

Approved: February 1, 2000

Date

## MINUTES OF THE HOUSE COMMITTEE ON TRANSPORTATION.

The meeting was called to order by Chairperson Rep. Gary Hayzlett at 1:35 p.m. on January 27, 2000 in Room 519-S of the Capitol.

All members were present except:

Representative Flora, excused  
Representative Flower, excused  
Representative Howell, excused  
Representative Kline, excused  
Representative Johnston, excused

Committee staff present:

Bruce Kinzie, Revisor of Statutes  
Hank Avila, Research Department  
Ellie Luthye, Committee Secretary

Conferees appearing before the committee:

Nancy Bogina, Department of Transportation  
Thomas Day, Kansas Corporation Commission

Others attending:

See attached sheet.

Chairman Hayzlett opened the floor for introduction of bills. Nancy Bogina, Department of Transportation, requested the committee to introduce two bills. The first concerns electronic transmission and motor vehicle accident reporting. Representative McClure made a motion to introduce this bill, seconded by Representative Huff and the motion carried.

The second request was concerning the highway advertising control act. Representative Long made a motion to introduce this bill, seconded by Representative Ray and the motion carried.

Thomas Day, Kansas Corporation Commission, requested introduction of legislation and presented a handout showing a brief synopsis of the statutory change and proposed statutory amendment. (Attachment 1) Representative Grant made a motion to introduce this bill, seconded by Representative Long and the motion carried.

Chairman Hayzlett called on Tom Whitaker, Kansas Motor Carriers Association, who gave a presentation regarding the Kansas Trucking Industry. (Attachment 2) He also introduced Chris Walker, Roadway Express, who has driven 2,000,000 accident free miles, and Steve Patterson, Frito Lay, who has driven 1,000,000 accident free miles. He then called on David McDonald, Roadway Express, who talked to the committee about some of the safety measures that are needed when sharing the highway with large trucks, including being aware of the safe and dangerous zones around large trucks.

Following this presentation Tom Whitaker asked the Board of Directors for the Kansas Trucking Industry to stand and be recognized. Chairman Hayzlett thanked the Board for attending and providing the simulator for test driving.

The Chair adjourned the meeting at 2:10 p.m. The next meeting of the House Transportation Committee will be Tuesday, February 1, 2000 in Room 519-S.

# HOUSE TRANSPORTATION COMMITTEE GUEST LIST

DATE: 1-27-00

NAME	REPRESENTING
Tom Whitaker	Ks Motor Carriers Assn
David McDonald	Roadway Express
Bill Watts	KDOT
Nancy Bogina	KDOT
Joe Krahn	KDOT
Jim Tobaben	KDOT
Steve Richman	Yellow Permalite
Larry Doc Critqui	Kansas Van + Storage - Topeka
CHRISTOPHER TRASKOVSKI	Frito-Lay, Inc
Ken Leicht	Frito-Lay Service & Distro
Scott Bromerman	UPS
Dennis Braden	UPS
David Smith	Roadway Express
John Lathrop	Panday Paper Inc
Bill Brady	Ks Govt Consulting
Larry Dinkel	Mittew Truck - Oakley KS
Dina Dinkel	- - - -
Michael Topp	T T & T Salvage + Tow Inc <sup>Richard Pdt.</sup>
Rex Williams	Williams Automotive Inc





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## Kansas Corporation Commission

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Bill Graves, Governor John Wine, Chair Cynthia L. Claus, Commissioner Brian J. Moline, Commissioner

January 27, 2000

Honorable Gary Hayzlett, Chairman  
House Transportation Committee  
Statehouse, Room 115-S  
Topeka, Kansas 66612

Dear Representative Hayzlett:

The Kansas Corporation Commission would request the House Transportation Committee to introduce the following legislation. The legislation proposed for introduction has been routed through the Governor's office.

Attached please find a brief synopsis of the statutory change and proposed statutory amendment.

