

MINUTES OF THE SENATE TRANSPORTATION COMMITTEE

The meeting was called to order by Chairman Dwayne Umbarger at 8:30 a.m. on January 27, 2009, in Room 136-N of the Capitol.

All members were present except:

Senator Anthony Hensley- excused

Committee staff present:

Mike Corrigan, Office of the Revisor of Statutes
Hank Avila, Kansas Legislative Research Department
Jill Shelley, Kansas Legislative Research Department
Cindy Shepard, Committee Assistant

Conferees appearing before the committee:

Bob Bethell, Representative, State of Kansas
Tom Whitaker, Executive Director, Kansas Motor Carriers Association

Others attending:

See attached list.

Bill Introductions

Bob Bethell, Representative, State of Kansas, requested two bill introductions. The first relates to antique licenses on vehicles older than 1913. Senator Petersen moved, Senator Kultala seconded, to introduce the bill. Motion carried. The second bill allows for change of the valuation of a salvage vehicle. Senator Kultala moved, Senator Apple seconded, to introduce the bill. Motion carried.

Presentation "Trucking 101"

Tom Whitaker, Executive Director, Kansas Motor Carriers Association provided the committee with an overview of trucking in Kansas (Attachment 1).

- Fuel Update
- Kansas Trucking "Fast Fees"
- Types of Motor Carriers and Operating Authority Required
- Truck Registration Fees, Fuel Tax, Other Taxes and Fees
- Truck Size and Weights, Safety Requirements

Overview of Recommendations by Interim Committee

Jill Shelley, Legislative Research Staff, provided the committee with draft conclusions and recommendations from the Special Committee on a New Comprehensive Transportation Plan (Attachment 2).

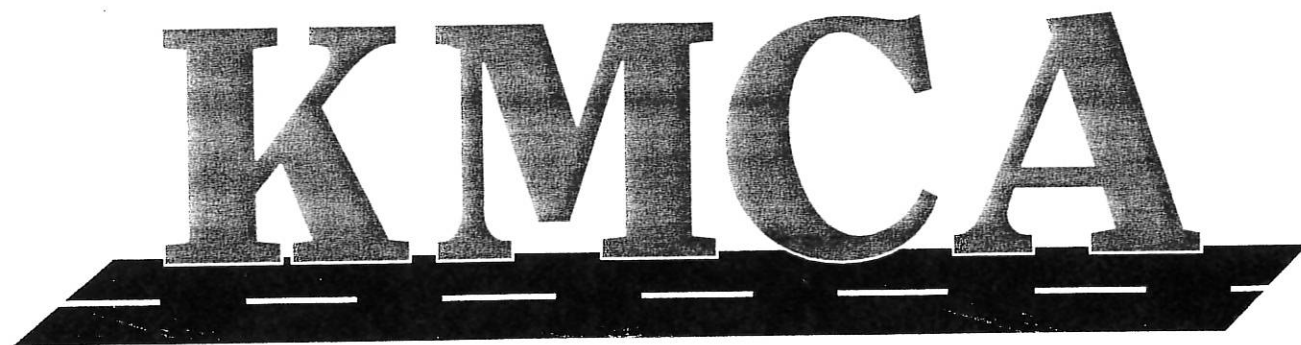
The meeting was adjourned at 9:25 a.m. The next meeting is scheduled for January 28, 2009.

Trucking 101

Presented to the

Senate Transportation Committee
Senator Dwayne Umbarger,
Chairman

House Transportation Committee
Representative Gary Hayzlett,
Chairman



Kansas Motor Carriers Association

January 27, 2009

By
Tom Whitaker, Executive Director, Kansas Motor Carriers Association
Kevin Gregg, Director of Industry Relations, Kansas Motor Carriers Association

Senate Transportation
1-27-09
Attachment 1

MR. CHAIRMAN AND MEMBERS OF THE TRANSPORTATION COMMITTEE;

I am Tom Whitaker, executive director of the Kansas Motor Carriers Association. I appear before you today along with Kevin Gregg, KMCA's director of industry relations, representing our 1,100 member-firms and the Kansas trucking industry. Our goal today is to provide members of the Transportation Committee with a brief overview of trucking in Kansas or as we have titled this presentation, "Trucking 101."

When the general public thinks of trucking companies, they envision the large companies such as UPS, FedEx and Yellow. Actually, the Kansas trucking industry is made up of many small businesses. 92% of all trucking companies in Kansas operate 19 or fewer trucks; only one-half of one percent of the companies operates more than 100 trucks.

2008 was a tough year for trucking. 3,065 trucking companies operating 5 or more trucks failed. These bankruptcies idled 137,650 trucks, or 7% of the heavy trucks on the road. High diesel fuel (see attachment No. 1) prices were the number one contributor to these bankruptcies. 2009 is not much brighter. Fuel prices have fallen but so has the amount of available freight leading to more favorable shipping rates due to increased competition for that freight.

