

SESSION OF 2009

**SUPPLEMENTAL NOTE ON HOUSE BILL NO. 2146**

As Recommended by House Committee on  
Transportation

**Brief\***

HB 2146 would increase the single-trip permit fee charged by the Kansas Department of Transportation (KDOT) for certain oversize or overweight vehicles from \$5 to \$25 and the annual permit fee from \$125 to \$150. It also would specify single-trip permit fees of \$30 for "large structures," which are structures that exceed certain width and height limits, and \$50 for "superloads," which are extremely heavy loads.

**Background**

Tom Whitaker, Kansas Motor Carriers Association, and Joel Skelley, State Multimodal Planner, KDOT, testified in favor of the bill. Mr. Whitaker stated that the fee increase had been agreed to by his association, KDOT, the Kansas Department of Revenue, the Kansas Corporation Commission, and the Kansas Highway Patrol.

Presenting neutral testimony, with concerns, were Martha Neu Smith, Kansas Manufactured Housing Association, and Leslie Kaufman, Kansas Cooperative Council. No one presented testimony opposing the bill.

**History of the fees.** None of the fees listed in subsection (f), not including the proposed specific fees for large structures and superloads, had been changed since 1992. Below is information on the history of those fees:

- Single-trip permits. This fee has been \$5 since 1970. A

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\*Supplemental notes are prepared by the Legislative Research Department and do not express legislative intent. The supplemental note and fiscal note for this bill may be accessed on the Internet at <http://www.kslegislature.org>

KDOT official testified that the cost of issuing a single-use permit is more than three times the current permit fee.

- Vehicles authorized to move bales of hay. This fee has been \$25 since the provision was added in 1998.
- Annual permits. This fee has been \$125 since the provision was added in 1992. (From 1992 to 1996, it applied only to oil field servicing rigs.)
- Special vehicle combination permits. This fee has been unchanged since 1990: \$2,000 plus \$50 for each power unit operating under such annual permit.

**Definitions.** Regulations in place since 1997 (in KAR 36-1-35) define “large structure” and “superload”:

- “Large structure” means any load that exceeds either 16 feet, 6 inches in width or 18 feet in height.
- “Superload” means either of the following:
  - (1) a vehicle transporting a nondivisible load that is in excess of 150,000 pounds gross weight; or
  - (2) a vehicle transporting a nondivisible load in which any group or groups of axles exceed the limitations of these regulations.

No permits are required for farm machinery, machinery being transported to be used for terracing or soil or water conservation work on farms, or most vehicles owned by counties, cities, and other political subdivisions. Overweight vehicles transporting waste are not exempt.

According to the fiscal note prepared by the Division of the Budget, the Department of Transportation says passage of the bill would increase agency revenues by \$1,495,615 because of the increases for certain permits. Any fiscal effect resulting from the passage of the bill was not included in amounts recommended in *The FY 2010 Governor’s Budget Report*.