....	<b>25</b>	<b>19</b>	<b>10</b>	<b>18</b>

# Age of Pupil Killed




	1995	1996	1997	1998
2 Years Old .....	0	0	0	0
3 Years Old .....	0	0	0	0
4 Years Old .....	0	0	0	0
5 Years Old .....	4	3	2	2
6 Years Old .....	3	3	4	7
7 Years Old .....	3	2	1	4
8 Years Old .....	3	1	1	0
9 Years Old .....	3	3	0	0
10 Years Old .....	1	1	1	2
11 Years Old .....	0	3	0	0
12 Years Old .....	1	0	0	0
13 Years Old .....	2	0	1	1
14 Years Old .....	3	2	0	1
15 Years Old .....	2	0	0	1
16 Years Old .....	0	1	0	0
17 Years Old .....	0	0	0	0
No Information .....	0	0	0	0
<b>TOTAL</b> .....	<b>25</b>	<b>19</b>	<b>10</b>	<b>18</b>

## Sex of Child



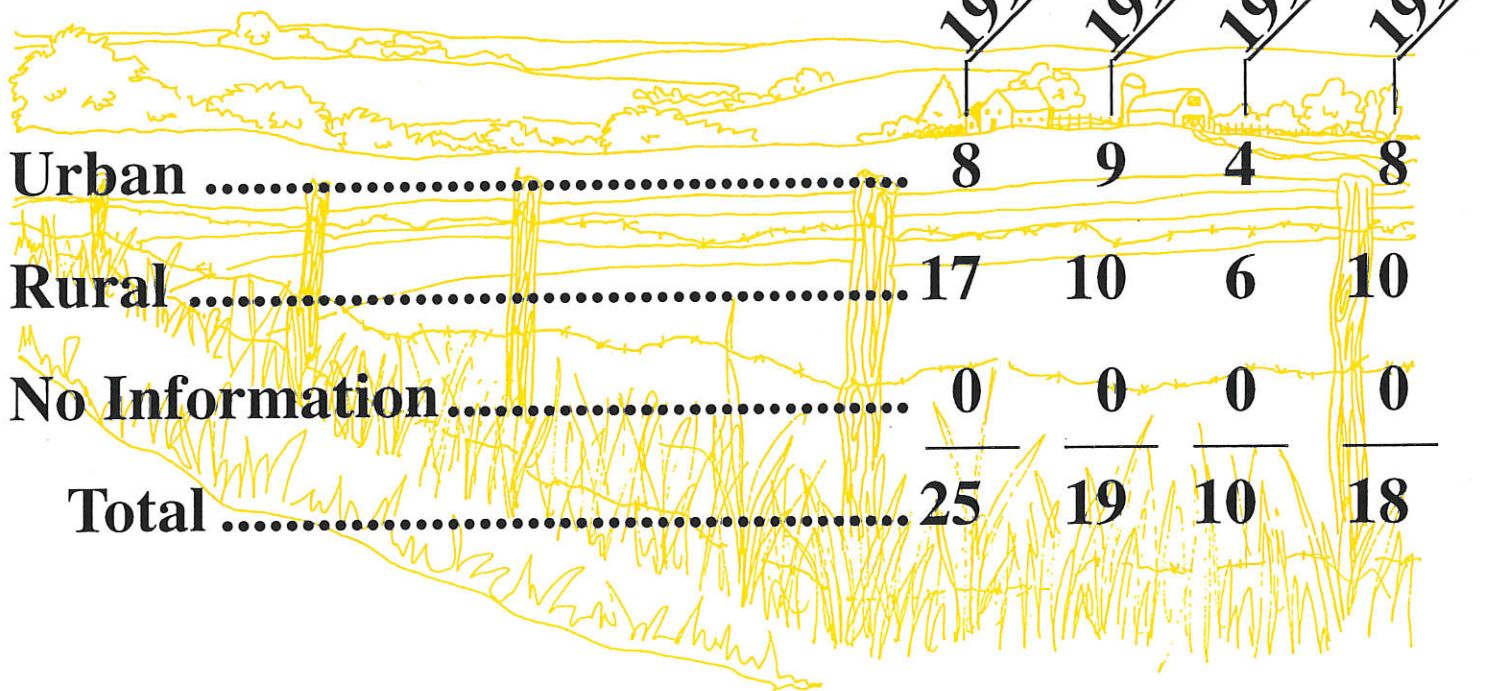
	1995	1996	1997	1998
Female .....	15	8	4	8
Male .....	10	11	6	10
No Information .....	0	0	0	0
<b>Total .....</b>	<b>25</b>	<b>19</b>	<b>10</b>	<b>18</b>