Here are some Kansas trucking "Fast Facts" (see attachment No. 2):

- The trucking industry in Kansas provides 92,627 jobs.
- Total trucking industry wages paid in Kansas are \$3.7 billion.
- 49 percent of Kansas communities depend exclusively on trucks
- The trucking industry pays 46 percent of all taxes and fees owed by Kansas motorists, despite trucks representing only 10.3 percent of the miles traveled in the state.

TYPES OF MOTOR CARRIERS

Private Carriers: Those that transport their own goods in commerce.

For-Hire Carriers: Those that transport goods of others for a fee.

Interstate Motor Carriers: Those that transport goods across state lines or in continuation of an interstate movement.

Intrastate Motor Carriers: Those that transport goods wholly within the State of Kansas.

TYPES OF CARRIERS THAT MAKE UP THE KMCA MEMBERSHIP

- Aggregate Carriers (sand, gravel and fill material)
- Agricultural Carriers (grain, livestock, farm machinery and fertilizer)
- Less-than-Truckload Carriers (one shipment made up of several smaller shipments on regular routes)
- Household Goods Carriers (movers)
- Oilfield & Heavy Machinery (oilfield services and Oversized/Overweight loads)
- Private Carriers (transport own product)
- Tank Truck Carriers (gasoline, diesel, chemicals, cement or flour)
- Towing and Recovery Carriers (disabled vehicle transportation)
- Truckload Carriers (each shipment usually a trailer full of the same product over irregular routes)
- Auto Hauler (new and used vehicles)

OPERATING AUTHORITY REQUIRED

USDOT Number: All interstate and intrastate private and for-hire carriers operating vehicles with a gross vehicle weight rating (GVWR) of 10,001 pounds or more.

Federal Motor Carrier Safety Administration Operating Authority: All for-hire interstate motor carriers except those transporting exempt commodities (grain & livestock).

Requirements for Interstate Authority:

- \$300 application fee
- 48 State Process Agents
- \$750,000, \$1,000,000 or \$5,000,000 liability insurance
- Uniform Carrier Registration (fees listed below)

Uniform Carrier Registration Fees: All interstate for-hire and private carriers (including farmers) operating vehicles with a GVWR in excess of 10,000 pounds.

0 -2 vehicles (trucks, truck tractors and trailers) - \$39.00 per year

3 – 5 vehicles - \$116.00 per year

6 – 20 vehicles - \$231.00 per year

21 – 100 vehicles - \$806.00 per year

101 – 1000 vehicles - \$3,840.00 per year

1001 or more - \$37,500.00 per year

Kansas Intrastate For-Hire Authority – Kansas Corporation Commission

Requirements:

- \$250.00 application fee
- \$10 per vehicle per year (unless fees paid through UCR)
- Financial Statement
- Liability Insurance filing
- Cargo Insurance filing
- Attend KCC Safety Class
- Tariff Filing (Household Good Movers Only)

Kansas Intrastate Private Carrier Permit

Requirements:

- \$100.00 application fee
- \$10 per vehicle per year (unless fees paid through UCR)
- Liability Insurance filing
- Attend KCC Safety Class

TRUCK REGISTRATION FEES

80,000 lb. Tractor trailer combination

Kansas - \$1,770

Colorado - \$2,370

Iowa - \$1,695

Missouri - \$1,050

Nebraska - \$1,286

Oklahoma - \$948.00

Kansas Registration Fee Schedule (see attachment No. 3)

International Registration Plan (Apportioned Registration)

Allocation formula:

$$\frac{\text{Kansas Miles}}{\text{Total Operational Mileage/Per annum}} = \% \text{ Kansas miles}$$

Example:

Kansas - 50% miles - Reg. Fee = 867.50

Colorado - 10% miles - Reg. Fee = 237.00

Iowa - 20% miles - Reg. Fee = 339.00

Nebraska - 10% miles - Reg. Fee = 128.60

Oklahoma - 10% miles - Reg. Fee = 94.80

Totals - 100% miles - Total Reg. Fee = 1666.90

IRP Qualified Vehicle:

- Power unit having two or more axles and a gross weight in excess of 26,000 lbs.; or
- Power unit having three or more axles; or
- Used in combination, when the weight of such combination exceeds 26,000 lbs.

All state are required by federal law to participate in IRP

Motor/Special Fuel Tax

<u>State</u>	<u>Gasoline</u>	<u>Diesel</u>
KS	\$.24 per gallon	\$.26 per gallon
CO	\$.22 per gallon	\$.205 per gallon
MO	\$.17 per gallon	\$.17 per gallon
NE	\$.26 per gallon	\$.26 per gallon
OK	\$.16 per gallon	\$.13 per gallon

Federal Fuel Tax: Gasoline - \$.184 per gallon Diesel - \$.244 per gallon

International Fuel Tax Agreement (IFTA)

Forty-seven of the forty-eight contiguous states and ten Canadian provinces require interstate motor carriers to report how much fuel they use within the borders of their state or province, and pay fuel tax based on these reports. This fuel “use” tax enables jurisdictions to assess highway user fees on all motor carriers that travel on its roads, not just those that purchase fuel and pay tax at the pump within the state.

