

MINUTES OF THE House COMMITTEE ON Transportation

The meeting was called to order by Rex Crowell at
Chairperson

1:30 ~~am~~/p.m. on January 21, 1986 in room 519-S of the Capitol.

All members were present except: Representatives Justice, Brown, Knopp and Adam - excused

Committee staff present:

Bruce Kinzie, Revisor of Statutes
Hank Avila, Legislative Research
Donna Mulligan, Committee Secretary

Conferees appearing before the committee:

Mr. Ed DeSoignie, Kansas Department of Transportation
Mrs. Mary Turkington, Kansas Motor Carriers Association

The meeting was called to order by Chairman Crowell.

Hank Avila briefed the Committee on Proposal No. 52--Motor Carrier Weight Limitations which was studied by the 1985 Special Interim Committee on Transportation. The study concerned the enforcement of laws and penalties applied regarding gross weight limits for motor carriers, including exceptions of certain vehicles. It resulted in the introduction of HB-2665, which deals with axle and wheel weight limits and enforcement thereof.

A hearing was held on HB-2665.

Mr. Ed DeSoignie of the Kansas Department of Transportation testified in support of HB-2665. (See Attachment 1)

He noted the bill makes several technical adjustments to Kansas weight statutes regulating vehicles and vehicle combinations consisting of a truck tractor and dump semitrailer or truck trailer. He explained that under present law (K.S.A. 1985 Supp. 8-1909), these vehicles are provided an exemption from the Kansas weight table when transporting certain commodities which permits the use of shorter dump semitrailers for safety purposes.

Mrs. Mary Turkington of the Kansas Motor Carriers Association gave favorable testimony in support of HB-2665.

The hearing on HB-2665 was ended.

The meeting was adjourned at 2:10 p.m.


Rex Crowell, Chairman

KANSAS DEPARTMENT OF TRANSPORTATION

STATE OFFICE BUILDING—TOPEKA, KANSAS 66612—1568



JOHN B. KEMP, Secretary of Transportation

JOHN CARLIN, Governor

MEMORANDUM TO: House Committee on Transportation

FROM: Edward R. DeSoignie
Policy Coordinator

DATE: January 21, 1986

REGARDING: House Bill 2665

Thank you Mr. Chairman, members of the Committee for the opportunity to appear before you today in support of House Bill 2665.

House Bill 2665 represents the work product of the Special Committee on Transportation's action on Proposal No. 52; Motor Carrier Weight Limitations. The Special Committee on Transportation heard extensive testimony on the various facets of state and federal motor carrier weight law from representatives of the private and public sectors.

The bill makes several technical adjustments to Kansas weight statutes regulating vehicles and vehicle combinations consisting of a truck tractor and dump semitrailer or truck trailer. Under present law (K.S.A. 1985 Supp. 8-1909), these vehicles are provided an exemption from the Kansas weight table when transporting certain commodities. The exemption in effect, permits the use of shorter dump semitrailers for safety purposes. This exemption was adopted by the 1973 Legislature in response to problems encountered by contractors with tipping of dump semitrailers when the box was raised at construction sites.

H. Transp. 1/21/86

Attachment 1

The amended language on page four of the bill will permit enforcement of triple and quad axle weight limits on the aforementioned vehicle combinations by permitting application of the bridge weight table in K.S.A. 8-1909. This policy was in effect until 1983 at which time, through a technicality, triple and quad axle weight limits for these vehicle combinations were deleted. The requested language reestablishes legislative policy on triple and quad axles for truck tractor-dump semitrailer or truck trailer vehicle combinations. The amendment was requested by the Departments of Transportation and Revenue with the support of the Kansas Motor Carriers Association.

In addition to the triple and quad axle weight limits amendment, the bill:

- 1) Addresses the use of "cheater", i.e. non-weight bearing, axles by stipulating that an axle must bear weight (page one, line 29),
- 2) Makes technical changes to the definitions of triple and quad axles (page one, line 43 and page two, line 48 respectively),
- 3) Makes technical changes to the bridge weight table in K.S.A. 1985 Supp. 8-1909 to bring it into conformance with the federal weight table (page two, lines 74 through 78),

- 4) Amends the bridge weight table at six axles with a spacing of 53 feet to allow a maximum weight of 85,500 pounds. The table presently provides a maximum of 85,000 pounds for six axles with a spacing of 52 feet (page three, line 307), and
- 5) Amends K.S.A. 8-1910 to reference "sets of axles" vs. tandem axles (page 4, line 394).

The Department supports House Bill 2665 and asks for its favorable consideration by the House Transportation Committee.

That concludes my prepared remarks Mr. Chairman.