

Approved 10/11/83
Date

MINUTES OF THE House COMMITTEE ON Transportation

The meeting was called to order by Rep. Rex Crowell at
Chairperson

1:30 ~~am~~/p.m. on March 28, 1983 in room 519-S of the Capitol.

All members were present except: Reps. Sutter & Fuller, both excused.

Committee staff present:

Fred Carman, Revisor of Statutes
Hank Avila, Legislative Research
Pam Somerville, Committee Secretary

Conferees appearing before the committee:

The meeting was called to order by Chairman Crowell. The first order of business was a hearing on SB 176. Sen. Thiessen, sponsor of the bill, provided a history of the bill for the committee. Sen. Thiessen explained that SB 176 would amend K.S.A. 8-143 concerning the registration of certain farm vehicles. New weight classes and fees would be established. Also, the farm and regular pickup registration fee is made the same. Finally, an applicant transporting a gross weight of more than 54,000 pounds in a farm vehicle would be required to have lettered on the side of the vehicle the words "farm vehicle - not for hire".

The Chairman opened the meeting to committee questions. Chairman Crowell asked Sen. Thiessen if he would be supportive of an amendment changing the fee for vehicles in the weight category of 54,000 to 66,000 pounds to \$350.00. Sen. Thiessen replied this had not occurred on the senate floor.

Paul Fleener, Kansas Farm Bureau, appeared before the committee in support of SB 176. Mr. Fleener distributed a weight distribution chart to the committee members (Attachment 2).

Mike Beam, Kansas Livestock Association, presented written testimony in support of SB 176. (Attachment 8).

Mary Turkington, Kansas Motor Carriers Association, presented written testimony regarding the history and purpose of the farm tag and the provisions of SB 176 (Attachment 3).

HCR 5036 was the next order of business. Bill Green, Kansas Corporation Commission presented testimony. Mr. Green stated HCR 5036 was necessary to correct a minor clerical error appearing in line 0045. The resolution refers back to subsection c, but should refer back to subsection d. (Attachment 4).

Mary Turkington, Kansas Motor Carriers Association, stated briefly to the committee, that she concurred with the Corporation Commission.

There were no questions from the committee.

Rep. Dillon moved to recommend the resolution favorable for passage.
Rep. Harper seconded the motion. Motion passed.

Bill Green, Kansas Corporation Commission, appeared before the committee on SCR 1608 which would amend K.A.R. 82-4-7b to correct a technical error made in the filing of the motor carrier regulations. The form of the regulation filed was not the final form approved by the Commission. (Attachment 5).

Rep. Justice moved to recommend the resolution favorable for passage.
Rep. Dillon seconded the motion. Motion passed.

The next order of business was HCR 5017. Mr. Ed DeSoignie, KDOT, appeared before the committee in support of HCR 5017 (Attachment 6).

Unless specifically noted, the individual remarks recorded herein have not been transcribed verbatim. Individual remarks as reported herein have not been submitted to the individuals appearing before the committee for editing or corrections.

CONTINUATION SHEET

Minutes of the House Committee on Transportation 3/28, 1983

which would amend K.A.R. 36-34-1, Child Passenger Safety Restraints as adopted by the Secretary of Transportation on December 1, 1982. The resolution deletes statutory language from K.A.R. 36-34-1 and amends the language such that child passenger restraining device specifications are clearly addressed.

Rep. Justice moved to recommend HCR 5017 favorably for passage. Rep. Wilbert seconded the motion. Motion passed.

The next order of business was HCR 5020. Mr. Alan Alderson, Kansas Department of Revenue, Division of Vehicles, appeared before the committee in opposition. HCR 5020 relates to qualifications for a Class "D" driver's license (motorcycle), rejecting K.A.R. 92-52-10. Mr. Alderson stated that candidates for a Class "D" license must have a valid Class A, B, or C license. He said this is necessary to show that the applicant for a Class D license knows the rules of the road.

Tom Warner, ABATE, appeared before the committee in support of HCR 5020. Mr. Warner stated that being able to pass a test for an automobile was certainly not the same as being able to drive a motorcycle. The rules of the road are basically the same, but driving is not. Mr. Warner stated HCR 5020 was consistent with the current trend for motorcycle laws.

Rep. Knopp asked how one could impose practical applications for driving a motorcycle. Mr. Warner responded the test should be required to be taken on a motorcycle, and he did not feel a test could be conducted adequately by demonstration of an automobile driving capability.

The hearing ended on HCR 5020.

The Chairman opened the meeting to discussion and action on bills heard previously.


HB 2554 was brought up for discussion. An amendment was presented for consideration by the committee. The amendment, on page 2, line 74, would strike all after the period; in line 75, strike all before the comma and insert "to the extent not in conflict with the foregoing provisions of this section"; and on page 2, line 80, following the period, insert the following: "When an agent of a railroad company quotes a rate to a shipper, the railroad company shall mail a written confirmation of the quotation to the shipper within 24 hours." (Attachment 7).

Rep. David Webb moved to adopt the amendment. Rep. Wilbert seconded the motion. Rep. Erne made a substitute motion to amend HB 2554 by striking language in lines 74-80. Rep. Adam seconded the motion. Motion failed.

Rep. Knopp offered a substitute amendment to delete sections 1, 2, and 3 and repeal sections 4 and 5. Rep. David Webb seconded the motion. Mr. Carman explained that repealing sections 4 and 5 would delete a lot of the existing authority the KCC has for regulation of the railroads. Motion failed.