## Objects Caught, Dropped Objects or Fell Down



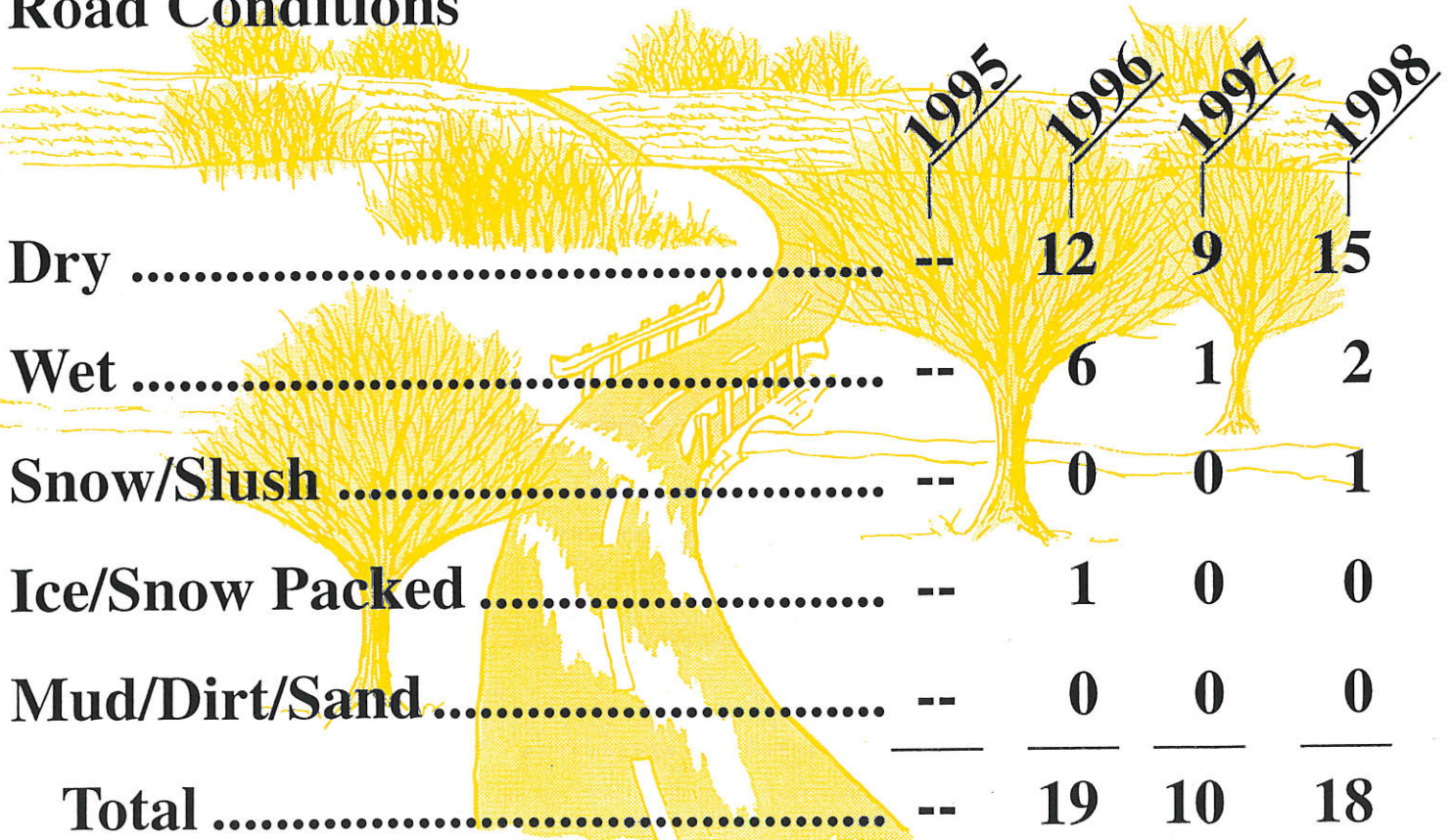
	1995	1996	1997	1998
Object Caught in Handrail .....	--	1	0	0
Object Caught in Closed Door ...	--	2	0	0
Dropped Object .....	--	2	2	4
Other .....	--	5	0	0
<b>Total .....</b>	<b>--</b>	<b>10</b>	<b>2</b>	<b>4</b>

## Area Accident Occurred



	1995	1996	1997	1998
<b>Urban</b> .....	8	9	4	8
<b>Rural</b> .....	17	10	6	10
<b>No Information</b> .....	0	0	0	0
<b>Total</b> .....	25	19	10	18