The motor carrier is required to register for the tax and obtain cab cards and external decals for the vehicles, and send quarterly reports. The IFTA credential fee is \$10.00 per year for the first vehicle and \$1.00 for each additional vehicle. IFTA “qualified vehicles” are the same size and weight as those governed under the IRP.

IFTA (continued)

In order for a state to participate in IFTA, such state must agree to audit a certain percentage of each size of motor carrier based in that state. Like IRP, federal law requires state participation in IFTA.

Motor carriers can chose to purchase "trip permits" in lieu of registering for IFTA. This process can be burdensome and expensive for the motor carrier.

Other Taxes and Fees:

- **Motor Carrier Property Tax** – All interstate (whether or not the carrier is based in Kansas) and intrastate for-hire motor carriers are subject to the Motor Carrier Property Tax. The property tax is apportioned based on your miles traveled in Kansas versus total miles traveled. The tax is assessed at the state level and the mill levy based on the statewide average mill levy from all jurisdictions. The assessment rate is 25%. An amount equal to the total motor carrier property tax is supposed to be transferred to the city and county highway fund; however, in recent years this transfer has been capped.
- **Federal Heavy Vehicle Use Tax** – The annual Federal Heavy Vehicle Use tax is \$100.00 plus \$22.00 per 1,000 pounds of gross weight for vehicles weighing more than 54,999 lbs. gross weight up to a ceiling of \$550.00 for vehicles weighing 75,000 lbs. gross vehicle weight or more. There is a 7,500 mile exemption for farm vehicles.
- **Federal Excise Tax on Tires** – The federal excise tax on a typical 11 x 24.5 truck tire is approximately \$36.00 per tire or \$648.00 for an 18-wheeler.
- **Federal Excise Tax on New Equipment** – A 12% Federal Excise Tax applies on new trucks and truck tractors with a gross vehicle weight rating of more than 33,000 lbs. and trailers with a gross vehicle weight rating of more than 26,000 lbs. A truck tractor semitrailer combination costing \$150,000 would pay \$18,000 in tax.
- **Tolls** – Toll for a 5- axle truck tractor semitrailer to travel the Kansas Turnpike from the eastern terminal to the southern terminal is \$28.25.

Truck Size and Weights:

Length – The overall length of a truck tractor semitrailer combination is based on the length of the semitrailer. Kansas law allows a maximum of 59 feet 6 inches for a semitrailer. The industry standard for a semitrailer is 53 feet. For a truck tractor semitrailer and trailer combination (twins), the maximum trailer length is 28 feet 6 inches. The overall length limitations for a stinger steered automobile or boat transporter and a combination unit used to transport a combine in a custom harvesting operation is 75 feet. A straight truck is limited to 45 feet and any other combination of vehicles is limited to 65 feet.

Width – The maximum width of a vehicle is 8 feet 6 inches.

Height – The maximum height of a vehicle is 14 feet except for vehicles transporting cylindrically shaped bales of hay which is 14 feet 6 inches.

Weight – The maximum gross weight of a vehicle or combination of vehicles on the interstate system is 80,000 lbs. A maximum vehicle weight of 85,500 lbs. is allowed on all other highways.

Kansas law limits the weight on a single axle to 20,000 lbs. and a tandem axle to 34,000 lbs. (see attachment No. 4) Axle spacing is dictated by the federal bridge formula. (see attachment No. 5)

Examples of calculating truck weights.

Straight Truck – Attachment No. 6

5-axle Truck Tractor Semitrailer Combination – Attachment No. 7

5-axle Truck Tractor Semitrailer Combination (Spread) – Attachment No. 8

6-axle Truck Tractor Semitrailer Combination – Attachment No. 9

Longer Combination Vehicles – Vehicle combinations with a length limitation of 125 feet and a weight limitation of 120,000 lbs. (subject to axle weights and bridge formula spacing) are allowed on the Kansas Turnpike. Twenty mile access is allowed from the east end of the turnpike and 10 mile access is allowed from all other turnpike exits. Triple trailer combination vehicles are also allowed on I-70 from Goodland to the Kansas-Colorado border. In 1991, Congress froze any expansion of routes for longer combination vehicles.

Safety Requirements:

Definition of a “commercial vehicle”:

1. A vehicle with a gross vehicle weight rating or gross combination weight rating of 10,001 pounds or more;
2. A vehicle designed to transport 16 or more passengers, including the driver;
3. A vehicle designed to transport more than six passengers, including the driver operating in intrastate commerce for hours of service regulation under 49 CFR Part 395 only; or
4. A vehicle used in the transportation of hazardous materials in a quantity requiring placarding under Title 49 Part 172, Subpart F.

