



Kansas Motor Carriers Association

Trucking Solutions Since 1936

LEGISLATIVE TESTIMONY

By the
Kansas Motor Carriers Association

In Support of the Concept Contained in Senate Bill No. 342

**Presented to the Senate Transportation Committee
Senator Dwayne Umbarger, Chairman
Wednesday, February 1, 2012**

MR. CHAIRMAN AND MEMBERS OF THE SENATE TRANSPORTATION COMMITTEE:

I am Tom Whitaker, executive director of the Kansas Motor Carriers Association. I appear before you this morning representing our 1,100 member firms and the Kansas trucking industry in support of the concept of “safety corridors” contained in Senate Bill No. 342.

Let me start out by thanking the Kansas Department of Transportation for their efforts in developing SB 342. The Department has tried to accommodate ideas from many different groups and organizations. The Kansas Motor Carriers Association has some additional ideas for the Senate Transportation Committee to consider.

First: SB 342 would allow the Secretary to designate as many “safety corridors” using established criteria as deemed necessary. KMCA would suggest a limiting the number to three such corridors until such time as KDOT has can determine if “safety corridors” actually reduce crashes involving serious injury or death.

Second: KDOT, during their bill request indicated that speeding was a major cause of accidents on one of highways targeted to be a “safety corridor.” If this is the case, the bill should only focus on speeding violations. We have attached a list of the violations contained in SB 342 to our testimony. The statutes highlighted are considered moving violations.

Third: KMCA has a concern that cities and counties would use the “safety corridors” for revenue enhancements to their local budgets. We would suggest that the practice of using “diversions” be prohibited. This would eliminate the possibility of a city or county reducing the charge, but doubling the fine and not remitting half of the fine to the newly created safety corridor fund.

Fourth: Current Kansas law allows for a “buffer” on highways posted for an authorized speed limit of 30 miles per hour or more, but not more than 54 miles per hour, but not by more than six miles per hour over the posted speed limit, shall not be considered a moving violation. In addition, on highways with a posted speed limit of 55 mile per hour or more, but not exceeding 75 miles per hour, but not in excess of such maximum speed by 10 miles per mile, shall not be considered a moving violation.

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Further, no such violation may be considered for rates charged for any automobile liability insurance policy. If we are serious about the effectiveness of “safety corridors,” the Committee should prohibit the use of the “buffer” in a designated corridor.

KMCA believes, the changes proposed in our testimony will make for better legislation, and would support an amended bill that addresses our concerns. We thank you for the opportunity to appear before you today and would be pleased to respond to any questions you may have.

