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TESTIMONY BEFORE THE HOUSE TAXATION COMMITTEE

REGARDING HOUSE BILL 2371 RELATING TO AN INCREASE IN PERMIT FEES FOR OVERSIZE OR OVERWEIGHT VEHICLES

March 14, 2019

Mr. Chairman and Committee Members:

I am Lindsey Douglas, Deputy Secretary for the Kansas Department of Transportation (KDOT). First, I would like to thank the legislature for approving the Transportation Vision Task Force. We had meetings all around the state to develop recommendations for the future of transportation. I'm here to provide neutral testimony on House Bill 2371, relating to an increase to oversize/overweight permit fees.

Task Force transportation funding recommendation: This bill is one of several introduced this session based on recommendations from the important work done by the Joint Legislative Transportation Vision Task Force last fall. Part of the task force's recommendation to the Legislature was to examine increases of funding sources including fees for oversize and overweight vehicles to provide more revenue options to meet their specific needs.

Rising Costs: Ten years ago, almost to the day, there were hearings regarding the same issue to increase permit fees on oversize and overweight vehicles. Back then the permit fee for a single trip permit was a very low \$5 dollars for any type of load being transported. The bill then proposed to increase that amount to \$20 for single trip permits, \$30 for single trip large structure type load and \$50 for a single trip superload. This bill passed and with it increased these permit fees in addition to several other annual permits to the levels you see today.

House Bill 2371 proposes to double the amount of these permits. These proposed permit fees overall are still comparable to our surrounding states fees that are imposed. With that said it is difficult to compare exact permits as there are different types and definitions to each state's permits for oversize and overweight permits.

Consistent with other states, Kansas has seen an increase in the number of oversize and overweight loads transported across our highway system. These types of loads exact an additional impact to the

roads and bridges of the state. The increased fee will be used to pay for the use of the highway system and the costs of determining appropriate routes of the oversize loads.

KDOT appreciates the recommendation from the Task Force and the committee's consideration of House Bill 2371. I am happy to stand for questions at the appropriate time.