## Road Conditions



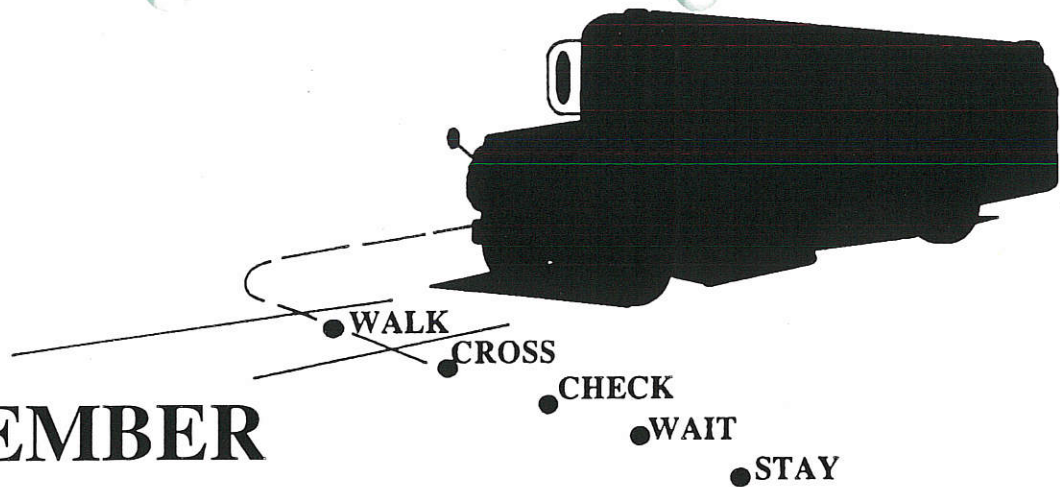
	1995	1996	1997	1998
<b>Dry</b> .....	--	12	9	15
<b>Wet</b> .....	--	6	1	2
<b>Snow/Slush</b> .....	--	0	0	1
<b>Ice/Snow Packed</b> .....	--	1	0	0
<b>Mud/Dirt/Sand</b> .....	--	0	0	0
<b>Total</b> .....	--	19	10	18

## Weather Conditions

	<u>1995</u>	<u>1996</u>	<u>1997</u>	<u>1998</u>
Clear .....	21	10	9	16
Cloudy .....	1	4	0	1
Cloudy/Raining .....	0	2	0	0
Rain .....	0	3	1	1
Snow/Sleet/Ice .....	2	0	0	0
Fog .....	0	0	0	0
Unknown .....	1	0	0	0
<b>Total.....</b>	<b>25</b>	<b>19</b>	<b>10</b>	<b>18</b>

## Type of Road

	<u>1995</u>	<u>1996</u>	<u>1997</u>	<u>1998</u>
Gravel.....	--	0	2	0
City Street .....	--	7	4	8
State Highway .....	--	4	3	9
Federal Highway .....	--	1	0	0
Interstate.....	--	0	0	0
County Road.....	--	5	0	1
Other .....	--	2	1	0
<b>Total .....</b>	<b>--</b>	<b>19</b>	<b>10</b>	<b>18</b>



# REMEMBER

- STAY ON YOUR SIDE OF THE ROAD UNTIL YOUR DRIVER SIGNALS YOU TO CROSS
- CHECK AND RECHECK FOR TRAFFIC
- FOLLOW THE 10-FOOT RULE
- BOARD BUS QUICKLY- GO DIRECTLY TO YOUR SEAT

## DRIVERS SHOULD STOP - BUT THEY MAY NOT!

WHEN BOARDING YOUR BUS...

HERE'S HOW TO

# CROSS THE ROAD SAFELY

FOLLOW THE 10-FOOT RULE

- **STAY** — ON YOUR SIDE OF THE ROAD- FAR AWAY FROM TRAFFIC
- **WAIT** — FOR THE BUS TO STOP AND FOR YOUR DRIVER'S SIGNAL TO CROSS
- **CHECK** — TRAFFIC BOTH WAYS- THEN CHECK AGAIN
- **CROSS** — WALK DIRECTLY ACROSS CHECKING TRAFFIC BOTH WAYS
- **WALK** — 10 FEET AHEAD OF THE BUMPER AND BOARD BUS QUICKLY

# MONTH FATAL ACCIDENT OCCURRED

	1995	1996	1997	1998
JANUARY .....	5	3	0	4
FEBRUARY .....	1	3	1	1
MARCH .....	4	4	0	2
APRIL .....	1	2	3	0
MAY .....	1	0	2	2
JUNE .....	2	0	1	2
JULY .....	0	0	0	0
AUGUST .....	0	0	0	1
SEPTEMBER .....	3	1	0	2
OCTOBER .....	1	2	3	2
NOVEMBER .....	6	1	0	0
DECEMBER .....	1	3	0	2
NO INFORMATION .....	0	0	0	0
<b>TOTAL .....</b>	<b>25</b>	<b>19</b>	<b>10</b>	<b>18</b>

