

Approved

Thomas F. Walker
Date 3/27/87

MINUTES OF THE HOUSE COMMITTEE ON GOVERNMENTAL ORGANIZATION

The meeting was called to order by Representative Thomas F. Walker at
Chairperson

9:00 a.m./p.m. on March 25, 1987 in room 522-S of the Capitol.

All members were present except:

- | | |
|--------------------------|-------------------------|
| Representative Hassler | Representative Ramirez |
| Representative Graeber | Representative Sprague |
| Committee staff present: | Representative Peterson |

- Avis Swartzman - Revisor
- Carolyn Rampey - Legislative Research
- Mary Galligan - Legislative Research
- Jackie Breymeyer - Secretary

Conferees appearing before the committee:

- Senator Vidricksen
- Barb Hinton - Legislative Post Audit
- Colonel Cantwell - Kansas Highway Patrol

The meeting of the House Governmental Organization Committee was called to order by Representative Thomas F. Walker, Chairman. The minutes will stand approved if there are no corrections or additions.

Senator Vidricksen was first on the agenda to speak to SB 197, the government hotline bill. The Senator has spoken with the Governor about this bill and the Governor is supportive of it. He commented he would not get into the workings of the bill because legislative post audit will do that. This bill would expire July 1, 1988. The one-year life should be long enough to determine whether it would be a good tool in government. A initial sum of \$500 would be needed, with \$6,000 actual operating expense. It would be manned in-house so no additional funds are being asked. The main work would be to weed out the phone calls and act upon the relevant ones, channeling others into the proper areas. Senator Vidricksen brought an attachment entitled "Hot Line Pays Off" which he distributed to the members of the committee. (See Attachment 1)

Barb Hinton, Legislative Post Audit distributed an attachment entitled "NASACT NEWS". (See Attachment 2) She stated that 5 to 10% of the calls tend to be substantiated calls. From studying North Carolina's hotline, it seems there would be one to two calls a day that would take approximately 8 hours substantiated time. Most calls would probably be on entitlement programs and state car abuse. She said what SB 197 would do would establishment the efficiency in government hotline to report improper activities by state employees. The entire process would be overseen by post audit and the confidentiality of the caller would be protected. Since several mechanisms are already in place for calls, post audit would be able to pass the relevant calls on to the proper agencies. Hot lines are not knew in Kansas. She mentioned SRS, the KBI and Fish and Game hotlines. The federal government has toll free hotlines that are staffed by audit professionals on a rotating basis. She mentioned that calls would be identity coded, keeping the name separate from the complaint. Anonymous calls will not be acted on. Abuse/neglect calls will be acted on immediately. Although the line would be open to all Kansas citizens, the focus would be to state employees at this time. At this time, there is no idea what the volume of calls would be.

Ms. Hinton answered several questions from committee members. The Chairman asked if there was anyone else present who would like to speak to the bill. As there was no one else who wished to do so, he declared the hearing closed on SB 197.

CONTINUATION SHEET

MINUTES OF THE HOUSE COMMITTEE ON GOVERNMENTAL ORGANIZATION
room 522-S, Statehouse, at 9:00 a.m./p.m. on March 25, 1987

The Chairman called on Colonel Cantwell - Kansas Highway Patrol, who was present to tell the Committee about transfer of motor carrier inspection to Highway Patrol. Colonel Cantwell introduced Captain Hornbrake and Captain Moomaw. Several attachments concerning the subject were distributed. (See attachments 3, 4, & 5)

The former issue paper was not supported by the Department of Revenue, but the current issue paper is supported by the Department. There is now more of an awareness of the problems of trucks on the highways and the safety issues involved. Now marked units stop trucks on the highways. These units are equipped with lights and sirens. Colonel Cantwell is very pleased and impressed with the caliber of men who have been trained to inspect these vehicles. The big reason for combining the two entities is primarily effectiveness. Assuming everything that is proposed goes through, there will be 16 troopers and 2 sergeants, equally divided between east and west, in teams of two.

It was commented that what the Ports of Entry were designed for initially has changed. Very little revenue is being generated from Ports of Entry now. The Revenue Subcommittee recommendation to close the Ports of Entry except in certain areas, follows along a suggestion made by the Department of Revenue. The greatest problem with stopping a truck for inspection is getting it off the road to inspect it. A defective truck will be towed or sit where it is until it can be repaired. A decal is placed on the windshield or at the left front of the trailer.

Sergeant Hornbrake told of the steps a truck driver takes, along with the terminal manager to see that defects are repaired. Many other facts and figures were stated by Colonel Cantwell and Sergeant Hornbrake relating to the types of vehicles and drivers of carriers and also regarding the particulars of the persons training to do the inspections.

Colonel Cantwell was asked what the minimum number of employees would be to serve the Kansas public adequately in its work. He replied that it would be a hard question to answer. Certainly double the number now would catch twice as many vehicles. There is a total of 413 uniformed officers in the patrol. This is an approximate number and does not count the Capitol Area Patrol.

The Chairman called the committee's attention to the fact that the Colonel would be leaving the Patrol at the end of the week. He was given a round of applause by all who were present. Many members of the Patrol were present for the House Resolution being offered this day.

Larry Humes, Department of Revenue, added as a point of clarification, the operating authority and permits stay with the Department of Revenue.

The conferees were thanked by the Chairman and the meeting was adjourned.

*Qart
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→ now up
VIRICKSON*

Hot Line Pays Off

It's six years since the General Accounting Office set up a hot line (1-800-424-5454) for complaints about waste, fraud and abuse in the federal government, and more than 64,000 calls have been recorded. Of these, 15,900 were significant enough to be classified and some 11,000 were serious enough to initiate an investigation.

These figures were presented to the Senate by Sen. Jim Sasser, father of the nationwide toll-free fraud hotline. He notes that since this "cost-efficient weapon" against waste was started, more than 20 federal agencies have created their own hot lines.

According to the GAO, one out of four calls appears to have some substance. Many substantial cases of fraud have been uncovered by the hotline, and the culprits fined and sent to prison. California whistle-blowers lead the parade; and the Social Security Administration is first among the agencies targeted.

ATTACHMENT 1
G.O. COMM.
3/25/87

NASACT NEWS

NATIONAL ASSOCIATION OF STATE AUDITORS, COMPTROLLERS AND TREASURERS

Volume 8 No. 1

February 1987

SOUTH CAROLINA:

Fraud Hot Line Established

The State Auditor's Office of South Carolina has established a Fraud Hot Line which allows citizens of the state to report incidences of waste, fraud, misuse, and abuse of state funds through the use of a statewide toll free telephone service.

The Fraud Hot Line, established at the request of the State's General Assembly, began on December 1, 1986 and operates 24 hours a day, seven days a week. Callers can discuss their allegations with the hotline staff from 8:30 a.m. to 5:00 p.m., Monday through Friday. After business hours and on weekends, callers are asked to leave a recorded message or to call back during normal working hours.

Information concerning alleged cases of fraud is handled with strict confidentiality by the senior auditors who staff the Hot Line daily. The assignment of auditors is rotated, and each auditor remains anonymous.

Some allegations identify potential audit areas or tie into previous or current audit work. In these instances, the hotline staff makes limited inquiries which may result in a memorandum to auditors assigned to that agency. Sometimes a report of the problem is sent to an agency head for corrective action.

The Deputy State Auditor makes the final referral decision based on knowledge of state and federal programs, agency policies and procedures, and results of previous hotline allegations. The allegations the warrant further scrutiny are referred to the State Attorney General, the State Law Enforcement Division, other agencies with which the Auditor's Office has referral agreements, the involved agency head or the State Auditor's Office investigative staff. The agency to which allega-

tions are referred is asked to provide an initial disposition within 60 days and to inform the Auditor's Office of the final outcome when the case is closed.

Each hotline informant is interviewed during the initial call. When conducting the interview, the auditor attempts to elicit information to establish the materiality of the alleged wrongdoing or mismanagement such as, if the allegation is a state, local or federal matter; the particulars of the allegation; what organizations are affected by the allegation; and who are the persons involved in the wrongdoing or mismanagement.

While discussing the allegation with the informant, a preliminary determination is made whether the allegation warrants a write-up and possible referral to the appropriate agency based on the answers received during the interview. If the allegation is incomplete, the caller is encouraged to contact the Auditor's Office once required information is obtained. If the allegation is not a State agency matter, the caller is redirected to the appropriate organization, if possible. If the allegation is to be written up, the caller is given a control number. The control number is provided in case the informant wished to contact the Auditor's Office at a later date to provide additional information or to determine the disposition of the case. If additional information is required in order to refer the case, then a Call-In Report is placed in the "Awaiting Documentation" file. If documentation is not received within 10 days, a staff member reviews the report for substance, then a decision is rendered by the Deputy State Auditor whether the write-up should be referred or considered as non-substantive.

Although an informant can elect to remain anonymous, every attempt is made to obtain the informant's identity, since additional information is often needed to pursue an allegation. As a result, cases may be closed because of insufficient leads of inadequate evidence. Auditors discuss the possible

ways informants can be protected if the caller does not want his/her name provided to the Agency.

Once an interview has been completed, the auditor completes the Call-In Report and Hot Line Log Book entry. Any case that appears to the writer to be a matter of sensitivity is brought to the attention of the Deputy State Auditor as soon as possible. These cases are expedited and do not go through the normal referral process. They are typed and referred as soon as possible to the appropriate agency.

Allegations received via the mails are assigned a control number by the staff member on duty when they are received. An acknowledgment letter is sent in all cases where the informant provides a name and address. If the allegation warrants referral, the case is handled like a "phoned-in" allegation.

When an initial or final disposition is received from a referral agency, it is routed to the staff member who prepared the Call-In Report. That staff member is responsible for reviewing the disposition for appropriateness. If the disposition is judged appropriate, the staff member indicates his acceptance, signs and dates the response, and then logs it in the Hot Line Log Book. The response is then attached to and filed with the original Call-In Report. If the initial or final disposition is judged not appropriate, the staff member consults the Deputy State Auditor for instructions.

The Fraud Hot Line number is 1-800-521-4493 statewide and in the Columbia, South Carolina area the number is 734-0328.

The Fraud Hot Line mailing address is: Fraud Hot Line, State Auditor's Office, Post Office Box 11333, Columbia, South Carolina 29211.

For more information, contact Margaret Stilwell, CPA, Deputy State Auditor at the South Carolina State Auditor's Office (803) 734-1727.

ISSUE PAPER

MOTOR CARRIER INSPECTION STATIONS

DEFINITION OF THE MOTOR CARRIER
INSPECTION BUREAU'S ROLE.

Proposal Statements:

1. Should the Department of Revenue continue the operation of any/all motor carrier inspection stations?
2. Should the responsibilities of the Motor Carrier Inspection Bureau be transferred to the Highway Patrol?

Regulatory Environment

Nationwide, the motor carrier industry faces the task of complying with an essentially separate set of regulatory requirements and fee structures in each state. Contrary to the freedom of movement exercised routinely by operators of private automobiles, motorcycles, and most small trucks, operators of motor carriers (trucks and buses) do not enjoy the benefits of across-the-board interstate reciprocity.