The original motion to amend of Rep. David Webb passed. Rep. David Webb moved to pass HB 2554 favorably as amended. Rep. Wilbert seconded the motion. Motion passed. Rep. Justice and Erne asked to be recorded as voting no.

Meeting adjourned at 2:25 p.m.


Rex Crowell, Chairman

GUEST LIST

COMMITTEE: Transportation

DATE: 3-28-83

PLEASE PRINT

NAME	ADDRESS	COMPANY/ORGANIZATION
BILL GREEN	STATE OFF. BLDG.	STATE CORR. COMM.
MERLE HILL	TOPRKA	Ks Good Roads Assn
Mike Beem	"	KLA
Paul E. Fleener	Manhattan	Ks. Farm Bureau
DAN THIESSEN	Independence	Senator
John Blythe	Manhattan	Ks Farm Bureau
Tom Warner	Topoka	Abate of Ks. Inc.
M. C. Germain	Topoka	Ks Railroad Association
ALAN ANDERSON	"	DEPT. OF REVENUE
Ed Culbertson	"	BUDGET DIV.
Dwight Yarrow	Clay Center	Clay County Farm Bureau
Tom James	" "	" "
Don Rosenow	Green	" " " "
Phyllis Rosenow	Green	" " " "
Judy Kohetich	Langford	" " " "
Bob Kohetich	"	" " " "
Irene Lloyd	PALMER	" " " "
Jane Croushaw	Clay Center	" " " "
Dale Shid	Oak Hill, Ks	"
Mike Urban	Morganville	" " " "
Tom Whitaker	Topoka	Ks Motor Carriers Assn
Julien D... (unclear)	"	" " " "
Mary Turington	Topoka	" " " "

VEHICLE REGISTRATION DISTRIBUTION

Attachment

COUNTIES: Allen thru Wyandotte
 DATE: 1982 - Calendar Year

WEIGHT CATEGORY	TRUCKS REGULAR	TRUCKS	
		LOCAL	6000 MI.
12,000 lbs. or less	425,013	25	-0-
12,001 lbs.-16,000 lbs.	5,188	2,089	312
16,001 lbs.-20,000 lbs.	4,021	1,276	197
20,001 lbs.-24,000 lbs.	5,522	1,710	363
24,001 lbs.-30,000 lbs.	3,365	1,174	195
30,001 lbs.-36,000 lbs.	1,332	421	152
36,001 lbs.-42,000 lbs.	1,033	472	146
42,001 lbs.-48,000 lbs.	1,329	1,000	190
48,001 lbs.-54,000 lbs.	1,130	961	161
54,001 lbs.-60,000 lbs.	604	257	138
60,001 lbs.-66,000 lbs.	287	148	97
66,001 lbs.-74,000 lbs.	445	110	109
74,001 lbs.-80,000 lbs.	1,149	144	100
80,001 lbs.-85,500 lbs.	588	76	65
	<u>452,006</u>	<u>9,863</u>	<u>2,225</u>

	TRUCKS	
	FARM	URBAN BUS
12,000 or less	165,096	8 to 31 passenger 15.00 21
12,001 lbs.-16,000 lbs.	18,019	31 to 40 passenger 30.00 -0-
16,001 lbs.-20,000 lbs.	16,643	More than 39 passenger 60.00 180
20,001 lbs.-24,000 lbs.	18,143	
Over 24,000 lbs.	12,107	TOTAL 201
	<u>230,008</u>	

TRAILERS	
2,000 to 8,000 lbs.	54,093
8,001 to 12,000 lbs.	7,738
More than 12,000 lbs.	21,154
	<u>82,985</u>

TAX UNITS	
Cars	5,851
Trucks	9,393
Trailers	580
Motorcycles	268
	<u>16,092</u>

STATEMENT

By The

KANSAS MOTOR CARRIERS ASSOCIATION

Relating to Senate Bill 176 which
would revise the current "Farm"
registration schedule.

Presented to the House Transportation Committee,
Rep. Rex Crowell, Chairman; Statehouse, Topeka,
Monday, March 28, 1983.

MR. CHAIRMAN AND MEMBERS OF THE COMMITTEE:

I am Mary Turkington, Executive Director of the Kansas Motor Carriers Association with offices in Topeka. I appear here today representing the 1,550 member-firms of the Association and the highway transportation industry.

This statement will address Senate Bill 176 as amended by the Senate Transportation & Utilities Committee.

The legislation contains provisions initially introduced as Senate Bill 176 and Senate Bill 230 and for the most part, revises the schedule of fees required for the registration of "farm" vehicles in this state.

As many members of this Committee are aware, our Association recommended creation of the "farm" registration fee schedule when the current truck tax system was adopted by the Kansas Legislature in 1955. A special registration category for farm trucks had not existed prior to that time.

ATTACHMENT 3

We have reproduced for you the present "farm" registration fee schedule and the number of units registered in those gross weight categories utilizing 1980 figures.

PRESENT REGISTRATION FEES FOR FARM TRUCKS:

<u>Weight Class</u>	<u>Number of Trucks</u>	<u>Present Reg. Fee</u>	<u>Present Revenue</u>
0 - 12,000 lbs.	154,005	\$ 15.00	\$2,124,191
12,001 - 16,000 lbs.	17,542	21.00	338,740
16,001 - 20,000 lbs.	20,822	26.00	497,810
20,001 - 24,000 lbs.	21,999	42.00	849,611
Over - 24,000 lbs.	<u>12,523</u>	62.00	<u>713,950</u>
	226,891		\$4,524,302

The "farm" registration fee schedule was intended to apply only to the farm straight trucks operated by those who used such vehicles in their farming operations. In 1955, those farm straight trucks primarily were single axle vehicles -- perhaps with dual wheels on the "larger" ones -- and were identified as "ton and a half" trucks. The low-cost registration fees were designed to "fit" this type and size of vehicle. You will find these units now registered in the 12,001 - 16,000 lb. and in the 16,001 - 20,000 lb. farm categories.