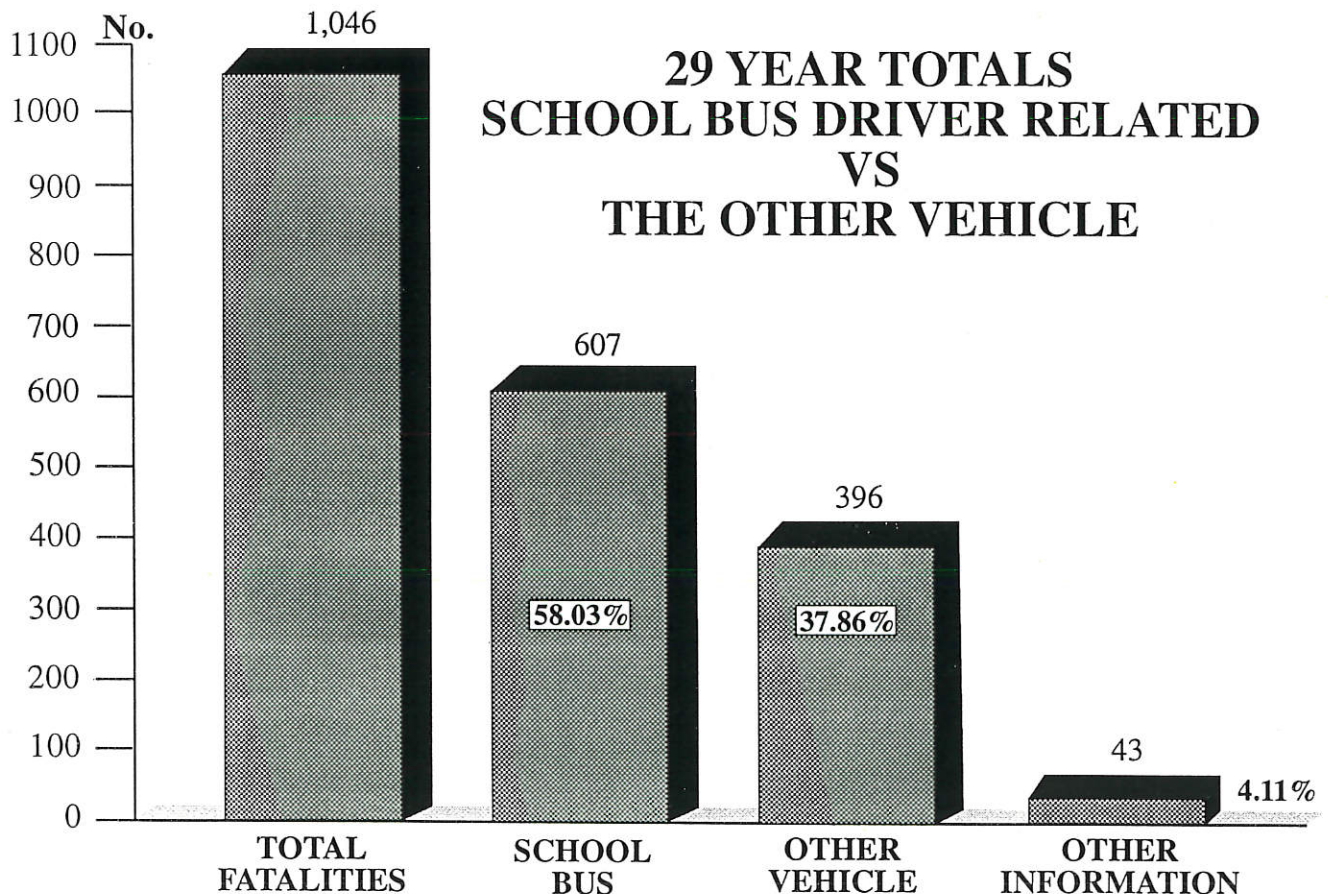


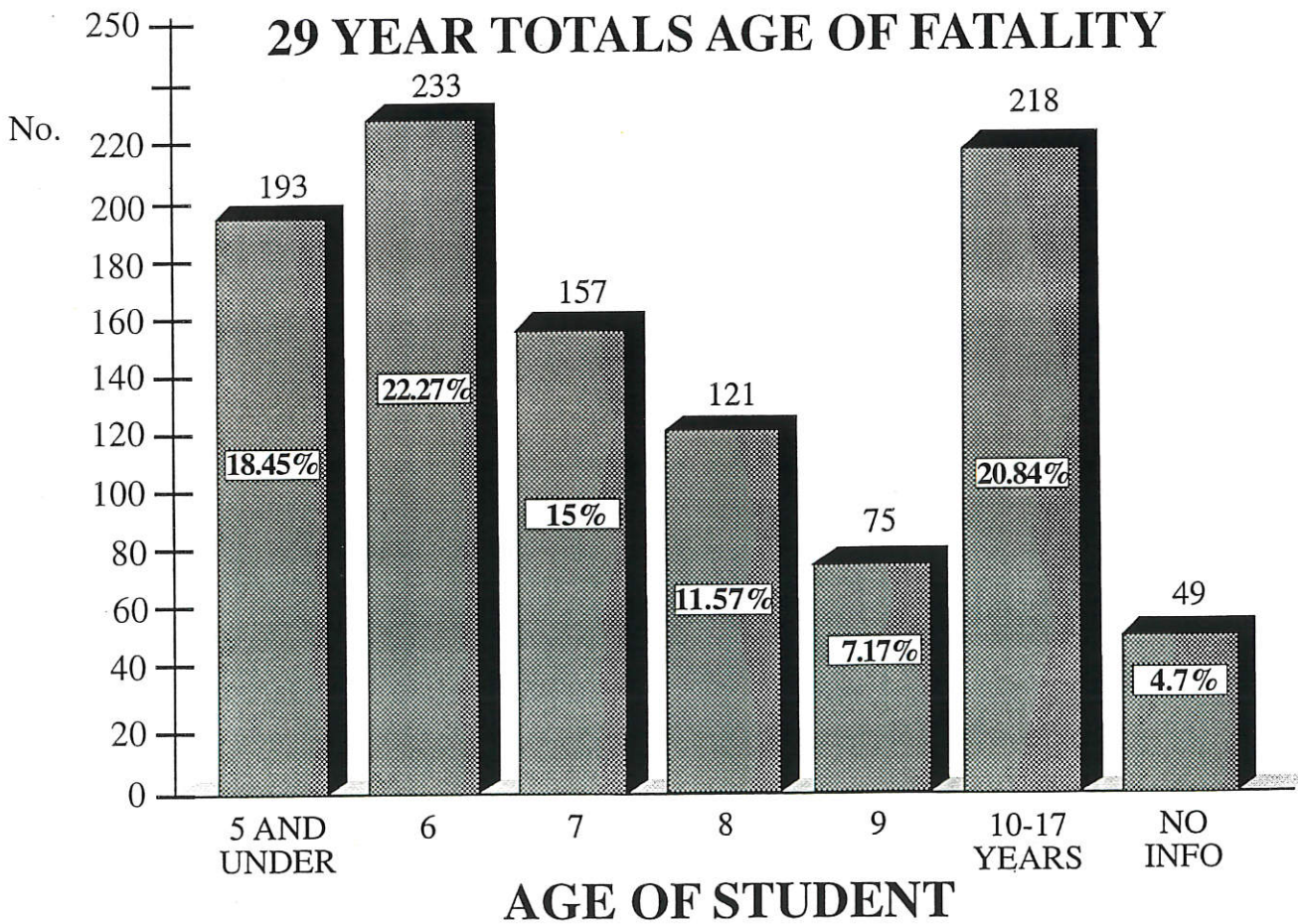