The motor carrier, in order to move from state to state, is thus frequently faced with the requirement of dealing with each individual state. This means that a motor carrier operator has to either fully comply with the registration requirements of each separate state (as a full-time resident) and also meet the full nature of all fees and restrictions of that state or find another means of coping. That other way has grown to become the state trip permitting process. Except for instances where states have agreed to cooperate, each state tends to have its own trip permitting practices.

*Attachment 3
G. O. Comm.
3/25/87*

The permits which a motor carrier must have to legally operate in and through Kansas are vehicle registration, fuel use tax, operating authority, and if necessary a size and weight permit.

I. REGISTRATION.

Kansas joined the International Registration Plan (IRP) in 1981. The IRP is a vehicle registration agreement designed, "to promote and encourage the fullest possible use of the highway system by authorizing the proportional registration of fleets of vehicles, and the recognition of vehicles proportionally registered in other jurisdictions" (International Registration Plan, Article I, Section B). Thirty-five states are members of the IRP.

The prorated registration is based upon the number of miles that carrier traveled within a particular state the previous year in proportion to the total number of miles that carrier traveled. After registering in an IRP state, which then becomes the carrier's base state, the carrier is free to move through member IRP jurisdictions without the necessity of obtaining trip permits.

Trip permits are a way to temporarily register the carrier in the state. Trip permits in Kansas are \$20.00 for seventy-two hours. A carrier is allowed to use trip permits, as opposed to registering the vehicle if they are going to make twelve or less trips through the state annually. These permits can be purchased in Kansas through transmitter services, the Revenue Central Permit Office and at motor carrier inspection stations. Registration must be obtained prior to moving through the state.

II. FUEL USE TAXES

Fuel use taxes are also prorated taxes. This tax is based upon the amount of the total gallons of fuel used the previous year prorated against the total gallons of fuel consumed by that carrier the previous year. This tax is administered by the Fuel Tax Section in the Sales and Excise Tax bureau. The fuel use tax permit can be obtained through the Revenue Central Permit Office, transmitter services and motor carrier inspection stations. Fuel Use Tax trip permits are \$6.50 per trip with a maximum of twelve trip permits per year.

III. SIZE AND WEIGHT

Carriers which are oversize and/or overweight must secure size and weight permits from the Department of Transportation (KDOT). KDOT must approve the routes which these carriers desire to use for structural concerns. This permit is \$5.00 and is available through the Department

of Transportation, Revenue's Central Permit Office, through the transmitter services and motor carrier inspection stations.

IV. OPERATING AUTHORITY

The operating authority is annually issued by the Kansas Corporation Commission. The main reason for this permit is to assure the state that the carrier is insured. This permit can be issued through the Corporation Commission, the Central Permit Office and via the transmitter service.

This is the environment in which the motor carrier operates daily. It also outlines the major responsibilities of the Motor Carrier Inspection Bureau (MCIB). While it is the responsibility of the motor carrier to comply with these permit requirements, it is the duty of the MCIB to administer and enforce the IRP and the motor carrier weight laws.

Summary of Field Presence in Other States

Nationwide there are sixteen states which still provide some type of field office where permits can be purchased. Some states call their stations Ports of Entry, some Motor Carrier Inspection Stations and others Motor Vehicle Field Offices. These states are Arizona, Arkansas, California, Colorado, Idaho, Kansas, Louisiana, Mississippi, Montana, New Mexico, North Carolina, North Dakota, Oregon, South Dakota, Utah, and Wyoming.

Thirty or more states allow transmitter services to provide the permits to the motor carrier. Transmitter agencies are private firms which act as the intermediary between the carrier and the state, delivering the needed permits, by wire, to places such as truck stops. There are twelve states which, like Kansas, provide permits through both the field offices and the transmitter service. These states are Arizona, Arkansas, California, Idaho, Kansas, Louisiana, Mississippi, Montana, North Carolina, North Dakota, Oregon, Utah and Wyoming. Kansas uses the national agencies Instacom, Transceiver and US Funds (Western Union). The permits can be picked up in 3,000 locations across the country.

Attachment A provides a listing of the various means states use in providing the permits. This listing was compiled by the National Governors' Association study of state motor carrier policies and procedures.

Kansas' Enforcement Methodology

Motor Carrier Inspection Stations were originally established as Ports of Entry during the late 1920's and early 1930's to enforce fuel use tax laws. Ports of Entry were abolished in 1977. In reality, the changes were the transferring of the weight enforcement bureau from KDOT to KDOR, the

closing of approximately twenty stations and renaming of the bureau. The remaining Ports of Entry were renamed Motor Carrier Inspection Stations with the function continuing to be the issuance of regulatory permits.

The FY 1988 budget document describes the primary responsibility of the MCIB today as a compliance/enforcement effort.

The primary mission of the Motor Carrier Inspection Bureau's field stations is the issuance of fee permits as set forth by statutes. By authority of K.S.A. 66-1324, all motor carriers operating on Kansas highways must stop and clear at an open Motor Carrier Inspection Station or be certified for sight clearance, in which case they are not required to stop. K.S.A. 66-1324 sets forth a maximum fine of \$500 upon conviction for failure to clear and obtain proper registration with the State of Kansas. The Bureau currently provides service at twenty-nine fixed location facilities where carriers can obtain proper clearances to operate in Kansas. Many of these facilities are open less than twenty-four hours per day. The Bureau operates seventeen mobile enforcement units to check motor carriers and increase compliance with motor carrier laws.

Ten of the twenty-nine fixed facilities are responsible for weighing vehicles as well as permit sales. In addition, the Bureau provides permits via wire services to motor carriers who telephone the Central Permit Office.

Weight enforcement is the responsibility of the eight scale facilities as well as the seventeen mobile enforcement units. The scale facilities, as noted on the attached map, are located in Olathe (2), Wabaunsee (2), South Haven, Kanorado, Oberlin, and St. Marys. Olathe, Kanarado, South Haven and both scales at Wabaunsee are open twenty-four hours. There are in-house plans to add scale facilities at the Kansas City (5A) and Liberal (37) inspection stations which will bring the number of permanent scale facilities to eleven.

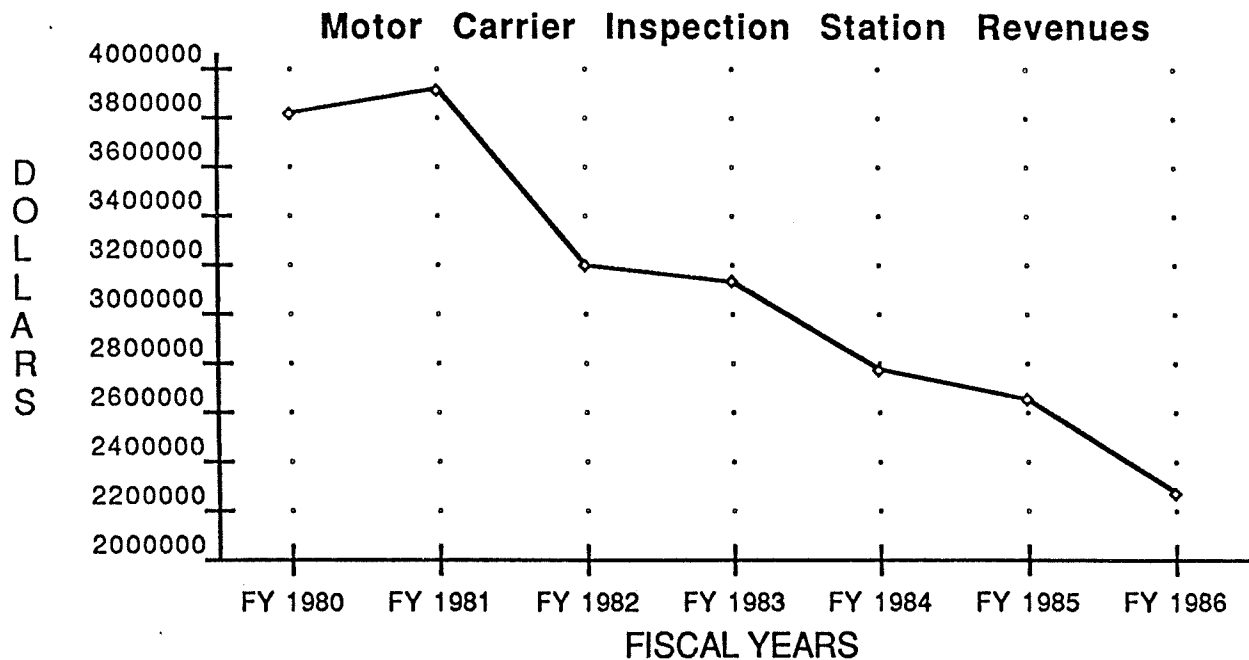
MCIB Current Operations

The major emphasis of the MCIB was changed in 1984 from permit issuance to vigorous enforcement of motor carrier laws. The Kansas Department of Revenue Internal Audit Unit audited the MCIB and submitted a management audit to the Secretary of Revenue in August of 1984. This document provides an excellent historical analysis of the MCIB.

The impetus of the audit's recommendations was the concern that the continued use of motor carrier inspection stations by the department was questionable from both a cost-effective budgetary perspective as well as whether the motor carrier inspection stations continued to offer a needed

service. The department's reasoning for the decline in the profitability of the stations was the increased usage of annualized permits in 1981 and the availability of telephone permit ordering in 1978.

Total Revenues FY1980 - FY1986	
FY 1980	\$3,824,529.00
FY 1981	\$3,919,769.00
FY 1982	\$3,203,414.00
FY 1983	\$3,136,829.00
FY 1984	\$2,778,514.00
FY 1985	\$2,652,799.00
FY 1986	\$2,275,512.00

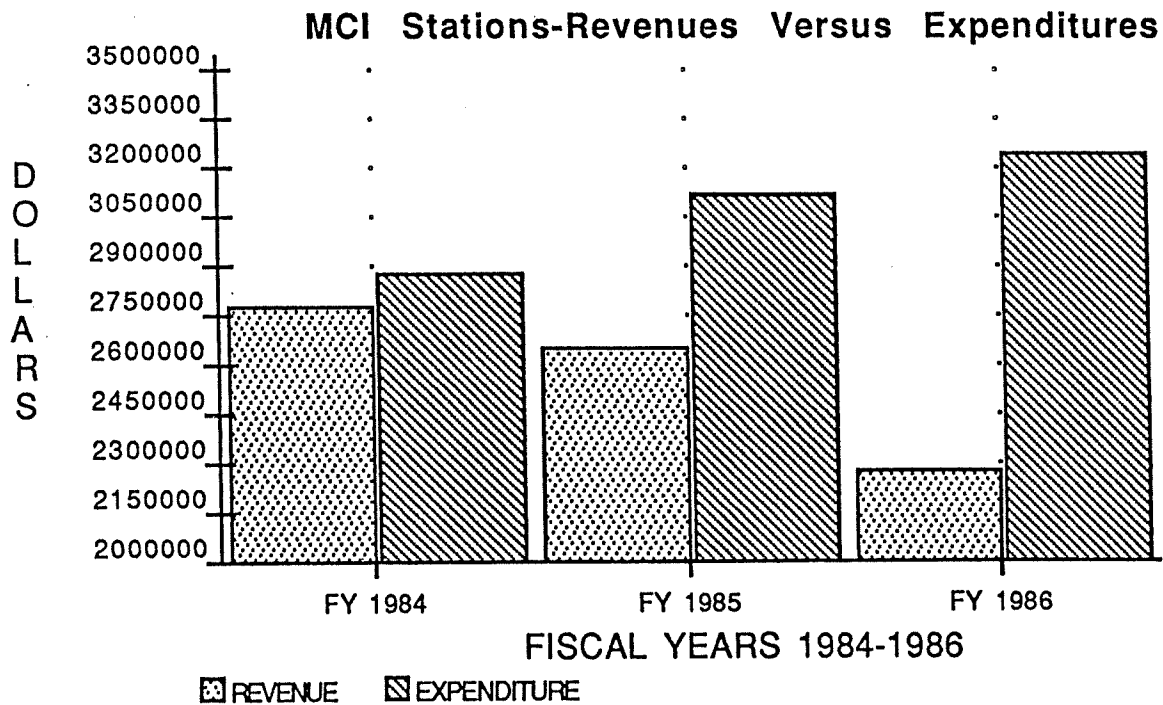


It is not hard to understand why the motor carrier prefers to use the transmitter services rather than stopping at the inspection stations. The companies that provide this service also issue permit "guides" instructing the carrier which permits must be purchased for each state. The guides

also list locations where the permits can be wired, such as truck stops. The permits can also be wired to the carriers terminal. The increased usage of these options is compounded by the increased state membership in the IRP. These alternatives have increased the carriers opportunity to purchase the permits prior to entering the state and thus eliminating any "down time" which occurs when stopping at the inspection station to purchase the necessary permits. Since Kansas joined the IRP in 1980, Pennsylvania, Michigan, Florida, Connecticut, California, West Virginia and South Carolina have joined the agreement. This brings the total number of members to thirty-five states.

