



Testimony before the
Senate Transportation Committee

Jerry Wood, Business Agent
Teamsters Local Union 955

March 15, 2017

OPPOSE HOUSE BILL 2095

Mr. Chairman and members of the committee:

My name is Jerry Wood and I am the President and Business Agent of Teamsters Local Union 955 and I am on the Executive board of Teamsters Joint Council 56, which represents 19,000 members in Kansas, Missouri and Nebraska, with 7000 of those members living in Kansas and many of them are Truck drivers.

Teamsters Local Union 955 and the entire Teamsters Joint Council 56 oppose HB 2095. We feel that increased weight limits on trucks will lead to increased safety concerns on the road for drivers and to the general public.

The U.S. DOT has found that 6-axle configurations have higher crash rates than 5-axle trucks. DOT's trucks traveling in Washington State determined that 91,000 pound trucks had a 47 percent higher crash rate than the standard 80,000 pound trucks. This can be contributed to the longer distance it takes to stop, as well as the increased wear and tear on Brake components due to the extra weight. These bigger trucks have more violations related to tires and/or brakes which only increases the distance it takes to stop. The same report mentioned that there was an 18 percent raise in brake violations from the heavier trucks.ⁱ

Add to all of this the fact that the stated need, by many proponents, of this increased weight limit for farmers, ranchers, agribusiness to move their product from field to market. The drivers of these vehicles can be exempt from the same DOT regulations as professional drivers or the same CDL restrictions if they are running under 150 air miles, and they will be on 2 lane highways and back roads with cross traffic type intersections with smaller or no shoulder. This increases the risk to the driver as well as the rest of the traveling public on Kansas 2 lane highways.ⁱⁱ

In conclusion we urge you to oppose HB2095 in the interests of safety and I will stand for questions.

ⁱ U.S. DOT Comprehensive Truck Size & Weight Limits Study Technical Reports, Vol. II, "Highway Safety and Truck Crash Comparative Analysis," June 2015, p. 26

ⁱⁱ KSA 8-234b