All commercial motor vehicles and drivers of such vehicles are subject to the Federal Motor Carriers Safety regulations. The regulations include:

- Vehicle Marking
- Driver Qualification
- Emergency Equipment
- Lighting
- Liability Insurance Limits
- Load Securement
- Vehicle Inspection
- Maintenance & Repair
- Hours of Service
- Hazardous Materials Transportation

For commercial motor vehicles in excess of 26,000 lbs. gross vehicle weight rating are subject to the following regulations:

- Drug and Alcohol Testing
 1. Pre-employment testing
 2. Random Testing
 3. Reasonable Cause Testing
 4. Post Accident Testing

- Commercial Drivers License

Endorsements:

1. Air Brakes
2. Double/Triple Trailers
3. Passenger
4. Tank Vehicle
5. Hazardous Materials (Federal Background Check required)
6. School Bus

Mr. Chairman, on behalf of the Kansas Motor Carriers Association we thank you for allowing us to present "Trucking 101." I would be please to respond to any questions you may have.

Presented by:

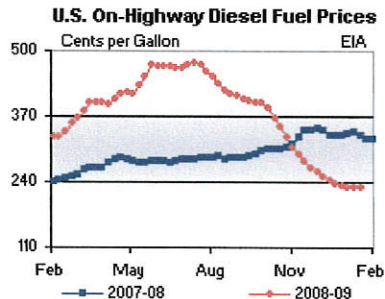
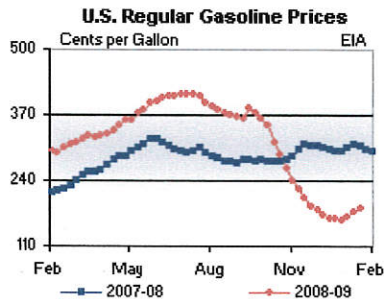
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01/09

Gasoline and Diesel Fuel Update

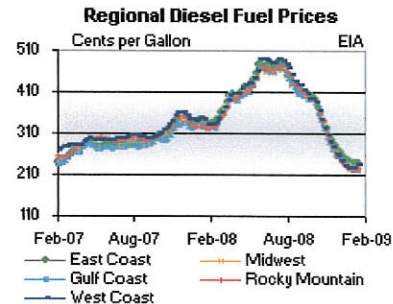
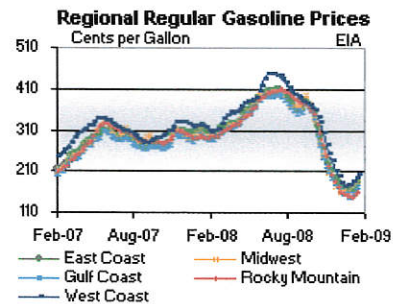
[Gasoline](#)

[Diesel](#)

U.S. Gasoline and Diesel Fuel Prices, 01/19/09



Gasoline (Cents per Gallon)				Diesel Fuel (Cents per Gallon)			
	01/19/09	Change from			01/19/09	Change from	
	Price	Week Ago	Year Ago		Price	Week Ago	Year Ago
U.S.	184.7	↑ 6.3	↓ -117.0	U.S.	229.6	↓ -1.8	↓ -97.4
East Coast	181.0	↑ 6.0	↓ -125.2	East Coast	237.7	↓ -1.8	↓ -96.6
New England	180.1	↑ 5.3	↓ -128.6	New England	261.3	↓ -0.8	↓ -98.1
Central Atlantic	181.4	↑ 5.7	↓ -129.2	Central Atlantic	251.4	↓ -0.2	↓ -95.8
Lower Atlantic	181.0	↑ 6.5	↓ -121.3	Lower Atlantic	229.7	↓ -2.5	↓ -96.7
Midwest	187.4	↑ 5.1	↓ -108.4	Midwest	226.4	↓ -2.5	↓ -96.4
Gulf Coast	172.9	↑ 8.4	↓ -117.5	Gulf Coast	222.7	↓ -1.7	↓ -99.5
Rocky Mountain	160.7	↑ 4.4	↓ -132.1	Rocky Mountain	224.9	↑ 1.4	↓ -98.0
West Coast	202.9	↑ 7.5	↓ -112.6	West Coast	233.8	↓ -1.5	↓ -98.9
California	206.4	↑ 7.6	↓ -116.2	California	231.9	↓ -1.5	↓ -104.1



Retail Gasoline Prices

24-hour hotline: 202-586-6966

On-Highway Diesel Prices

24-hour hotline: 202-586-6966

[A Primer on Gasoline Prices](#)

[A Primer on Diesel Fuel Prices](#)

[Where Does My Gasoline Come From?](#)

[Primer on Gasoline Sources and Markets](#)

[This Week In Petroleum](#)

[Short-Term Energy Outlook](#)

[Real Petroleum Prices](#)

[Does EIA calculate diesel fuel surcharges?](#)

[Frequently Asked Questions](#)

[Insights into Spring 2008 Gasoline Prices](#)

Release Schedule: The prices are published by 5:00 P.M. Monday (Eastern time), except on government holidays, when the data are released on Tuesday (but still represent Monday's price). [Sign Up for Email Updates](#)