- 1) Amend KSA 66-123, 66-143, and 66-144 (Delete references to the Interstate Commerce Commission).
- 2) Amend KSA 66-138 (Allow the KCC the same authority in conjunction with the Attorney General when collecting penalties).
- 3) Amend KSA 66-1,114 and Add New Language (Eliminate references to granting of temporary authority while making the issuance of public motor carrier certificates more of an administrative function reflecting the difference in form of issuance between a certificate to transport household goods or passengers and a certificate to transport property other than household goods and passengers).
- 4) Amend KSA 66-1,115a (delete reference to prefiled testimony)
- 5) Amend KSA 66-1,114, 66-1,117, 66-1,118, 66-1,119, 66-1,119a, 66-1,129 (Allow for certification to become more administrative rather than adjudicative)
- 6) New Language (Permits to transport property other than household goods and passengers)

The Corporation Commission respectfully seeks introduction of the bills through the House Transportation Committee. Should you have questions, please feel free to call me at 271-3190.

Thank You,

A handwritten signature in black ink, appearing to read "Tom".

Thomas A. Day

Legislative Liaison

House Transportation Committee

January 27, 2000

Attachment 1

## SUMMARY

### **Amend KSA 66-123, 66-143, and 66-144**

#### Brief Summary:

The purpose of these amendments is to delete references to the Interstate Commerce Commission which was abolished by Congress years ago. Three other federal agencies now perform the functions indicated in the Chapter 66 statutes. The KCC proposes an amendment which will identify those entities only as “federal agency”.

### **Amend KSA 66-138**

#### Brief Summary.

This proposed amendment will allow the KCC to collect its own penalties rather than having to go to the Attorney General for this purpose. During discussions between KCC staff and the AG’s office, it was determined that the best way to proceed is to amend the statute to allow the AG to appoint a KCC attorney as a special assistant attorney general to KCC enforcement actions.

### **Amend KSA 66-1,114 and Add New Language**

#### Brief Summary.

The proposed amendments eliminate references to granting of temporary authority while making the issuance of public motor carrier certificates more of an administrative function reflecting the difference in form of issuance between a certificate to transport household goods or passengers and a certificate to transport property other than household goods and passengers. Currently, KSA 66-1,114 addresses the issuance of certificates to transport household goods and passengers and property other than household goods and passengers. The transport of household goods and passengers is regulated through Commission approved tariffs, while the transport of property other than household goods and passengers is not. Making the issuance of certificates for the transport of property other than household goods or passengers an administrative function, the Commission elected to write new language, which the Revisor’s office may elect to number KSA 66-1,114b as a new section. This new language will eliminate the need to issue an order granting the certificate, unless the applicant is denied authority, which will still require an order.

## **Proposed Amendments**

### **66-123. Public utilities and common carriers, reports; penalty for failure to file.**

Every public utility and common carrier governed by the provisions of this act when, and as required by the corporation commission, shall file with the corporation commission an annual report and such monthly or other regular reports, or special reports, and such other information as the corporation commission may require. ~~The forms of such report shall follow as nearly as possible the forms prescribed by the interstate commerce commission.~~ When required by the corporation commission such reports and information shall be certified under oath by a duly authorized officer having knowledge of the matters therein contained. The corporation commission may at any time require from any public utility or common carrier specific answers to any questions upon which it may desire information in connection with matters pending before them.

The corporation commission may, in its discretion, grant extensions of the time within which reports and information are required to be filed. Annual reports shall be filed on or before May 1 for the preceding calendar year unless otherwise specified by commission order or rule and regulation. ~~The forms of reports of the common carriers and the public utilities which report to the interstate commerce commission shall, as nearly as possible, follow the form prescribed by the interstate commerce commission.~~

Any public utility or common carrier, except motor carriers as defined in K.S.A. 66-196, et seq., and amendments thereto, governed by this act which fails, neglects or refuses to file with the corporation commission any annual reports, statements, monthly or regular reports or special reports required by the commission pursuant to statute or rules and regulations shall be subject to a civil penalty of not more than \$500.

