

**To: Senate Transportation Committee, Senator Mike Petersen, Chairman**

**From: John Donley, Kansas Farm Bureau**

**Date: March 19, 2019**

**Re: Proponent Testimony on HB 2248, allowing all-terrain vehicles to cross federal or state highways**

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Chairman Petersen and members of the Committee, on behalf of the more than 30,000 farm and ranch families who are members of Kansas Farm Bureau (KFB) I want to thank you for the opportunity to provide proponent testimony on HB 2248.

Our grassroot member developed and approved policy states the following:

- “Regulations regarding the transportation of agricultural equipment, **vehicles and implements of husbandry must be practical**. Consideration should be given to the **type of use, practice** and design of the equipment, vehicle or implement.”
- “**ATV’s, UTV’s and micro-utility trucks used in farming and ranching should be statutorily defined as implements of husbandry.**”

Drive by any café during meal time in a rural community with a strong agricultural presence and you will see many all-terrain vehicles (ATVs) tied down in the back of a (often times muddy) pickup bed. These ATVs provide an efficient and common-sense way for farmers and ranchers to “go-fer” equipment from one tract of property to another. An agricultural producer may need to jockey a tractor, combine, or grain truck from field to field but often times the spouse is working off the farm, the hired hand may be sitting in line at the local elevator waiting to unload a truckload of grain, or a family member may be on a parts run to the nearest equipment dealer a county away. Without having additional labor readily available, utilizing ATVs and work site utility vehicles (WSUVs) are a common way producers can increase their efficiency as they move multiple pieces of agricultural equipment.

For example, a farmer is likely to take their pickup with the ATV in the pickup bed, park the pickup at the field they intend to harvest, unload and drive the ATV back to the homestead so they can in return drive a combine to the field where the pickup is and still have the pickup available for use at the harvest field in case there is an emergency or even if they need to drive the pickup to get a grain cart or grain truck once the combine bin is full. This example is extremely common in just about every agricultural community in nearly all 105 counties today. Depending on where the fields are located, an ATV may need to access a state or federal highway.

KFB strongly supports a statutory change explicitly stating ATVs and WSUVs used for agricultural purposes may cross and utilize roadways. Many farmers and ranchers today cross state and federal highways without any hazard to the rider or other drivers on the road. Agricultural producers do occasionally, in a safe manner, ride down township, county, state and federal highways for short distances, without any interference from law enforcement. KFB is supportive of suggested language that has been discussed amongst the proponents of this bill, KDOT, and the Kansas Highway Patrol, so farmers and ranchers can be assured they will be able to utilize the equipment as a way to improve efficiency on their agricultural operations.