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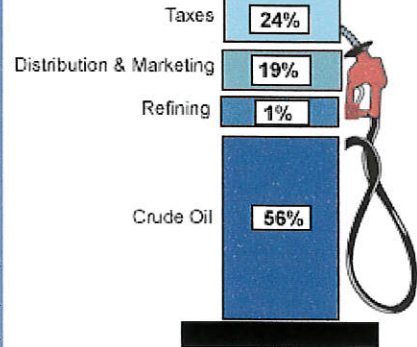
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What We Pay For In A Gallon Of Regular Gasoline

(December 2008)

Retail Price: \$1.69/gallon

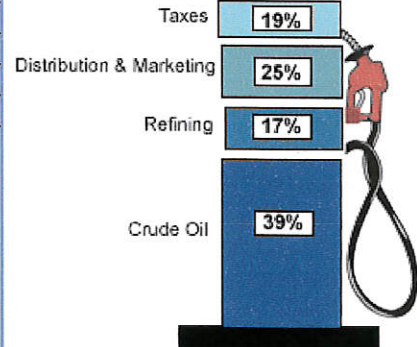


[Explanation of Terms](#)
[Gasoline Pump Data History](#)

What We Pay For In A Gallon Of Diesel

(December 2008)

Retail Price: \$2.45/gallon



[Explanation of Terms](#)
[Diesel Fuel Pump Data History](#)

Kansas Fast Facts



Trucking Drives the Economy

Employment: The trucking industry in Kansas provides 92,627 jobs, or one out of 14 in the state. Total trucking industry wages paid in Kansas are \$3.7 billion, with an average annual trucking industry salary of \$40,308. The U.S. Bureau of Labor Statistics reports that truck drivers, heavy, tractor-trailer and light, delivery drivers, hold 27,100 jobs with a mean annual salary of \$30,225.

Small Business Emphasis: There are 10,033 trucking companies located in Kansas, most of them small, locally owned businesses. These companies are served by a wide range of supporting businesses both large and small.

Transportation of Essential Products: Trucks transport 89 percent of total manufactured tonnage in the state or 298,781 tons per day. 49 percent of communities depend exclusively on trucks to move their goods.

Trucking Pays the Freight

As an Industry: The trucking industry in Kansas pays approximately \$446.1 million in federal and state roadway taxes and fees. The industry pays 46 percent of all taxes and fees owed by Kansas motorists, despite trucks representing only 10.3 percent of vehicle miles traveled in the state.

Individual Companies: A typical five-axle tractor-semitrailer combination pays \$7,196 in state highway user fees and taxes in addition to \$8,959 in federal user fees and taxes. These taxes are over and above the typical taxes paid by businesses in Kansas.

Roadway Use: Kansas has 140,381 miles of public roads over which all motorists traveled 29.6 billion miles. Trucking's use of Kansas public roads was 3.1 billion miles.

Safety Matters

Continually Improving: At the national level, the truck-involved fatal crash rate for 2006 was 1.93 fatal crashes per 100 million vehicle miles of travel (VMT). This rate is at its lowest point since the U.S. Department of Transportation (DOT) began keeping these records in 1975. The injury crash rate for 2006 was 34.4 injury crashes per 100 million vehicle miles of travel (VMT), also at its lowest point since DOT recordkeeping began.

Sharing the Road: The trucking industry is committed to sharing the road safely with all vehicles. The Share the Road program sends a team of professional truck drivers to communities around the country to teach car drivers about truck blind spots, stopping distances and safe merging around large trucks, all designed to reduce the number of car-truck accidents.

Safety First: Kansas Motor Carriers Association members put safety first through improved driver training, investment in advanced safety technologies and active participation in industry safety initiatives at the local, state and national levels.



Last Updated: August 2008 using 2006, 2007 and 2008 data when available.

Attachment #2

Kansas Truck Registration Fees

	COMMERCIAL	FARM	LOCAL	6,000 MILE	CUSTOM HARVESTER
Vehicle Weight					
12M or less (Pick ups)	\$40.00				
16M or less	\$102.00	\$37.00	\$62.00	\$62.00	\$62.00
20M	\$132.00	\$42.00	\$102.00	\$102.00	\$102.00
24M	\$197.00	\$52.00	\$132.00	\$102.00	\$132.00
26M	\$312.00	\$72.00			
30M	\$312.00	\$72.00	\$177.00	\$177.00	\$177.00
36M	\$375.00	\$72.00	\$215.00	\$215.00	\$215.00
42M	\$475.00	\$75.00	\$245.00	\$245.00	\$245.00
48M	\$605.00	\$75.00	\$315.00	\$315.00	\$315.00
54M	\$805.00	\$75.00	\$415.00	\$415.00	\$415.00
60M	\$1,010.00	\$190.00	\$410.00	\$480.00	\$480.00
66M	\$1,210.00	\$370.00	\$580.00	\$580.00	\$580.00
74M	\$1,535.00	\$610.00	\$760.00	\$760.00	\$760.00
80M	\$1,735.00	\$610.00	\$890.00	\$890.00	\$890.00
85.5M	\$1,935.00	\$610.00	\$1,010.00	\$1,010.00	\$1,010.00