**66-138. Common carriers, motor carriers or public utilities; penalties for violation of law; disposition; enforcement.**

If any common carrier, motor carrier holding a certificate, permit or license or public utility governed by the provisions of this act violates any of the provisions of this act, or shall do any act herein prohibited, or fails or refuses to perform any duty enjoined upon it in this act, or fails, neglects or refuses to obey any lawful requirement or order made by the commission, or any final judgment or decree made by any court upon appeal from any order of the commission, it shall, for every such violation, failure or refusal, forfeit and pay to the state treasurer a sum not less than \$100 and not more than \$1,000 for such offense. Upon receipt of any such sum, the state treasurer shall credit the entire amount thereof to the public service regulation fund or the motor carrier license fee fund, as the case requires.

Such forfeiture shall be enforced and collected by the attorney general in any court of competent jurisdiction. The attorney general may appoint a corporation commission attorney as a special assistant attorney general for the purposes of enforcing and collecting any forfeiture contemplated herein. In construing and enforcing the provisions of this act, any act, omission or failure of any officer, agent or other person acting for or employed by any such public utility, common carrier or motor carrier holding a certificate, permit or license, while acting within the scope of such person's employment, shall in every case be deemed to be the act, omission or failure of such public utility, common carrier or motor carrier holding a certificate, permit or license, and every day during which any such public utility, common carrier or motor carrier holding a certificate, permit or license, or officer, agent or employee thereof, fails to comply with any order or direction of the commission, or to perform any duty required or enjoined by this act, shall constitute a separate and distinct violation of the provisions of this act.

**66-143. Interstate rates; corporation commission intervention in federal agency proceedings before interstate commerce commission.** ~~The corporation commission shall have power to intervene in any case pending before the interstate commerce commission~~ federal agency in which interstate rates affecting the interest of Kansas shippers are involved, and said commission is hereby empowered and directed to pay all expenses of investigation and prosecution of litigation instituted under this section out of the contingent fund of said commission.

**66-144. Same; application for relief from interstate rates or regulations.**

If any interstate rate, joint rate, fare, toll, charge, rule or regulation, classification or schedule of

rates, joint rates, fares or tolls is found to be unjust, unreasonable, excessive, unjustly discriminatory, or unduly preferential, or in violation of, the interstate commerce law, or in conflict with the rules, orders or regulations of ~~the interstate commerce commission~~ a federal agency, the corporation commission may apply by petition or other proper method to the ~~interstate commerce commission~~ relevant federal agency for relief.

**66-1,115a. Granting of certain permits and certificates without formal hearing, when; notice.** Notwithstanding the provisions of K.S.A. 66-1,112b and 66-1,114, and amendments thereto, the commission may issue or grant contract carrier permits and common carrier certificates or abandonments thereof without a formal hearing when the request for such issuance, grant or abandonment is made by verified application, and proper notice has been given in accordance with K.S.A. 66-1,112b and 66-1,114, and amendments thereto, if no protests are lodged against the granting of the application and if ~~the application is supported by verified prefiled testimony of the applicant that~~ demonstrates the applicant is either fit, willing and able to perform such service ~~or the applicant is fit, knowledgeable and in compliance with the commission's safety rules and regulations.~~

For applications of public motor carriers transporting household goods or passengers, if the commission finds that evidence shows that the proposed service is inconsistent with the public convenience and necessity, the commission shall not grant the application.

