



# TRUCKING 101

**Presented to:**

House Transportation Committee  
Representative Richard Proehl, Chairman  
Tuesday, January 26, 2021

**Presented By:**

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# **Kansas Trucking 101**

On behalf of the Kansas Motor Carriers Association, we are pleased to provide you with a brief overview of trucking in Kansas or as we have titled this presentation, "Trucking 101."

When the public thinks of trucking companies, they envision the large companies such as UPS, FedEx and Old Dominion. The Kansas trucking industry is made up of many small businesses. There were 9,300 companies in Kansas in 2019. 98% of all trucking companies in Kansas operate 25 or fewer trucks; only four tenths of one percent of the companies operates more than 100 trucks. 46% operate one truck.

## **Some Kansas trucking "Fast Facts" (see attachment No.1)**

- The trucking industry in Kansas provides 70,650 jobs, that's 1 in 16 jobs.
- The trucking industry wages paid in Kansas are \$3.5 billion with an average annual salary of \$49,562.
- 49 percent of Kansas communities depend exclusively on trucks.
- The trucking industry pays 41% of all taxes and fees owed by Kansas motorists, despite trucks representing only 14% of the miles traveled in the state.
- The trucking industry in Kansas paid \$354 million in federal and state roadway taxes.
- As of January 2020, a typical five-axle tractor semi-trailer combination paid \$6,635 in state highway user fees and taxes, plus \$8,906 in federal highway user fees and taxes.
- These taxes were over and above the typical taxes paid by businesses in Kansas.

## **Types of Motor Carriers**

**Private Carriers:** Those that transport their own goods in commerce.

**For-Hire Carriers:** Those that transport goods of others for a fee.

**Interstate Motor Carriers:** Those that transport goods across state lines or in continuation of an interstate movement.

**Intrastate Motor Carriers:** Those that transport goods within the State of Kansas.

## **Types of Carriers That Make Up The KMCA Membership**

- **Aggregate Carriers** – sand, gravel and fill material
- **Agricultural Carriers** – grain, livestock, farm machinery and fertilizer
- **Less-than-Truckload Carriers** – one shipment made of several smaller shipments on regular routes
- **Household Good Carriers** – movers
- **Intermodal Carriers**
- **Oilfield & Heavy Machinery** - oilfield services and Oversized/Overweight loads
- **Private Carriers** – transports their own product
- **Tank Truck Carriers** – gasoline, diesel, chemicals, cement or flour
- **Towing and Recovery Carriers** – disabled vehicle transportation
- **Truckload Carriers** – each shipment usually a trailer full of the same product over irregular routes
- **Auto Hauler** – new and used vehicles

## **Operating Authority Required**

### **USDOT Number:**

All Interstate, interstate private, Interstate/Intrastate for-hire carriers operating vehicles with a gross vehicle weight rating (GVWR) of 10,001 pounds or more. Intrastate Private carriers operating vehicles with a GVWR of 26,000 pounds or more. Farm Registered Motor Vehicles operating in Kansas are exempt from USDOT/FMCSA requirements.

### **Federal Motor Carrier Safety Administration Operating Authority:**

All for-hire interstate motor carriers and freight brokers except those transporting exempt commodities (grain & livestock).

### **Requirements for Interstate Authority:**

- \$300 application fee
- 48-State Process Agents
- \$750,000, \$1,000,000 or \$5,000,000 liability insurance
- Uniform Carrier Registration (fee listed on next page)

**2021 Uniform Carrier Registration Fees:** All interstate for-hire and private carries (including farmers) operating vehicles with a GVWR more than 10,000 pounds. This includes trucks, truck tractors and trailers.

