

MINUTES OF THE SENATE TRANSPORTATION & TOURISM COMMITTEE.

The meeting was called to order by Chairperson Senator Ben Vidricksen at 9:05 a.m. on March 16, 1999 in Room 254-E of the Capitol.

All members were present except:

Committee staff present: Hank Avila, Legislative Research Department  
Bruce Kinzie, Revisor of Statutes  
Marian F. Holeman, Committee Secretary

Conferees appearing before the committee: Senator Barone  
Ken Gudenkauf, Asst. Bureau Chief, KDOT  
Tom Whitaker, KS Motor Carriers Assn.  
Edward R. Moses, KS aggregate Producers  
Tom Tunnell, Kansas Grain & Feed Assn.  
Sheila Walker, Dept. of Revenue

Others attending: See attached list

Members had been provided copies of the following materials prior to the meeting. A memorandum in opposition to **SB 154-An act relating to public transportation - access to public accommodations** received from the International Council of Shopping Centers (Attachment 1). Sheila Walker, Department of Revenue furnished members a breakdown of fees associated with different license plates in Kansas. There are two spread sheets with additional fees denoted in shaded column. Also shown are color photos of all Kansas plates currently in production (Attachment 2). Fiscal Note for **SB 346** (Attachment 3).

**SB 346: An act regulating traffic, penalties for certain overweight vehicles**

Senator Barone had requested introduction of this bill. As a result of his long interest in the premature deterioration of our highways he secured a video which helps to explain some of the perceived causes. The video related to overweight vehicles, weight stations, driver logs, etc. (Attachment 4) The "peanut" of this bill is contained in the last paragraph of Senator Barone's testimony.

Ken Gudenkauf, Assistant Bureau Chief of the Bureau of Traffic Engineering, KDOT added his support for measures contained in this bill (Attachment 5). Tom Whitaker, director of governmental relations and membership services for Kansas Motor Carriers Association, introduced Mike Kelley, KMCA executive director and advised members that as representatives of 1400 member firms and the highway transportation industry they supported **SB 346**. They want to curb this overweight practice. He asked that particular attention be paid to the attachment to their testimony, re Kansas weight formula and axle limitations (Attachment 6). Edward R. Moses, Kansas Aggregate Producers Association added his organizations' support for this bill (Attachment 7). He also mentioned that scale operators lack authority to require trucks to unload if they are inadvertently overloaded. It would be helpful to provide them with that authority.

Tom Tunnell, President, Kansas Grain and Feed Association membership announced "conditional" support of this bill (Attachment 8). Feel there should be no exceptions to requirements in this bill.

Questions covered several areas such as how Kansas weight laws compare to those in surrounding states. Secretary Carlson, who was present to answer questions explained federal weight regulations and also advised that log rules are federally mandated, not state. The Federal regulators have been looking at the log rules, but so far nothing has been done. Discussed ways of enforcing laws relating to overweight activity. Weight in motion scales are not accurate enough for enforcement activity. They are looking at working with the Highway Patrol to obtain more "Loadometer" scales - these are the portable ones which are accurate enough for law enforcement. . Many trucking firms are going to "computerized" trucks which tells the companies more about what the trucks are doing than any log. Tom Whitaker explained axle weights, etc. The Highway Patrol supports **SB 346**. They have the same concerns as those who testified. KDOT has done a lot of research on wheel loads, "footprints", other factors affecting road deterioration. The 10,000 Lbs. tolerance is felt by the industry to be adequate to meet ag concerns

CONTINUATION SHEET

MINUTES OF THE SENATE TRANSPORTATION & TOURISM COMMITTEE, Room 254-E  
Statehouse, at 9:05 a.m. on March 16, 1999.

whether grain or cattle, in terms of "shipper," "owner," "driver" being responsible for the overweight fines.

**HB 2035: Persons with disabilities, accessible parking**

Sub-Committee Chairman Senator Huelskamp reported their recommendation was to remove the requirement for cards to have name, phone number and address of the person certifying the card holder's disability under subsection (a), p.3 lines 8, 9, and 10. Sheila Walker, Special Assistant to the Secretary of Kansas Department of Revenue provided written testimony in opposition to the bill which was answered by the sub-committee's recommendation (Attachment 9),

**Minutes - Approval of**

Senator Mark Gilstrap moved to approved minutes for March 9, 10, and 11, 1999. Senator Salmans seconded the motion. Motion carried.

The meeting adjourned at 10:00 a.m.

The next meeting is scheduled for March 17, 1999.

**SENATE TRANSPORTATION & TOURISM COMMITTEE  
GUEST LIST**

**DATE: March 16, 1999**

NAME	REPRESENTING
Tom Whitaker	Ks Motor Carriers Assn
Mike Kelley	Ks Motor Carriers Assn.
Rick Scheible	KDOR Vehicles
<del>Don Anderson</del>	KDOR Vehicles
Nancy Bogina	KDOT
Debra Carlson	KDOT
Orlinda Cl. Fackale	Admin/ AOA Coord.
Bob Burke	SN CO. DA
Jack Martin	Sen. Hensley
KATH R LANDIS	CHRISTIAN SCIENCE COMMITTEE ON PUBLICATION FOR KANSAS
Kent Galley	McMill Gaches & ASSOC
Erik Sartorius	Johnson Co. Board of Realtors
Ken Baker	Economic Lifelines
Wendy Starnes	Ks Aggregate Producers Assn
Woodyn Moses	Ks Readymixed Concrete Assn.
Wm Wesley Marshall	Inter Hab
John Eichkorn	KHP
MARK ENGHORN	KHP
Josie Torres-Ks Council on	Developmental Disabilities



**International Council of Shopping Centers  
Office of Government Relations**

1033 North Fairfax Street, Suite 404  
Alexandria, VA 22314  
703/549-7404 (voice) 703/549-8712 (fax)  
www.icsc.org govrel@icsc.org

DATE: 2/26/99

TO: Sen. BEN VIDGRICKSEN

FAX NUMBER: 785-368-7119

FROM: RICH WARREN, phone 703-549-7404

# PAGES (w/cover): 2

RE:

REMARKS:

You won't want to miss the  
1999 Congressional Contacts Meeting  
March 9 & 10  
Washington, DC

Where else can you brunch with former assistant to the president and press secretary, Mike McCurry, hear from the newly-elected congressional leadership during special issue briefings on the hill, dine at the historic Willard Inter-Continental Hotel and meet Members of Congress?

Join us for a two-day, action-packed meeting to increase the shopping center industry's visibility on Capitol Hill. Learn ICSC's issue agenda for the 106<sup>th</sup> Congress and gain insight into proposed legislation that just might impact your bottom line.

At CCM, you'll acquire everything you need—from advocacy skills and issue talking points to the latest industry data—to prepare you for face-to-face meetings with Members of Congress. Emphasizing our theme, *Shopping Centers: America's Marketplace, 10 Million Jobs and Growing*, we will educate more than 200 Members of Congress on the important role shopping centers play—contributing to a healthy economy and quality of life for all Americans.

Registration forms are in the *Government Relations Report* inserted in the February issue of *Shopping Centers Today*.  
Questions? Call ICSC's Government Relations Office at (703) 549-7404.

SN TRANSPORTATION & TOURISM COMM.

March 16, 1999

Attachment #1



## MEMORANDUM IN OPPOSITION

S.B. 154 (Vidricksen)  
Committee on Transportation and Tourism

AN ACT relating to public transportation; providing for access to certain public accommodations; penalties.

This bill would prohibit private property owners from managing the traffic patterns on their properties.