Internal Audit conducted an extensive survey of the inspection stations reviewing the peak hours of operation, the revenues generated during those periods and the staffing of the stations. From these statistics, observations were made as to which stations should definitely be closed, stations which could be operated at certain peak hours and those stations which should continue to operate on a twenty-four hour basis.

In the last three fiscal years, however, expenditures have continued to outstrip the profitability of the stations. The only significant increase in station expenses are the cost of living and merit pay increases. While expenses slowly grow, revenues drop sharply. (See "Attachment B" for a station by station analysis of revenues versus expenditures.)



The remedies suggested by the Internal Audit Unit to increase the profitability of the stations were:

#1. The Motor Carrier Inspection Bureau should reduce hours of operation and personnel at a number of stations.

#9. The bureau should seek information concerning the advantages and disadvantages of using the "Nebraska" regulation system, whereby no state-operated, permit-selling stations are used. This system (or some of its aspects) might be beneficial for Kansas in the future.

Since the audit's completion, the department has attempted to make a gradual transition away from the "port-of-entry" approach. Hours of operation and personnel have been reduced at a number of stations. Instead, more permits are being sold centrally, through the wire service system. Many of the inspectors have received additional training, to improve enforcement capabilities through the expansion of the Mobile Enforcement Units. This approach makes sense from a cost-benefit standpoint, with more personnel costs expended in enforcement, rather than permit-selling activities.

Current National Studies

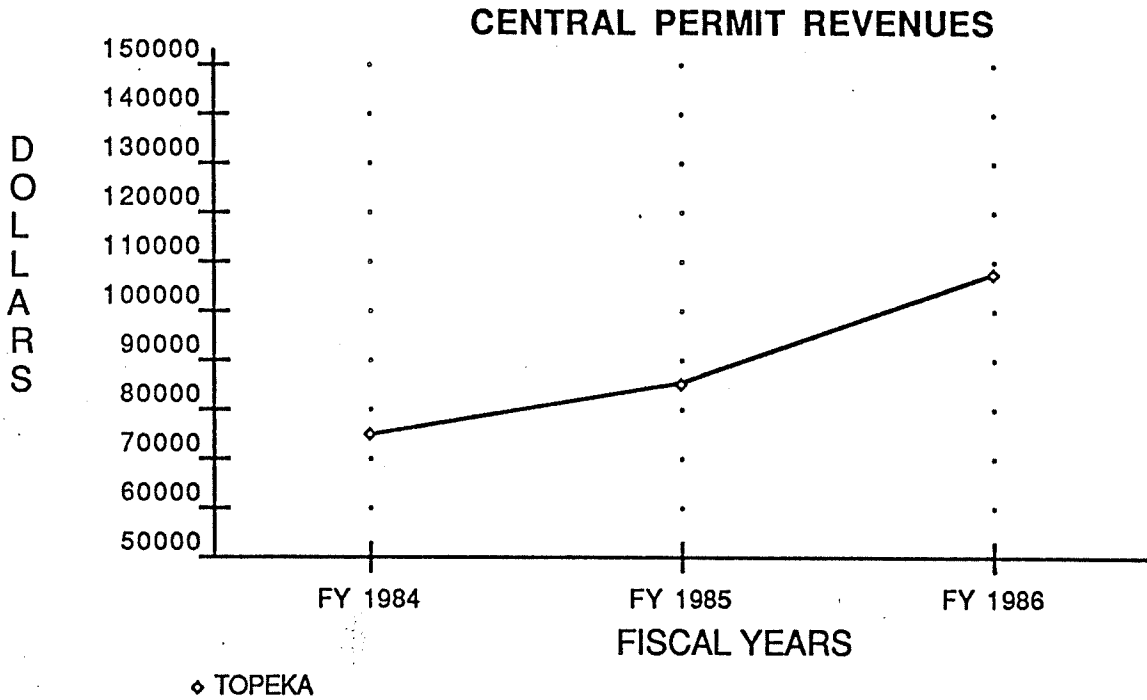
The Department of Revenue has been a participant in the National Governors' Association (NGA) study, "Working Group on State Motor Carrier Procedures". The purpose of the study is to create a more efficient bureaucracy and therefore create a less burdensome environment for the motor carrier. The study has been underway for the last two years. At the Governor's Annual Winter Meeting in 1986, several policies were adopted endorsing the recommendations of the Working Group. Item 8, "Simplified State Registration and Taxation Procedures", identifies three areas, designed to ease and simplify a state's administration of its motor carrier requirements:

1. simplify and consolidate the forms
2. centralize a motor carrier's point of contact
3. provide service improvements and instructional materials.

The Department of Revenue will, as of May 1, 1987, establish a "one-stop-shop". The one-stop-shop will provide the motor carrier one reference point for all permits as well as a central location where questions can be answered. This action is being taken in cooperation with the Kansas Corporation Commission and the Kansas Department of Transportation.

This action reflects what has actually been the desire of the industry for quite some time, the centralizing of all permits in one office. The revenues at the central permit office represent that desire and the increased usage of the service.

FY 1984	\$74,786.85
FY 1985	\$85,744.20
FY 1986	\$107,802.05



Kansas Department of Revenue Recommendations

Therefore, due to the continued loss of revenue at the MCI stations, the move to centralize the permit facilities and the recommendations of the NGA study, the department proposes:

The closing of all non-scale inspection stations, with the exceptions of Kansas City, Belleville, Liberal and Fort Scott.

can be identified on the map as the stations which do not have the (W). This action would result in savings of and estimated \$899,844.00 in salaries and wages and \$72,000.00 in operating expenditures.

The increased use of scale-equipped cars and vans for weight enforcement. Thirty-nine inspectors are currently assigned to the mobile enforcement unit. The department would also suggest increasing the audit capability in IRP and the Motor Fuel Tax Section.

The department further requests that the Governmental Organization Subcommittee review whether, due to the law enforcement activities of the Motor Carrier Inspection Bureau, the bureau should be transferred to the Highway Patrol.

Fiscal Ramifications

number of stations closed	17
savings in OOE	\$72,000
number of employees terminated	51
savings in salaries and wages	\$899,844
ESTIMATED SAVINGS - annual-	\$971,844

TRIP PERMITTING

JURISDICTION	REGISTRATION			FUEL USE TAX			SIZE AND WEIGHT			OTHER		
	Available From	Cost-Length of Time	Prior to Movement	Available From	Cost-Length of Time	Prior to Movement	Available From**	Cost-Length of Time	Prior to Movement	Available From	Cost-Length of Time	Prior to Movement
Alabama (IRP)	Dist. Off. Transmitter Services	\$20.00 for 7 days	Yes	Dept. of Revenue Transmitter Services	\$12.00 for 7 days	Yes	State Per. Office Transmitter Services	Nondivisible — \$10.00-110.00 depending on commodity and Gross Weight	Yes			
Alaska		No provisions in lieu of registration or reciprocity			No provisions		Commerce Department Transmitter Services	Nondivisible — Single - \$10.00 to \$35.00 depending on G.V.W., excess dimensions and distance Blanket - 30 days, \$25.00 to \$50.00 depending on G.V.W. and excess dimensions.	Yes			
Arizona* (IRP)	Port of Entry Transmitter Services, Weigh Stations Dept. Field Offices	Single - fee \$3.75 per each 50 miles, 96 hours or exit.	No	Port of Entry, Weigh Stations Dept. Field Offices Transmitter Services	\$16.00 for 96 hours or exit.	Yes	DOT - MV Port of Entry	Single - \$15.00 fee - limited time of travel & driving speed Blanket - \$130.00 for 30 days limited time of travel & driving speed. Special - I-15 between Nevada & Utah, single - \$25.00, 30 day - \$50.00	Yes No	Port of Entry Transmitter Services Weigh Stations Dept. Field Offices	Third Structure - 96 hours 50 miles or less \$12.00 or 50 miles or more \$48.00	Yes
Arkansas (IRP)	Weigh Sta. Transmitter Services Dept. Field Offices	\$33.00 for 72 hours	No		No provisions		Hwy. Dept. Permit Office Transmitter Services	Overdimensional - \$5.00 Overweight - \$6.00 to \$130.00 depending on G.W. & distance plus \$5.00 permit fee.	Yes	Port of Entry	Third Structure - \$6.00 per 100 miles	Yes
California (IRP)	Dept. M.V. Field Offices Transmitter Services	\$45.00 Power Unit, \$5.00 trailer for 4 days	Yes	Dept. M.V. Field Offices Transmitter Services	\$30.00 for 4 days	Yes	Cal. DOT/ Transmitter Services	\$5.00 for 3-5 days at discretion of Engineer	Yes			
Colorado (IRP)	M.V. Division	Hunter - \$5.00 for cab, \$3.00 for trailer for 30 days	Yes	Port of Entry	72 hours or one trip - \$1.00 plus tax equal to the amount of fuel consumed at rate of 4 miles per gal at .13/gal.	No	Dept. of Hwys. Transmitter Services	Single - oversize - \$15.00 Single - overweight \$15.00 plus \$5.00 for each axle Special - overweight/oversize \$125.00.	Yes	Port of Entry	Third Structure - 72 hours - \$10.00 less than 50 miles \$40.00 or actual gross ton mile tax over 50 miles	Yes
Connecticut (IRP)	Department of Revenue Services	\$10.00 flat entry fee	Yes	Department of Revenue Services Transmitter Services	10 day emergency operation - no fee	Yes	D.O.T. Bur. of Hwys. Trans. Permit Section Transmitter Services	Nondivisible — Single - \$15.00	Yes	Dept of Agriculture	Agricultural Permit — No fee, 15-30 days depending on type of animal.	Yes

