

MINUTES OF THE SENATE TRANSPORTATION & TOURISM COMMITTEE.

The meeting was called to order by Chairperson Senator Ben Vidricksen at 9:05 a.m. on January 27, 2000 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: Tom Whitaker, KS Motor Carriers Assn.
David MacDonald, Roadway Express

Others attending: See attached list

Briefing

The Chair welcomed attending members of the trucking industry and introduced Tom Whitaker, who appeared as spokesperson for the 1,485 member firms of the Kansas Motor Carriers Association. Mr. Whitaker introduced members of the Association Board, as well as Shawn Palmer Farmland Industries driver and Chris Walker, Roadway Express driver; two members of the "Road Team." The "Road Team" consists of some of the top drivers in the industry. They serve as public relations ambassadors to schools and other organization, addressing safety issues and sharing the highways with trucks. He also provided members information on the trucking industry in the State of Kansas and the NO-ZONE SAFETY CAMPAIGN (Attachment 1).

Mr. Whitaker introduced David McDonald, who has driven 3.5 million accident free miles and has amassed many other driving awards including being named American Truckers Association National Driver of the Year. He is also a member of the "Road Team." Mr. McDonald addressed the committee regarding professional truck driver training. He discussed the importance of the "NO-ZONE" areas where the truck driver cannot see vehicles behind and on either side. He also stressed the fact that drivers should not pull back in front of trucks until the entire front of the truck can be seen in the rear view mirror. Members were advised that the Association had a booth set up on the first floor with a video on NO-ZONE driving. Following adjournment, members were invited to participate in a demonstration of the SW Kansas Technical School's truck driving simulator which was set up outside the South entrance to the Capitol.

Approval of minutes

Senator Huelskamp moved to approve minutes of the January 25, 2000 meeting. Senator Tyson seconded the motion. Motion carried.

Introduction of bills

Senator Mark Gilstrap requested introduction of two bills: one concerning system enhancement projects and a related bill concerning system enhancements. Senator Gilstrap moved to introduce the two bills. Senator Jordan seconded the motion. Motion carried.

The meeting adjourned at 9:50 a.m.

The next meeting is scheduled for February 1, 2000.

SENATE TRANSPORTATION & TOURISM COMMITTEE

GUEST LIST

DATE: JANUARY 27, 2000

NAME	REPRESENTING
Tom Whitaker	Ks Motor Carriers Assn
Bob Traut	RGC
1 ARRY Schuckman	Doonan's - Wichita
BRIAN Doonan	Doonan Truck Equip of Wichita, inc
Dick Bauman	KDOT
Clay Bontager	KTC, Inc
Christa J Chambers	Chambers Trucking Inc.
Darrell Kirkwood	National Carriers
Jeff W Robertson	J.M.J. Projects Inc.
Larry Joe Criqui	Kansas Unit Stee Criqui Corp
Jeff Clayman	KCC
Kevin Hauschen	GREAT PLAINS TRUCKING - Salina, KS
DANIEL RIDDER	V & H TRUCKING, INC., ANDOVER, KS
David McDonald	Roadway Express
CHRISTOPHER TRAJKOVSKI	FRITO-LAY, INC.
Mark Goodloe	KANSAS HIGHWAY PATROL
John Frather	GROENDYKE TRANSPORT
Eric Dark	Dark Oil Co., Inc.
Clay Dark	Dark Oil Co. Inc.
Larry Dunkel	MITTEN TAK Oakley, KS
DINA DUNKEL	" " "

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.

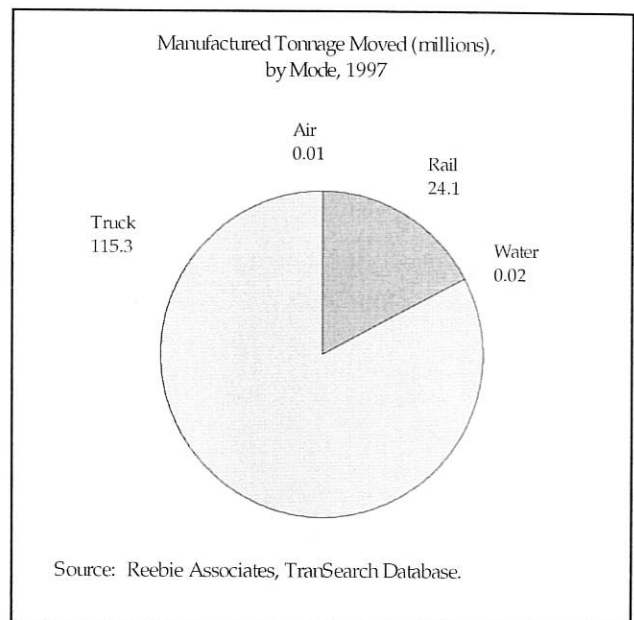
For a typical tractor-semitrailer earning \$110,000 per year, the federal, state and local taxes and costs of government regulations take over 34%, more than a third, of that truck's earnings.

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.

Help Promote **WRECK**Less Driving

NO-ZONE

SIDE NO-ZONES

Don't "hang out" on either side of trucks or buses!