The International Council of Shopping Centers (ICSC), the national trade association of the shopping center industry, is **STRONGLY OPPOSED** to S.B. 154.

**The bill would compromise the safety and health of shopping center patrons.** The unrestricted presence of bus stops at entrances results in heavy congregation of riders during peak business periods creating traffic, safety and maintenance issues for the properties. Unrestricted access and a lack of proper traffic management may result in safety hazards for customers when large buses cut off the main entrances of shopping centers blocking traffic and pedestrian sight lines. Such hazards are of particular concern to older patrons and families with small children.

The legislation is not necessary. Currently handicapped or physically challenged individuals have alternative means to reach the centers via public transportation which have never been restricted at the properties. Often the smaller buses that are used to transport the physically challenged are more maneuverable and both parking lot and rider friendly than the typical large mass transit buses.

**Unrestricted access to the commercial lots would also cause these properties to become transportation hubs.** In the past such unrestricted access has created well over one hundred bus visits per day at some centers. Bus hubs also force properties to become convenient and free "park and ride" locations for commuters who do not wish to drive into busy urban office areas.

Additionally, under the proposal, tour bus companies could use the lots to pick up and drop off large groups whose presence at the center does not have any relationship to the businesses at the property. The bill as written does not restrict access to the lots to municipal buses.

**Buses cause more damage to parking lots than delivery trucks and semi-trucks due to their frequent and defined routes through the parking lots.** Many parking lots and drive lanes are not designed to support the weight of large buses or frequent bus traffic.

The additional costs associated with requiring properties to accommodate bus traffic would be born by the tenants who operate business at the properties or simply increase the costs of operating the properties to their owners. No provisions have been included to recover related expenses from the bus companies or the government agencies that operate them.

ICSC and its members will continue to provide all reasonable and necessary access to all customers in the context of the overall safety and traffic management of their properties.

Office of the Secretary  
Kansas Department of Revenue  
915 SW Harrison St.  
Topeka, KS 66612-1588



(785) 296-3041  
FAX (785) 296-7928  
Hearing Impaired TTY (785) 296-3909  
Internet Address: www.ink.org/public/kdor

Office of the Secretary

MEMORANDUM

**TO:** Sen. Ben Vidrickson, Chairman  
Senate Transportation Committee Members

**FROM:** Sheila J. Walker, Special Assistant *SW*

**DATE:** March 16, 1999

**SUBJECT:** Kansas License Plate Fees

Last week, Chairman Vidrickson asked me to provide a breakdown of the fees associated with getting different license plates in Kansas. I am enclosing a two page spreadsheet that shows the fees for most Kansas plates.

The shaded column on the right denotes additional fees (i.e., the personalized plate fee) users must pay for certain plates. A bill that would eliminate the \$40 personalized plate fee for U.S. Veterans tags prompted this spreadsheet, so I shaded those rows on the second page as well.

This spreadsheet is attached to the 1999 Kansas License Plates brochure that has color photos of all Kansas plates currently in production.

Please let me know if you need anything else.

# 1999 KANSAS LICENSE PLATE FEES

2-2

PLATE TYPE	STANDARD, REGULAR FEES			ADDITIONAL, UNIQUE FEES			TOTAL
	REGISTRATION FEE (annual)	COUNTY SERVICE FEE (annual)	REFLECTORIZED PLATE FEE (first time only)	PERSONALIZED PLATE FEE (aka reservation fee)	OTHER	ROYALTY FEE	
Passenger Cars (4,500 lbs or less)	\$25.00	\$2.25	\$0.50				\$27.75
Passenger Cars (4,501 lbs or more)	\$35.00	\$2.25	\$0.50				\$37.75
Trucks (12M lbs or less)*	\$35.00	\$2.25	\$0.50				\$37.75
Trucks - Farm (16M lbs or less)	\$35.00	\$2.25	\$0.50				\$37.75
Special Interest Vehicle <small>(20 years old that has not been modified)</small>	\$26.00	\$2.25	\$0.50		\$22.25**		\$51.00
Antique (vehicles more than 35 years old)	\$40.00 <small>(one time)</small>	\$2.25	\$0.50				\$42.75
Antique - Personalized	\$40.00 <small>(one time)</small>	\$5.00	\$1.00	\$40.00			\$86.00
Amateur Radio Operator - Cars (4,500 lbs or less)	\$25.00	\$2.25	\$0.50		\$1.00***		\$28.75
Amateur Radio Operator - Cars (4,501 lbs or more)	\$35.00	\$2.25	\$0.50		\$1.00***		\$38.75
Amateur Radio Operator - Light Trucks	\$35.00	\$2.25	\$0.50		\$1.00***		\$38.75
Disabled Veteran <small>(for first vehicle only; there are fees for second vehicle)</small>			\$0.50				\$0.50
Motorcycle	\$15.00	\$2.25	\$0.50				\$17.75
Motorcycle - Personalized	\$15.00	\$2.25	\$0.50	\$40.00			\$57.75
Motorized Bicycle (mopeds)	\$10.00	\$2.25	\$0.50				\$12.75
Street Rod <small>(vehicle manufactured before 1949 that has been altered or modified)</small>	\$26.00	\$2.25	\$0.50		\$22.25**		\$51.00
Personalized (Vanity) - Car (4,500 lbs or less)	\$25.00	\$2.25	\$1.00 (\$0.50 per plate)	\$40.00			\$68.25
Personalized (Vanity) - Car (4,501 lbs or more)	\$35.00	\$2.25	\$1.00 (\$0.50 per plate)	\$40.00			\$78.25
Personalized (Vanity) - Light Truck	\$35.00	\$2.25	\$1.00 (\$0.50 per plate)	\$40.00			\$78.25

# 1999 KANSAS LICENSE PLATE FEES

2-3

PLATE TYPE	STANDARD, REGULAR FEES			ADDITIONAL, UNIQUE FEES			TOTAL
	REGISTRATION FEE (annual)	COUNTY SERVICE FEE (annual)	REFLECTORIZED PLATE FEE (first time only)	PERSONALIZED PLATE FEE (aka reservation fee)	OTHER	ROYALTY FEE	
National Guard - Car (4,500 lbs or less)	\$25.00	\$2.25	\$0.50				\$27.75
National Guard - Car (4,501 lbs or more)	\$35.00	\$2.25	\$0.50				\$37.75
National Guard - Light Truck	\$35.00	\$2.25	\$0.50				\$37.75
Ex-Prisoner of War - Cars							\$0.00
Ex-Prisoner of War - Light Trucks							\$0.00
Pearl Harbor Survivor - Car (4,500 lbs or less)	\$25.00	\$2.25	\$0.50				\$27.75
Pearl Harbor Survivor - Car (4,501 lbs or more)	\$35.00	\$2.25	\$0.50				\$37.75
Pearl Harbor Survivor - Light Truck	\$35.00	\$2.25	\$0.50				\$37.75
Combat Wounded (Purple Heart) - Car (4,500 lbs or less)	\$25.00	\$2.25	\$0.50				\$27.75
Combat Wounded (Purple Heart) - Car (4,501 lbs or more)	\$35.00	\$2.25	\$0.50				\$37.75
Combat Wounded (Purple Heart) - Light Truck	\$35.00	\$2.25	\$0.50				\$37.75
U. S. Veteran's Plate - Car (4,500 lbs or less)	\$25.00	\$2.25	\$0.50	\$40.00			\$67.75
U. S. Veteran's Plate - Car (4,501 lbs or more)	\$35.00	\$2.25	\$0.50	\$40.00			\$77.75
U. S. Veteran's Plate - Light Truck	\$35.00	\$2.25	\$0.50	\$40.00			\$77.75
Educational Institution - Car (4,500 lbs or less)	\$25.00	\$2.25	\$0.50	\$40.00	\$5.00****	\$25.00 - \$100.00	\$97.75 - \$172.75
Educational Institution - Car (4,501 lbs or more)	\$35.00	\$2.25	\$0.50	\$40.00	\$5.00****	\$25.00 - \$100.00	\$107.75 - \$182.75
Educational Institution - Light Truck	\$35.00	\$2.25	\$0.50	\$40.00	\$5.00****	\$25.00 - \$100.00	\$107.75 - \$182.75

