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Legislative Testimony

by the

Kansas Motor Carriers Association

In Opposition to House Bill No. 2242

**Presented Before The
House Transportation Committee
Representative Richard Proehl, Chairman
Tuesday, February 17, 2015**

MR. CHAIRMAN AND MEMBERS OF HOUSE TRANSPORTATION COMMITTEE:

I am Tom Whitaker, executive director of the Kansas Motor Carriers Association. I appear here this afternoon on behalf of our 950 member-firms and the Kansas trucking industry in opposition to House Bill No. 2242. HB 2242 essentially exempts a truck tractor dump semitrailer or a truck trailer combination from the axle weight limits when transporting sand, salt for highway maintenance operations, gravel, slag stone, limestone, crushed stone, cinders, coal, blacktop, dirt or fill material when such vehicles are used for transportation to a construction site, highway maintenance or construction project on relocation.

The amendment in HB 2242 is language found in K.S.A. 8-1909 (See Attached). The exception only applies to the required axle spacing commonly known as the "bridge formula." The exemption from the bridge formula was placed in Kansas law in the early 1970s because these vehicles operate on uneven ground at construction sites and if they are too long they have a tendency to tip over. The exemption in K.S.A. 8-1909 was adopted early enough so it applies to the State, Federal and Interstate highway system throughout Kansas.

KMCA believes adoption of HB 2242 will accelerate wear and tear to Kansas highways and possibly create a situation where the Federal Highway Administration withhold critical highway dollars. The trucking industry along with all highway users have made a substantial investment in the Kansas highway system and we want to see a positive return on that investment.

Mr. Chairman, KMCA opposes HB 2242 and respectfully request the House Transportation report the bill unfavorably. Thank you for the opportunity to appear before you this afternoon. We would be pleased to respond to any questions you may have.

**PO Box 1673 • Topeka, KS 66601-1673 • 2900 SW Topeka Blvd. • Topeka, KS 66611
(785) 267-1641 • Fax: (785) 266-6551 • www.kmca.org**