JURISDICTION	REGISTRATION			FUEL USE TAX			SIZE AND WEIGHT			OTHER		
	Available From	Cost-Length of Time	Prior to Movement	Available From	Cost-Length of Time	Prior to Movement	Available From**	Cost-Length of Time	Prior to Movement	Available From	Cost-Length of Time	Prior to Movement
Delaware		No provisions in lieu of Reg. or reciprocity.		Transmitter Services	20 days, \$10	Yes	Div. of Hwys. State Permit Clerk Transmitter Services	Nondivisible - Single - \$8.00 Overweight - \$8.00 plus \$3.00 per each 6,000 lbs. or fraction thereof over licensed weight \$30.00 filling fee \$25.00	Yes			
District of Columbia		No provisions in lieu of Reg. or reciprocity.			No provisions		DOT	Single - \$19.00 one-way	Yes			
Florida		No provisions in lieu of Reg. or reciprocity		Revenue Dept. Transmitter Services	Emergency Trip Permit for \$16.00 single / 10 days.	Yes	DOT Permit Sec. Transmitter Services	Nondivisible - Single \$5.00 to \$25.00 depending on weight and commodity.	Yes			
Georgia		No provisions in lieu of Reg. or reciprocity.		Transmitter Services	30 day Emergency for \$3.00 Temp. - \$16.00	Yes	DOT - Office of Permits & Enforcement Transmitter Services	Single - \$5.00 to \$50.00 depending on type/size load.	Yes	Dept. of Revenue, Transmitter Services	Retailory Permit - same as state with third structure tax.	Yes
Hawaii		No provisions in lieu of Reg. or reciprocity			No provisions		DOT	\$5.00 to \$25.00 depending on weight & size.	Yes			
Idaho* (IRP)	Weigh Sta Transmitter Services	\$12.00 plus mils per mile based on combined G.W. for 96 hours	Yes	Weigh Sta. or Transmitter Services	96 hour single trip (fuel tax included in cost for permit)	Yes	DOT Transmitter Services	Nondivisible - \$3.00 to \$25.00 depending on operation \$25.00 - 30 days	Yes	Weigh Station Transmitter Services	Third Structure - (included in Reg. permit)	Yes
Illinois (IRP)	Sec. of State Comm. & Farm Tx. Div. Transmitter Services	72 hour permit - \$15.00	Yes	Transmitter Services	72 hours for \$20.00 utilized by carriers that operate in IL less than 3 times in 12 month period	Yes	D.O.T. Transmitter Services	Oversize - \$12.00 to \$150.00 Overweight - \$10.00 to \$280.00 (based on total axles, gross weight and distance) overweight axle - \$5.00 to \$11.00	Yes	Dept. of Agriculture	Agricultural Permit No fee - permit indicates livestock has been vaccinated, must be carried at all times. Agricultural Permit for (immigrant farm workers) 30 day - \$8.00 plus 1/10 of flat weight tax minimum of \$25.00 90 day - \$8.00 plus 3/10 of flat weight tax minimum of \$100.00	Yes
Indiana		No Provisions in lieu of Reg. or reciprocity		Transmitter Services	14 days, \$5.00	Yes	State Hwy. Comm. (Div.) of Permits Transmitter Services	Nondivisible - oversize - \$.10 per mile (min. \$10.00, max. \$25.00) for 30 days. min. \$10.00, max. \$75.00 for 90 days overweight - \$.25 per mile, min \$10.00, max \$50.00, 30 days min. \$10.00, \$150.00 for 90 days	No			Yes

JURISDICTION	REGISTRATION			FUEL USE TAX			SIZE AND WEIGHT			OTHER		Prior to Movement
	Available From	Cost-Length of Time	Prior to Movement	Available From	Cost-Length of Time	Prior to Movement	Available From**	Cost-Length of Time	Prior to Movement	Available From	Cost-Length of Time	
Iowa* (IRP)	D.O.T. Office of Operating Authority Transmitter Services	\$10.00 for 72 hours Hunter - \$10.00 for 15 days	Yes	DOT Office of Operating Authority Transmitter Services	\$12.00, 72 hours or until exit from state for single	Yes	DOT Office of Operating Authority Transmitter Services	Nondivisible - Single - \$10.00, 5 days	Yes	D.O.T. Office of Operating Authority	Towing - \$2.00 for 3 days	Yes
Kansas (IRP)	Motor Carrier Insp. Stations, Port of Entry, Central Permit Office Transmitter Services	\$20.00 for 72 hours 12 trips per day	Yes	Secretary of Revenue Transmitter Services	\$8.50 per trip/max. 12 per year	Yes	D.O.T. Transmitter Services	Nondivisible - single \$5.00	Yes			
Kentucky (IRP)	Division of Motor Carriers Transmitter Services	\$25.00 not exceeding 10 days	Yes	Division of Motor Carriers Transmitter Services	\$20.00 for 10 consecutive days in lieu of a permanent license paid quarterly	Yes	Division of Motor Carriers Transmitter Services	\$30.00/each exceeded dimension or weight per trip for nondivisible loads	Yes			
Louisiana (IRP)	M.V. Dist. Branch Offices Transmitter Services, Port of Entry, Border Weigh Stations	\$25.00 for 48 hours	Yes		No trip permit required for single or occasional trips (Fuel purchase must be sufficient)		DOT & Develop. Transmitter Services	\$8.00 per day plus fee \$15.00 to \$45.00 depending on excess weight	Yes			
Maine		No Provisions in lieu of Reg. or reciprocity		Motor Vehicle Division Transmitter Services	\$5.00 for 5 days	Yes	DOT. Hwy. Permit Section	Single/nondivisible \$3.00 to \$15.00	Yes	Transmitter Services Bureau of State Fire Marshall Dept. of Agriculture Div. of Poultry & Livestock	Retal. Permit - same as Third Structure state charges Hazardous Substances - \$10.00/trip to transport Class A and B explosives Agricultural Permit Bring livestock and poultry into state - no fee	Yes Yes Yes
Maryland		No Provisions in lieu of Reg. or reciprocity		Comptroller Transmitter Services	\$33.75 Single or occasional trips for 25 consecutive days emergency (No fee in lieu of 250 gal. fuel purchase)	Yes	State Hwy. Admn. (Hauling Permit Section) Transmitter Services	Single/nondivisible - over dimensional & overweight up to 90,000 lbs. is \$30.00 / over 90,000 lbs. \$30.00 plus \$5.00 for each additional 2,000 lbs. over 90,000 lbs.	Yes			

JURISDICTION	REGISTRATION			FUEL USE TAX			SIZE AND WEIGHT			OTHER		
	Available From	Cost-Length of Time	Prior to Movement	Available From	Cost-Length of Time	Prior to Movement	Available From**	Cost-Length of Time	Prior to Movement	Available From	Cost-Length of Time	Prior to Movement
Massachusetts		No provisions in lieu of Reg. or reciprocity		Dept. of Revenue, Transmitter Services	\$34.00 for 60 day if posses a Mass. MCRT # and \$41.00 for 60 day if carrier does not have MCRT #.	Yes	Maint. Engr. Dept. Public Works Transmitter Services	Single/nondivisible - no charge Special Turnpike - \$3.00 fee plus .01¢ to .03¢ per foot or mile or lbs. over legal limits.	Yes	Division of Animal Health	Agricultural Permit - To bring livestock and/or nursery stock into state, no fee.	Yes
Michigan (IRP)	Dept. of State I.R.P. Unit Transmitter Services	\$20.00 for 10 days Hunter - \$10.00 for 14 days	Yes	Dept. Treasury Motor Fuel Tax Division Transmitter Services	\$20.00 for 5 days	Yes	D.O.T. Transport Permit Unit Transmitter Services	Single/nondivisible - \$3.00 5 days	Yes			
Minnesota (IRP)	Minnesota-Prorate Sec Iowa Reg. Permit Center Transmitter Services	\$10.00 for 96 hours	Yes	Dept. of Revenue Transmitter Services	\$15.00 for 5 days (maximum 3 per year)	Yes	D.O.T. Central Permit Office Transmitter Services	Single/nondivisible - \$15.00	Yes			
Mississippi (IRP)	Port of Entry or Transmitter Services	1.5 million/1,000 lbs./mile for 5 days (\$3.00 minimum)	No	State Tax Commission Port of Entry Transmitter Services	\$6.00 for 7 days	Yes	D.O.T. - Maint. Engr. or Permit Officer Transmitter Services	Single/nondivisible - no fee for oversize, overweight is \$.05 per excess 1,000 lbs. (min. \$10.00)	Yes			
Missouri* (IRP)	Hwy. Reciprocity Commission Office Transmitter Services	\$10.00 for 72 hours	Yes	Director, Dept. Revenue Transmitter Services	\$10.00 for 72 hours if using special fuel	Yes	State Hwy. Dept. Transmitter Services	Single/nondivisible - \$7.00 for 5 working days	Yes	P.S.C. Transmitter Services	Operating Authority \$5.00 for 72 hours (combined with Reg. & fuel)	Yes
Montana* (IRP)	Hwy. Office Weigh Sta. Some: Hwy. Patrolmen; County Treas. Transmitter Services	\$10.00/vehicle 1-200 miles \$15.00/vehicle 201-400 miles \$25.00/vehicle over 400 miles all good for 72 hours	No	Weigh Sta; Some: Hwy. Patrolmen; Hwy. Offices; Transmitter Services	\$30.00 for 72 hours	Yes	Weigh Sta. Hwy. Offices Some: Hwy. Patrolmen Transmitter Services	Single/nondivisible - \$10.00 basic overdimensional fee; plus oversize or overweight less than 100 miles - \$10.00, 101-199 miles - \$30.00, over 199 miles - \$50.00. Combinations over 75 ft. may operate to 95 ft. \$10.00 trip permit. Combinations over 95 ft. are limited to \$10.00 trip permits.	Yes			
Nebraska* (IRP)	Transmitter Services	fee varies depending on the Base Jurisdiction \$10.00 to \$70.00	Yes	Dept. of Revenue Transmitter Services	\$10.00 for 72 hours (maximum 3 permits per month)	Yes	Dept. of Roads Permit Section Transmitter Services	Single/nondivisible - \$10.00 single, \$25.00 for 90 days, \$50.00 for 180 days	Yes	Highway Department Transmitter Services	Agricultural Permit \$10.00/truck for 90 days to transport agrt-products in excess of 80,000 lbs. Retailion Permit - included with Reg permit	Yes Yes