\* Registration fees for regular trucks that weigh between 12,001 and 85,500 lbs range from \$100.00 to \$1,925.00

\*\* There is a one time charge of \$22.25 to obtain a special interest number

\*\*\* There is a \$1 Federal Communications Commission fee

\*\*\*\* There is a one time \$5 plate manufacturing fee





### 1999 KANSAS LICENSE PLATES

The Department of Revenue, Division of Vehicles, will issue one or two registration plates (as applicable by law) for every type of vehicle required to be registered. The registration plate is required to be displayed on the front or rear (as applicable by law) of all vehicles not specifically exempt from registration. (Personalized license plates require 2 plates to be displayed.)

Exempt vehicles are: Municipally owned fire trucks; all terrain vehicles; school buses owned and operated by a school district or a non-public school; implements of husbandry, road rollers, road machinery; self propelled cranes and earth moving equipment, equipped with pneumatic tires; fertilizer spreaders used exclusively to dispense or spread water, dust, liquid fertilizer or agricultural chemicals; a mixer-feed truck owned and used by a feed lot, as defined in KSA 47-1501; farm trailers with a load not exceeding six thousand pounds, all other trailers not exceeding two thousand pounds gross weight, and mobile homes.



NO.	COLOR	INITIAL DATE OF RENEWAL	EXPIRATION DATE
1. <b>PASSENGER</b> ..... Regular Issue. See B & C on page 4.	REFLECTORIZED— Yellow & Blue on White	Staggered in 1999 and 2000	Year & Month Shown on Plate
2. <b>TRUCK</b> ..... For non-prorate trucks, truck-tractors, and buses. See A & C on page 4.	REFLECTORIZED— Yellow & Blue on White	12M LBS OR LESS, Staggered in 1999 and 2000 OVER 12M LBS, January 1, 1999	Year & Month Shown on Plate  December 31, 1999
3. <b>TRAILER</b> ..... For non-prorate trailers & manufactured homes towed on highways. See A, B & C on page 4.	REFLECTORIZED— Yellow & Blue on White	January 1, 1999	December 31, 1999
4. <b>RECREATIONAL VEHICLE</b> ..... For autos, light trucks, heavy trucks and trailers classified as recreational vehicles.	REFLECTORIZED— Yellow & Blue on White	Staggered in 1999 and 2000	Year & Month Shown on Plate
5. <b>DISABLED VETERAN</b> ..... For disabled veterans meeting statutory requirements.	REFLECTORIZED— Yellow & Blue on White	12M LBS OR LESS Staggered in 1999 and 2000	Year & Month Shown on Plate
6. <b>SPECIAL INTEREST</b> ..... For vehicles 20 years old, which have not been altered or modified from the original specifications except for safety requirements.	REFLECTORIZED— Yellow & Blue on White	Staggered in 1999 and 2000	Year & Month Shown on Plate
7. <b>DISABLED CITIZEN ORGANIZATION</b> ..... For vehicles used in driver training of disabled Kansas citizens.	REFLECTORIZED— Yellow & Blue on White	January 1, 1999	December 31, 1999
8. <b>INTERNATIONAL WHEELCHAIR SYMBOL</b> ..... Disabled Citizens Registration	REFLECTORIZED— Yellow & Blue on White	12M LBS OR LESS, Staggered in 1999 and 2000 OVER 12M LBS, January 1, 1999	Year & Month Shown on Plate  December 31, 1999
9. <b>ANTIQUE</b> ..... 10. For vehicles more than 35 years old. Combination of letters or numbers may be chosen by applicant.	Gold on Blue REFLECTORIZED— Blue on White	Upon Request	Permanent
11. <b>MOTORCYCLE</b> ..... For vehicles designed to travel on not more than three wheels.	REFLECTORIZED— Blue on White	Staggered in 1999 and 2000	Year & Month Shown on Plate
12. <b>MOTORIZED BICYCLE</b> ..... Any device having two or three tandem wheels propelled either by human power or helper motor or both. Limited to 50 cubic centimeters cylinder displacement and 3.5 brake horsepower with maximum speed of 30 m.p.h.	REFLECTORIZED— Blue on White	Staggered in 1999 and 2000	Year & Month Shown on Plate
13. <b>AMATEUR RADIO OPERATOR</b> ..... For Amateur Radio Operators. Call letters used in lieu of numerals.	REFLECTORIZED— Yellow & Blue on White	12M LBS OR LESS Staggered in 1999 and 2000 OVER 12M LBS, January 1, 1999	Year & Month Shown on Plate  December 31, 1999
14. <b>STREET ROD</b> ..... For vehicles manufactured before 1949 which, when altered or modified, are referred to as "STREET RODS".	REFLECTORIZED— Yellow & Blue on White	Staggered in 1999 and 2000	Year & Month Shown on Plate
15. <b>TRUCK, APPORTIONED (PWR=Power Unit)</b> ..... For apportioned trucks & truck-tractors. See C on page 4.	REFLECTORIZED— Blue on White plate with "Perm App" along the Bottom		Do not expire
16. <b>TRAILER, APPORTIONED</b> ..... For apportioned trailers & semi-trailers. See A & C on page 4.	REFLECTORIZED— Blue on White plate with "Perm App" along the Bottom		Do not expire