0-2 vehicles - \$59.00 per year

3-5 vehicles - \$176.00 per year

6-20 vehicles - \$351.00 per year

21-100 vehicles - \$1,224.00 per year

101-1000 vehicles - \$5,835.00 per year

1,001 or more - \$56,977.00 per year

### **Kansas Intrastate For-Hire Authority – Kansas Corporation Commission (10,001 GVWR or more)**

#### **Requirements:**

- \$250.00 Application Fee
- \$10 per vehicle per year (unless fees paid through UCR)
- Financial statement
- Liability insurance filing
- Cargo insurance filing
- Attend KCC safety class
- Tariff filing (household good movers only)

### **Kansas Intrastate Private Carrier Permit (26,001 pounds or more)**

#### **Requirements:**

- \$100.00 application fee
- 10 per vehicle per year (unless fees paid through UCR)
- Liability insurance filing
- Attend KCC safety class

## Truck Registration Fees

80,000 lb. Tractor semi-trailer combination

Kansas - \$1,870\*

Colorado - \$2,439\*\*

Iowa - \$1,695

Missouri - \$1,719

Nebraska - \$1,312

Oklahoma - \$948.00

\*Plus Kansas' Commercial Vehicle Fee    \*\*Plus Colorado Ownership Tax

Kansas Registration Fee Schedule (see attachment No. 2)

Commercial Vehicle Fee Schedule (see attachment No. 3)

International Registration Plan (Apportioned Registration) [www.irponline.org](http://www.irponline.org)

### **Allocation Formula:**

Kansas Miles

\_\_\_\_\_ = % Kansas Miles

Total Operational Mileage/Per annum

Example:

Kansas – 50% miles – Reg. Fee = \$935.00

Colorado – 10% miles – Reg. Fee = \$243.90

Iowa – 20% miles – Reg. Fee = \$339.00

Nebraska – 10% miles – Reg. Fee = \$131.20

Oklahoma – 10% miles – Reg. Fee = \$94.88

Totals – 100% miles – Total Reg. Fee - \$1,743.98

## **IRP Qualified Vehicle**

- Power unit having two or more axles and a gross weight more than 26,000 lbs.; or
- Power unit having three or more axles; or
- Used in combination, when the weight of such combination exceeds 26,000 lbs.

***All states are required by federal law to participate in IRP.***

## **Motor/Special Fuel Tax**

<u>State</u>	<u>Gasoline</u>	<u>Diesel</u>
Kansas	\$.24 per gallon	\$.26 per gallon
Colorado	\$.22 per gallon	\$.205 per gallon
Missouri	\$.17 per gallon	\$.17 per gallon
Nebraska	\$.306 per gallon	\$.296 per gallon
Oklahoma	\$.20 per gallon	\$.20 per gallon

### **Federal Fuel Tax:**

Gasoline \$.184 per gallon      Diesel - \$.244 per gallon

## **International Fuel Tax Agreement (IFTA) – [www.iftach.org](http://www.iftach.org)**

Forty-seven of the forty-eight contiguous states and ten Canadian provinces require interstate motor carriers to report how much fuel they use within the borders of their state or province and pay fuel tax based on these reports. This fuel “use” tax enables jurisdictions to assess highway user fees on all motor carriers that travel on its roads, not just those that purchase fuel and pay tax at the pump within the state. The motor carrier is required to register for the tax, obtain cab cards, external decals and send quarterly reports. The IFTA credential fee is \$10.00 per year for the first vehicle and \$1.00 for each additional vehicle. IFTA “qualified vehicles” are the same size and weight as those governed under the IRP.

## (IFTA Continued)

For a state to participate in IFTA, such state must agree to audit a certain percentage of each size of motor carriers based in that state. Like IRP, federal law required state participation in IFTA.

Motor carriers can choose to purchase “trip permits” in lieu of registering for IFTA. This process can be burdensome and expensive for the motor carrier.

