



Kansas Motor Carriers Association

Trucking Solutions Since 1936

Legislative Testimony

by the
Kansas Motor Carriers Association
before the

House Transportation Committee
Representative Richard Proehl, Chairman
Thursday, February 2, 2017

In Support of House Bill No. 2095

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MR. CHAIRMAN AND MEMBERS OF THE HOUSE TRANSPORTATION COMMITTEE:

I am Tom Whitaker, Executive Director of the Kansas Motor Carriers Association. I'm joined today by Melissa Kershner, KMCA's Director of Governmental Relations and Safety. We appear before you today representing our 930 member companies and the highway transportation industry in support of House Bill No. 2095.

HB 2095 increases the allowable gross vehicle weight (GVW) on highways other than the interstate system from 85,500 lbs. GVW spread over five-axles to 90,000 lbs. GVW spread over six-axles. An increase of only 4,500 lbs.

In addition, the Bill expands the *Federal Bridge Formula* to accommodate the increased weight. The *Federal Bridge Formula* assures that the vehicle weight is spread over a certain number of axles which are spaced properly to reduce wear on our roads and bridges. The bridge formula also is used by highway engineers to design our bridges.

Also, HB 2095 sets an annual permit fee of \$200.00. There are no single trip permits or farm exemptions. The permit fee is not apportioned through the International Registration Plan. The \$200.00 fee was chosen because that is the additional cost to increase the vehicle's registered gross weight from 80,000 lbs. to 85,500 lbs.

We don't see this weight increase giving a competitive disadvantage to the Class 1 or Shortline railroads. The increase in payload is 3,000 lbs. when you factor in an additional axle that adds 1,500 lbs. to the weight of the vehicle. To put this in perspective, the increase in payload would be the equivalent of 50 bushels of wheat or 2 to 3 fat cattle.



Mr. Chairman, this bill does not increase the size of a truck tractor-semitrailer, only the GVW with the required additional axle and complies with the *Federal Bridge Formula* (See attachments 1 and 2). The increase in GVW isn't going to happen overnight. Trucking companies must make a substantial capital investment to purchase new trailers or modify existing equipment to meet the six-axle requirement. HB 2095 is a modest adjustment to current weight laws that have not been increased in Kansas since the mid-1970's.

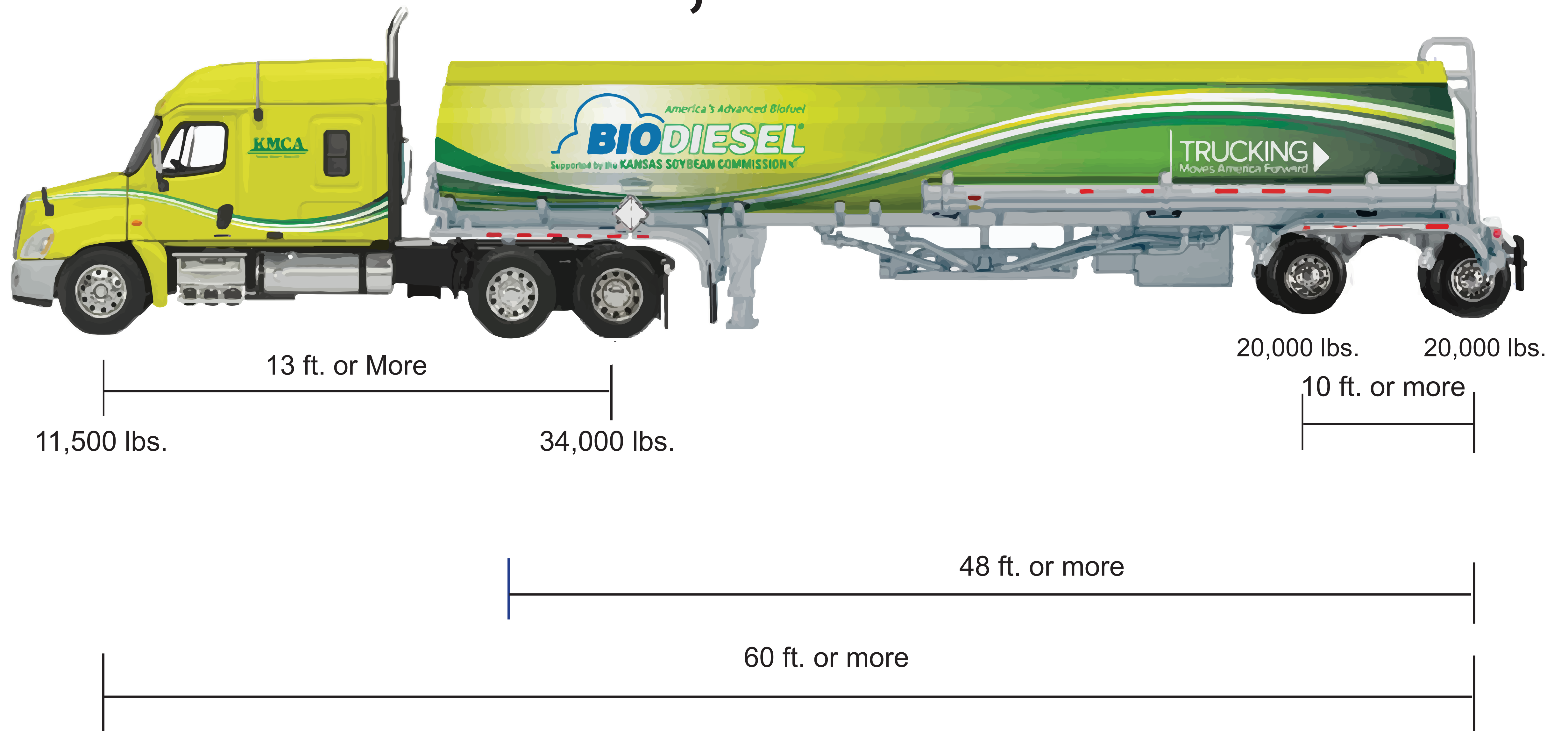
The Kansas Motor Carriers Association supports HB 2095. We respectfully request the House Transportation Committee to pass the bill favorably to the full House of Representatives.

We thank you for the opportunity to appear before you today and would be pleased to respond to any questions you may have.



Spread Axle Tractor Trailer Combination

85,500 lbs.



Triple Axle Tractor Trailer Combination

Diagram of HB 2095 Proposal

90,000 lbs.

