

MINUTES OF THE HOUSE COMMITTEE ON TRANSPORTATION.

The meeting was called to order by Chairman Rex Crowell at 1:30 p.m. on February 2, 1994 in Room 519-S of the Capitol.

All members were present except: All Present

Committee staff present: Hank Avila, Legislative Research Department
Bruce Kinzie, Revisor of Statutes
Donna Luttjohann, Committee Secretary

Conferees appearing before the committee: Mary Turkington, KMCA
Rick Davis, Vice-President, KMIC
Rep. Flower
Carol Hendrix, Oskaloosa

Others attending: See attached list

Chairman Crowell recognized Mary Turkington who requested the Committee introduce legislation creating a hunter's permit or temporary registration while a motor carrier is looking for a new lessee. Rep. Smith made the motion to introduce the legislation. It was seconded by Rep. King. The motion carried. See Attachment 1.

Rick Davis was recognized by the Chairman who requested the Committee introduce legislation that would remove the exclusion of new motorcycle dealers from the law which prohibits opening a same brand dealer within 15 miles of an existing dealer. Rep. Dillon made a motion to introduce the legislation. It was seconded by Rep. King. The motion carried. See Attachment 2.

The Chairman opened the hearing on HB 2720 regarding the designation of part of K-92 as the Joan Finney Scenic Highway.

Chairman Crowell recognized Rep. Flower as the principal sponsor of the bill and first conferee. She testified that the purpose of the bill was to express appreciation to Governor Finney for her support for the Highway Program. She testified that the signs would be purchased with money donated or given to the State. She stated that the cost to the State would be minimal.

Carol Hendrix testified that the residents of Oskaloosa have a very high regard for Governor Finney because of attention she gave to the K-92 highway project. Ms. Hendrix explained that KDOT held a public hearing in Oskaloosa regarding the Highway K-92 project.

Chairman Crowell closed the hearing on HB 2720.

The Chairman informed the Committee that copies of Mr. Wildgrube's additional written testimony were given to them and are placed in this day's minutes. See Attachment 3.

Chairman Crowell called the Committee's attention to HB 2645 regarding the licenses of 21 year old drivers. Rep. Pauls made a motion to amend the bill by adding the language from HB 2554 which would include the issuance of a replacement license instead of a duplicate or substitute license when one's license is lost, stolen or mutilated. Rep. Shore seconded the motion. The motion carried.

Rep. Pauls made the motion to pass HB 2645 favorably as amended. It was seconded by Rep. Shore. The motion carried.

The Chairman brought the Committee's attention to HB 2646 regarding the confidentiality of photographs maintained by the Division of Vehicles in connection with issuance of drivers' licenses. Rep. Smith made a motion to move the new language to a different line in the bill to clarify the meaning. It was seconded by Rep. King. The motion carried.

Rep. Smith made the motion to pass the bill favorably as amended. It was seconded by Rep. Correll. The motion carried.

CONTINUATION SHEET

MINUTES OF THE HOUSE COMMITTEE ON TRANSPORTATION, Room 519-S Statehouse, at 1:30 p.m. on February 2, 1994.

Chairman Crowell called the Committee's attention to HB 2720 regarding the designation of a part of K-92 as the Joan Finney Scenic Highway. Rep. Dillon made a motion to pass the bill favorably and because it was of a non-controversial nature, be placed on the Consent Calendar. It was seconded by Rep. Correll. The motion carried.

Announcements were made by the Chairman and he adjourned the meeting at 2:05 p.m. with the next meeting scheduled for February 3, 1994, in Room 519-S of the Capitol.

GUEST LIST

HOUSE TRANSPORTATION COMMITTEE

February 2, 1994

Name

Address

Representing

Rick Davis	4806 S. Topeka	Kansas Motorcycle Association Council
Ann Somerville	TOPEKA	KS Auto Trans Assoc
John Smith	Topeka	Rev
Rick Sheibe	Topeka	Rev
Tom Whitaker	Topeka	KMCA
Mary Turkington	Topeka	KMCA
Pep Turner		Legislature
Carol Hendrix	Oskaloosa	Chamber of Commerce



BILL REQUEST

Proposal to create a "Hunter's Permit"
for certain Owner/Operators.