JURISDICTION	REGISTRATION			FUEL USE TAX			SIZE AND WEIGHT			OTHER		
	Available From	Cost-Length of Time	Prior to Movement	Available From	Cost-Length of Time	Prior to Movement	Available From**	Cost-Length of Time	Prior to Movement	Available From	Cost-Length of Time	Prior to Movement
Nevada*	Transmitter Services	\$6.00 to \$60.00 depending on weight for 48 hours	No	Vendor Sta., Checking Station, Hwy. Patrol Transmitter Services	\$20.00 for 48 hours upon payment of 10% unladen weight fee	No	Hwy. Dept. Transmitter Services	Single/nondivisible - \$7.50	Yes	Transmitter Services	Third Structure - included with Reg. permit	Yes
New Hampshire		No Provisions in lieu of Reg. or reciprocity		Dept. Safety Div. M.V. Transmitter Services	\$10.00 for 3 days	Yes	Dept. Public Works & Hwys. Transmitter Services	Single/nondivisible - \$5.00 plus depending on weight	Yes	Dept. of Safety Div. M.V. Transmitter Services	Third Structure - included with fuel tax permit.	Yes
New Jersey		No provisions in lieu of Reg. or reciprocity		Division of Motor Vehicles Bureau of Motor Carriers Transmitter Services	\$ 8.00 - 25 day Emergency \$10.00 - 96 hour (max. 6 trips)	Yes	Div. of M.V. Bur. of Motor Carriers	Single/nondivisible - \$10.00 plus \$1.00 per foot exceeding 14' width or 70' length overweight-\$10.00 plus \$5.00 per ton exceeding legal limits good for 3 days	Yes	Div. of M.V. Bur. of Motor Carriers Transmitter Services	Retailory Permit included in fuel tax permit.	Yes
New Mexico*	Port of Entry and Border Weigh Station	\$5.00 for 48 hours plus "trip tax" .03e to .06e per mile depending on declared G.V.W.	Yes	Port of Entry and Border Weigh Stations	Single - \$5.00 for 48 hours plus .03e per mile for special fuel powered vehicles.	Yes	Motor Trans. Dept. Gen. Office, Port of Entry, Border Weigh Stations. Transmitter Services	Single/nondivisible - \$15.00	Yes			
New York		No provisions in lieu of Reg. or reciprocity	Yes	Transmitter Services, Bldg. 8, State Campus, Albany, N.Y. 12203	Gross weight x distance or unladen weight	Yes	D.O.T. - Hwy. Maint. Gen. Supervisor Transmitter Services	Single/nondivisible - \$11.00	Yes			
North Carolina (IRP)	Weigh Sta. I.R.P. Div. of N.C. M.V. Transmitter Services	\$15.00 for 10 days	Yes	Dept. of Revenue Transmitter Services	\$25.00 for 20 days	Yes	D.O.T. - Tech Ser. Branch Permit Unit Transmitter Services	Single trip - \$5.00 90 - \$25.00	Yes			
North Dakota (IRP)	Ports of Entry Any Hwy. Patrolman Transmitter Services	\$20.00 for 72 hours or exit	No	Port of Entry Any Hwy. Patrolman Transmitter Services	\$15.00 for 72 hours	No	Port of Entry. Any Hwy. Patrolman; Headquarters Permit Section Transmitter Services	Single/nondivisible - \$5.00	Yes			
Ohio		No Provisions in lieu of Reg. or reciprocity			No Provisions		D.O.T. Central Permit Office Transmitter Services	Single/nondivisible - \$2.00 for 10 days possible 10 day extension.	Yes			

JURISDICTION	REGISTRATION			FUEL USE TAX			SIZE AND WEIGHT			OTHER		
	Available From	Cost-Length of Time	Prior to Movement	Available From	Cost-Length of Time	Prior to Movement	Available From**	Cost-Length of Time	Prior to Movement	Available From	Cost-Length of Time	Prior to Movement
Oklahoma (IRP)	OK Tax Comm. & Local Tag Agents Transmitter Services	\$12.00 for 72 hours	Yes	Tax. Comm. Motor Fuel Div. Transmitter Services	\$10.00 for 72 hours	Yes	Dept. Public Safety Transmitter Services	Single/nondivisible - overweight \$5.00 plus \$5.00 per 1,000 lbs. over 80,000 lbs., oversize are \$5.00	Yes			
Oregon (IRP)	Oregon Prorate Section and M.V. Div. Field Offices P.U.C. Field Offices Transmitter Services	\$ 5.00 for 5 days \$10.00 for 10 days - plus \$ 9.00 for 10 day pass	Yes		No Provisions		State Hwy. Division; local authorities (for City & County Jurisdictions) Transmitter Services	\$6.00 Single Trip (10 days)	Yes	Port of Entry	Operating Authority \$9.00 for 1-10 days plus Third Structure mileage tax	Yes
Pennsylvania	D.O.T. Commercial Reg and Transmitter services	\$15.00 for 72 hours Hunter - \$20.00 for 10 days	Yes	Dept of Revenue or Transmitter services	\$25.00 for 5 days	Yes	D.O.T. - Permit Offices Transmitter Services	Single/nondivisible - oversize, \$15.00 overweight - \$15.00 plus .03c per ton-mile on excess weight (registered veh.) or .03c per ton-mile on G.W. of unregistered equipment plus load. Oversize and overweight \$15.00 plus .03c per excess ton mile All are good for 5 authorized week days	Yes	Dept. of Revenue Transmitter Services	Third Structure - axle tax (included with fuel permit)	Yes
Rhode Island		No Provisions in lieu of Reg. or reciprocity			No provisions		D.O.T. Dir. of Motor Vehicles Transmitter Services	Nondivisible - no fee - varies at the D.O.T. discretion upon review of application.	Yes			
South Carolina		No Provisions in lieu of Reg. or reciprocity		State Tax Commission Transmitter Services	\$15.00 for 10 days	Yes	State Hwy. Dept (Permit Section) Transmitter Services	Single/nondivisible - \$5.00	Yes			

JURISDICTION	REGISTRATION			FUEL USE TAX			SIZE AND WEIGHT			OTHER		
	Available From	Cost-Length of Time	Prior to Movement	Available From	Cost-Length of Time	Prior to Movement	Available From**	Cost-Length of Time	Prior to Movement	Available From	Cost-Length of Time	Prior to Movement
South Dakota (IRP)	Port of Entry	Gross Load Weight x Miles x .002 Mills for 72 hours or exit	Yes	Port of Entry	\$15.00 for 72 hours (expires upon leaving state)	Yes	Port of Entry Transmitter Services Dept. of Revenue	Single Permit - \$7.50 Single/undivisible - \$10.00, or book of 10 for \$100.00 plus \$.02 per excess ton mile.	Yes			
Tennessee (IRP)	Dept. of Revenue M.V. Division Transmitter Services	\$20.00 for 72 hours or exit Hunter - \$20.00 for 7 days	Yes	Revenue Inspectors Transmitter Services	\$10.00 for 7 days	Yes	Dept. of Highways Transmitter Services	Single/undivisible - \$15.00 for excessive height or length, \$15.00 plus \$.05 per ton mile for overweight. Excessive width \$10.00 to \$30.00 for up to 10 ft. plus \$5.00/ft. over 10 ft.	Yes	Dept. of Revenue	Agricultural Permit Intrastate movement of agricultural products cost varies depending on weight - 1 month	Yes
Texas (IRP)	Tourist Bureau, Co Tax Collector, M.V. Offices, Reciprocity Sec. Transmitter Services	\$25.00 for 72 hours \$50.00 for 144 hours Hunter - \$5.00 for 15 days	Yes	Dept. Field Offices Transmitter Services	20 days - or one trip, fee - fuel tank cap in gal. x \$.10	Yes	Hwy. Dist. Dept. Offices	\$5.00 to \$50.00 depending on size and weight, good for 1 to 4 days	Yes			
Utah* (IRP)	Port of Entry Hwy. Patrol Transmitter Services	\$20.00 Single Unit \$40.00 Combination Unit for 96 hours	No	State Tax Commission Transmitter Services	\$10.00 Single trip no more than 4 days.	Yes	St. Road Commission Hwy. Patrol	\$15.00 for 96 hours single \$30.00 for 90 days	Yes			
Vermont		No Provisions in lieu of Reg. or reciprocity		Dept. of Motor Vehicles Transmitter Services	\$50.00 for 7 days (single trip)	Yes	Dept. of Motor Vehicles, Internal Field Operations Transmitter Services	Single/undivisible - \$10.00/2 weeks	Yes	Internal Field Operations Transmitter Services	Retailory Permit - same as Third Structure state charges	Yes
Virginia* (IRP)	State Corp. Commission Transmitter Services	\$15.00 for 10 days	Yes	State Corp. Commission Transmitter Services	\$20.00 no more than 10 days Emergency only	Yes	Dept. Hwys. Hauling Permit Sec. Transmitter Services	Single/undivisible - \$10.00 for oversize, \$10.00 plus \$.10 per mile for overweight, valid for 14 days	Yes	Dept. of Highways and Transportation	1) Coal Mining & Construction Equipment - individual trip basis fee varies (Restricted) 2) Concrete mixed intrastate - no fee (Restricted) 3) Coal Hauling - no fee (Restricted) 4) Containerized cargo (no fee restricted)	Yes
Washington	Dept. of Licensing, Prorate Division Transmitter Services	\$10.00 for 3 consecutive days (no more than 3 in 30 day period) NOTE: One permit for each vehicle (i.e. one power unit and two trailing units would require three separate \$10.00 permits) One dollar of the trip permit fee is excise tax.	Yes	Dept. of Licensing Fuel Tax Division Transmitter Services	\$20.00 for 3 consecutive days	Yes	Dept. of Transportation Permit Section Transmitter Services	Single/undivisible - oversize \$5.00 overweight - \$.05 to \$2.00 per mte depending on weight. Overlength - \$10.00 for 30 days Overwidth - \$20.00 for 30 days	Yes	Port of Entry	Operating Authority - \$10.00 for 10 days	Yes

JURISDICTION	REGISTRATION			FUEL USE TAX			SIZE AND WEIGHT			OTHER		
	Available From	Cost-Length of Time	Prior to Issuance	Available From	Cost-Length of Time	Prior to Issuance	Available From**	Cost-Length of Time	Prior to Issuance	Available From	Cost-Length of Time	Prior to Issuance
West Virginia	Dept. of M.V.	\$50.00 for 60 days	Yes	Transmitter Service	10 days or less - No fee	Yes	Dept. of Hwys; Oversize, Overweight Permit Office Transmitter Services	Single/nondivisible - \$1.00 for each exceeded limit of size and overweight plus .03 per ton-mile for overweight movements	Yes			
Wisconsin (IRP)	DOT or Transmitter Services	\$15.00 for 72 hours	Yes		None, limited to 20 gallons of fuel, all excess subject to WI fuel tax rate		Div. of Hwys. Permit Supr. Transmitter Services	Single/nondivisible - overlength - \$10.00, overwidth, overheight & overlength \$15.00, overweight \$20.00 to \$25.00 depending on excess	Yes			
Wyoming (IRP)	Hwy. Patrol Hwy. Shops Ports of Entry	\$5.00 single unit, \$10.00 combination unit for 96 hours or exit plus 2.5 cents per mile.	No		No Provisions		Office of Special Permits	Single/nondivisible - oversize \$7.50 plus \$0.03 per ft. per mile in excess of 15' wide, 15' high, 70' length or 90' comb. max. fee \$30.00 overweight \$15.00 plus \$.04 per ton in excess of legal limits maximum fee \$200.00	Yes	Highway Patrol Highway Shops Port of Entry	Third Structure - included with Reg. permit	Yes

* State has a combined permit for registration and fuel tax.

** Although Size and Weight are available through transmitter services, approval process is done at State Agency prior to issuance.