**66-1,114. Public motor carrier certificates of convenience and necessity; to transport household goods or passengers; ~~certificate of public service to transport property other than household goods or passengers; procedure to obtain; basis for issuance. temporary authority.~~** (a) Except as hereinafter provided, it shall be unlawful for any public motor carrier to operate as a carrier of intrastate commerce within this state without first having obtained from the corporation commission a certificate of convenience and necessity to transport household goods or passengers. ~~or a certificate of public service to transport property other than household goods or passengers. The corporation commission, upon the filing of an application for a certificate, shall fix a time and place for hearing thereon, which shall be not less than 20 and not more than 60 days after the filing and shall be conducted in accordance with the provisions of the Kansas administrative procedure act. Notices of hearings shall be published bimonthly in the first and third issues of the Kansas register. Any person may offer testimony at such hearing.~~

(b) If the commission finds that the proposed service or any part thereof is proposed to be performed by the applicant and that the applicant is fit, willing and able to perform such service, the commission shall issue the certificate of convenience and necessity to transport household goods and passengers, except that if the commission finds that the proposed service is inconsistent with the public convenience and necessity, the commission shall not issue the certificate.

~~— Prior to a formal hearing for a certificate of convenience and necessity to transport household goods or passengers, and Upon the filing of an application and showing of an immediate and urgent need for service to afford relief, temporary authority to a point or points within a territory having no carrier service capable of meeting such immediate need, may be granted on the basis of an emergency proceeding, in the discretion of the commission. The temporary authority, unless suspended or revoked, shall be valid for such time as the commission shall specify but for~~

~~not more than 60 days. The temporary authority may be extended or renewed for such time as the commission shall specify, but shall not be extended or renewed for a period of time which exceeds the date on which an order granting or denying permanent authority shall become effective. The granting of temporary authority shall create no presumption that corresponding permanent authority will be granted thereafter. The service rendered under the temporary authority shall be subject to all applicable provisions of law and the rules and regulations of the commission pertaining to such motor carrier operations.~~

~~The corporation commission, upon the filing of an application for a certificate of public service to transport property other than household goods or passengers shall ascertain that the motor carrier is fit, knowledgeable and in compliance with the commission's safety rules and regulations, liability and cargo insurance requirements and other applicable state laws. If the commission finds that the motor carrier is fit, knowledgeable and in compliance with the commission's safety rules and regulations, liability and cargo insurance requirements and other applicable state laws, the commission shall issue the certificate authorizing the public motor carrier of property to transport such property statewide. If the commission finds the motor carrier is not fit, knowledgeable or in compliance with the commission's safety rules and regulations, liability and cargo insurance requirements and other applicable state laws, an order shall be issued denying the application.~~

~~Motor carriers holding a certificate of convenience and necessity to transport property other than household goods or a local wrecker permit shall be considered as holding a certificate of public service to transport that property originally granted by the commission as a public motor carrier of property. Pursuant to federal law those motor carriers may transport that property originally granted by the commission statewide.~~

## **PROPOSED NEW STATUTE GOVERNING PERMIT TO TRANSPORT PROPERTY OTHER THAN HOUSEHOLD GOODS OR PASSENGERS**

### ***66-1,114b Public motor carrier certificate of public service to transport property other than household goods or passengers; procedure to obtain; basis for issuance.***

*(a) Except as hereinafter provided, it shall be unlawful for any public motor carrier to operate as a carrier of intrastate commerce within this state without first having obtained from the corporation commission a certificate of public service to transport property other than household goods. or passengers.*

*(b) The corporation commission, upon the filing of an application for a certificate of public service to transport property other than household goods or passengers, shall ascertain that the motor carrier is fit, knowledgeable, and in compliance with the commission's safety rules and regulations, liability and cargo insurance requirements, and other applicable state laws. If the commission finds that the motor carrier is fit, knowledgeable, and in compliance with the commission's safety rules and regulations, liability and cargo insurance requirements and other applicable state laws, the commission shall issue the certificate, signed and approved by the commission's executive director, authorizing the public motor carrier to transport such property*



*statewide. If the commission finds that the motor carrier is not fit, knowledgeable, or in compliance with the commission's safety rules and regulations, liability and cargo insurance requirements and other applicable state laws, an order shall be issued denying the application.*