NO. USE	COLOR	INITIAL DATE OF RENEWAL	EXPIRATION DATE
17. <b>CUSTOM HARVESTER PLATE (IRP)</b> ..... For Kansas Farm Custom Harvesters to register vehicles bearing Kansas Apportioned Registration. Must meet criteria for a Farm Custom Harvester.	REFLECTORIZED— Blue on White	January 1, 1999	December 31 of Year Decal Shown on Plate
18. <b>DEALER</b> .....	REFLECTORIZED— Blue on White	January 1, 1999	December 31 of Year Shown on Plate
19. For manufacturers or dealers in motor vehicles, motorcycles, trailers or semi-trailers. Prefix letter is D.			
20. <b>FULL PRIVILEGE PLATE</b> .....	REFLECTORIZED— Yellow & Blue on White Renewable on reapplication	January 1, 1999	January 31 of Year Decal Shown on Plate Decal—Green on White
21. <b>DRIVE-AWAY</b> .....	REFLECTORIZED— Black on White	January 1, 1999	December 31, 1999
22. <b>PERSONALIZED</b> .....	REFLECTORIZED— Blue on White	12M LBS OR LESS, Staggered in 1999 and 2000	Year & Month Shown on Plate
23. Combination of letters or numbers chosen by applicant. Two personalized license plates will be issued to passenger cars and trucks to be displayed on front and rear of vehicle. One plate will be issued to motorcycles to be displayed on the rear of the vehicle.		OVER 12M LBS, January 1, 1999	December 31, 1999
24. <b>NATIONAL GUARD</b> .....	REFLECTORIZED— Red & Blue on White	12M LBS OR LESS Staggered in 1999 and 2000	Year & Month Shown on Plate
25. For passenger vehicles of regularly enlisted, warrant or commissioned members of the Kansas National Guard.		OVER 12M LBS, January 1, 1999	December 31, 1999
25. <b>EX-PRISONER OF WAR</b> .....	REFLECTORIZED— Red & Blue on White	12M LBS OR LESS, Staggered in 1999 and 2000	Year & Month Shown on Plate
26. For any person held as a Prisoner of War while serving in the United States Armed Forces.			
26. <b>PEARL HARBOR SURVIVOR</b> .....	REFLECTORIZED— Red & Blue on White	12M LBS OR LESS, Staggered in 1999 and 2000	Year & Month Shown on Plate
27. For any person who survived the attack on Pearl Harbor while serving as a member of the United States Armed Forces.			
27. <b>COMBAT WOUNDED</b> .....	REFLECTORIZED— Purple & Yellow on White	12M LBS OR LESS, Staggered in 1999 and 2000	Year & Month Shown on Plate
28. For any person who has received the Purple Heart Medal for any combat wounded injury.			
28. <b>VETERAN'S PLATE</b> .....	REFLECTORIZED— Blue & Red on White	12M LBS OR LESS, Staggered in 1999 and 2000	Year & Month Shown on Plate
29. For any honorable discharged veteran.			
29. <b>EDUCATIONAL INSTITUTION PLATE</b> .....	REFLECTORIZED— Purple on White (Kansas State)	12M LBS OR LESS, Staggered in 1999 and 2000	Year & Month Shown on Plate
29a. For any person making the required contribution to the alumni association for the privilege of displaying the university logo on the plate.			
29a.	29a. REFLECTORIZED— Red, Yellow & Blue on White (KU)	12M LBS OR LESS, Staggered in 1999 and 2000	Year & Month Shown on Plate
30. <b>FLEET UTILITY TRAILER</b> .....	REFLECTORIZED— Green on White	January 1, 1999	December 31, 1999
31. For small two wheeled trailers owned by a rental company for rental to the general public.			
31. <b>5 YEAR REGISTRATION PLATE</b> .....	Red on White	January 1, 1999	December 31 of Year Decal Shown on Plate
31a. For trailers registered for 12,000 pounds or more and valid for 5 years from issuance. (Decal 31a.)	Blue on White		
32. <b>KANSAS OFFICIAL PLATE</b> .....	Gold on Brown	Permanent	Permanent
33. For state owned vehicles.			
34. <b>HIGHWAY PATROL</b> .....	Blue on White	Permanent	Permanent
35. For state owned highway patrol vehicles.			
35. <b>KANSAS CORPORATION COMMISSION</b> .....	Blue on White	Upon Request	Year & Month Shown on Plate
36. For registration of oil well rigs and oil well pulling units.			

NO.	COLOR	INITIAL DATE OF RENEWAL	EXPIRATION DATE
36. <b>CITY/COUNTY/TOWNSHIP/SCHOOL DISTRICT PLATE</b> ..... Issued to county, city, township and school district vehicles registered as political taxing subdivision vehicles. Plate is a permanent registration with no year of expiration and cannot be transferred to another vehicle. No gross weight decal sticker will be issued for trucks.	<b>REFLECTORIZED— Blue on White</b>	Permanent	Permanent
37. <b>72-HOUR/30 DAY TRUCK/60 DAY HARVEST PERMIT</b> ..... For trucks and truck-tractors only. Issued to interstate operators, motor vehicle dealers and locally registered truck owners for special trips or for trucks or truck-tractors bearing Kansas farm or foreign state registration & operated in intrastate commerce. 60-Day Harvest Permit for foreign based carrier.	<b>TR-200 Copy or Black on Pink</b>	Upon Request Not Renewable	72 Hours/30 Days/ 60 Days From Issue
38. <b>REGISTRATION EXPIRATION DECAL</b> ..... 38a. Year validation decals, on plates required to display such, will indicate the valid registration year for such vehicle.	<b>White on Blue Magenta Red on White OVER 12M LBS &amp; TRLRS.</b>	Applicable by law	1999-2000 Dec. 31, 1999
39. <b>MONTH EXPIRATION DECAL</b> ..... Issued to vehicles initially entering the staggered system.	White on Blue	Not Renewable	Month Shown on Decal
40. <b>30-DAY PERMIT</b> ..... For owners of newly acquired vehicles. Must be obtained within 30 days from vehicle purchase. Any combination of truck or truck tractor may be operated under laden conditions for <i>ONLY</i> 48 hours after permit issuance.	Black on White	Not Renewable	30 Days From Vehicle Purchase Date
41. <b>HANDICAPPED PARKING PERMIT</b> ..... 41a. Allows handicapped individuals to interchange this placard from vehicles as transportation needs arise. Displayed on rearview mirror. Personal ID card (41a) must accompany Permanent Handicap Placard.	<b>PERMANENT— White on Blue TEMPORARY— White on Red</b>	Permanent	Year & Month Shown on Placard
43. <b>ONE-DAY ID INSPECTION TRANSIT PERMIT</b> ..... For non-highway vehicle owners to drive to and from the inspection station named on permit by the most direct route.	Black on White	Not Renewable	24 Hours From Issue

A—The reflectorized decal affixed to the lower center section of commercial plates indicates the class and maximum thousands of pounds gross weight (trucks) or number of passengers (buses) for which a vehicle is registered. The gross weight, as used for trucks, indicates the combination weight of vehicle or vehicles and loads. Decals are also similarly affixed to trailer plates indicating the maximum gross weight for which the trailer is registered. Gross weight, as used for trailers, indicates the combination weight of the trailer and load.

B—On regular passenger license plate, the registration expiration year is shown on the license plate or on the decal located in the upper or lower right hand corner of the plate. Vehicles initially entering the staggered vehicle registration system will be issued a month expiration decal. The registration expiration date is on the last date of the month determined by the month expiration decal on the license plate. Trucks with a weight greater than 12M pounds and trailers are issued registrations on an annual calendar year basis with an expiration date of December 31, with a registration grace period until February 15.

C—ALL METAL PLATES (Except motorcycle, motorcycle dealer and motorized bicycles) are 6" x 12", 9/32" holes are spaced 4 5/8" vertically and 7 1/4" horizontally. Motorcycle, motorcycle dealer and motorized bicycle plates are 4" x 7".

21



22



23



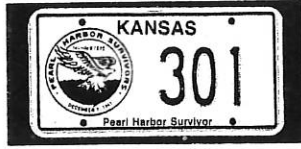
24



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28



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29a



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31



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33



34



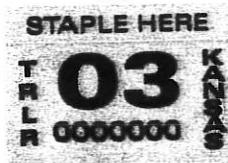
35



36



31a



38



38a



39



41



41a



42



**Passenger Cars, Ambulances & Hearses**

4,500 Pounds or Under ..... \$27.25

4,501 Pounds and Over ..... \$37.25  
 Special Interest Vehicle ..... \$28.25

**TRUCKS—12M Pounds or less Regular** ..... \$37.25

Any truck registered for a gross weight of 12M pounds or less or passenger vehicle, which is purchased or acquired with less than 12 months remaining in the registration period, will be charged a fee 1/12 of the annual fee for each calendar month remaining in the registration period.