JURISDICTION	REGISTRATION			FUEL USE TAX			SIZE AND WEIGHT			OTHER		
	Available From	Cost-Length of Time	Prior to Movement	Available From	Cost-Length of Time	Prior to Movement	Available From**	Cost-Length of Time	Prior to Movement	Available From	Cost-Length of Time	Prior to Movement
Alberta (IRP)	Motor Transport Branch, Vehicle Insp. Sta.	\$1.00 per 500 Kg. for 1 to 2 days Hunter - \$5.00 for empty vehicle, Loaded veh. is 1/2 fee of Registration	Yes		No Provisions		Motor Transport Branch Vehicle Insp. Station	Oversize - no fee for 2 days overweight - calculated by weight and distance for 2 days	Yes	Motor Transport Branch, Vehicle Insp. Station Motor Transport Branch	Operating Authority - no fee (maximum 6 annually) Agricultural - Grain Hauling Resident - \$15.00/30 days Non-Resident - \$40.00/30 days	Yes
British Columbia	Motor License Offices, Weigh Scale Station	Single Trip - 1/12 of annual Registration plus insurance premium of \$26.00 per power unit and \$7.00 per trailer. 90 day - 1/4 of annual Reg. plus insurance premium of \$260.00 per power unit and \$21.00 per trailer. NOTE: Insurance premium can be waived if proof of financial responsibility is filed.	Yes	Motor License Offices Weigh Scale Station	4.5 cents per kilometer - minimum \$10.00	Yes		No Provisions				
	Motor License Offices	Hunter - fee based on weight.	Yes									
Manitoba	Dept. of Highways	\$.009 per kilometer per metric Ton (minimum fee \$6.00)	Yes	Dept. of Finance	\$.06 per kilometer (minimum fee \$18.00)	Yes	Dept. of Highways	Non-divisible loads - time and fee vary depending on applicant	Yes	Motor Transport Board	Operating authority - designated commodities, no fee for Reciprocity States, Non-reciprocity States must obtain Reg. plus Fuel Permit plus \$8.00 Insurance fee.	Yes
New Brunswick		No provisions in lieu of Reg. or Reciprocity		Dept. of Finance, Transmitter Services	No fee - 30 days	Yes	D.O.T. or Transmitter Services	No fee	Yes	Motor Carrier Board	Operating Authority - fees vary depending on weight	Yes
Newfoundland	Point of Entry	\$50.00/vehicle round trip, \$100.00/tractor-trailer combo. round trip	Yes		No Provisions		Point of Entry	No fee	Yes	Motor Carrier Board	Operating Authority - \$25.00/straight truck for one way, \$50.00 round trip, \$50.00/tractor-trailer combo, one-way, \$100.00 round trip. Private Carriers exempt.	Yes
Novo Scotia	Registry of Motor Veh.	\$50.00/single unit \$100.00/combinations for 30 days or single trip	Yes		No Provisions		Registry of Motor Veh.	Overweight - \$5.00 Oversize - no fee	Yes	Board of Commissioners of P.U.S.	Operating Authority - \$20.00	Yes

JURISDICTION	REGISTRATION			FUEL USE TAX			SIZE AND WEIGHT			OTHER		Prior to Movement
	Available From	Cost-Length of Time	Prior to Movement	Available From	Cost-Length of Time	Prior to Movement	Available From**	Cost-Length of Time	Prior to Movement	Available From	Cost-Length of Time	
Northwest Territories		No provisions in lieu of Reg. or Reciprocity			No Provisions			No Provisions		Port of Entry, Weigh Scales	Operating Authority \$350.00 - good until haul is completed.	Yes
Ontario	Transmitter Services, Insp Station, Ministry of Transportation & Communication	\$100.00 laden combo. \$50.00 laden single \$ 5.00 unladen for 10 days	Yes	Transmitter Services Ministry of Revenue, Ministry of Trans. and Communications	\$5.1 per kilometer (combined with Reg.)	Yes		No Provisions		Ministry of Transportation & Communications	In-transit - used for single trip until ownership is established - \$5.00 Operating Authority - holders of Class L Authority (For-hire) \$20.00 covers Reg. and fuel	Yes
Prince Edward Island	D.O.T. and Public Works Transmitter Services	\$50.00 for Commercial vehicles or combinations for 5 days or exit. (U.S. carriers exempt if base state has reciprocity.)	No		No Provisions		D.O.T. and Public Works, Transmitter Services	\$5.00 - for oversize	No	P.U.C., Weigh Stations	Operating Authority - \$30.00 single or \$60.00 for 30 days	Yes
Quebec	Transmitter Services, La Regie de l'assurance automobile du Quebec	\$25.00 plus \$4.00 insurance fee and \$2.00 administrative fee, 10 days or single trip	Yes		No provisions		La Regie de l'assurance automobile	\$10.00 oversize	Yes			
Saskatchewan	Central Permit Office	\$.005/Ton G.V.W./Kilometers traveled plus \$2.00 insurance fee and \$2.00 administrative fee.	Yes		No Provisions		Central Permit Office	Overweight non-divisible - \$.03/ ton/kilometers traveled plus \$.002 ton/kilometers for insurance fee plus \$2.00 administrative fee. Overweight axles and driven machinery - \$.04/kilometer traveled plus \$35.00 and \$.002/kilometer traveled for insurance fee and \$2.00 administrative fee. Overwidth vehicles - \$12.00 to \$60.00 depending on size. Overwidth Buildings - \$30.00 to \$60.00 depending on size. Overlength vehicles - \$5.00 to \$10.00 depending on size.	Yes	Central Permit Office	Operating Authority - \$10.00	Yes

REVENUES BY STATION FOR FISCAL YEARS 1984-1986					
STATIONS	STATION NO.	FY 1984	FY 1985	FY 1986	TOTALS
ELWOOD	1	\$25,666.20	\$28,311.90	\$17,071.00	\$71,049.10
KANSAS CITY	5A	\$440,605.15	\$402,821.60	\$302,377.00	\$1,145,803.75
FORT SCOTT	14	\$85,176.95	\$76,990.85	\$54,378.95	\$216,546.75
OPOLIS	17	\$43,628.05	\$39,268.95	\$32,740.00	\$115,637.00
CRESTLINE	17A	\$58,219.45	\$56,492.50	\$53,425.45	\$168,137.40
CHETOPA	21	\$34,244.05	\$29,576.00	\$28,619.90	\$92,439.95
COFFEYVILLE	22	\$59,966.75	\$63,089.40	\$54,609.00	\$177,665.15
SOUTH HAVEN	26A W	\$545,842.80	\$509,503.20	\$408,057.45	\$1,463,403.45
KIOWA	31	\$99,069.65	\$72,279.05	\$55,829.75	\$227,178.45
ENGLEWOOD	36	\$85,715.00	\$83,866.05	\$59,915.90	\$229,496.95
LIBERAL	37	\$134,466.90	\$129,599.10	\$104,013.80	\$368,079.80
LIBERAL	37A	\$148,292.05	\$137,029.05	\$106,624.50	\$391,945.60
ELKHART	40	\$34,747.75	\$36,060.80	\$22,075.10	\$92,883.65
COOLIDGE	43	\$29,580.00	\$34,234.20	\$23,932.80	\$87,747.00
KANORADO	46W	\$275,977.65	\$240,514.60	\$210,487.30	\$726,979.55
ST. FRANCIS	47	\$48,657.10	\$49,051.90	\$38,557.60	\$136,266.60
OBERLIN	49W	\$54,080.90	\$71,450.60	\$53,863.00	\$179,394.50
NORTON	51	\$57,395.50	\$70,661.15	\$51,399.80	\$179,456.45
LEBANON	55	\$54,953.90	\$57,903.05	\$46,494.50	\$159,351.45
BELLEVILLE	58	\$152,960.30	\$141,258.40	\$112,452.55	\$406,671.25
MARYSVILLE	62	\$32,673.40	\$31,486.20	\$29,130.15	\$93,289.75
SABETHA	64	\$92,561.25	\$80,888.85	\$61,986.65	\$235,436.75
TOPEKA	66	\$74,786.85	\$85,744.20	\$107,802.05	\$268,333.10
WABAUNSEE	21W	\$49,697.60	\$43,190.70	\$56,374.90	\$149,263.20
WABAUNSEE	22W	\$15,627.45	\$15,276.40	\$10,737.00	\$41,640.85
OLATHE	23W	\$13,025.40	\$5,839.00	\$4,242.60	\$23,107.00
OLATHE	24W	\$30,896.70	\$46,003.05	\$147,984.00	\$224,883.75
PHILLIPSBURG	53		\$14,408.65	\$19,847.10	\$34,255.75
ST. MARY'S	63W			\$482.50	\$482.50
		\$2,778,514.75	\$2,652,799.40	\$2,275,512.30	\$7,706,826.45

REVENUE RANKING FOR FISCAL YEARS 1984-1986						
STATION	STATION NO.	1984	1985	1986	TOTAL	
SOUTH HAVEN	26A W	\$545,842.80	\$509,503.20	\$408,057.45	\$1,463,403.45	
KANSAS CITY	5A	\$440,605.15	\$402,821.60	\$302,377.00	\$1,145,803.75	
KANORADO	46W	\$275,977.65	\$240,514.60	\$210,487.30	\$726,979.55	
BELLEVILLE	58	\$152,960.30	\$141,258.40	\$112,452.55	\$406,671.25	
LIBERAL	37A	\$148,292.05	\$137,029.05	\$106,624.50	\$391,945.60	
LIBERAL	37	\$134,466.90	\$129,599.10	\$104,013.80	\$368,079.80	
TOPEKA	66	\$74,786.85	\$85,744.20	\$107,802.05	\$268,333.10	
SABETHA	64	\$92,561.25	\$80,888.85	\$61,986.65	\$235,436.75	
ENGLEWOOD	36	\$85,715.00	\$83,866.05	\$59,915.90	\$229,496.95	
KIOWA	31	\$99,069.65	\$72,279.05	\$55,829.75	\$227,178.45	
OLATHE	24W	\$30,896.70	\$46,003.05	\$147,984.00	\$224,883.75	
FORT SCOTT	14	\$85,176.95	\$76,990.85	\$54,378.95	\$216,546.75	
NORTON	51	\$57,395.50	\$70,661.15	\$51,399.80	\$179,456.45	
OBERLIN	49W	\$54,080.90	\$71,450.60	\$53,863.00	\$179,394.50	
COFFEYVILLE	22	\$59,966.75	\$63,089.40	\$54,609.00	\$177,665.15	
CRESTLINE	17A	\$58,219.45	\$56,492.50	\$53,425.45	\$168,137.40	
LEBANON	55	\$54,953.90	\$57,903.05	\$46,494.50	\$159,351.45	
WABAUNSEE	21W	\$49,697.60	\$43,190.70	\$56,374.90	\$149,263.20	
ST. FRANCIS	47	\$48,657.10	\$49,051.90	\$38,557.60	\$136,266.60	
OPOLIS	17	\$43,628.05	\$39,268.95	\$32,740.00	\$115,637.00	
MARYSVILLE	62	\$32,673.40	\$31,486.20	\$29,130.15	\$93,289.75	
ELKHART	40	\$34,747.75	\$36,060.80	\$22,075.10	\$92,883.65	
CHETOPA	21	\$34,244.05	\$29,576.00	\$28,619.90	\$92,439.95	
COOLIDGE	43	\$29,580.00	\$34,234.20	\$23,932.80	\$87,747.00	
ELWOOD	1	\$25,666.20	\$28,311.90	\$17,071.00	\$71,049.10	
WABAUNSEE	22W	\$15,627.45	\$15,276.40	\$10,737.00	\$41,640.85	
PHILLIPSBURG	53		\$14,408.65	\$19,847.10	\$34,255.75	
OLATHE	23W	\$13,025.40	\$5,839.00	\$4,242.60	\$23,107.00	
ST. MARY'S	63W			\$482.50	\$482.50	