Obviously, equipment requirements for modern farming operations have changed. Farm vehicles now are much larger, operate more miles and are used differently than in 1955.

Many farm straight trucks are tandem-axle vehicles which lawfully can transport gross weights in the range of 44,000 to 48,000 lbs.

These same farm straight trucks now are operated in many instances with a trailer and the combination of those vehicles can transport from 64,000 to 84,000 pounds depending on the axle configuration of the combination unit.

In addition, many farmers choose to operate pickup trucks and "gooseneck" trailers in combination. The gross weight for this type of unit would vary of course with the size of the trailer and the axle configuration. Some of these units accommodate sizeable gross weights.

I believe we need to make clear one other distinction which exists in present law.

A tractor and semi-trailer combination unit cannot lawfully be registered under the "farm" registration category if, in fact, its gross weight exceeds 42,000 lbs.

A farmer can register a tractor and semi-trailer unit and lawfully transport the gross weight its axle configuration permits such a unit to carry. The unit must be registered, however, either under the "Regular" schedule or under the "local" or under the "6,000-mile" schedule depending under which category the unit qualifies.

Bear in mind that all vehicles are to be registered under the "Regular" schedule unless such vehicles qualify for one of the three limited registration categories. Those limited categories are:

1. The "Local" registration fees for units which operate only within a 25-mile radius of the town where the vehicle is located.
2. The "6,000-mile" registration available only to those low-mileage vehicles that operate 6,000 miles a year or less.

3. The "farm" registration which applies to vehicles owned by a person engaged in farming and which vehicle is used by such owner to transport agricultural products produced by such owner or commodities purchased by such owner for use on the farm owned or rented by the owner of such farm vehicles.

If you will examine the registration figures we have enclosed with this statement, you will note that the present registration fees for both the "Local" and for the "6,000-Mile" categories are approximately one-half of the fees required for the "Regular" category. The "Farm" registration fees are much lower although in many instances the gross weights transported are equal to those in the other registration brackets.

At some time the Legislature surely needs to address the question of a more realistic fee schedule for such farm vehicles. Senate Bill 176 contains some proposed changes.

On February 22, KMCA presented testimony to the Senate Transportation & Utilities Committee recommending that, for all gross weights above 54,000 pounds, farm vehicles be required simply to register under the fee schedule now required for the other limited registration categories -- the "local" and the "6,000-mile" vehicles.

We have included with this statement, a comparison of farm tag fees reflecting the current "Farm" fees, the fees proposed by the Senate version of S.B. 176, the fees for the "Regular", the "Local" and for the "6,000-mile" categories -- and the fees which the KMCA suggested amendment would have provided.

We are not renewing our request for our proposed amendment with this committee. The Senate floor amendment which added important language on pages 5 and 6 of the bill, recognized that highway revenue could be lost without proper enforcement of the use of farm tags in the higher gross weight brackets. We strongly support the language that is incorporated in that Senate amendment if this bill is to be adopted.

We do urge that the Senate floor amendment which added a gross weight bracket of 54,001 to 66,000 lbs. and imposed a fee of only \$200, be revised to reflect a substantially higher fee or be deleted from the bill.

Senate Bill 176, as it left the Senate committee, would have imposed a \$500 fee for all farm vehicles with a gross weight of more than 54,000 lbs.

You readily will note that in the other limited registration fee categories, the gross weight included in the Senate floor amendment requires much higher fees.

We strongly urge that this provision be revised to reflect a registration fee more equitable for the gross weight involved.

This brings us to the comments we would submit on the provisions of S.B. 176 as they relate to registration fees for vehicles with a gross weight of 12,000 lbs. or less. It is our understanding that the author of S.B. 230, intended to make the fee for all such vehicles uniform.

Obviously, any increase in such fees would represent a substantial increase for those now registered under the "farm" category for an annual fee of \$15. The "Regular" fee for such vehicles presently is \$27.50. The "Local" and the "6,000-mile" fees are \$25.

In these times of critical needs for additional highway revenue, it would seem inappropriate to reduce registration fees.

Using 1980 registration figures, our projection for revenues available at \$30 per vehicle for all those registered at 12,000 lbs. or less would be:

<u>Registration Category</u>	<u>Number of Vehicles</u>	<u>Present Revenue</u>	<u>Proposed Revenue</u>
Regular	345,910	\$8,747,087	\$10,377,300
Local & 6,000-Mile	898	20,644	26,940
Farm	154,005	<u>2,124,191</u>	<u>4,620,150</u>
Revenue Totals		\$10,891,922	\$15,024,390

A fee of \$30 for all vehicles registered for 12,000 lbs. or less would produce a substantial increase in highway revenue (because that is where the numbers are), would make all such lightweight vehicle registrations uniform and would avoid any reduction in current fees.

Such an increase would necessitate some nominal adjustment in the other farm registration categories for lighter vehicles. Consideration might be given to establishing similar gross weight categories for "farm" vehicles as are required for all other vehicles and appropriate fees be adopted accordingly.

Local units of government have expressed a very real need for additional highway revenue. Farm-to-market county roads and bridges obviously need maintenance and care. There must be basic fairness in the registration fees paid by those who operate vehicles of comparable gross weight.