• 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 •

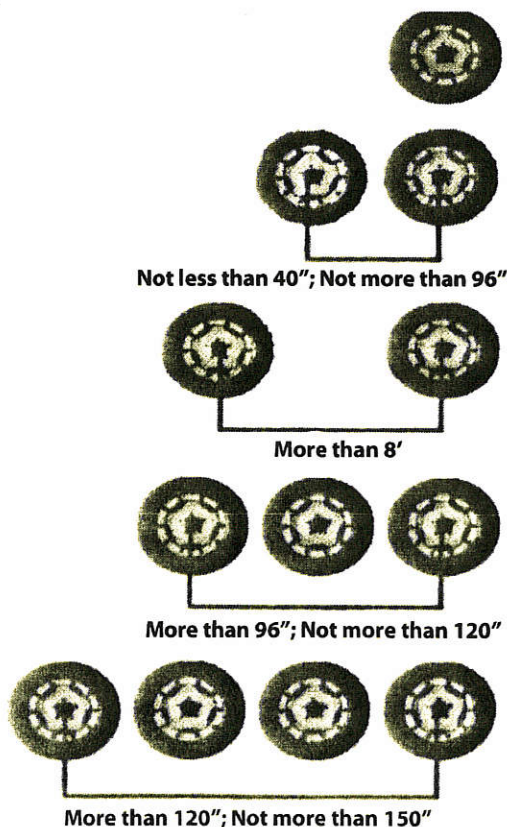
The gross weight on any one axle shall not exceed 20,000 pounds.

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’.



Attachment No. 4

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			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 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 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.

Attachment No. 5

Tandem Axle Straight Truck

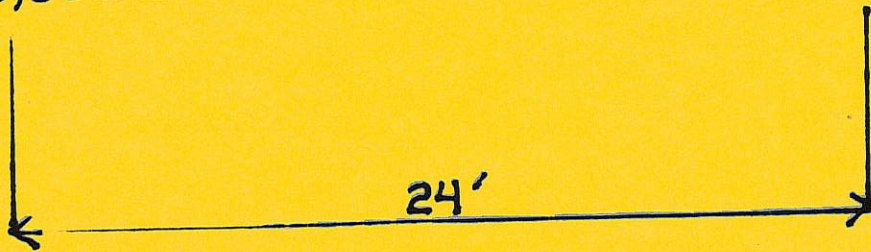
1-16



20,000 lbs.