REVENUES AND EXPENDITURES, BY STATION,					
FOR FISCAL YEARS 1984-1986					
			FY 1984		
STATIONS	NO.	REVENUE	OOE	SALARIES/ WAGES	OPERATING PROFIT/LOSS
ELWOOD	1	\$25,666.20	\$2,850.07	\$119,388.00	(\$96,571.87)
KANSAS CITY	5A	\$440,605.15	\$7,228.32	\$208,002.00	\$225,374.83
FORT SCOTT	14	\$85,176.95	\$4,258.17	\$89,850.00	(\$8,931.22)
OPOLIS	17	\$43,628.05	\$1,841.95	\$89,850.00	(\$32,946.21)
CRESTLINE	17A	\$58,219.45	\$1,315.66	\$89,850.00	(\$32,946.21)
CHETOPA	21	\$34,244.05	\$1,406.83	\$104,619.00	(\$71,781.78)
COFFEYVILLE	22	\$59,966.75	\$1,473.45	\$89,850.00	(\$31,356.70)
SOUTH HAVEN	26A W	\$545,842.80	\$2,282.64	\$237,540.00	\$306,020.16
KIOWA	31	\$99,069.65	\$1,403.44	\$89,850.00	\$7,816.21
ENGLEWOOD	36	\$85,715.00	\$1,280.16	\$89,850.00	(\$5,415.16)
LIBERAL	37	\$134,466.90	\$2,605.42	\$89,850.00	\$42,011.48
LIBERAL	37A	\$148,292.05	\$1,531.47	\$89,850.00	\$56,910.58
ELKHART	40	\$34,747.75	\$1,833.48	\$89,850.00	(\$56,935.73)
COOLIDGE	43	\$29,580.00	\$491.00	\$30,774.00	(\$1,685.00)
KANORADO	46 W	\$275,977.65	\$239.48	\$237,540.00	\$38,198.17
ST. FRANCIS	47	\$48,657.10	\$1,211.52	\$89,850.00	(\$42,404.42)
OBERLIN	49 W	\$54,080.90	\$1,569.49	\$89,850.00	(\$37,338.59)
NORTON	51	\$57,395.50	\$1,836.02	\$89,850.00	(\$34,290.52)
LEBANON	55	\$54,953.90	\$1,737.26	\$89,850.00	(\$36,633.36)
BELLEVILLE	58	\$152,960.30	\$6,767.65	\$148,926.00	(\$2,733.35)
MARYSVILLE	62	\$32,673.40	\$1,546.14	\$89,850.00	(\$58,722.74)
SABETHA	64	\$92,561.25	\$1,426.01	\$104,619.00	(\$13,483.76)
TOPEKA	66	\$74,786.85	CENTRAL PERMIT	\$84,708.00	(\$9,921.15)
WABAUNSEE	21 W	\$49,697.60	\$4,312.07	\$73,845.00	(\$28,459.47)
WABAUNSEE	22 W	\$15,627.45	\$752.25	\$73,845.00	(\$58,969.80)
OLATHE	23 W	\$13,025.40	\$1,566.94	\$67,078.00	(\$55,619.54)
OLATHE	24 W	\$30,896.70	\$1,533.12	\$67,078.00	(\$37,714.42)
PHILLIPSBURG	53		\$410.00		
ST. MARY'S	63 W		\$394.24		
ALL STATIONS		\$2,778,514.75	\$57,104.25	\$2,815,862.00	(\$94,451.50)

FY 1985					
STATIONS	NO.	REVENUE	OOE	SALARIES/ WAGES	OPERATING PROFIT/LOSS
ELWOOD	1	\$28,311.90	\$2,403.73	\$123,655.00	(\$97,746.83)
KANSAS CITY	5A	\$402,821.60	\$7,277.43	\$200,145.00	\$195,399.17
FORT SCOTT	14	\$76,990.85	\$5,082.75	\$93,059.00	(\$21,150.90)
OPOLIS	17	\$39,268.95	\$1,820.56	\$77,761.00	(\$40,312.61)
CRESTLINE	17A	\$56,492.50	\$1,235.81	\$93,059.00	(\$37,802.31)
CHETOPA	21	\$29,576.00	\$1,175.69	\$108,357.00	(\$79,956.69)
COFFEYVILLE	22	\$63,089.40	\$1,667.13	\$93,059.00	(\$31,636.73)
SOUTH HAVEN	26A W	\$509,503.20	\$2,652.56	\$246,039.00	\$260,811.64
KIOWA	31	\$72,279.05	\$1,464.80	\$77,761.00	(\$6,946.75)
ENGLEWOOD	36	\$83,866.05	\$1,317.34	\$93,059.00	(\$10,510.29)
LIBERAL	37	\$129,599.10	\$2,182.62	\$93,059.00	\$34,357.48
LIBERAL	37A	\$137,029.05	\$1,558.37	\$93,059.00	\$42,411.68
ELKHART	40	\$36,060.80	\$1,576.41	\$93,059.00	(\$58,574.61)
COOLIDGE	43	\$34,234.20	\$755.05	\$31,867.00	\$1,612.15
KANORADO	46 W	\$240,514.60	\$2,789.61	\$246,039.00	(\$8,314.01)
ST. FRANCIS	47	\$49,051.90	\$1,214.97	\$93,059.00	(\$45,222.07)
OBERLIN	49 W	\$71,450.60	\$1,960.25	\$93,059.00	(\$23,568.65)
NORTON	51	\$70,661.15	\$1,789.50	\$93,059.00	(\$24,187.35)
LEBANON	55	\$57,903.05	\$1,643.39	\$93,059.00	(\$36,799.34)
BELLEVILLE	58	\$141,258.40	\$6,628.27	\$138,953.00	(\$4,322.87)
MARYSVILLE	62	\$31,486.20	\$1,569.34	\$93,059.00	(\$63,142.14)
SABETHA	64	\$80,888.85	\$1,405.92	\$124,926.00	(\$45,443.07)
TOPEKA	66	\$85,744.20	CENTRAL PERMIT	\$87,780.00	(\$2,035.80)
WABAUNSEE	21 W	\$43,190.70	\$2,479.36	\$69,476.00	(\$28,764.66)
WABAUNSEE	22 W	\$15,276.40	\$2,274.24	\$84,774.00	(\$71,771.84)
OLATHE	23 W	\$5,839.00	\$1,459.81	\$145,966.00	(\$141,586.81)
OLATHE	24 W	\$46,003.05	\$1,441.62	\$145,966.00	(\$101,404.57)
PHILLIPSBURG	53	\$14,408.65	\$941.92	\$15,298.00	(\$1,831.27)
ST. MARY'S	63 W		\$297.60	\$16,569.00	
ALL STATIONS		\$2,652,799.40	\$60,066.05	\$3,058,040.00	(\$465,306.65)

			FY 1986		
STATIONS	NO.	REVENUE	OOE	SALARIES/ WAGES	OPERATING PROFIT/LOSS
ELWOOD	1	\$17,071.00	\$2,740.43	\$80,199.00	(\$65,868.43)
KANSAS CITY	5A	\$302,377.00	\$7,078.84	\$270,809.00	\$24,489.16
FORT SCOTT	14	\$54,378.95	\$5,429.93	\$95,972.00	(\$47,022.98)
OPOLIS	17	\$32,740.00	\$2,189.64	\$80,199.00	(\$49,648.64)
CRESTLINE	17A	\$53,425.45	\$1,522.91	\$95,972.00	(\$44,069.46)
CHETOPA	21	\$28,619.90	\$1,510.38	\$111,745.00	(\$84,635.48)
COFFEYVILLE	22	\$54,609.00	\$1,643.80	\$80,199.00	(\$27,233.80)
SOUTH HAVEN	26A W	\$408,057.45	\$3,649.43	\$285,248.00	\$119,160.02
KIOWA	31	\$55,829.75	\$1,262.30	\$64,426.00	(\$9,858.55)
ENGLEWOOD	36	\$59,915.90	\$1,019.29	\$95,972.00	(\$37,075.39)
LIBERAL	37	\$104,013.80	\$2,788.99	\$95,972.00	\$5,252.81
LIBERAL	37A	\$106,624.50	\$2,746.31	\$127,518.00	(\$23,639.81)
ELKHART	40	\$22,075.10	\$1,552.76	\$95,972.00	(\$75,449.66)
COOLIDGE	43	\$23,932.80	\$894.51	\$32,880.00	(\$9,841.71)
KANORADO	46 W	\$210,487.30	\$3,934.96	\$253,702.00	(\$47,149.66)
ST. FRANCIS	47	\$38,557.60	\$2,386.69	\$95,972.00	(\$59,801.09)
OBERLIN	49 W	\$53,863.00	\$2,071.11	\$80,199.00	(\$28,407.11)
NORTON	51	\$51,399.80	\$2,218.04	\$111,745.00	(\$62,563.24)
LEBANON	55	\$46,494.50	\$1,724.42	\$95,972.00	(\$51,201.92)
BELLEVILLE	58	\$112,452.55	\$7,340.21	\$159,064.00	(\$53,951.66)
MARYSVILLE	62	\$29,130.15	\$1,770.76	\$95,972.00	(\$68,612.61)
SABETHA	64	\$61,986.65	\$1,499.50	\$111,745.00	(\$51,257.85)
TOPEKA	66	\$107,802.05	CENTRAL PERMIT	\$90,510.00	\$17,292.05
WABAUNSEE	21 W	\$56,374.90	\$2,724.29	\$71,645.00	(\$17,994.39)
WABAUNSEE	22 W	\$10,737.00	\$2,830.58	\$87,418.00	(\$79,511.58)
OLATHE	23 W	\$4,242.60	\$2,101.29	\$134,737.00	(\$132,595.69)
OLATHE	24 W	\$147,984.00	\$2,007.53	\$134,737.00	\$11,239.47
PHILLIPSBURG	53	\$19,847.10	\$1,071.21	\$15,773.00	\$3,002.89
ST. MARY'S	63 W	\$482.50	\$3,777.08	\$17,107.00	(\$20,401.58)
ALL STATIONS		\$2,275,512.30	\$73,487.19	\$3,169,381.00	(\$967,355.89)

MOTOR CARRIER INSPECTION BUREAU
ISSUE PAPER

I. Issue Definition:

To transfer the functions of the Motor Carrier Inspection Bureau relating to field enforcement and temporary permit issuance from the Department of Revenue to the Highway Patrol. The MCIB functions of prorated tag issuance, auditing and the Central Permit Office would remain with the Division of Vehicles, Department of Revenue.

II. Background:

The weight enforcement functions of the KDOT were transferred to KDOR Port of Entry Bureau in 1978. These combined agencies were renamed Motor Carrier Inspection and Registration Bureau. In 1983 the Interstate Registration Bureau of the KDOR was combined with the MCIB and became the Operating Authority Section of the Motor Carrier Inspection Bureau.

Beginning in 1985 the emphasis of the MCIB field personnel began to move from issuing commercial vehicle temporary permits to enforcement of registration and weight laws. Pursuit cars were put into service and used to stop selected vehicles for weight and registration inspections. The KHP was requested to train MCIB inspectors since this type of enforcement is inherently more dangerous than inspecting only vehicles voluntarily driven to enforcement locations.

