

## MINUTES OF THE SENATE TRANSPORTATION COMMITTEE

The meeting was called to order by Chairman Les Donovan at 8:30 a.m. on February 4, 2004 in Room 527-S of the Capitol.

All members were present.

Committee staff present:

Hank Avila, Legislative Research Department  
Bruce Kinzie, Revisors of Statutes  
Marian F. Holeman, Committee Secretary

Conferees appearing before the committee:

John Peterson, Enterprise Leasing  
Senator Schmidt, Dist. #15  
Chris Bauman, SE KS Tourism  
Paul Bahnmaier, Lecompton Historical Society  
David Church, KDOT  
John & Judith Snavely  
John Parisi, KS Trial Lawyers Assn.

Others attending:

See Attached List.

### **Introduction of bills**

Mr. Peterson, representing Enterprise Leasing, requested introduction of a bill providing more definition to our current definitions of salvage and non-repairable vehicles. Senator Schodorf moved to introduce the bill. Senator Jackson seconded the motion. Motion carried.

### **SB 289: Governors of Kansas hometown heritage act**

Senator Schmidt provided historical background and current conditions which to requesting this bill. The bill as written applies to statehood governors. There is interest in expanding it to include territorial governors. The town that appeared on the ballot with the candidate's name will be considered as the "hometown" (Attachment 1). Chris Bauman, Executive Vice-President, Neodesha Chamber of Commerce, spoke in support of the bill. He also stressed the importance of providing tools to promote the historical heritage of our State (Attachment 2). Two scheduled proponents of the bill; Lorraine Everett of the Parson Chamber of Commerce and Gwen Wilburn, Independence Chamber of Commerce were unable to get here today.

Paul Bahnmaier, Lecompton Historical Society, introduced Tim Ruiz, Director of Constitution Hall, Iona Spencer, genealogist, and Charlene Winter, Head Docent for Lecompton Historical Society. All wore period costume. He enthusiastically endorsed this bill. He presented historical background on the Territorial era and the Territorial Governors. He urged expanding the bill to include territorial governors (Attachment 3). Representative Sloan provided written testimony in support of **SB 289**. He also supports including the territorial governors (Attachment 4).

Dave Church, Chief, Bureau of Traffic Engineering, Kansas Department of Transportation (KDOT), presented information regarding federal and state requirements involved in the implementation of this bill (Attachment 5). Because of these requirements, he suggested consideration be given to a "stand alone sign" rather than the "combined sign." These would be considered commemorative guide signs. Members had several questions. Mr. Church talked about the difference in cost between wood and steel post construction, with the wood being considerably cheaper. The bill contains no specific language regarding maintenance. Chairman Donovan directed proponents of the bill to meet with appropriate KDOT staff to determine a basic uniform sign design, answer the maintenance question, and resolve any other potential problems with this bill. Final action will not be taken until this information is presented to the Committee. Senator Salmans moved to add territorial governors to the bill. Senator Schodorf seconded the motion. Motion carried.

## CONTINUATION SHEET

MINUTES OF THE SENATE TRANSPORTATION COMMITTEE at 8:30 a.m. on February 4, 2004 in Room 527-S of the Capitol.

### **SB 330: Warning devices on garbage trucks**

Senator Schmidt presented background information on a tragic accident that led to the request for this bill which would close a gap in current law. Through this gap, some garbage trucks are not required to activate backup alarms when backing and that particular gap applied in the circumstances involving Justin Snaveley's death (Attachment 6). John and Judy Snaveley's son, Justin Snaveley, was killed by a garbage truck backing over him. The truck's backup alarms were not activated (Attachment 7).

John Parisi, Kansas Trial Lawyers Association spoke in support of **SB 330**. He provided some historical background and recommended this bill to close the gap in current law (Attachment 8). The bill consists of two parts: one that such trucks must be equipped with warning devices, and two that such device must be used when backing up. Penalty provisions in the bill would fall under "equipment infractions" and would be enough of a penalty to encourage following the law. Hearing closed. Time has run out for today so final action will be taken at a later date.

### **Approval of minutes**

Senator Salmans moved to approve minutes of the January 28 meeting, Senator Goodwin seconded the motion. Motion carried.

The meeting adjourned at 9:30 a.m.

The next meeting is scheduled for February 5, 2004.