Owners of farm vehicles, in almost all instances, would operate their vehicles as much as those required to register and pay fees for operations of 6,000 miles or less.

We are not submitting further specific recommendations to the Committee at this time but these are matters which eventually must be addressed fairly and reasonably in any overall review of registration fees.

Thank you for permitting us to submit this statement to you today. I will be pleased to respond to any questions you may have.

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COMPARISON OF FARM TAG FEES

<u>GROSS WEIGHTS</u>	<u>REGULAR</u>	<u>LOCAL</u>	<u>6,000-MILE</u>	<u>FARM</u>	<u>AMENDED S.B. 176 FARM</u>	<u>PROPOSED KMCA AMENDMENT</u>
0 - 12,000 lbs.	\$ 27.50	\$ 25.00	\$ 25.00	\$ 15.00	\$ 25.00	\$ 15.00*
12,001 - 16,000 lbs.	75.00	47.00	47.00	21.00	25.00	21.00*
16,001 - 20,000 lbs.	100.00	75.00	75.00	26.00	30.00	26.00*
20,001 - 24,000 lbs.	150.00	100.00	100.00	42.00	42.00	42.00
24,001 - 30,000 lbs.	235.00	135.00	135.00	62.00 (Over 24 M)	62.00	62.00
30,001 - 36,000 lbs.	285.00	160.00	160.00		62.00	62.00
36,001 - 42,000 lbs.	360.00	185.00	185.00		62.00	62.00
42,001 - 48,000 lbs.	460.00	235.00	235.00		62.00	62.00
48,001 - 54,000 lbs.	615.00	315.00	315.00		62.00	62.00
54,001 - 60,000 lbs.	765.00	360.00	360.00			360.00
60,001 - 66,000 lbs.	915.00	440.00	440.00		200.00 [#]	440.00
66,001 - 74,000 lbs.	1,175.00	575.00	575.00		500.00	575.00
74,001 - 80,000 lbs.	1,325.00	675.00	675.00		500.00	675.00
80,001 - 85,500 lbs.	1,475.00	775.00	775.00		500.00	775.00

[#]Gordon floor amendment 54,001-66,000 lbs. - \$200

*Should be revised if pickup fees are raised

1981 KANSAS HIGHWAY USER TAXES

Trucks and Buses in Kansas Paid \$161,615,086
in State and Federal Highway User Taxes

<u>TAX</u>	<u>PASSENGER CARS & MISCELLANEOUS</u>	<u>TRUCKS AND BUSES</u>	<u>TOTAL</u>	<u>TRUCK & BUS % OF TOTAL</u>
Registration Fees	\$23,774,284	\$47,408,827	\$ 71,183,111	66.60%
Miscellaneous Fees	4,225,466	3,773,983	7,999,449	47.18
Fuel Taxes	57,718,000	57,568,000	115,286,000	49.93
Motor Carrier Taxes	----	3,590,276	3,590,276	100.00
Total State User Taxes	\$85,717,750	\$112,341,086	\$198,058,836	56.72%

Federal Automotive Taxes Paid by Trucks and Buses in Kansas - 1981

Motor Fuel Taxes	\$26,538,000
Lubricating Oil	365,000
Excise - Parts & Accessories	4,418,000
Excise - Tires, Tubes & Camelback	4,520,000
Excise - New Trucks, Trailers & Buses	10,021,000
Federal Use Tax	<u>3,412,000</u>
Total Federal Tax	\$49,274,000

Total State and Federal Highway User Taxes
Paid by Trucks and Buses in Kansas \$161,615,086

The motor carrier industry pays its highway user tax
bill PLUS all of the general business tax paid by all
other business and industry.

Distributed by:

Kansas Motor Carriers Association
2900 South Topeka Blvd.
Topeka, Kansas

KANSAS HIGHWAY USER TAXES

TRUCK AND BUS PERCENT OF TOTAL
REGISTRATION FEES AND FUEL TAXES

<u>Year</u>	<u>Registration Fees</u>	<u>Fuel Taxes</u>	<u>Total</u> ⁽¹⁾
1970	55.0%	38.5%	43.3%
1971	45.4 ⁽²⁾	39.2	40.6 ⁽²⁾
1972	57.6	39.4	45.3
1973	57.6	40.6	45.9
1974	57.9	41.7	46.5
1975	61.4	42.4	48.5
1976	61.7	43.2	48.8
1977	61.1	45.4	50.5
1978	61.8	43.2	49.7
1979	63.0	45.5	51.6
1980	64.3	46.7	53.5
1981	66.6	49.9	56.7

TRUCKS AND BUSES PAY THEIR SHARE OF KANSAS HIGHWAY USER TAXES.
THAT SHARE HAS STEADILY INCREASED SINCE 1970
TO MORE THAN 56 PERCENT.

(1) Total includes miscellaneous fees and motor carrier taxes.

(2) 1971 was the first year automobiles were registered on the present staggered monthly system. This resulted in additional registration fees collected from automobiles in 1971 which made the truck and bus percentage of total registration fees disproportionately low.