**DEALER LICENSING FEES**

Manufacturers—First & Second Stage ..... \$200.00  
 Factory or Distributor Branch ..... \$ 50.00  
 New Vehicle Dealer License (Autos, Trucks, Motorcycles, Trailers, Manufactured Homes) ..... \$ 50.00  
 Used Vehicle Dealer License (Autos, Trucks, Motorcycles, Trailers, Manufactured Homes) ..... \$ 50.00

First Plate ..... \$275.50  
 Each Additional Plate ..... \$ 25.50  
 Full Privilege Plate ..... \$350.50  
 First & Second Stage Converters ..... \$ 25.00

**MISCELLANEOUS FEES**

	ANNUAL FEES	SEMI-ANNUAL FEES*
Political Taxing and Subdivision .....	\$ 4.25	N/A
<b>Drive-Away</b>		
For license & one plate .....	\$44.00	N/A
For each additional plate .....	\$18.00	N/A
<b>Motorcycle</b> .....	\$17.25	\$ 9.75
Motorized Bicycle .....	\$12.25	\$ 7.25
Manufactured Home—Title (Optional) .....	\$ 7.00	
<b>Trailer</b>		
Plate issued for all trailers & manufactured homes when operated on the highway		
Less than 2,000 pounds (Registered at owner's option) .....	\$17.25	
2,001 pounds to 8,000 pounds .....	\$17.25	\$ 9.75
8,001 pounds to 12,000 pounds .....	\$27.25	\$14.75
12,001 pounds & over .....	\$37.25	\$19.75

\*A semi-annual rate will be charged for vehicles purchased or brought into the state the last six months of a registration period.

**Antique Vehicle** — Fee \$42.25, Numbered plate combination  
 Fee \$42.75, Letter or Number Combination Choice of Individual (Plus \$42.25 license plate fee)

**72-Hour Permit** (local)—\$26.00  
**72-Hour Permit** (paper)—\$26.00 Each Permit\*\*  
**Permanent Disabled Permit**—\$5.25 (service fee included)  
**Temporary Disabled Permit**—\$4.25 (service fee included)

**Thirty Day Permit** (paper)—\$3.00 Each Permit\*\*  
**One Day Permit** (paper)—\$1.00 Each Permit  
**City/County/Township/School District Registration** (permanent)—\$8.75  
 \*\*Additional service fee of \$2.25 charged if purchased through County Treasurer.

**TRUCK FEES**

Trucks—Regular	ANNUAL RATE	ANNUAL RATE
12,001 Pounds to 16,000 Pounds .....	\$102.25	42,001 Pounds to 48,000 Pounds ..... \$ 602.25
16,001 Pounds to 20,000 Pounds .....	132.25	48,001 Pounds to 54,000 Pounds ..... \$ 802.25
20,001 Pounds to 24,000 Pounds .....	197.25	54,001 Pounds to 60,000 Pounds ..... 1,002.25
24,001 Pounds to 26,000 Pounds .....	312.25	60,001 Pounds to 66,000 Pounds ..... 1,202.25
26,001 Pounds to 30,000 Pounds .....	312.25	66,001 Pounds to 74,000 Pounds ..... 1,527.25
30,001 Pounds to 36,000 Pounds .....	372.25	74,001 Pounds to 80,000 Pounds ..... 1,727.25
36,001 Pounds to 42,000 Pounds .....	472.25	80,001 Pounds to 85,500 Pounds ..... 1,927.25
<b>Trucks-Local/6,000 Mile/60 Day Harvest*</b>		
16,000 Pounds and Under .....	\$ 62.25	42,001 Pounds to 48,000 Pounds ..... \$ 312.25
16,001 Pounds to 20,000 Pounds .....	102.25	48,001 Pounds to 54,000 Pounds ..... 412.25
20,001 Pounds to 24,000 Pounds .....	132.25	54,001 Pounds to 60,000 Pounds ..... 472.25
24,001 Pounds to 26,000 Pounds .....	177.25	60,001 Pounds to 66,000 Pounds ..... 572.25
26,001 Pounds to 30,000 Pounds .....	177.25	66,001 Pounds to 74,000 Pounds ..... 752.25
30,001 Pounds to 36,000 Pounds .....	212.25	74,001 Pounds to 80,000 Pounds ..... 882.25
36,001 Pounds to 42,000 Pounds .....	242.25	80,001 Pounds to 85,500 Pounds ..... 1,002.25
<b>Trucks—Farm</b>		
12,001 Pounds to 16,000 Pounds .....	\$ 37.25	<b>Buses—Local Transit</b>
16,001 Pounds to 20,000 Pounds .....	42.25	8 to 30 Passengers ..... \$ 17.25
20,001 Pounds to 24,000 Pounds .....	52.25	31 to 39 Passengers ..... 32.25
24,001 Pounds to 26,000 Pounds .....	72.25	Over 39 Passengers ..... 62.25
26,001 Pounds to 30,000 Pounds .....	72.25	<b>Trucks—30 Day Intrastate Registration/60 Day Harvest*</b>
30,001 Pounds to 60,000 Pounds .....	182.25	NOTE: 30 Day Fee \$26.00 or 1/8 of regular fee, whichever is larger. 60
60,001 Pounds to 66,000 Pounds .....	362.25	Day Foreign Based Fee \$26.00 or 1/6 of regular fee, whichever is larger.
66,001 Pounds to 85,500 Pounds .....	602.25	An additional fee of \$2.25 charged if purchased through County Treasurer.
		30 Day 60 Day Harvest
		20,000 Pounds and Under ..... \$ 26.00 \$ 26.00
		20,001 Pounds to 24,000 Pounds ..... \$ 26.00 \$ 32.50
		24,001 Pounds to 26,000 Pounds ..... \$ 38.75 \$ 51.67
		26,001 Pounds to 30,000 Pounds ..... \$ 38.75 \$ 51.67
		30,001 Pounds to 36,000 Pounds ..... \$ 46.25 \$ 61.67
		36,001 Pounds to 42,000 Pounds ..... \$ 58.75 \$ 78.34
		42,001 Pounds to 48,000 Pounds ..... \$ 75.00 \$100.00
		48,001 Pounds to 54,000 Pounds ..... \$100.00 \$133.33
		54,001 Pounds to 60,000 Pounds ..... \$125.00 \$166.67
		60,001 Pounds to 66,000 Pounds ..... \$150.00 \$200.00
		66,001 Pounds to 74,000 Pounds ..... \$190.63 \$254.17
		74,001 Pounds to 80,000 Pounds ..... \$215.63 \$287.50
		80,001 Pounds to 85,500 Pounds ..... \$240.63 \$320.83

Farm trucks or truck tractors registered for more than 54,000 pounds shall have painted or permanently affixed on both sides of the vehicle, the words "farm vehicle—not for hire".

\*NOTE: The registration fees listed, except for 6,000 mile and 30 day, are reduced 1/12 for each calendar month elapsed beginning April 1st, if the vehicle is purchased or acquired after the end of March. Only annual fees are listed.

6,000 mile and 30 day registration fees are a set annual rate which is not prorated at any time.

**A 50¢ REFLECTORIZATION FEE WILL BE CHARGED FOR ISSUANCE OF A NEW PLATE.**

STATE OF KANSAS



DIVISION OF THE BUDGET

Room 152-E

State Capitol Building

Topeka, Kansas 66612-1575

(785) 296-2436

FAX (785) 296-0231

Bill Graves  
Governor

Duane A. Goossen  
Director

March 16, 1999

The Honorable Ben Vidricksen, Chairperson  
Senate Committee on Transportation & Tourism  
Statehouse, Room 143-N  
Topeka, Kansas 66612

Dear Senator Vidricksen:

SUBJECT: Fiscal Note for SB 346 by Senate Committee on Federal and State Affairs

In accordance with KSA 75-3715a, the following fiscal note concerning SB 346 is respectfully submitted to your committee.

