



# Kansas Motor Carriers Association

*Trucking Solutions Since 1936*

## Legislative Testimony

by the

**Kansas Motor Carriers Association**

before the

**Senate Transportation Committee**

**Senator Mike Petersen, Chairman**

**Tuesday, March 14, 2017**

**In Support of House Bill No. 2095**

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**Tom Whitaker**

Executive Director

## MR. CHAIRMAN AND MEMBERS OF THE SENATE 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. Lastly, HBB 2095 sets an annual permit fee of \$200.00. There are no single trip permits and the permit fee is not apportioned through the International Registration Plan. The \$200.00 fee was chosen because that is the additional fee to increase the vehicle's registered gross weight from 80,000 lbs. to 85,500 lbs making the total registration fee for 90,000 lbs. \$2,270.00. The annual permit fee also applies to a farm registered vehicle that meets the GVW contained in HB 2095 as well as the bridge formula.

Mr. Chairman, some will say we will see an increase in bigger trucks on Kansas highways. The size of a truck tractor-semitrailer does not increase, only the GVW increases along with the adding and additional axle (See attachments 1 and 2. The gross weight increase in HB 2095 is 4,500 lbs. In actuality, the increase in payload is 3,000 lbs. due to the fact an additional axle 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.



We don't see this weight increase giving a competitive disadvantage to the Class 1 or Shortline railroads. There hasn't been an increase in weight limits since the mid-1970s. HB 2095 was requested by the shipper community.

There is concern for the bridges that will not be able to carry the weight of a 90,000 lbs. HB 2095 meets the Federal Bridge Formula. The way weight gets to the bridge is through the weight per axle. With the configuration in HB 2095, the weight configuration per axle of a 90,000 lbs. truck tractor-semitrailer will put less weight on the bridge than the current configuration of 85,500 lbs. In addition, if a truck tractor-semitrailer were to drive on a bridge that was not capable of carrying the load and it collapsed, it would be the responsibility of the truck driver to fund the replacement of the collapsed bridge.

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.

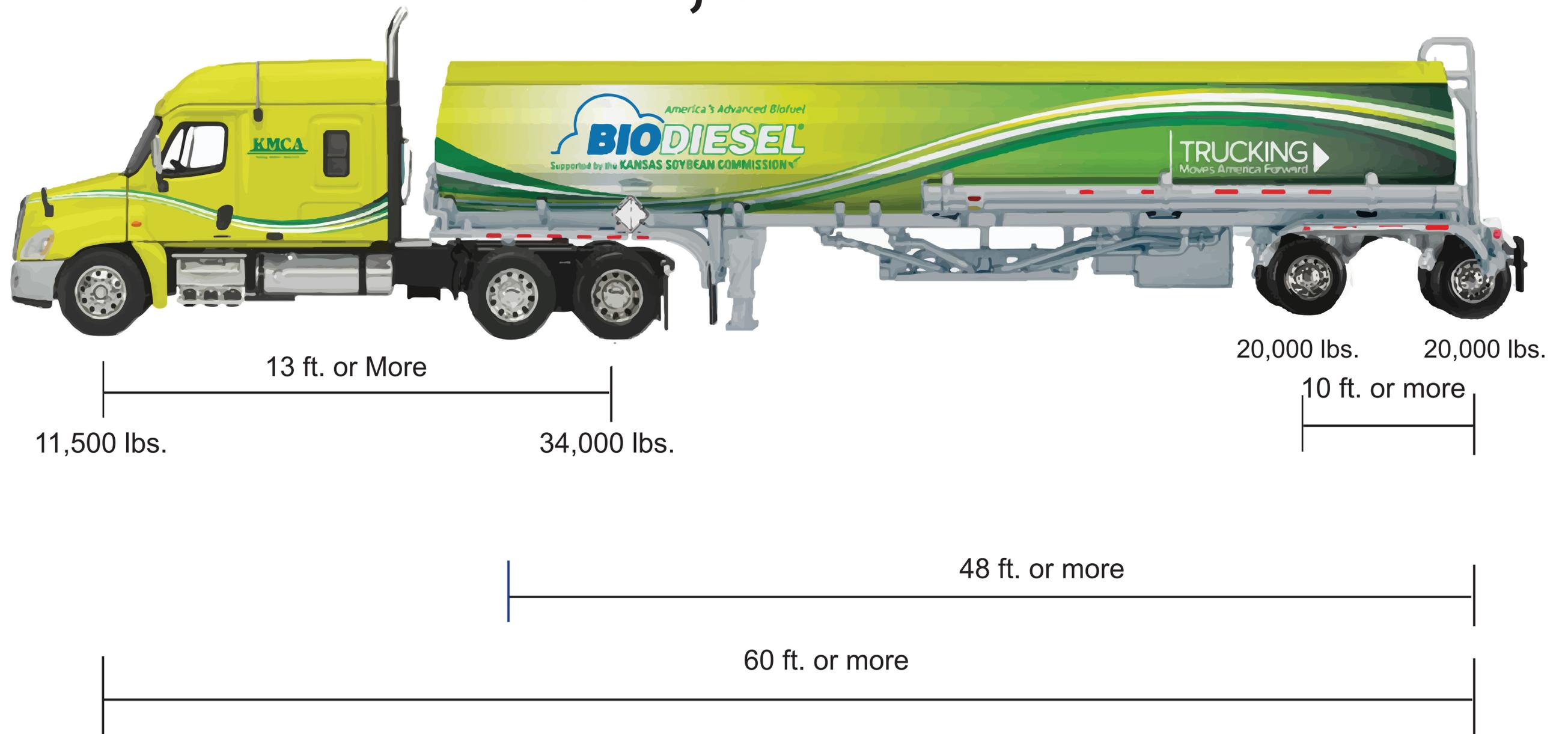
The Kansas Motor Carriers Association supports HB 2095. We respectfully request the Senate Transportation Committee to pass the bill favorably to the full Senate.

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.