34,000 lbs

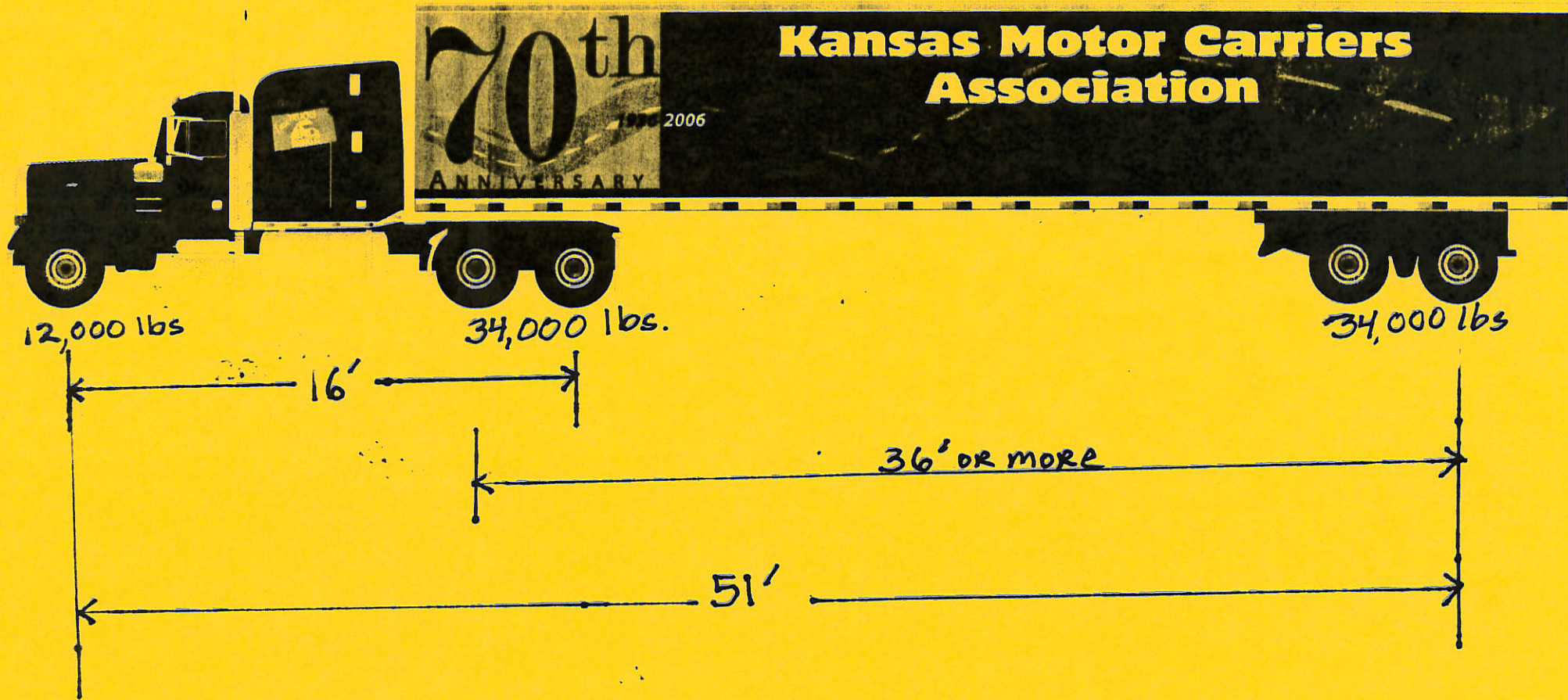
= 54,000 lbs. GVW



Attachment No. 6

Tandem Axle Tractor Trailer Combination

80,000 lbs.



Attachment No. 7

Spread Axle Tractor Trailer Combination

85,500 lbs.

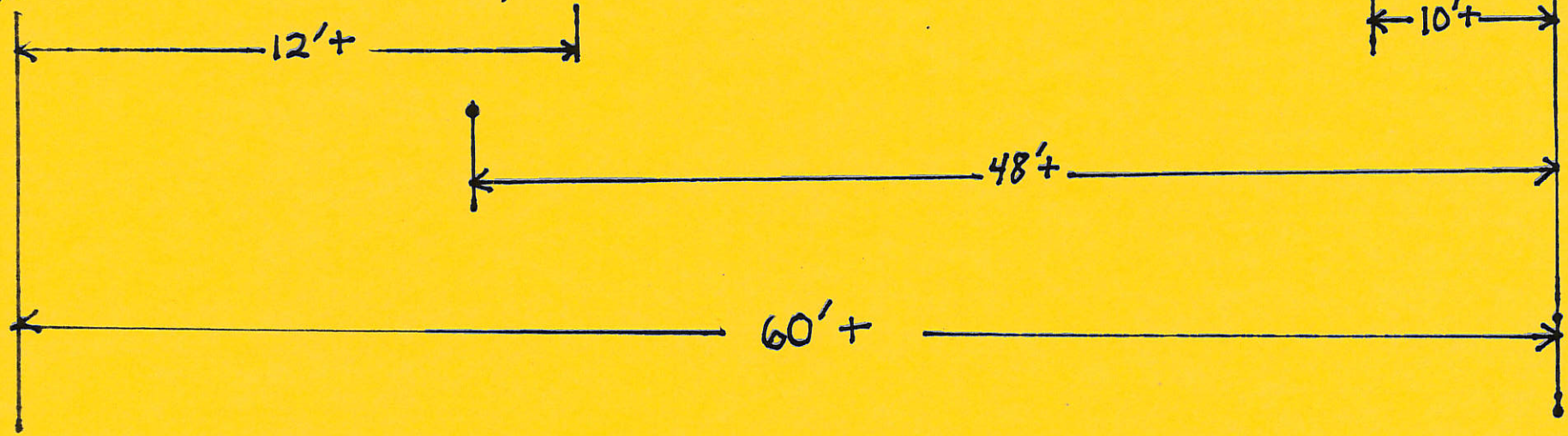


11,500 lbs

34,000 lbs

• 20,000 lbs.