SB 346 would expand the current responsibility for vehicle loads when a load exceeds the legal gross weight by 10,000 pounds or more. Responsibility for these overweight vehicles would be expanded to the owner of the goods or commodities being shipped or the person exercising direct control over the loading of the vehicle. Under current law, the driver of the vehicle is the only person fined for an overweight load.

Estimated State Fiscal Impact				
	FY 1999 SGF	FY 1999 All Funds	FY 2000 SGF	FY 2000 All Funds
Revenue	--	--	\$1,467,975	\$1,983,750
Expenditure	--	--	--	--
FTE Pos.	--	--	--	--

The Department of Revenue indicates that in FY 1998 there were a total of 2,645 convictions for overweight loads added to the driver's license files. The Department assumes that the average overweight fine is \$750. The bill would make the owner of the goods or the person in charge of loading the vehicle subject to the fine, in addition to the driver. According to

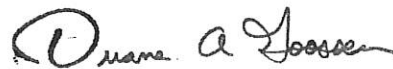
Honorable Ben Vidricksen, Chairperson

March 16, 1999

Page 2

the Department, if the number of convictions would remain the same as FY 1998, the additional 2,645 fines in FY 2000 would produce revenues of \$1,983,750. Those fine revenues would be distributed as follows: 4.0 percent (\$79,350) to the Crime Victims Assistance Fund; 22.0 percent (\$436,425) to the Crime Victims Compensation Fund; and the remaining 74.0 percent (\$1,467,975) to the State General Fund. If the bill reduces the number of overweight vehicles, the resulting reduction in the number of citations and convictions would reduce the estimated revenue. Any fiscal impact resulting from the passage of SB 346 would be in addition to the recommendations included in *The FY 2000 Governor's Budget Report*.

Sincerely,



Duane A. Goossen  
Director of the Budget

cc: Bill Watts, Transportation  
Lynn Robinson, Revenue



State of Kansas  
Senate Chamber

JIM BARONE

STATE SENATOR, THIRTEENTH DISTRICT  
CRAWFORD, CHEROKEE AND BOURBON COUNTIES

HOME ADDRESS:  
611 W. LEIGHTON  
FRONTENAC, KANSAS 66763  
(316) 231-4900  
HOME FAX (316) 231-6611



Democratic Agenda Chairman

ROOM 504-N, STATE CAPITOL  
TOPEKA, KANSAS 66612-1504  
(785) 296-7370  
1-800-432-3924

COMMITTEE ASSIGNMENTS

RANKING MINORITY MEMBER: COMMERCE  
UTILITIES  
MEMBER: FINANCIAL INSTITUTIONS AND  
INSURANCE  
ECONOMIC DEVELOPMENT  
PENSIONS, INVESTMENTS & BENEFITS  
MEMBER: NCSL COMMITTEE ON COMMUNICATIONS  
& INFORMATION POLICY

**Testimony of Senator Jim Barone  
in support of SB 346  
before Senate Transportation Committee  
Tuesday, March 16, 1999**

Mr. Chairman and Members of the Committee:

Thank you for the opportunity to appear before you, and thank you very much for providing me the opportunity to discuss with you an issue that I believe merits our full attention.

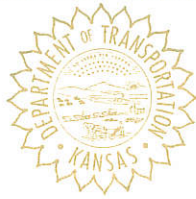
I have long had a personal interest in our roads and highways, and I have also had a long concern about their deterioration. I have always been one who believed if you bought something you should take care of it, and I believe as legislators representing the people of Kansas we should see to it that our investments are properly cared for.

Last summer KOAM-TV in Pittsburg did a week-long investigative report dealing with overweight vehicles. This report sparked my real interest in this subject. I arranged to receive a video tape of the report and after reviewing it several times decided that many others should have the opportunity to see the same thing. As a result I had meetings and showed the videotape to the Kansas Department of Transportation, the Kansas Motor Carriers Association, the Highway Patrol, the Vehicle Division of the Kansas Corporation Commission, the Kansas Farm Bureau, the Kansas Livestock Association, the Kansas Grain and Feed Association, the Kansas Aggregate Producers Association, the Kansas Ready Mixed Concrete Association, the Kansas Contractors Association, and several of you senators. All of us had a common reaction, and that is, overweight vehicles are a concern and virtually everyone I have talked with indicated a willingness to help solve the problem.

Two solutions rapidly gained consensus, and they are: shipper liability in addition to driver liability for an overweight vehicle, and uniform enforcement of our laws no matter what they may be. This bill encompasses both of these concerns, and I believe this bill merits your favorable consideration and would ask that you recommend it favorably to the Senate as a whole.

Senator Jim Barone, District Thirteen

SENATE TRANSPORTATION & TOURISM COMM.  
March 16, 1999  
Attachment #4



**KANSAS DEPARTMENT OF TRANSPORTATION  
OFFICE OF THE SECRETARY OF TRANSPORTATION**

E. Dean Carlson  
SECRETARY OF TRANSPORTATION

**Docking State Office Building  
915 SW Harrison Street, Rm. 730  
Topeka, Kansas 66612-1568  
Ph. (785) 296-3461 FAX (785) 296-1095  
TTY (785) 296-3585**

Bill Graves  
GOVERNOR

**TESTIMONY BEFORE THE  
SENATE COMMITTEE ON TRANSPORTATION**

**REGARDING SENATE BILL 346  
REGULATING TRAFFIC, PROVIDING PENALTIES FOR CERTAIN  
OVERWEIGHT VEHICLES**

**March 16, 1999**

Mr. Chairman and Members of the Committee:

I am Ken Gudenkauf, Assistant Bureau Chief of the Bureau of Traffic Engineering, with the Kansas Department of Transportation. I am here to provide testimony to the committee regarding Senate Bill 346. This bill repeals K.S.A. 8-1342 "Civil Penalty for Overloading Certain Vehicles" and amends K.S.A. 8-1901 to expand the accountability for overweight loads to more than the driver of the vehicle. The amended language subjects the owner of the goods or commodity being shipped or the person exercising direct control over the loading of the vehicle to penalties for overweight violations of 10,000 pounds or more.

The idea of placing the penalty for overweight violations on the owner or the person loading the vehicle should enhance the probability of compliance with legal weight limits. Sometimes the vehicle operator gets placed in a very compromising position. The owner may choose to overload a vehicle to increase his profit. In these instances, the owner may well be the more responsible party. If the vehicle operator refuses to overload the vehicle, then the owner may choose to hire someone else and the conscientious vehicle operator is left without a payload. If the overweight load is accepted, then the vehicle operator is currently the only one who is subject to the penalties for the overweight violations.

Subjecting the owner or the person loading the vehicle to the same penalties as the vehicle operator should reduce the number of overweight vehicles operating on Kansas highways. This reduction will lessen damage to the highway infrastructure and enhance overall safety of the vehicles operating in Kansas. Therefore, we support Senate Bill 346.

Thank you for this opportunity to express our support.

# STATEMENT

BY KANSAS MOTOR CARRIERS ASSOCIATION

P.O. Box 1673 ■ Topeka, Kansas 66601

Telephone: 785-267-1641 ■ FAX: 785-266-6551 ■ www.kmca.org

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Appearing before the Senate Transportation and Tourism Committee  
Senator Ben Vidricksen, Chairman  
Tuesday, March 16, 1999  
State Capitol, Topeka, Kansas

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Supporting Senate Bill No. 346

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MR. CHAIRMAN AND MEMBERS  
OF THE SENATE TRANSPORTATION AND TOURISM COMMITTEE:

My name is Tom Whitaker, director of governmental relations and membership services for the Kansas Motor Carriers Association. I appear here this morning, along with Mike Kelley, KMCA executive director, representing our 1,400 member firms and the highway transportation industry.