MCIB enforcement personnel have been sent to the KHP Training Center for 336 hours of basic law enforcement training and will receive 40 hours of in-service training from KHP each year.

In the past two years a very close and mutually helpful relationship has developed between KHP and MCIB. The very similar work performed in the "open road" environment has caused these two agencies to find each others personnel very helpful. The expertise developed by each agency has complemented the operations of the officers in the field when dealing with commercial vehicles. KHP has developed a great deal of working knowledge in the area of vehicle safety, MCIB is an authority on size and weight while both agencies deal well with stolen equipment and registration violations.

Joining MCIB and KHP will allow for common planning and direction of activities. Information sharing will also improve. Weight enforcement can more easily be planned if it is controlled by one agency. This merger will also facilitate the participation of MCIB in the Motor Carrier Safety Assistance Program (MCSAP). MCSAP is a 80% federally funded program to improve the safety of heavy commercial vehicle. The MCIB currently does not participate fully in this safety program. The training and management structure of KHP could be used to include MCIB field enforcement personnel in the MCSAP roadside safety inspections.

The primary function of KDOR is the collection of taxes. In years past that was the main function of the Ports of Entry as well. This function is declining, however, at the Port of Entry facilities. The collections

by the ports have declined from \$2.2 million in FY 1981 to \$1.3 million in FY 1985. This decline in temporary permits is caused by the increase of annualized licenses. Collections of annualized fees has increased by nearly \$3 million per year while the ports collections have declined by \$900,000. The increased enforcement of commercial licensing requirements by KHP and MCIB are largely responsible to these increases.

With the ever increasing enforcement role assumed by MCIB, the enforcement expertise of KHP has become more and more valuable to MCIB. The eight weeks of intensive training given by KHP at its training center for all MCIB enforcement personnel is an excellent example. MCIB enforcement personnel are noticeably more effective since this training began. If the MCIB field operations were transferred to KHP the law enforcement background of KHP management could be used to very good effect. As enforcement continues to increase and temporary permit collections decrease - the law enforcement recruiting, training and management skills of the KHP will be more appropriate than the revenue collection expertise of KDOR. The Revenue Department, very simply, is not accustomed to selecting and training law enforcement officers. Neither does it have the radio communications or well developed field supervision network for highway oriented enforcement.

While it would be necessary to transfer Ports of Entry and Permanent Scale Facilities to KHP the Central Permit Office should stay with the KDOR. The field facilities are related to permit issuance and enforcement. The Central Permit Office is located in the State Office Building and issues permits for the Divisions of Taxation and Vehicles, the Kansas Corporation

Commission and the Kansas Department of Transportation. The Central Permit Office has no enforcement function.

The operating authority unit has the responsibility of issuing annual vehicle registrations much the same as county treasurers. This unit has no enforcement role its personnel, like those in KDOT and K.C.C., respond to phone calls from the Ports of Entry and mail out lists of suspended motor carriers to field enforcement personnel.

The following units of the MCIB would be transferred to KHP:

- 1.) Ports of Entry - 21 location staffed by approximately* 73 inspectors
- 2.) Mobile Enforcement Units - ten cars and seven van staffed by 41 inspectors
- 3.) Field Supervisors - eight personnel
- 4.) Administrative Positions - two Revenue Managers I, Secretary II, Clerk III, two Account Clerks I and three scale Maintenance Technicians
- 5.) Permanent Scale Facilities - eight locations staffed by approximately* 44 inspectors
- 6.) Relief Inspectors - Twenty-one 1/2 time positions used as "on call" replacement, for full time inspector at ports and scale facilities.

The following units of the MCIB would be retained by KDOR:

- 1.) Operations Authority Unit - approximately* 24 clerical and audit positions. This unit issues prorated registration tags to commercial vehicle.
- 2.) Revenue Manager II

- 3.) Central Permit Office - nine clerical positions. This unit issues temporary permits electronically to over 3,000 truck stops for use by commercial operators in lieu of permanent registration.

*Approximate staffing levels are used in the above narrative for Ports of Entry, Permanent Scale Facilities and Operating Authority Unit. The staffing levels in each are to be increased (Scales and Operating Authority) or decreased (Ports) as vacancies occur.

III. Options:

There appear to be three options. First, allow the MCIB time to work toward its goal of more effective law enforcement. Second, combine MCIB field operations with the KHP. Third, create a Department of Public Safety. Included in this department would be KHP, MCIB and several other law enforcement agencies.

IV. Recommendation:

Options one and three are both acceptable options. They would require longer to achieve the desired goals than option two.

Option one would allow the MCIB to improve its enforcement operations on its own over a period of time. The limitation inherent to being attached to a non-enforcement agency may prevent MCIB from increasing its enforcement capabilities to the optimum extent.

Option two, would simply require the transfer of budget authority and personnel laterally to KHP.

Option three, a Public Safety Department, would require a much longer time to institute. The end result would likely be very helpful to MCIB enforcement, however.

Option three is preferred. However if a Public Safety Department is rejected or will require a long period to implement, option two would then be preferred.

V. Fiscal Impact:

No major impact on collection of temporary permits is expected in the near term. As enforcement increases so should either the sale of temporary permits or the equivalent annual licenses.

Some benefits derived from this plan would be non-monetary. Increases in the safe operation of large vehicles on public highways will be the most direct benefit. Decreasing the number of overweight trucks will lessen the wear on roadways, thus providing millions of dollars of highway repair cost avoidance.

Funding for the MCIB program would be transferred from KDOR to KHP.

VI. Legislative Implications:

Legislative approval is necessary for this proposal to be finalized. K.S.A. 8-1910 and K.S.A. 66-1319(a) among other statutes should be amended to give authority to the KHP superintendant that is now given to the Secretary of Revenue.

VII. Impact on Other Agencies

The Kansas Highway Patrol will be affected.

RPD:b/1076/S973

KANSAS HIGHWAY PATROL - MOTOR CARRIER ENFORCEMENT
PRIORITY NO. 16

I. ISSUE DEFINITION

Deficiencies in and methods of improving motor carrier enforcement efforts.

II. BACKGROUND

Kansas, at the crossroads of the nation, and with two major interstate systems transversing the state, experiences a high volume of both intrastate and interstate commercial motor carriers. The primary responsibility for regulating and the enforcement of statutes and regulations governing this industry has been traditionally and primarily shared by three state agencies: the Kansas Corporation Commission (KCC), the Department of Revenue (DOR) through its Motor Carrier Inspection Bureau (MCIB) and the Kansas Highway Patrol (KHP). Other state agencies due to their specialized abilities and mandates have a lesser, yet very important role in this effort, particularly in the transportation of hazardous materials.

All of these agencies work toward the same goals: public safety, preservation of the state's highways and compliance with all applicable statutes and regulations. However, the three primary agencies approach the problem in varying manners and with vastly different authority in their applications.

The KCC, as the regulatory agency, promulgates rules and regulations that govern the industry and employs a minimum number of field inspectors to oversee compliance.

The MCIB, under the Secretary of Revenue, is charged, under K.S.A. 66-1318, with the maintenance of motor carrier inspection stations and the enforcement of certain laws referenced in the statute. Additionally, the DOR employs mobile weight units whose authority is limited to certain areas as outlined in K.S.A. 8-1910 and other laws designated by the Secretary of Revenue. Thus, enforcement by the MCIB is primarily centered on those carriers who voluntarily stop at the ports of entry and permanent scale locations or are intercepted by the mobile weight units.

Beginning in fiscal year 1986, all employees of the MCIB have begun receiving law enforcement training instructed by the KHP at its academy in Salina. The initial training consists of 336 hours of classroom training and mirrors the basic training given to a new member of the Kansas Highway Patrol.

The KHP, with full police powers throughout the state, is charged under K.S.A. 74-2108 with inspection and enforcement duties in this regard and enforces all statutes and regulations affecting commercial motor carriers. In July 1984, the Kansas Highway Patrol submitted a State Enforcement Plan (SEP) to the Federal Highway Administration (FHWA) for participation in the Motor Carrier Safety Assistance Program (MCSAP). The SEP and grant request was approved in January 1985, and \$301,382 in federal funds were received. The program operates on an 80/20 match, with the 20 percent matching funds coming from the State. Some of the goals of this program are:

1. Increase staff and conduct in-depth training on the Motor Carrier Safety Rules and Regulations, as well as techniques in performing safety inspections.
2. Perform on-road commercial vehicle safety inspections consistent with federal safety inspection standards.

Beginning with federal fiscal year 1985 (October 1, 1984), the KHP transferred four troopers and one sergeant into the MCSAP program on a full-time basis and added another four troopers on October 1, 1985. These officers were utilized solely in the area of commercial motor carrier safety throughout Kansas. Assisting in this effort were three safety inspectors from the KCC. In the first full year of the program, the safety inspectors from the KHP and KCC inspected 2,397 motor carriers and placed 1,547 out of service for defects listed as serious by the Federal Bureau of Motor Carrier Safety. The inspectors found an average of 3.7 violations per inspection. NOTE: See Attachment A for complete breakdown of activity.

The KCC inspectors actively participate in the inspection process, although their activities are being directed more towards safety management audits of commercial motor carriers based in Kansas. These audits are an in-depth process and involve the inspectors visiting the carrier's facility and going through all applicable paperwork pertaining to the carrier, the drivers' files and accident records.

An easy and logical solution to the issue of different agencies enforcing the statutes and regulations is the merger of the MCIB into the Kansas Highway Patrol. By combining the enforcement efforts of the MCIB under the KHP, better continuity and coordination would result. By working together in teams, enforcement in the area of size and weight statutes could be coordinated with enforcement in the area of ~~motor carrier safety rules and regulations allowing for a concentrated effort coordinated under one command structure.~~

A joint venture of this nature is not new or unique to Kansas. A quick check of several midwestern states revealed that in each, the size and weight enforcement function was combined with the motor carrier safety enforcement function as a part of the Highway Patrol or State Police.

III. OPTIONS

1. Transfer the MCIB effort to the supervision of the KHP. In this transfer, the permit sales section of MCIB would remain with the DOR and the enforcement effort would transfer to the KHP. This would allow the revenue collection effort to remain with a revenue collection agency and the law enforcement function to transfer to a law enforcement agency.
2. Maintain the status quo and leave MCIB under the DOR.

IV. RECOMMENDATION

Adopt Option #1 and transfer the MCIB under the control of the KHP. As enumerated earlier, this would allow for the continuity and coordination necessary to have a more effective commercial motor carrier safety inspection program in Kansas. It also would move a law enforcement function out of the Department of Revenue to a law enforcement agency, the Kansas Highway Patrol.

V. FISCAL IMPACT

None--lateral transfer of funding of the Motor Carrier Inspection Bureau from the Department of Revenue's budget to the Highway Patrol's budget. Approximately five (5) necessary support personnel (clerks, secretaries, etc.) would also transfer in this program, meaning that no additional support personnel would be necessary in the Highway Patrol.

VI. LEGISLATIVE IMPLICATIONS

Option recommended would require legislative approval.

VII. IMPACT ON OTHER AGENCIES

Option recommended would impact the Department of Revenue.

VIII. SUPPORTING DOCUMENTS

Attachment A.