Presented to the House Transportation
Committee, Rep. Rex Crowell, Chairman;
Statehouse, Topeka, Wednesday, February
2, 1994.

MR. CHAIRMAN AND MEMBERS OF THE COMMITTEE:

I am Mary E. Turkington, Executive Director of the Kansas Motor Carriers Association. Tom Whitaker, our Governmental Relations Director; and I are here today to ask that your committee introduce legislation to create a "Hunter's Permit" as a temporary registration for certain truck owners.

Currently, an owner/operator leases his power unit (and sometimes trailer equipment) to a regulated motor carrier. If, for whatever reason, the lease is cancelled, the owner/operator is without a registration for his vehicle. The legislation we ask you to consider today would authorize the owner/operator to secure a temporary, 30-day "hunter's permit" to allow that truck owner to "hunt" for a new lessee. The proposal we ask you to consider is almost identical to the legislation adopted by our Missouri neighbor. Apparently the temporary permit works well in that state and is recognized by the International Registration Plan as well. We would be pleased to respond to questions.

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HOUSE TRANSPORTATION
February 2, 1994

FEBRUARY 2, 1994

MR. CHAIRMAN - MEMBERS OF THE COMMITTEE

MY NAME IS RICK DAVIS AND I AM THE VICE PRESIDENT OF THE KANSAS MOTORCYCLE INDUSTRY COUNCIL ALSO KNOW AS "KMIC." WHICH IS COMPRISED OF ALL MOTORCYCLE DEALERS IN THE STATE OF KANSAS. I AM NOT A LOBBYIST, BUT I LIVE IN TOPEKA AND THE DEALER NET WORK LOOKS TO ME WHEN NECESSARY. I AM ALSO A HONDA MOTORCYCLE DEALER. TODAY I WOULD LIKE TO ASK FOR A NEW BILL TO BE INTRODUCED TO REMOVE THE STATUTORY EXCEPTION EXCLUDING MOTORCYCLE MANUFACTURES FROM APPOINTING SAME BRAND DEALER WITHIN 15 MILES FROM AN EXISTING SAME BRAND DEALER. AND / OR WE WOULD LIKE TO BE PART OF AND PARALLEL TO KSA-82430 (1) THAT EXPLICITLY EXCLUDES MOTORCYCLES FROM THAT STATUTE.

THE MOTORCYCLE MANUFACTURERS LOBBIED AGAINST THIS SCENARIO AND WE MOTORCYCLE DEALERS WERE NOT AWARE OF AT THE TIME.

NOW WE ASK THAT YOU GIVE US THE SAME CONSIDERATION YOU GAVE THE AUTO DEALERS.

YOU APPARENTLY SAW THE WISDOM THEN, SO I DON'T BELIEVE THAT WE SHOULD HAVE TO GO OVER ALL THE PROBLEMS.

BUT REMEMBER, THAT THE FRANCHISED MOTORCYCLE DEALER IS A MOTOR VEHICLE DEALER JUST LIKE THE AUTO PEOPLE. WE HAVE EXACTLY THE SAME PROBLEMS, MAYBE EVEN MORE CONSIDERING THE SEASONALITY OF OUR BUSINESS. WE HAVE NEW SALES, USED SALES, PARTS DEPT, AND SERVICE DEPTS, AND PEOPLE THAT WORK IN EACH OF THESE DEPTS.

BUT GENERALLY, WE ARE JUST NOT AS SOPHISTICATED, WELL FUNDED AND CAPITALIZED AS OUR BIG BROTHER THE AUTO DEALER.