We are here today in support of Senate Bill No. 346. The bill mandates joint responsibilities of the truck driver and the shipper of the freight for excessively overloading trucks. Specifically, any load found to be 10,000 or more pounds over the maximum gross weight the vehicle is capable of transporting subjects both the driver and the shipper each to fines of \$1,000 or more plus court costs. The schedule of fines is found on pages 1 and 2 of Senate Bill No. 346.

Sen. Jim Barone has brought to your attention the problems related to overweight trucks, and frankly our industry wants to curb this practice. The Kansas trucking industry has a vested interest in protecting the substantial investment our industry has made in improving and maintaining this infrastructure. Kansas's highways are vital for our state to grow and compete in a global economy.

However, the facts are, most commercial vehicles operate lawfully on our roadways. The Kansas Highway Patrol reports that of the 1,394,117 trucks weighed during the last federal fiscal year, 7,261 citations were issued for either violation of axle limits, gross weight or bridge formula. These figures show that of the trucks weighed, slightly more than one-half of one percent (.52%) were overweight.

Operators of overloaded trucks create a competitive disadvantage for those that operate within our weight laws. Shippers who allow a vehicle to be overloaded also should share in the consequences for such violation.

KMCA supports the uniform enforcement of Kansas's weight laws. We support Senate Bill No. 346 and ask for your favorable consideration of this legislation.

We thank you for the opportunity to appear before you today. I would be pleased to respond to any questions you may have.



# Kansas Gross Weight Table

**8-1909. Gross weight limits for vehicles; exceptions; safety of certain vehicles for operation.** (a) No vehicle or combination of vehicles shall be moved or operated on any highway when the gross weight on two or more consecutive axles exceeds the limitations prescribed in the following table:

Distance in feet between the extremes of any group of 2 or more consecutive axles	Maximum load in pounds carried on any group of 2 or more consecutive axles							
	2 axles	3 axles	4 axles	5 axles	6 axles	7 axles	8 axles	
4 .....	34,000							
5 .....	34,000							
6 .....	34,000							
7 .....	34,000							
8 and less ...	34,000	34,000						
More than 8	38,000	42,000						
9 .....	39,000	42,500						
10 .....	40,000	43,500						
11 .....		44,000						
12 .....		45,000	50,000					
13 .....		45,500	50,500					
14 .....		46,500	51,500					
15 .....		47,000	52,000					
16 .....		48,000	52,500	58,000				
17 .....		48,500	53,500	58,500				
18 .....		49,500	54,000	59,000				
19 .....		50,000	54,500	60,000				
20 .....		51,000	55,500	60,500	66,000			
21 .....		51,500	56,000	61,000	66,500			
22 .....		52,500	56,500	61,500	67,000			
23 .....		53,000	57,500	62,500	68,000			
24 .....		54,000	58,000	63,000	68,500	74,000		
25 .....		54,500	58,500	63,500	69,000	74,500		
26 .....		55,500	59,500	64,000	69,500	75,000		
27 .....		56,000	60,000	65,000	70,000	75,500		
28 .....		57,000	60,500	65,500	71,000	76,500	82,000	
29 .....		57,500	61,500	66,000	71,500	77,000	82,500	
30 .....		58,500	62,000	66,500	72,000	77,500	83,000	
31 .....		59,000	62,500	67,500	72,500	78,000	83,500	
32 .....		60,000	63,500	68,000	73,000	78,500	84,500	
33 .....			64,000	68,500	74,000	79,000	85,000	
34 .....			64,500	69,000	74,500	80,000	85,500	
35 .....			65,500	70,000	75,000	80,500		
36 .....			66,000	70,500	75,500	81,000		
37 .....			66,500	71,000	76,000	81,500		
38 .....			67,500	72,000	77,000	82,000		
39 .....			68,000	72,500	77,500	82,500		
40 .....			68,500	73,000	78,000	83,500		
41 .....			69,500	73,500	78,500	84,000		
42 .....			70,000	74,000	79,000	84,500		
43 .....			70,500	75,000	80,000	85,000		
44 .....			71,500	75,500	80,500	85,500		
45 .....			72,000	76,000	81,000			
46 .....			72,500	76,500	81,500			
47 .....			73,500	77,500	82,000			
48 .....			74,000	78,000	83,000			
49 .....			74,500	78,500	83,500			
50 .....			75,500	79,000	84,000			
51 .....			76,000	80,000	84,500			
52 .....			76,500	80,500	85,000			
53 .....			77,500	81,000	85,500			
54 .....			78,000	81,500				
55 .....			78,500	82,500				
56 .....			79,500	83,000				
57 .....			80,000	83,500				
58 .....				84,000				
59 .....				85,000				
60 .....				85,500				

except that two consecutive sets of tandem axles may carry a gross load of 34,000 pounds each if the overall distance between the first and last axles is 36 feet or more.

(1) The gross weight on any one axle of a vehicle shall not exceed the limits prescribed in K.S.A. 8-1908, and amendments thereto.

(2) For vehicles and combinations of vehicles on the interstate system the table in this section shall not authorize a maximum gross weight of more than 80,000 pounds.

(3) The table in this section shall not apply to truck tractor and dump semitrailer or truck trailer combination when such are used as a combination unit exclusively for the transportation of sand, salt for highway maintenance operations, gravel, slag stone, limestone, crushed stone, cinders, coal, blacktop, dirt or fill material, when such vehicles are used for transportation to a construction site, highway maintenance or construction project or other storage facility, except that such vehicles or combination of vehicles shall not be exempted from any application of the table as may be required to determine applicable axle weights for triple and quad axles as defined in K.S.A. 8-1908, and amendments thereto. As used in this subpart (3), the term "dump semitrailer" means any semitrailer designed in such a way as to divest itself of the load carried thereon.

**Kansas Motor Carriers Association**  
**P.O. Box 1673**  
**Topeka, KS 66601-1673**

## • AXLE DEFINITIONS •

"Gross weight on any one axle" means the total load on all wheels whose centers are included within two parallel transverse planes not more than 40 inches apart.

"Tandem axle" means two or more consecutive axles, arranged in tandem and articulated from a common attachment to the vehicle or individually attached to the vehicle, with such axles spaced not less than 40 inches and not more than 96 inches apart.

"Triple axle" means three or more consecutive axles, arranged in tandem and articulated from a common attachment to the vehicle or individually attached to the vehicle, with such axles spaced more than 96 inches and not more than 120 inches apart.

"Quad axle" means four or more consecutive axles, arranged in tandem and articulated from a common attachment to the vehicle or individually attached to the vehicle, with such axles spaced more than 120 inches and not more than 150 inches apart.

## • WIDE-BASE SINGLE TIRES •

"Wide-Base Single Tires" means all tires having a section width, as specified by the manufacturer, of 14 inches or more.

**WEIGHT LIMITATIONS:** The maximum load for a wide-base single tire on a steering axle shall not exceed 600 pounds per inch of tire section width.

The maximum load for a wide-base single tire on any axle, other than the steering axle, shall not exceed 575 pounds per inch of tire section width.

**RESTRICTIONS:** No wide-base single tire shall exceed the load limit designated by the manufacturer.

No wide-base single tire shall exceed the maximum tire inflation pressure designated by the manufacturer.