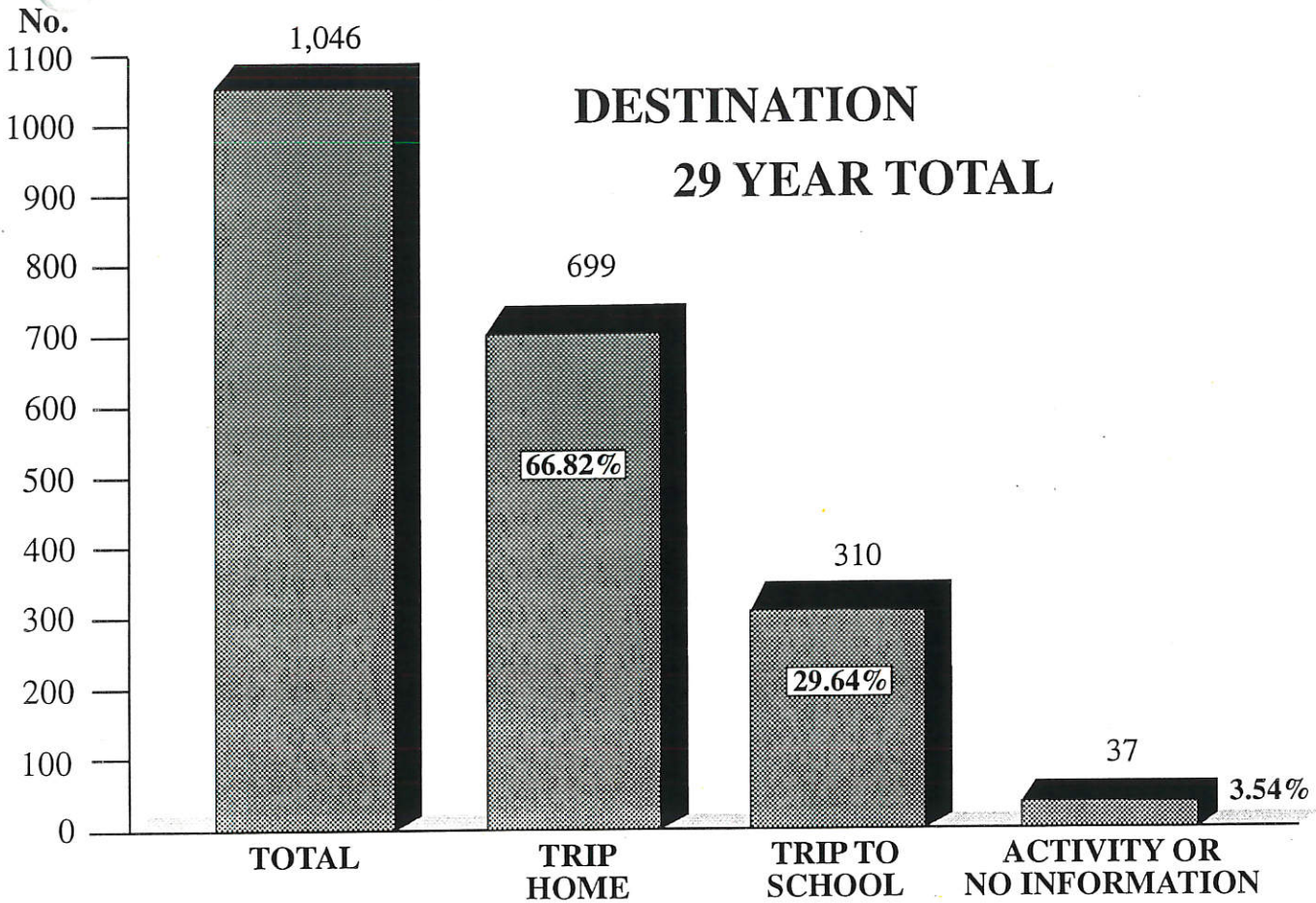
## ***1998-99 FATALITY ACCIDENT SUMMARY REPORT***

