



# Kansas Motor Carriers Association

*Trucking Solutions Since 1936*

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**Legislative Testimony  
Before The  
House Transportation Committee  
Wednesday, February 17, 2016  
Representative Richard Proehl, Chairman  
By The  
Kansas Motor Carriers Association**

**Supporting the Intent of House Bill No. 2644**

**MR. CHAIRMAN AND MEMBERS OF THE  
HOUSE TRANSPORTATION COMMITTEE:**

I am Tom Whitaker, executive director of the Kansas Motor Carriers Association. I appear here this afternoon representing our 950 member companies and the Kansas trucking industry in support of the intent of HB 2644 which would, if amended, increase the productivity for those that use trucks to move the Kansas economy.

KMCA supports the amendments offered by the Kansas Grain and Feed Association, Kansas Cooperative Council and the Kansas Livestock Association provided the following four additional provisions are addressed.

The four provisions are:

1. Reduce the maximum allowable tandem axle weight limit from 38,000 lbs. to 36,000 lbs. This is the maximum tandem axle weight allowed in Colorado. We in the trucking industry are concerned about the impact a 38,000 lb. tandem axle will have on our highways.
2. Eliminate the mileage restriction from the bill. The entire State should benefit from the increased productivity HB 2644 would provide if amended.
3. Institute a \$500.00 annual special permit fee. Should the truck operator be allowed to transport weights in excess of current weight limits, they should expect to pay more towards the maintenance of our roads and highways. The \$500 fee is consistent with what is charged in Colorado. In addition, out-of-state trucks would pay the same as Kansas based trucks.
4. Include liquid and dry fertilizer used for agricultural purposes in the commodities allowed to take advantage of the increased weight limits.

The Kansas trucking industry hasn't had an increase in productivity since the early 1970's. Shippers like KFGA and KLA are now demanding more efficiencies.



In earlier testimony presented by the Kansas Grain and Feed Association, the KGFA representative correctly describes the effect increased weight would have on our highways. If you add axles and have the proper spacing between such axles, higher weight limits do not result in more wear and tear on our highways.

Mr. Chairman, should the Committee act on HB 2644, KMCA respectfully requests the Committee adopt the amendments offered by KGFA and KLA plus the four provisions we spelled out in our testimony. With the adoption of the amendments KMCA support HB 2644.

We thank you for the opportunity to appear before the House Transportation Committee this afternoon and would be pleased to respond to any questions you may have.