## • DUAL TIRES •

**IT SHALL BE UNLAWFUL** for any person to operate a vehicle with a single tire on any hubs configured for dual tires.

There are four exceptions:

- A truck registered for a gross weight of 20,000 pounds or less is exempt from this restriction.
- A vehicle or combination of vehicles operating with wide-base single tires is exempt from this restriction.
- A triple-axle combination can include a single-axle configured for a dual tire assembly so long as such single axle does not exceed 9,000 pounds.
- In case of emergency.

## • AXLE LIMITATIONS •

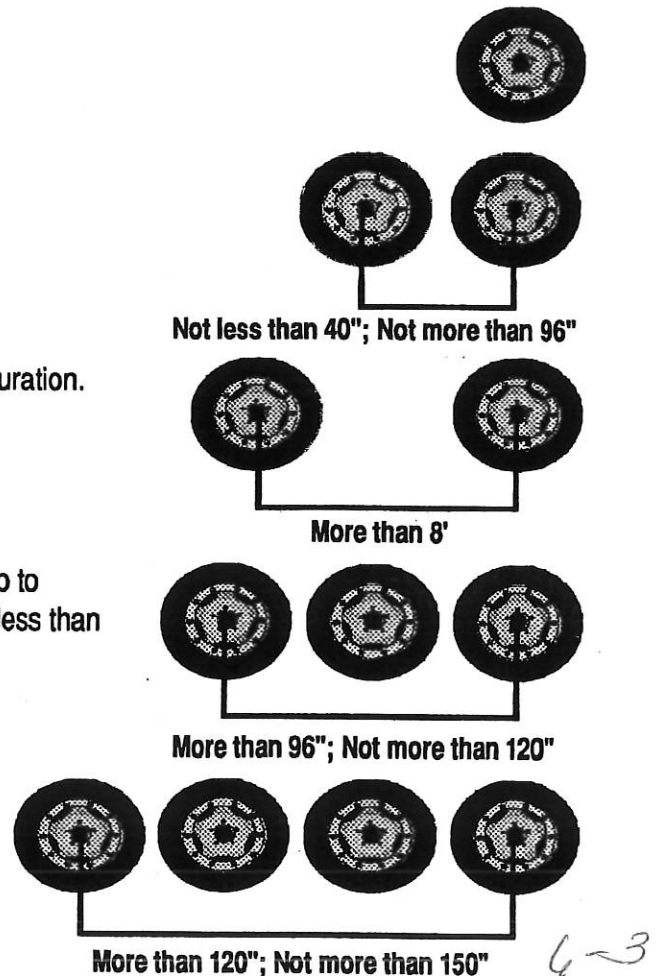
The gross weight on any one axle shall not exceed 20,000 pounds.

The gross weight on tandem axles shall not exceed 34,000 pounds.

The bridge table controls the weight distribution on a "spread axle" configuration.

The gross weight on any triple axle combination will be allowed to carry up to 42,000 pounds if the triple axle configuration measures more than 8' and less than 9'. The table applies for measurements 9' and over.

The gross weight on any quad axle combination will be allowed to carry up to 50,000 pounds if the quad axle measures up to 12'. The table applies for measurements over 12'.



**KRMCA**

Kansas Ready Mixed  
Concrete Association

**KAPA**

Kansas Aggregate  
Producers' Association

**Testimony**

**By The  
Kansas Aggregate Producers Association  
and the  
Kansas Ready Mixed Concrete Association**

**Before the  
Senate Transportation Committee**

**Regarding SB 346**

**March 16, 1999**

Good morning, Mr. Chairman and members of the committee, my name is Edward R. Moses, representing the Kansas Aggregate Producers Association & the Kansas Ready Mixed Concrete Association. We thank you for the opportunity to provide our comments in support of SB 346.

The Kansas Aggregate Producers' Association (KAPA) along with the Kansas Ready Mixed Concrete Association (KRMCA) is an industry-wide trade association comprised of over two hundred fifty (250) members located in all one hundred and sixty five (165) legislative districts in this state, providing basic building materials to all Kansans.

In order to remain competitive and contribute to the economic well being of our state our businesses depend upon functional and well-maintained roads. Overloaded trucks are a threat to the condition of our highways and negatively effect all that use them. Any measure that positively deals with the problem of intentionally overloading trucks should be seriously considered. In our opinion SB346 a bill providing penalties for the knowing overloading of trucks is a step in the right direction. We endorse the passage of this bill.

Once again, thank you for the opportunity to come before you today. I would be happy to respond to any questions you may have at this time.

# KANSAS GRAIN AND FEED ASSOCIATION

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## **Statement of the Kansas Grain & Feed Association**

**Regarding**

**S.B. 346**

**to the**

**Senate Transportation Committee**

**Senator Ben Vidricksen, Chair**

**March 16, 1999**

**KGFA, PROMOTING A VIABLE BUSINESS CLIMATE THROUGH  
SOUND PUBLIC POLICY FOR MORE THAN A CENTURY.**



Chairman Vidricksen and Members of the Senate Transportation Committee, my name is Tom Tunnell and I serve as President of the Kansas Grain and Feed Association (KGFA). The KGFA is a voluntary state association with a membership encompassing the entire spectrum of the grain receiving, storage, processing and shipping industry in the state of Kansas. Our membership includes over 1,250 Kansas business locations and represents 99% of the commercially licensed grain storage in the state.

The leadership of our association has reviewed this issue carefully and believes the 10,000 pound gross vehicle weight tolerance before penalties apply to shippers is both reasonable and adequate. However, our support is conditional based on the following points:

- Shippers will not be responsible for axle overweight violations.
- There will be no exceptions or exemptions in the definition of shipper, such as a farm truck exemption.
- Under no circumstance shall the overweight penalty provisions for shippers contained in this legislation apply to truck unloading entities.

Thank you for the opportunity to testify in support of S.B. 346. I would be happy to answer any questions at this time.



Office of the Secretary  
 Kansas Department of Revenue  
 915 SW Harrison St.  
 Topeka, KS 66612-1588



(785) 296-3041  
 FAX (785) 296-7928  
 Hearing Impaired TTY (785) 296-3909  
 Internet Address: www.ink.org/public/kdor

## Office of the Secretary

## TESTIMONY

**TO:** Sen. Ben Vidrickson, Chairman  
 Senate Transportation Committee Members

**FROM:** Sheila Walker, Special Assistant *Sheila Walker*

**DATE:** March 16, 1999

**SUBJECT:** House Bill 2035

Chairman Vidrickson and members of the Senate Committee on Transportation, my name is Sheila Walker, and I serve as Special Assistant to the Secretary of the Kansas Department of Revenue. I appreciate the opportunity to provide written testimony today regarding House Bill 2035.

Without specifically supporting or opposing this bill, the Kansas Division of Motor Vehicles can administer the changes proposed in it. However, we have a few concerns about the impact to our customers.

There are currently about 36,000 handicap plates and 100,000 placards in the state. (Most of the 36,000 plate holders also have one of the placards.) This bill would require that the name and address of the physician certifying the disability of the handicapped placard or plate holder be included on the handicapped ID card. To protect the privacy of handicapped plate and placard holders, we have always held that the name of the certifying physician is confidential. The physician's name would then become public to anyone looking at the ID card.

Again, if you pass the bill as written, the Division of Motor Vehicles can implement this legislation. We estimate that it would cost approximately \$55,428 to make computer programming changes for this bill.

Thank you for your consideration.