KANSAS LICENSE TAG FEES PAID BY TRUCKS AND BUSES IN 1981

(Compiled from year end Motor Vehicle Department reports)

REGULAR

<u>Tag Fee Bracket</u>	<u>Weight Brackets</u>	<u>Number of Registrations</u>	<u>Estimated Tag Fees Paid</u>
\$ 27.50	0 - 12,000 lbs.	554,935	\$12,976,045
75.00	12,001 - 16,000	6,570	418,981
100.00	16,001 - 20,000	5,042	428,717
150.00	20,001 - 24,000	6,981	890,382
235.00	24,001 - 30,000	4,287	856,621
285.00	30,001 - 36,000	1,567	379,736
360.00	36,001 - 42,000	1,333	408,038
460.00	42,001 - 48,000	1,606	628,161
615.00	48,001 - 54,000	1,320	690,266
765.00	54,001 - 60,000	720	468,340
915.00	60,001 - 66,000	369	287,088
1,175.00	66,001 - 74,000	574	573,479
1,325.00	74,001 - 80,000	1,305	1,470,259
1,475.00	80,001 - 85,000	673	844,063
		<u>587,282</u>	
		TOTAL	\$21,320,176

PRORATED VEHICLES

Kansas and Foreign	20,213		
		TOTAL	\$14,738,795

LOCAL AND 6,000 MILE

		<u>Local</u>	<u>6,000 Mile</u>	
\$ 25.00	0 - 12,000 lbs.	241	29	\$ 5,739
47.00	12,001 - 16,000	2,765	329	123,648
75.00	16,001 - 20,000	1,658	264	122,569
100.00	20,001 - 24,000	2,317	413	232,129
135.00	24,001 - 30,000	1,464	286	200,881
160.00	30,001 - 36,000	548	186	99,858
185.00	36,001 - 42,000	651	189	132,135
235.00	42,001 - 48,000	1,091	192	256,367
315.00	48,001 - 54,000	1,175	188	365,071
360.00	54,001 - 60,000	287	160	136,829
440.00	60,001 - 66,000	157	98	95,402
575.00	66,001 - 74,000	175	110	139,341
675.00	74,001 - 80,000	164	97	149,800
775.00	80,001 - 85,500	81	84	108,731
		<u>12,774</u>	<u>2,625</u>	
			TOTAL	\$ 2,168,500

FARM

<u>Tag Fee Bracket</u>	<u>Weight Brackets</u>	<u>Number of Registrations</u>	<u>Estimated Tag Fees Paid</u>
\$15.00	0 - 12,000 lbs.	260,006	\$3,316,211
21.00	12,001 - 16,000	23,312	416,262
26.00	16,001 - 20,000	24,377	538,916
42.00	20,001 - 24,000	25,950	926,732
62.00	Over - 24,000	<u>15,117</u>	<u>796,939</u>
		348,762	
		TOTAL	\$ 5,995,060

TRAILERS

Trailers	95,100	\$1,462,654
	TOTAL	\$ 1,462,654

PERMITS

72 - Hour	69,632	\$1,392,644
30 - Day	<u>7,314</u>	<u>318,312</u>
	76,946	\$1,710,956
Weight Fees		\$ 7,177
	TOTAL	\$ 1,718,133

URBAN BUS

\$15.00	8 - 30 Passengers	47	\$ 599
30.00	31 - 39 Passengers	2	51
60.00	Over 39 Passengers	<u>81</u>	<u>4,133</u>
		130	
		TOTAL	\$ 4,783

RECIPROCITY PERMITS

	\$ 726
TOTAL	\$ 726

GRAND TOTAL \$47,408,827

KANSAS HIGHWAY USER TAXES PAID BY TRUCKS AND BUSES,
AND TRUCK AND BUS REGISTRATIONS

(Comparison of Calendar Years)

<u>Calendar Year</u>	<u>Total Truck & Bus Highway User Taxes 1/</u>	<u>% Increase Over 1955</u>	<u>Truck & Bus Registrations 2/</u>	<u>% Increase Over 1955</u>
1955	\$ 20,471,354	---	251,188	---
1956	\$ 22,266,393	+ 8.77%	254,858	+ 1.46%
1957	\$ 23,045,428	+ 12.57%	258,474	+ 2.90%
1958	\$ 23,902,302	+ 16.76%	258,363	+ 2.86%
1959	\$ 25,172,210	+ 22.96%	268,045	+ 6.71%
1960	\$ 26,675,819	+ 30.31%	275,371	+ 9.63%
1961	\$ 27,515,828	+ 34.41%	286,627	+ 14.11%
1962	\$ 28,728,453	+ 40.33%	298,981	+ 19.03%
1963	\$ 30,377,424	+ 48.39%	309,607	+ 23.26%
1964	\$ 31,207,337	+ 52.44%	320,702	+ 27.67%
1965	\$ 32,973,536	+ 61.07%	335,393	+ 33.52%
1966	\$ 34,934,972	+ 70.65%	348,912	+ 38.90%
1967	\$ 36,682,188	+ 79.19%	363,059	+ 44.54%
1968	\$ 39,135,778	+ 91.17%	380,854	+ 51.62%
1969	\$ 45,621,435	+122.85%	400,581	+ 59.47%
1970	\$ 52,170,362	+154.85%	415,884	+ 65.57%
1971	\$ 55,053,033	+168.93%	438,648	+ 74.63%
1972	\$ 59,780,096	+192.02%	467,327	+ 86.05%
1973	\$ 67,892,557	+231.65%	505,385	+101.20%
1974	\$ 66,929,498	+226.94%	526,312	+109.53%
1975	\$ 71,152,271	+247.57%	539,476	+114.77%
1976	\$ 79,338,733	+287.56%	566,187	+125.40%
1977	\$ 95,567,194	+366.83%	577,303	+129.83%

(continued next page)

KANSAS HIGHWAY USER TAXES PAID BY TRUCKS AND BUSES,
AND TRUCK AND BUS REGISTRATIONS

(Comparison of Calendar Years)

<u>Calendar Year</u>	<u>Total Truck & Bus Highway User Taxes <u>1/</u></u>	<u>% Increase Over 1955</u>	<u>Truck & Bus Registrations <u>2/</u></u>	<u>% Increase Over 1955</u>
1978	\$ 97,110,088	+374.37%	599,263	+138.57%
1979	\$104,935,590	+412.60%	633,464	+152.19%
1980	\$102,423,946	+400.33%	630,070	+150.84%
1981	\$112,341,086	+448.77%	N.A.	----

NOTE: 1/ Total does not include ad valorem taxes paid either to the counties or to the state by motor carriers.