1. A 5-year-old girl exited the school bus. She slipped on the snow and fell underneath the school bus. The driver slowed down but drove on.
2. A 5-year-old boy was running to catch the bus. He ran in front of the bus and was struck and killed.
3. A 6-year-old girl thought her bus was coming and was trying to cross the street. She walked in front of the bus and was struck and killed by the bus. The driver thought she ran over a chunk of snow and ice.
4. A 6-year-old girl exited the school bus and was struck and killed by the front of the bus.
5. A 6-year-old boy was struck and killed by a passing motorist while attempting to cross the roadway to catch his bus. The driver of the approaching vehicle was apparently blinded by the sun and failed to stop for the flashing lights and stop arm of the bus.
6. A 6-year-old girl exited the school bus and was struck and killed by a passing motorist. The motorist was blinded by the sun.
7. A 6-year-old boy exited the bus and crossed the street. When he came back across to pick up some papers that were dropped, he was struck and killed by his bus.
8. A 6-year-old girl exited the bus and crossed the street. When she came back across to pick up some papers that were dropped, she was struck and killed by her bus.
9. A 6-year-old boy was struck and killed by an oncoming car when he went out into the street. The boy was waiting at the bus stop.
10. A 7-year-old boy was struck and killed by a passing motorist while attempting to cross the roadway to catch his bus. The driver of the car which was approaching the school bus from the rear failed to stop for the flashing lights and stop arm.
11. A 7-year-old boy exited the school bus and was struck and killed by the rear dual wheels of his school bus.
12. A 7-year-old boy exited the bus and was observed to be safely across the street. For an unknown reason, the boy ran back across the street into the path of the bus as it pulled away.
13. A 7-year-old boy was trying to cross the street to catch his bus when he was struck and killed by a passing motorist.
14. A 10-year-old girl crawled underneath her bus to retrieve some papers when she was run over by the front wheels of the bus.
15. A 10-year-old girl exited the bus, crossed in front of the bus, and was struck and killed by a vehicle that came around the bus from the rear. The driver of the approaching vehicle failed to stop for the stop arm of the bus.
16. A 13-year-old girl was struck and killed by a passing motorist while attempting to cross the roadway to catch her bus. The driver of the approaching vehicle failed to stop for the stop arm of the bus.
17. A 14-year-old boy was struck and killed by a pickup while attempting to cross the highway to catch his bus.
18. A 15-year-old boy was struck and killed by an oncoming car when he went out into the street. The boy was waiting at the bus stop.