They have big blind spots on both sides. If you can't see the driver's face in his side-view mirror, he can't see you. If that driver needs to change lanes for any reason, you could be in big trouble!

REAR NO-ZONES - Avoid Tailgating!

Unlike cars, trucks and buses have huge No-Zones directly behind them. The truck or bus driver can't see your car back there, and you can't see what's going on ahead of you. If the truck or bus driver brakes suddenly, you have no place to go.

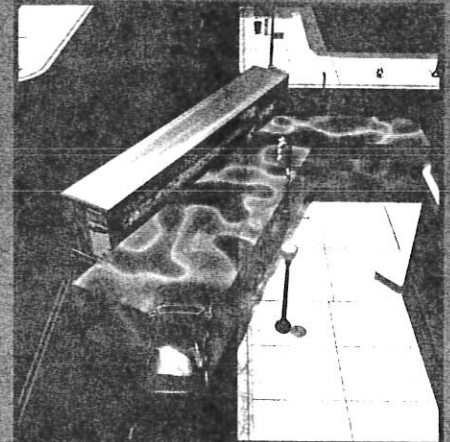
FRONT NO-ZONES - Pass Safely!

Don't cut in front too soon after passing. Truck and bus drivers need nearly twice the time and room to stop as cars. Look for the whole front of the truck in your rear-view mirror before pulling in front, and then don't slow down!

BACKING UP NO-ZONE

Pay Closer Attention!

Never cross behind a truck that is backing up! Hundreds of motorists and pedestrians are killed or injured, each year, by ignoring trucks backing up. Truck drivers do not have a rear-view mirror and may not see you cutting in behind them.



WIDE RIGHT TURNS

Avoid the "Squeeze Play"!

Truck and bus drivers sometimes need to swing wide to the left in order to safely make a right turn. They can't see cars squeezing-in between them and the curb. Watch for their blinkers and give them room to turn.

Don't hang out in the SM
NO-ZONE

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NO-ZONE

NO-ZONE

NO-ZONE

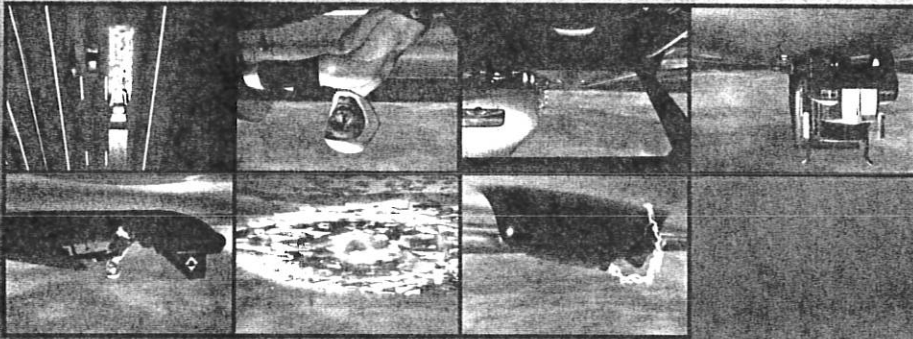
NO-ZONE

What is the NO-ZONE?

No-Zones are danger areas around trucks and buses where crashes are more likely to occur. Some of those No-Zones are actual blind spots where your car "disappears" from the view of the truck or bus driver.



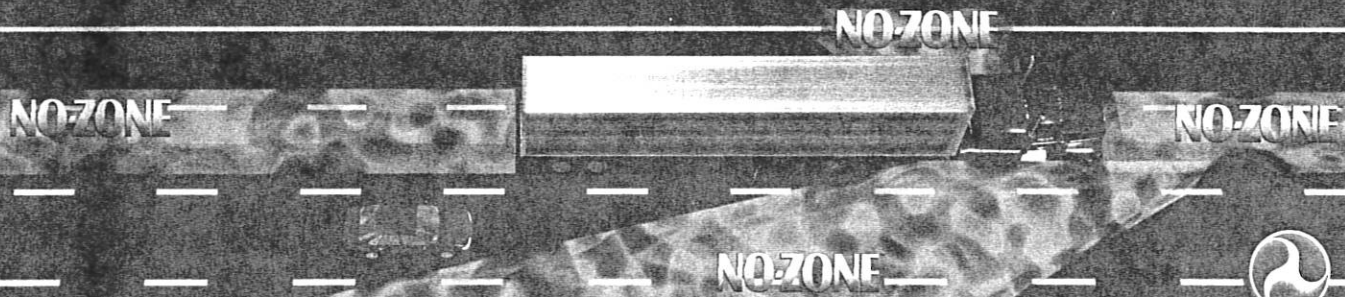
Watch for his latest adventures on television or at www.nozone.org



The Zone Ranger
 After colliding with an 18-wheeler while driving in the No-Zone, a young man and his car were transformed into highway guardians possessing superpowers. Eternally dedicated to helping people share the road safely, the Zone Ranger comes out of the road to warn everyone. "Don't hang out in the No-Zone!"



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 Federal Highway Administration

Don't hang out in the NO-ZONE