2/ Truck and bus registrations include county reports, quarterly payments, urban buses and Kansas prorates.

N.A.--Not available. Kansas is in the process of registering light trucks on a staggered basis instead of annually. Consequently many light trucks have been registered twice in 1981 and an accurate truck count is not available. In future years an accurate count should be available.

SUMMARY OF KANSAS HIGHWAY USER TAXES PAID BY TRUCKS AND BUSES
(Comparison of Calendar Years)

Calendar Year	Truck & Bus License Tag Fees	KCC Regulatory Fees	Miscellaneous Fees	Motor Fuel Taxes			Gross Total 1/	NET GAIN OVER 1955
				Gasoline & LP Gas	Diesel	Total		
1955	\$ 4,986,324	\$ ---	\$ 711,000	\$ 10,689,603	\$ 564,759	\$ 11,254,362	\$ 20,471,354*	\$ ---
1956	\$ 8,711,831	\$ 817,720	\$ 547,000	\$ 11,298,679	\$ 891,163	\$ 12,189,842	\$ 22,266,393	\$ 1,795,039
1957	\$ 8,667,655	\$ 796,028	\$ 535,114	\$ 12,039,784	\$ 1,006,847	\$ 13,046,631	\$ 23,045,428	\$ 2,574,074
1958	\$ 9,130,587	\$ 816,076	\$ 581,402	\$ 12,091,216	\$ 1,283,021	\$ 13,374,237	\$ 23,902,302	\$ 3,430,948
1959	\$ 9,662,248	\$ 904,179	\$ 693,667	\$ 12,270,780	\$ 1,641,336	\$ 13,912,116	\$ 25,172,210	\$ 4,700,856
1960	\$ 10,491,693	\$ 911,978	\$ 696,205	\$ 12,615,892	\$ 1,960,051	\$ 14,575,943	\$ 26,675,819	\$ 6,204,465
1961	\$ 11,009,466	\$ 885,505	\$ 863,709	\$ 12,411,182	\$ 2,345,966	\$ 14,757,148	\$ 27,515,828	\$ 7,044,474
1962	\$ 11,677,826	\$ 833,334	\$ 911,678	\$ 12,593,942	\$ 2,711,673	\$ 15,305,615	\$ 28,728,453	\$ 8,257,099
1963	\$ 12,354,746	\$ 946,505	\$ 990,327	\$ 12,837,824	\$ 3,248,022	\$ 16,085,846	\$ 30,377,424	\$ 9,906,070
1964	\$ 12,750,563	\$ 981,423	\$ 1,053,268	\$ 12,962,131	\$ 3,459,952	\$ 16,422,083	\$ 31,207,337	\$ 10,735,983
1965	\$ 13,182,173	\$ 982,592	\$ 1,082,021	\$ 14,242,568	\$ 3,484,182	\$ 17,726,750	\$ 32,973,536	\$ 12,502,182
1966	\$ 13,977,484	\$ 1,066,176	\$ 1,129,245	\$ 14,471,194	\$ 4,290,873	\$ 18,762,067	\$ 34,934,972	\$ 14,463,618
1967	\$ 14,562,689	\$ 1,086,361	\$ 1,132,511	\$ 15,301,781	\$ 4,598,846	\$ 19,900,627	\$ 36,682,188	\$ 16,210,834
1968	\$ 15,376,808	\$ 1,174,636	\$ 1,226,002	\$ 15,984,066	\$ 5,374,266	\$ 21,358,332	\$ 39,135,778	\$ 18,664,424
1969	\$ 16,096,603	\$ 1,277,878	\$ 1,309,694	\$ 19,728,746r	\$ 7,208,514r	\$ 26,937,260	\$ 45,621,435	\$ 25,150,081
1970	\$ 17,071,662	\$ 1,253,895	\$ 1,694,765	\$ 23,803,277r	\$ 8,346,763r	\$ 32,150,040	\$ 52,170,362	\$ 31,699,008
1971	\$ 17,867,840	\$ 1,221,916	\$ 1,859,803	\$ 24,634,730r	\$ 9,468,744r	\$ 34,103,474	\$ 55,053,033	\$ 34,581,679
1972	\$ 21,029,697	\$ 1,950,208	\$ 1,762,761	\$ 24,154,449r	\$ 10,882,981r	\$ 35,037,430	\$ 59,780,096	\$ 39,308,742
1973	\$ 22,027,247	\$ 2,104,365	\$ 1,846,036	\$ 28,588,815r	\$ 13,326,094r	\$ 41,914,909	\$ 67,892,557	\$ 47,421,203
1974	\$ 22,241,146	\$ 1,772,741	\$ 2,358,706	\$ 27,120,456	\$ 13,435,448	\$ 40,555,904	\$ 66,928,497	\$ 46,457,7

* In 1955, gross total included \$3,519,668 in ton-mile taxes not shown separately.