STATES	NUMBER OF FATALITIES REPORTED	STATES	NUMBER OF FATALITIES REPORTED
Alabama .....	1	Montana .....	0
Alaska .....	0	Nebraska .....	0
Arizona .....	0	Nevada .....	0
Arkansas .....	1	New Hampshire .....	0
California .....	0	New Jersey .....	0
Colorado .....	0	New Mexico .....	0
Connecticut .....	1	New York .....	1
Delaware .....	0	North Carolina .....	2
Florida .....	0	North Dakota .....	0
Georgia .....	2	Ohio .....	1
Hawaii .....	0	Oklahoma .....	0
Idaho .....	0	Oregon .....	0
Illinois .....	1	Pennsylvania .....	0
Indiana .....	0	Rhode Island .....	0
Iowa .....	1	South Carolina .....	3
Kansas .....	1	South Dakota .....	0
Kentucky .....	0	Tennessee .....	0
Louisiana .....	0	Texas .....	0
Maine .....	0	Utah .....	0
Maryland .....	0	Vermont .....	0
Massachusetts .....	0	Virginia .....	0
Michigan .....	0	Washington .....	0
Minnesota .....	0	Washington DC .....	N/A
Mississippi .....	1	West Virginia .....	0
Missouri .....	1	Wisconsin .....	1
		Wyoming .....	0
		<b>TOTAL FATALITIES .....</b>	<b>18</b>





## SUMMARY

- **704 fatalities occurred to students 2, 3, 4, 5, 6, 7, & 8 yrs. of age, or 67% of total.**
- **Students departing bus or on their way home from the bus involved 69% of all fatalities in the study.**
- **Fatalities attributed to the school bus were 50%, those involving “the other vehicle” were 50% for 1998-99.**
- **11% fell in the “other” category.**

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**This survey is provided annually to the school transportation industry in an effort to alert individuals and organizations of the dangers involved in loading and unloading school children. Fatalities continue to occur at the bus stop, caused by a variety of circumstances and errors on the part of the school bus driver or passing motorist. It points out the continuing need for forceful, advanced instruction to school bus drivers and the need to increase our efforts to thoroughly inform the driving public about the requirements of the school bus stop law.**

## **House Transportation Committee Testimony by Marlena Bolt**

Good afternoon Mr. Chairman of the Committee and committee members. I am Marlena Bolt from Weir, Kansas in Cherokee County and I am a proponent of HB 2582.

On March 17, 1999, my five-year old grandson C.J. Reece was struck by a car and killed while attempting to board the school bus. In the statement given to the law enforcement officials by the driver of that car, she stated she didn't see the school bus, didn't see the lights flashing or the stop sign extended. Other drivers that were witnesses to the accident that day saw the school bus and signals and stopped. That driver's inattentiveness killed my grandson. Perhaps emergency tricolor flashing lights may have gotten her attention and prevented the accident.

The school bus driver, of over 20 years experience, told me she saw that the accident was going to happen and tried to avert the accident by flashing her headlights on and off and honking. She has told me more than once she wished she had some other way to get the drivers attention. Again, perhaps the tricolor emergency flashing lights could have helped the bus driver to avoid the accident.

I believe allowing school districts to equip their buses with these lights can only increase the safety of our children. I urge you to vote in favor of HB 2582 for our children's sake.

Thank You.

**Kansas House Transportation Committee**

**Chairman**

**Representative Gary Hayzlett**

**Room 115 S**

**House Bill # 2582**

**February 1, 2000**

**Barbara Pringle  
Executive Secretary  
Kansas State Pupil  
Transportation Association  
P. O. Box 1504  
Emporia Kansas 66801  
Wk 316-341-2218  
Hm 316-342-4009**

House Transportation Committee  
February 1, 2000  
Attachment 3

On behalf of the Kansas State Pupil Transportation Association I would like to thank you and express our appreciation for your concern and support of school bus safety in the state of Kansas.

The safety of our children is the highest priority for our organization. House Bill # 2582 addresses an area of concern we have been seeking assistance with for several years, the dangers involved when students are loading and unloading from the bus. This is the most dangerous part of their trip when they ride the school bus. Motorist are required to stop for the school bus stop sign but the number of stop sign runners is a continuing problem.

However we do have some concerns about House Bill # 2582. The proposed change in use of alternately flashing head lamps on the school bus. We are concerned that the use of high beam headlights flashing on and off could result in the approaching motorist being temporarily blinded. This could result in the motorist not seeing the red flashing lights or the students loading on or off the school bus.