*(c) Motor carriers holding a certificate of convenience and necessity to transport property other than household goods or a local wrecker permit shall be considered as holding a certificate of public service to transport that property originally granted by the commission as a public motor carrier of property. Pursuant to federal law those motor carriers may transport that property originally granted by the commission statewide.*

**66-1,117. Forms of application; hearings before attorney for commission; written findings and recommendations to commission.** The corporation commission shall prescribe forms of applications for certificates, permits, and licenses for the use of prospective applicants and shall make regulations for the filing thereof. The commission may designate one of its attorneys as a presiding officer for ~~the hearing of any hearing that may be required concerning~~ any application for a certificate or license and the presiding officer shall make written findings and recommendations to the commission.

**66-1,118. Assignment or transfer of certificate of convenience and necessity or certificate of public service; approval of commission; application; notice and hearing; findings.** (a) A certificate of public convenience and necessity or a certificate of public service issued under the provisions of the motor carrier act or any portion of the authority conferred thereby may not be assigned or transferred without the consent of the commission.

(b) Applications for transfer of any certificate of public convenience and necessity or any portion of the authority conferred thereby shall be filed jointly by the assignor and the assignee. ~~and shall be subject to the same provisions as to public hearings and notices as the original applications for certificates of public convenience and necessity.~~ The commission may issue the transfer, as prayed for, or issue the transfer for the partial exercise only of the privilege sought, and may attach to the exercise of the rights granted such terms and conditions as in the commission's judgment the public convenience and necessity may require. Approval of the proposed transfer application, either in whole or in part, shall be given ~~after notice and hearing~~ only upon a finding by the commission that the applicant is fit, willing and able to perform such service, except that if the commission finds that evidence shows that the proposed service is inconsistent with the public convenience and necessity, the commission shall not approve the transfer.

(c) Application for the transfer of any certificate of public service shall be filed jointly by the transferor and the transferee and shall be subject to the same provisions as the original application for a certificate of public service.

**66-1,119. Change; abandonment or discontinuance of service; consent of commission; hearing, when.** No public motor carrier authorized by this act to operate shall change, abandon or discontinue any service established by this act or operations under any certificate of convenience and necessity without consent of the commission after written application. ~~and notice and hearing in accordance with the provisions of the Kansas administrative procedure act. No hearing shall be required if such abandonment is made in accordance with the provisions of K.S.A. 66-1,115a and amendments thereto.~~

**66-1,119a. Lease or assignment of territory, operating rights and authority prohibited; pooling agreement; action by commission; procedure.** No public motor carrier authorized under the provisions of the motor carrier act to operate shall by contract, lease, agreement or any other means made with any person, partnership, association or corporation, lease or assign any authority or operating rights to perform any transportation service or operations authorized or assign any territory granted by any certificate of convenience and necessity or certificate of public service issued to such motor carrier. When the *relevant federal agency interstate commerce commission* has issued an order approving and authorizing a pooling agreement between two or more motor carriers covering points and places in this state, nothing herein shall be construed as prohibiting, invalidating or otherwise affecting any agreement between such motor carriers insofar as it relates to service or operations between the same points and places in intrastate commerce within this state. Any such order shall be filed with the corporation commission, and such agreement shall not be effective unless the commission finds after notice and hearing in accordance with the provisions of the Kansas administrative procedure act; that the proposed service or any part thereof is proposed to be performed by the applicants and that the applicants are fit, willing and able to perform such service or fit, knowledgeable and in compliance with the commission's safety rules and regulations and liability and cargo insurance requirements. If the commission makes such findings, the commission shall approve such agreement, except that if the commission finds that the proposed service is inconsistent with the public convenience and necessity, the commission shall not approve the agreement.