(continued next page)

SUMMARY OF KANSAS HIGHWAY USER TAXES PAID BY TRUCKS AND BUSES
(Comparison of Calendar Years)

Calendar Year	Truck & Bus License Tag Fees	KCC Regulatory Fees	Miscellaneous Fees	Motor Fuel Taxes			Gross Total 1/	NET GAIN OVER 1955
				Gasoline & LP Gas	Diesel	Total		
1975	\$ 25,862,852	\$ 2,126,000	\$ 2,436,234	\$ 28,099,765	\$ 12,627,420	\$ 40,727,185	\$ 71,152,271	\$ 50,680,917
1976	\$ 27,174,735	\$ 2,365,218	\$ 2,594,630	\$ 32,183,079	\$ 15,021,071	\$ 47,204,150	\$ 79,338,733	\$ 58,867,379
1977	\$ 35,097,954	\$ 2,437,235	\$ 2,524,005	\$ 40,304,000	\$ 15,204,000	\$ 55,508,000	\$ 95,567,194	\$ 75,095,840
1978	\$ 37,465,617	\$ 3,036,607	\$ 2,670,864	\$ 38,266,000	\$ 15,671,000	\$ 53,937,000	\$ 97,110,088	\$ 76,638,734
1979	\$ 39,722,968	\$ 3,200,932	\$ 2,898,690	\$ 36,028,000	\$ 23,085,000	\$ 59,113,000	\$104,935,590	\$ 84,464,236
1980	\$ 42,498,608	\$ 3,165,505	\$ 2,854,833	\$ 36,441,000	\$ 17,464,000	\$ 53,905,000	\$102,423,946	\$ 81,952,592
1981	\$ 47,408,827	\$ 3,590,276	\$ 3,773,983	\$ 34,844,000	\$ 22,724,000	\$ 57,568,000	\$112,341,086	\$ 91,869,732

NOTE: 1/ Gross total does not include ad valorem taxes paid either to the counties or to the state by motor carriers.

Distributed by:

Kansas Motor Carriers Association
2900 South Topeka Blvd.
Topeka, Kansas



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State Corporation Commission

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STATEMENT PRESENTED ON MARCH 28, 1983, TO THE
HOUSE TRANSPORTATION COMMITTEE BY THE STATE
CORPORATION COMMISSION OF KANSAS ON HCR 5036

MR. CHAIRMAN AND MEMBERS OF THE COMMITTEE, I AM BILL GREEN, ADMINISTRATOR OF THE TRANSPORTATION DIVISION OF THE STATE CORPORATION COMMISSION. I APPEAR HERE TODAY REPRESENTING THE COMMISSION IN SUPPORT OF HCR 5036.

HCR 5036 WAS REQUESTED TO BE INTRODUCED BY THE JOINT COMMITTEE ON ADMINISTRATIVE RULES AND REGULATIONS ON BEHALF OF THE STATE CORPORATION COMMISSION.

THE REGULATION BEFORE YOU WILL IMPLEMENT A BILL ENACTED BY THE LEGISLATURE TO ASSIST IN THE IDENTIFICATION AND OWNERSHIP OF CRUDE OIL, SEDIMENT OIL AND BRINE. THE REGULATION ALSO AMENDS THE BILL OF LADING REQUIREMENT FOR MOTOR CARRIERS OF PROPERTY. AFTER THE REGULATION WAS FILED A MINOR CLERICAL ERROR WAS IDENTIFIED, THAT ERROR APPEARED ON THE RESOLUTION ON LINE 0045 IN SUBSECTION (e) OF THIS REGULATION.

REFERENCE IS MADE TO "THE DOCUMENTS REQUIRED IN SUBSECTION (C) SHALL BE PRODUCED BY THE DRIVER FOR EXAMINATION AND INSPECTION...."

SUBSECTION (e) SHOULD READ "THE DOCUMENTS REQUIRED IN SUBSECTION (d) SHALL BE PRODUCED BY THE DRIVER FOR EXAMINATION AND INSPECTION...."

I WOULD ENCOURAGE YOU TO GIVE FAVORABLE CONSIDERATION TO HCR 5036 AND AT THIS TIME IF YOU HAVE ANY QUESTIONS I WILL BE GLAD TO ATTEMPT TO ANSWER THEM.



JOHN CARLIN
RICHARD C. (PETE) LOUX
JANE T. ROY
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STATEMENT PRESENTED ON MARCH 28, 1983, TO THE
HOUSE TRANSPORTATION COMMITTEE BY THE STATE
CORPORATION COMMISSION OF KANSAS ON SCR 1608

MR. CHAIRMAN AND MEMBERS OF THE COMMITTEE, I AM BILL GREEN, ADMINISTRATOR OF THE TRANSPORTATION DIVISION OF THE STATE CORPORATION COMMISSION. I APPEAR HERE TODAY REPRESENTING THE COMMISSION IN SUPPORT OF SCR 1608.

SCR 1608 IS A RESOLUTION THAT THE COMMISSION REQUESTED THE JOINT COMMITTEE ON ADMINISTRATIVE RULES AND REGULATIONS INTRODUCE.

DURING THE SUMMER OF 1982 THE COMMISSION WAS INVOLVED IN AMENDING SEVERAL OF ITS REGULATIONS AS WELL AS DEVELOPING SOME NEW REGULATIONS. IN THE PROCESS OF FILING THE REGULATION WITH THE OFFICE OF REVISOR OF STATUTES I FAILED TO FILE 82-4-7b, SECTION 4 AS APPROVED BY THE COMMISSION. SCR 1608 WILL CORRECT THIS OVERSIGHT AND THE REGULATION WILL BE CORRECTED AS THE COMMISSION APPROVED THE REGULATION.