I PERSONALLY, IN MY 29 YEARS IN THE MOTORCYCLE BUSINESS HAVE SEEN SOME VERY VERY STRANGE THINGS CAUSED BY THE MANUFACTURERS. I HAVE PERSONALLY EXPERIENCED 2 DISAPPOINTING AND DISGUSTING ACTIONS BY THE MOTORCYCLE MANUFACTURERS, AND WE ONLY ASK THAT WE BE ALLOWED THE SAME PROTECTION THAT YOU SAW THE WISDOM TO GIVE TO ALL AUTO DEALERS.

THANK YOU,

RICK DAVIS

Rex Crowell
431 N Chairman of Trans Committee of House
Topeka Kansas 66612

1/30/94

Ref: Please share with
the Committee, it
didn't get to make
this point. Thanks
Adolph Wildgrube

Dear Sir:

In page 2 of my presentation Jan 27 at your committee hearing on HCR 5029, I tried to establish contained in the the criteria that should be considered of the T.H.W.A. in conversion from highway system to total network.

Criteria as follows:

		yes	no
Page 2 of law included	#1 Is the cost economically feasible	—	<u>No</u>
	#2 can a significant inefficiencies	<u>Yes</u>	—
	#3 use is impractical	<u>Yes</u>	—
Page 6 of law included	#4 impact on society	<u>Yes</u>	—
	#5 effect on economy	<u>Yes</u>	—
	#6 Effect on small business	<u>Yes</u>	—
	#7 increased cost to consumer	<u>Yes</u>	—

Do not provide or personal benefit the economical, political, and psychological impact on our society, with more taxes and price increases would be devastating.

Is the T.H.W.A going (full) consideration to the above criteria in their programming?

Copy file:

Sincerely,
Adolph Wildgrube
R.R.#4 Sedgwick, Kan.
67301
316-331-8927
P.S. Copy of law was
with my presentation, attached:

See 2nd page.

Who voted for this? request the voting record

AN ACT

Public Law 94-168
94th Congress, H.R. 8674
December 23, 1975
Amended by
Public Law 100-418
100th Congress, H.R. 4848
August 23, 1988

Be it enacted by the Senate and House of Representatives of the United States of America in Congress Assembled, That this Act may be cited as the "Metric Conversion Act of 1975".

SEC. 2. The Congress finds as follows:

(1) The United States was an original signatory party to the 1875 Treaty of the Meter (20 Stat. 709), which established the General Conference of Weights and Measures, the International Committee of Weights and Measures and the International Bureau of Weights and Measures.

(2) Although the use of metric measurement standards in the United States has been authorized by law since 1866 (Act of July 28 1866; 14 Stat. 339), this Nation today is the only industrially developed nation which has not established a national policy of committing itself and taking steps to facilitate conversion to the metric system.

(3) World trade is increasingly geared towards the metric system of measurement.

(4) Industry in the United States is often at a competitive disadvantage when dealing in international markets because of its nonstandard measurement system, and is sometimes excluded when it is unable to deliver goods which are measured in metric terms.

(5) The inherent simplicity of the metric system of measurement and standardization of weights and measures has led to major cost savings in certain industries which have converted to that system.

(6) The Federal Government has a responsibility to develop procedures and techniques to assist industry, especially small business, as it voluntarily converts to the metric system of measurement.

(7) The metric system of measurement can provide substantial advantages to the Federal Government in its own operations.

SEC. 3. ~~It is therefore declared that the policy of the United States shall be to coordinate and plan the increasing use of the metric system in the United States and to establish a United States Metric Board to coordinate the voluntary conversion to the metric system.~~

~~It is therefore the declared policy of the United States --~~
(1) ~~to designate the metric system of measurement as the preferred system of weights and measures for United States trade and commerce.~~

15 U.S.C. § 205a et seq.

~~New Text Deleted Text~~

(2) to require that each Federal agency, by a date certain and to the extent economically feasible by the end of the fiscal year 1992, use the metric system of measurement in its procurements, grants, and other business-related activities, except to the extent that such use is impractical or is likely to cause significant inefficiencies or loss of markets to United States firms, such as when foreign competitors are producing competing products in non-metric units;

(3) to seek out ways to increase understanding of the metric system of measurement through educational information and guidance and in Government publications; and

(4) to permit the continued use of traditional systems of weights and measures in nonbusiness activities.