**66-1,129. Motor carriers; safety rules and regulations adopted by commission; exceptions.** (a) The commission shall adopt rules and regulations necessary to carry out the provisions of this act. No public motor carrier of property or passengers, contract motor carrier of property or passengers or private motor carrier of property shall operate or allow the operation of any motor vehicle on any public highway in this state except within the provisions of the rules and regulations adopted by the commission. Rules and regulations adopted by the commission shall include:

- (1) Every vehicle unit shall be maintained in a safe and sanitary condition at all times.
- (2) Every driver of a public motor carrier, operating as a carrier of intrastate commerce within this state, shall be at least 18 years of age. Every driver of a contract motor carrier or private motor carrier, operating as a carrier of intrastate commerce within this state, shall be at least 16 years of age. All such drivers shall be competent to operate the motor vehicle under such driver's charge.
- (3) Minimum age requirements for every driver of a motor carrier, operating as a carrier of interstate commerce, shall be consistent with federal motor carrier regulations.
- (4) Hours of service for operators of all motor carriers to which this act applies shall be fixed by the commission.
- (5) Accidents arising from or in connection with the operation of motor carriers shall be reported to the commission within the time, in the detail and in the manner as the commission requires.
- (6) Every motor carrier shall have attached to each unit or vehicle distinctive marking adopted by the commission.
- (7) Motor carrier transportation requirements that are consistent with continuation of the federal motor carrier safety assistance program and other federal requirements concerning transportation of hazardous materials.

(b) No rules and regulations adopted by the commission pursuant to this section shall require the operator of any motor vehicle having a gross vehicle weight rating or gross combination weight rating of not more than 10,000 pounds to submit to a physical examination, unless required by federal laws or regulations.

(c) Any rules and regulations of the commission, adopted pursuant to this section, shall not apply to the following, while engaged in the carriage of intrastate commerce in this state:

(1) The owner of livestock or producer of farm products transporting livestock of such owner or farm products of such producer to market in a motor vehicle of such owner or producer, or the motor vehicle of a neighbor on the basis of barter or exchange for service or employment, or to such owner or producer transporting supplies for the use of such owner or producer in or producer, or in the motor vehicle of a neighbor on the basis of barter or exchange for service or employment.

(2) The transportation of children to and from school, or to motor vehicles owned by schools, colleges, and universities, religious or charitable organizations and institutions, or governmental agencies, when used to convey students, inmates, employees, athletic teams, orchestras, bands or other similar activities.

~~— (3) Motor vehicles carrying tools, property or material belonging to the owner of the vehicle, and used in repair, building or construction work, not having been sold or being transported for the purpose of sale, except vehicles transporting hazardous materials which require placards.~~

(3) ~~(4)~~ Persons operating motor vehicles which have an ad valorem tax situs in and are registered in the state of Kansas, and used only to transport grain from the producer to an elevator or other place for storage or sale for a distance of not to exceed 50 miles.

(4) ~~(5)~~ The operation of hearses, funeral coaches, funeral cars or ambulances by motor carriers.

(5) ~~(6)~~ Motor vehicles owned and operated by the United States, the District of Columbia, any state, any municipality or any other political subdivisions of this state.

(6) ~~(7)~~ Any motor vehicle with a normal seating capacity of not more than the driver and 15 passengers while used for van pooling or otherwise not for profit in transporting persons who, as a joint undertaking, bear or agree to bear all the costs of such operations, or motor vehicles with a normal seating capacity not more than the driver and 15 passengers for not-for-profit transportation by one or more employers of employees to and from the factories, plants, offices, institutions, construction sites or other places of like nature where such persons are employed or accustomed to work.

(7) ~~(8)~~ Motor vehicles used to transport water for domestic purposes or livestock consumption.

(8) ~~(9)~~ The operation of vehicles used for servicing, repairing or transporting of implements of husbandry, as defined in K.S.A. 8-1427, and amendments thereto, by a person actively engaged in the business of buying, selling or exchanging implements of husbandry, if such operation is within 100 miles of such person's established place of business in this state.