Bright head lamps flashed on and off can cause temporary vision problems for approximately 7 seconds to motorist approaching. This is why defensive driving courses tell us not to use bright lights as a warning device for oncoming vehicles.

The bill also states use of alternating head lamps or alternating red lights flashing. It is important that buses be uniform in warning devices so the public will recognize it as a school bus immediately.

We are not in favor of the addition of the use of alternating head lamps on school buses as we believe it may have a negative effect on safety. We must work on continuing to educate the public on the importance of stopping for school buses when they are loading or unloading children and for new ways to protect our children.

We are very concerned about the loading and unloading issue and hope we can work together to find a solution to this problem.

Please feel free to contact me about school bus safety issues.

Thank you for your support of school bus safety,

Barbara Pringle  
February 1, 2000



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**KANSAS DEPARTMENT OF TRANSPORTATION  
OFFICE OF THE SECRETARY OF TRANSPORTATION**

E. Dean Carlson  
Secretary of Transportation

**Docking State Office Building  
915 SW Harrison Street, Rm. 730  
Topeka, Kansas 66612-1568  
Ph. (785) 296-3461 FAX (785) 296-1095  
TTY (785) 296-3585**

Bill Graves  
Governor

**TESTIMONY BEFORE  
HOUSE TRANSPORTATION COMMITTEE**

**REGARDING HOUSE BILL 2643  
VEHICLE LOAD WIDTHS**

**February 1, 2000**

Mr. Chairman and Members of the Committee:

I am Ken Gudenkauf, Assistant Bureau Chief of Traffic Engineering. On behalf of the Department of Transportation, I am here to provide testimony to the committee regarding House Bill 2643.

The 1998 Legislature's intent, in conforming to federal regulations through House Bill 2782, was to allow farm trucks to acquire permits to travel on the Interstate highways. According to K.S.A. 8-1902 (d) (1), any vehicle loaded with bales of hay with the stated height and width limitations can acquire a permit to travel any highway in Kansas. The authority to grant permits to farm vehicles for Interstate travel by this legislation now appears to be in question.

The proposed legislation corrects the oversight in the 1998 amendment to K.S.A. 8-1902. KDOT supports House Bill 2643 which clarifies the language and fulfills the intent of the 1998 amendment.



*Since 1894*

To: House Transportation Committee  
Representative Gary Hayzlett, Chairman

From: Mike Beam, Executive Secretary, Cow-Calf/Stocker Division

Subj: Statement in Support of **HB 2643** – Transporting Large Round Hay Bales

Date: February 1, 2000

The Kansas Livestock Association (KLA) supports the passage of House Bill 2643. Our organization was involved in negotiations during the 1998 Kansas Legislative Session on a bill authorizing producers to transport wide hay loads on interstate highways with a permit and on other highways without permitting requirements. From our perspective this agreement has worked well and the Kansas Department of Transportation (KDOT) has been very cooperative in managing the permitting process.

To date, processing hay with the large round hay bales is the most economical method of harvesting and transporting hay. We continue to support efforts that allow our producers to transport these goods on highways with reasonable safety requirements.

It is our understanding the existing statute is technically different than the agreement reached two years ago by KLA, Kansas Farm Bureau, Kansas Motor Carriers Association, KDOT, and the House/Senate Transportation Conference Committee. This legislation, HB 2643, is intended to clarify this agreement and sanction what is happening in the field since 1998.

Again, we fully support this legislation and respectfully ask this committee and the 2000 Legislature to approve the measure early in the session.

Thank you!

House Transportation Committee  
February 1, 2000  
Attachment 5





## Kansas Farm Bureau

2627 KFB Plaza, P.O. Box 3500, Manhattan, Kansas 66505-8508 / (913) 587-6000

February 2, 2000

Rep. Gary Hayzlett, Chair  
House Transportation Committee  
Statehouse, Rm. 115-S  
Topeka, Kansas 66612

Dear Chairman Hayzlett,

Kansas Farm Bureau would like to express to you, and your committee, our support for the technical clean-up bill, HB 2643. HB 2643 would clarify the intent of the original legislation, passed in 1998, to ensure farm-tagged vehicles can purchase permits to haul wide loads of hay on interstate roadways.

We appreciate the efforts of your committee and the Revisor's Office to see that the wording of the statute clearly reflects the original intent of the legislation. If we can answer any questions regarding our position on this bill or be of further assistance, please contact us.

Sincerely,

Leslie J. Kaufman, Assistant Director  
Public Policy Division  
234-4535



House Transportation Committee  
February 1, 2000  
Attachment 6