SEC. 4. As used in this Act, the term-

(1) "Board" means the United States Metric Board, established under section 5 of this title;

(2) "engineering standard" means a standard which prescribes (A) a concise set of conditions and requirements that must be satisfied by a material, product, process, procedure, convention, or test method; and (B) the physical, functional, performance and/or conformance characteristics thereof;

(3) "international standard or recommendation" means an engineering standard or recommendation which is (A) formulated and promulgated by an international organization and (B) recommended for adoption by individual nations as a national standard; and

(4) "metric system of measurement" means the International System of Units as established by the General Conference of Weights and Measures in 1960 and as interpreted or modified for the United States by the Secretary of Commerce.

SEC. 5. (a) There is established, in accordance with this section, an independent instrumentality to be known as a United States Metric Board.

(b) The Board shall consist of 17 individuals, as follows:

(1) the Chairman, a qualified individual who shall be appointed by the President, by and with the advice and consent of the Senate;

(2) sixteen members who shall be appointed by the President, by and with the advice and consent of the Senate, on the following basis-

(A) one to be selected from lists of qualified individuals recommended by engineers and organizations representative of engineering interests;

(B) one to be selected from lists of qualified individuals recommended by scientists, the scientific and technical community, and organizations representative of scientists and technicians;

New Text Deleted-Text

15 U.S.C. § 205a et seq.

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Attachment 3-3

Page 6

Pub. Law 94-168 Amended

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December 23, 1975

metric conversion, or usage, such problems, issues, and questions may include, but are not limited to, (the impact on workers (such as costs of tools and training) and on different occupations and industries, possible increased costs to consumers, the impact on society and the economy, effects on small business,) the impact on the international trade position of the United States, the appropriateness of and methods for using procurement by the Federal Government as a means to effect conversion to the metric system, the proper conversion or transition period in particular sectors of society, and consequences for national defense;

(10) submit annually to the Congress and to the President a report on its activities. Each such report shall include a status report on the conversion process as well as projections for the conversion process. Such report may include recommendations covering any legislation or executive action needed to implement the programs of conversion accepted by the Board. The Board may also submit such other reports and recommendations as it deems necessary; and

(11) submit to the Congress and to the President, not later than 1 year after the date of enactment of the Act making appropriations for carrying out this Act, a report on the need to provide an effective structural mechanism for converting customary units to metric units in statutes, regulations, and other laws at all levels of government, on a coordinated and timely basis. in response to voluntary conversion programs adopted and implemented by various sectors of society under the auspices and with the approval of the Board. If the Board determines that such a need exists, such report shall include recommendations as to appropriate and effective means for establishing and implementing such a mechanism.

SEC. 7. In carrying out its duties under this Act, the Board may

(1) establish an Executive Committee, and such other committees as it deems desirable;

(2) establish such committees and advisory panels as it deems necessary to work with the various sectors of the Nation's economy and with Federal and State governmental agencies in the development and implementation of detailed conversion plans for those sectors. The Board may reimburse, to the extent authorized by law, the members of such committees;

(3) conduct hearings at such times and places as it deems appropriate;

(4) enter into contracts, in accordance with the Federal Property and Administrative Services Act of 1949, as amended (40 U.S.C. 471 et seq.), with Federal or State agencies, private firms, institutions, and individuals for the conduct of research or surveys, the preparation of reports, and other activities necessary to the discharge of its duties;

(5) delegate to the Executive Director such authority as it deems advisable; and

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15 U.S.C. § 205a et seq.

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Attachment 3-4

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