# THE KANSAS TRUCKING INDUSTRY

## CONTRIBUTIONS TO THE ECONOMY AND FREIGHT MOVEMENT

### COMMERCE

Trucking directly impacts every goods-moving industry in Kansas. Trucks transport freight for 3,470 manufacturing companies, supply goods to 16,160 retail stores, and stock 8,320 wholesale trade companies. Trucks also supply goods to over 1,800 agriculture businesses and deliver the produce and products to market.

52% of Kansas communities are served exclusively by trucks. Medium and large trucks account for only 4.6% of vehicle registrations.

### EMPLOYMENT

In 1997, 96,690 people in Kansas – or one out of every 11 workers – were employed in trucking-related occupations at private and for-hire motor carriers. The average annual wage paid to trucking industry workers was \$31,172. The total annual payroll for the trucking industry in Kansas was \$3.0 billion.

The industry created 15,519 new jobs between 1992 and 1997, a 19% increase. Over 7,590 family-owned and corporate trucking businesses with interstate operations are based in Kansas.

### TAXES PAID

In 1999, an operator of a typical five-axle tractor-semitrailer paid \$12,848 in state and federal highway user taxes and vehicle property taxes (eleventh highest in the nation). Of this amount, \$7,110 was paid directly to Kansas. The state receives federal tax dollars from the Federal Highway Trust Fund.

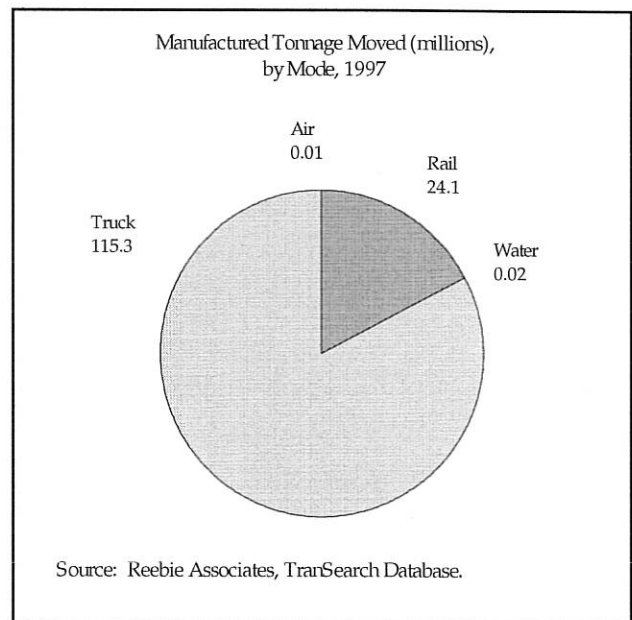
For a typical tractor-semitrailer earning \$110,000 per year, the federal, state and local taxes and costs of government regulations take over 34%, more than a third, of that truck's earnings.

In 1998, medium and large trucks accounted for \$140 million (31%) of state highway user taxes collected and \$152 million (40%) of the federal highway user taxes allocated to Kansas. The trucking industry paid \$292 million, or 35%, of all state and federal highway user taxes collected for Kansas.

### FREIGHT MOVEMENT

In 1997, 115 million tons of manufactured freight was transported into and out of Kansas by truck.

On a daily basis, trucks moved an average of 229,703 tons of inbound freight and 213,579 tons of outbound freight. Trucks carry 83% of all manufactured freight transported in Kansas.



### SAFETY

In 1998, 29,703 truck safety inspections were conducted in Kansas under the Motor Carrier Safety Assistance Program. The share of vehicles placed out-of-service has declined by 56% since 1992.

The Kansas Motor Carriers Association (KMCA) is committed to improving highway safety for all Kansans. KMCA employs a full time safety director to assist members in complying with the numerous state and federal safety regulations for the trucking industry. KMCA supports a number of safety initiatives by maintaining the Kansas Road Team, promoting the No-Zone program and partnering with the Kansas Highway Patrol for National Child Passenger Safety Week.