20,000 lbs



Attachment No. 8

Triple Axle Tractor Trailer Combination

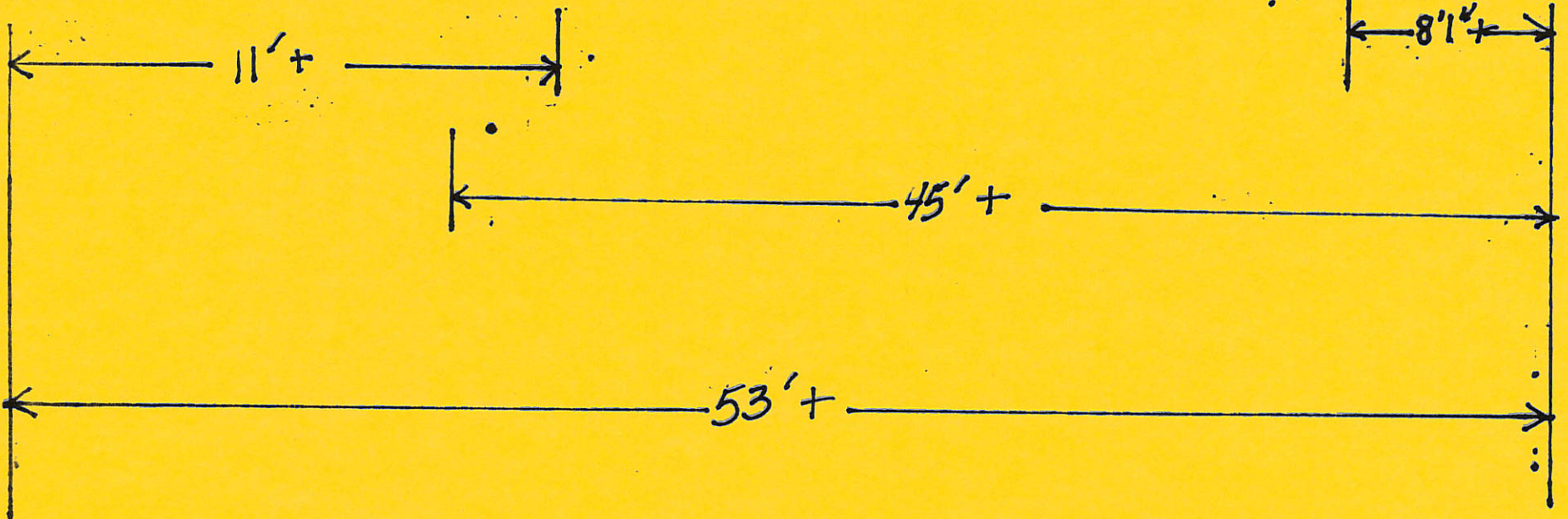
85,500 lbs



9,500 lbs

34,000 lbs

42,000 lbs



Attachment No. 9

Commercial Truck Requirements

KCC Authority
\$1,935.00 annual reg. fee
Property Tax (Power Unit)
 \$3,500 per
Federal Heavy Use Tax - \$550 annually
CDL
Drug/Alcohol Testing - \$75.00 per test
Medical Qualifications
Driver Qualifications
Hours-of-Service
USDOT Minimum Equipment Standards
 (Out-of-Service)
Annual/Post Trip vehicle inspection
Workers' compensation - \$3,600 per employee
Liability Insurance - \$3,500 to \$6,000 per truck
 \$750,000 minimum
Cargo Insurance
 \$300 for grain
 \$1,000 for livestock
Employee to administer compliance program

Prepared by:
Kansas Motor Carriers Association
1/09

Farm Truck Requirements

None
\$610.00 annual reg. fee

Property Tax (Power Unit only)
Exempt
Exempt
Exempt
Exempt
Exempt
Exempt

Exempt
Exempt
Exempt

10,000/50,000/25,000
Exempt

DRAFT CONCLUSIONS AND RECOMMENDATIONS, 1/20/09

SPECIAL COMMITTEE ON A NEW COMPREHENSIVE TRANSPORTATION PLAN

- ① The Committee recommends that the standing Senate Transportation Committee and the House Transportation Committee develop a new comprehensive transportation plan and present that plan to the Kansas House and Senate. Such a plan should provide for implementation as soon as funds are available.
- ② The Committee requests that the standing Transportation Committees include, in any comprehensive transportation plans passed by those Committees, provisions to ensure equity between rural and urban areas for transportation projects chosen for economic development reasons.
- ③ The Committee encourages the standing Transportation Committees to include, in any comprehensive transportation plans passed by those Committees, a process by which a legislatively appointed body including the Kansas Department of Transportation (KDOT) Secretary could choose additional or special transportation projects when the Legislature is not in session. The Committee suggests the State Finance Council could be used as a model.
- ④ The Committee endorses KDOT's efforts to identify projects for which improvements that may not meet federal design standards make sense, such as shoulders three feet wide rather than eight or ten feet wide on infrequently traveled roads on which complete redesign would be cost prohibitive. The Committee requests that KDOT consult with the project area's local governments when these "practical improvements" are being considered.
- ⑤ While funding a future transportation plan is critical, keeping future costs at a reasonable level is important as well. During the course of its investigations, the Committee was concerned to learn that the cost of basic construction materials such as rock, sand and gravel has risen by an average of 154.6 percent from 1996 to 2006, while production has risen only 23.7 percent during the same period. More than 90 percent of asphalt and more than 75 percent of concrete produced contain these materials. This appears to be caused by a noticeable decline in the amount of permitted reserves in our state. The Committee urges both the Governor and the Legislature to review and recommend natural resource development policy designed to streamline access to permitted reserves. An updated policy providing for the safe and sustainable extraction of natural resources will save over \$480 million in construction costs over the next ten years.

Kansas Legislative Research Department

(The Committee's report has not yet been approved by the full Committee. However, each draft conclusion and recommendation has been approved by the Committee member who moved its acceptance.)

(Numbers are used here for discussion purposes only and will not be included in the final report.)