I REQUEST THAT YOU GIVE FAVORABLE CONSIDERATION TO SCR 1608.

I WILL BE HAPPY TO ANSWER ANY QUESTIONS YOU MAY HAVE AT THIS TIME.

Kansas Department of Transportation

BUREAU OF MANAGEMENT AND BUDGET

March 28, 1983

Attachment
6

MEMORANDUM TO: House Transportation Committee
FROM: Kansas Department of Transportation
REGARDING: House Concurrent Resolution 5017 - Concerning Child Passenger Restraining Systems

I. Summary

House Concurrent Resolution 5017 amends Kansas Administrative Regulation 36-34-1 - Child Passenger Safety Restraints, as adopted by the Secretary of Transportation on December 1, 1982. The resolution deletes statutory language from K.A.R. 36-34-1 and amends it such that child passenger restraining device specifications are clearly addressed.

II. Comments

During the course of reviewing administrative rules and regulations of the Department of Transportation, the Joint Committee on Administrative Rules and Regulations concluded that the recently adopted K.A.R. 36-34-1 exceeded the statutory direction for administrative regulation. The JCARR expressed concern that the regulation raises the standard of negligence per se, which is not mentioned in the statute. K.S.A. 8-1344 directs the Department to adopt regulations for the performance, design and installation of child passenger safety restraining systems in accordance with federal motor vehicle safety standards.

III. Fiscal Impact

Adoption of H.C.R. 5017 would not fiscally impact the KDOT.

IV. Agency Position

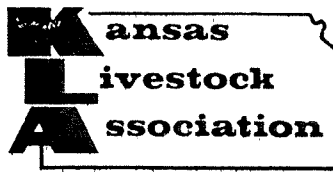
The KDOT concurs with the provisions in H.C.R. 5017 and recommends its favorable adoption.

Atch. 6

Suggested Amendment to House Bill No. 2554

On page 2, in line 74, by striking all after the period;
in line 75, by striking all before the comma and inserting
"to the extent not in conflict with the foregoing provisions of
this section";

On page 2, in line 80, following the period, by inserting
the following: "When an agent of a railroad company quotes a
rate to a shipper, the railroad company shall mail a written
confirmation of the quotation to the shipper within 24 hours.";



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Statement of the
KANSAS LIVESTOCK ASSOCIATION

in regard to
SB 176

to revise the current "Farm Registration Schedule"

presented to the

House Transportation Committee

Representative Rex Crowell, Chairman

Presented by

Mike Beam
Executive Secretary, Cow-Calf/Stocker Division

March 28, 1983

Mr. Chairman and members of the committee, I'm Mike Beam representing the 8,200 members of the Kansas Livestock Association. As most of you are aware, Kansas Livestock Association members are farmers and ranchers who are involved in all segments of agriculture production. We are here today in support of SB 176. First, let me summarize how our policy was adopted on this issue.

At our annual legislative meeting on February 22, 1983, approximately 150 Kansas Livestock Association members were present and addressed this specific issue. The policy they adopted was that the Kansas Livestock Association would support an increased registration fee for smaller trucks if the proposal included an increase in the weight limits for truck tractor units to be able to be registered under "farm" use.

Our members in the past have expressed concern as to why the legislature had never increased the 42,000 limit since its inception around 1955.

Let's look at the farm statistics from 1955 to 1982.

1955 - average farm 417 acres
1982 - average farm 638 acres

	<u>Average Yield (1955)</u>	<u>Average Yield (1982)</u>
Wheat	15 bu/acre	35 bu/acre
Milo	11.5 bu/acre	62 bu/acre
Corn	24 bu/acre	114 bu/acre
Soybeans	10 bu/acre	26 bu/acre

Atch. 8

In 1955 Kansas farmers used tractors with approximately 40 horsepower. It is not uncommon today for tractors to be in excess of 175 horsepower.

Indeed, Kansas farmers are operating larger farms with greater efficiency. Times have changed and a farm semi unit is a part of that increased efficiency.

With the current 42,000 lb. weight limitation many times this causes an increase in number of trips a truck may have to make to remain below this weight limitation. Let me relate an example that I'll quote from testimony that KLA staff presented in 1978:

A western Kansas rancher was unable to legally haul a full load of calves from one pasture to another on his farm tag semi unit, because of the 42,000 lb. limit. His truck and tractor together weighed approximately 22,000 lbs. The capacity of the 45 foot trailer was approximately 65 to 70 head of calves. However, in order to stay under the gross weight limit he was forced to haul only 40 calves. Therefore, he had the choice of making two trips or having an additional truck to haul the calves to pasture.

In a recent conversation I had with one of our members in Miami county, he expressed how he is using a semi truck tractor unit to haul grain during harvest. The large truck enables him to make fewer trips and speeds up the harvesting process.

Currently, Kansas farmers and ranchers have the following options when hauling a load that would be hauled by a large truck or semi truck tractor unit: 1) purchase a tag under "local" category. This would limit them to only a 25 mile radius from home; 2) remain under the 42,000 lb. weight limitation; 3) purchase a commercial tag. Most farmers and ranchers cannot financially justify this because their trucks are used on a limited basis throughout the year; 4) hire a commercial truck to do the hauling.

Because farmers and ranchers use these larger trucks significantly less often than commercial trucks, \$500 should be the maximum fee for the higher weight category.

In summary, we feel Kansas farmers and ranchers should be able to tag semi truck tractor units for their own use as outlined in SB 176. We urge your support. Thank you.