

MINUTES OF THE HOUSE TRANSPORTATION COMMITTEE

The meeting was called to order by Chairperson Richard Proehl at 1:30 pm on Tuesday, March 10, 2015, 582-N of the Capitol.

All members were present except:

Representative James Todd – Excused
Representative Mario Goico – Excused
Representative Will Carpenter – Excused

Committee staff present:

Jill Shelley, Legislative Research Department
Craig McCullah, Legislative Research Department
Adam Siebers, Office of Revisor of Statutes
Scott Wells, Office of Revisor of Statutes
Betty Boaz, Kansas Legislative Committee Assistant

Conferees appearing before the Committee:

Mike Hoeme, Director, Transportation Div., KS Corporation Commission
Tom Whitaker, Executive Director, KS Motor Carriers Association
Aaron Popelka, Vice President of Legal & Governmental Affairs, KS Livestock Ass'n.
Sean Miller representing the KS Building Industry Ass'n.
Josh Powers, State Public Transportation Manager for KDOT
Alice Amrein, Transit Administrator, JO County Transportation Dept.

Others in attendance:

[See Attached List](#)

Chairman Proehl called the meeting to order. He said it had come to his attention that Minutes of Committee meetings were to be approved in Committee. As everyone had received a copy of the Minutes to review when the Minutes were completed, he asked for a Motion to approve the Minutes of January 13, 15, 20, 27, 28 and 29 and February 3, 5, 10, 11, 12, 17 and 18, 2015. Representative Lusker moved to approve the Minutes seconded by Representative Doll and the Motion carried.

Chairman Proehl opened the hearing on **SB21**.

Hearing on: SB21 — Regulation and safety requirements for private motor carriers.

Staff explained **SB21** would amend the economic and safety regulation of commercial motor vehicles operated solely in intrastate commerce. This bill would also define "domicile."

The Chairman recognized the first proponent Mike Hoeme. ([Attachment 1](#)) Mr. Hoeme thanked the task force committee for their work during the process of developing this proposed legislation. According to Mr. Hoeme, **SB21** amends their economic or operating authority statute to limit its provisions to medium class private motor carriers and their safety statute to limit its provisions to medium class private motor carriers. A definition of "domicile" was added. Also K.S.A. 66-1,129(c) was amended to

CONTINUATION SHEET

MINUTES of the Committee on Transportation at 1:30 pm on Tuesday, March 10, 2015, 582-N of the Capitol.

clarify the safety exemptions.

The next proponent was Tom Whitaker. ([Attachment 2](#)) Mr. Whitaker said **SB21** retains the exemption for private carriers, operating vehicles with a gross vehicle weight rating between 10,001 pounds and 26,000 pounds, from the Kansas Corporation Commission's registration and safety requirements when operating in intrastate commerce. He said this bill also eliminates the sunset provisions for this exemption.

Aaron M. Popelka was the next proponent. ([Attachment 3](#)) According to Mr. Popelka **SB21** is an adequate compromise that allows part-time farm and ranch operators who operate occasionally as private motor carriers to avoid unnecessary regulation but allow for hire carriers to remain a regulated industry. He said while KLA supports this compromise they would ask the KCC to make available to private medium class commercial vehicle operators easy to understand guidance on how to comply with the load securement, coupling device and vehicle inspection regulations.

The last proponent was Sean Miller. ([Attachment 4](#)) He said **SB21** when combined with the changes enacted during the 2014 Legislative session, will provide clarity and allow those engaged in residential and light construction segments of the industry to operate in a safe and efficient manner.

There being no other proponents and no opponents the hearing on **SB21** was closed and the hearing on **SB72** was opened.

Hearing on: SB72 — Operation of transit buses on certain right shoulders in Wyandotte County.

Staff explained **SB72** would allow the Secretary of Transportation to authorize transit buses to be operated on the right shoulders of city connecting links and other highways in the state highway system in Wyandotte County. Under current law, this is allowed only in Johnson County.

The Chairman recognized Josh Powers as the first proponent on **SB72**. ([Attachment 5](#)) He said KDOT worked closely with Johnson County Transit to implement its "Bus on Shoulder" service in 2011 on Interstate 35. He said KDOT continues to support this program. According to Mr. Powers **SB72** will provide a framework for KDOT to authorize transit providers to operate on certain sections of I-35 in Wyandotte County, similar to the program in Johnson County.

The next proponent was Alice Amrein. ([Attachment 6](#)) She was testifying in support of **SB72** which would allow transit buses to operate on certain shoulders in Johnson and Wyandotte counties. She said this legislation would extend The JO Xpress 1-35 Bus on Shoulder program to the approximately four-mile segment of I-35 in Wyandotte County.

The Chairman drew the Committee's attention to the written testimony submitted in support of **SB72** by Mike Taylor, Public Relations Director, Unified Government Public Relations. ([Attachment 7](#))

CONTINUATION SHEET

MINUTES of the Committee on Transportation at 1:30 pm on Tuesday, March 10, 2015, 582-N of the Capitol.

There were no other proponents and no opponents so the Chairman closed the hearing on **SB72**.

Chairman Proehl advised the Members the next meeting would be tomorrow, March 11th, to hear **SB43**, **SB73** and **SB126**.

There being no other business before the Committee the meeting was adjourned.