### Other Taxes and Fees

- **Federal Heavy Vehicle Use Tax (HVUT)** – The annual Federal Heavy Vehicle Use tax is \$100.00 plus \$22.00 per 1,000 pounds of gross weight over 54,999 lbs. The ceiling for HVUT is \$550.00 for gross vehicle weight rating of 75,000 lbs or more. There is a 7,500-mile exemption for farm vehicles and a 5,000-mile exemption for other trucks.
- **Federal Excise Tax on Tires** – The federal excise tax on a typical 11x24.5 truck tire is approximately \$36.00 per tire or \$648.00 for an 18-wheeler.
- **Federal Excise Tax on New Equipment** – A 12% Federal Excise Tax applies on new trucks and truck tractors with a gross vehicle weight rating of more than 33,000 lbs. and trailers with a gross vehicle weight rating of more than 26,000 lbs. A truck tractor semitrailer combination costing \$150,000.00 would pay \$18,000 in federal tax.
- **Tolls** – Toll for a 5-axle truck tractor semitrailer to travel the Kansas Turnpike from the eastern terminal to the southern terminal is \$31.30 with K-TAG or \$38.25 for cash customers.

## **Truck Size and Weights**

**Length** – The overall length of a truck tractor semitrailer combination is based on the length of the semitrailer. Kansas law allows a maximum of 59 feet 6 inches for a semitrailer. The industry standard for a semitrailer is 53 feet. For a truck tractor semitrailer and trailer combination (twins), the maximum trailer length is 28 feet 6 inches. The overall length limitations for a stinger steered automobile or boat transporter and a combination unit used to transport a combine in a custom harvesting operation is 75 feet. A straight truck is limited to 45 feet and any other combination of vehicles is limited to 65 feet.

**Width** – The maximum width of a vehicle is 8 feet 6 inches.

**Height** – The maximum height of a vehicle is 14 feet except for vehicles transporting cylindrically shaped bales of hay which is 14 feet 6 inches.

**Weight** – The maximum gross weight of a vehicle or combination of vehicles on the interstate system is 80,000 lbs. A maximum vehicle weight of 85,500 lbs. is allowed on all other highways.

Kansas law limits the weight on a single axle to 20,000 lbs. and a tandem axle to 34,000 lbs. (see attachment No. 3.) Axle spacing is dictated by the federal bridge formula. (see attachment No. 4)

### **See Attachments for Examples of Calculating Truck Weights**

Straight Truck – Attachment No. 5

5-axle Truck Tractor Semitrailer Combination – Attachment No. 6

5-axle Truck Tractor Semitrailer Combination (Spread) –  
Attachment No. 7

6-Axle Truck Tractor Semitrailer Combination – Attachment No. 8



**Longer Combination Vehicles** – Vehicle combinations with a length limitation of 125 feet and a weight limitation of 120,000 lbs. (subject to axle weights and bridge formula spacing) are allowed on the Kansas Turnpike. Twenty-mile access is allowed from the east end of the turnpike and 10-mile access is allowed from all other turnpike exits. Triple trailer combination vehicles are also allowed on I-70 from Goodland to the Kansas-Colorado border. In 1991, Congress froze any expansion of routes for longer combination vehicles.

### **Safety Requirements**

#### **Definition of a “commercial vehicle”:**

1. A vehicle with a gross vehicle weight rating or gross combination weight rating of 10,001 pounds or more; 26,001 pounds or more for a private carrier in intrastate commerce.
2. A vehicle designed to transport 16 or more passengers, including the driver;
3. A vehicle designed to transport more than 6 passengers, including the driver operating in intrastate commerce for hours of service regulation under 49 CFR Part 395 only; or
4. A vehicle used in the transportation of hazardous materials in a quantity requiring placarding under Title 49 Part 172, Subpart F.

**All commercial motor vehicles and drivers of such vehicles are subject to the Federal Motor Carriers Safety regulations. The regulations include:**

- Vehicle Marking
- Driver Qualification
- Emergency Equipment
- Lighting
- Liability Insurance Limits
- Use of Hand-Held Mobile Devices and Texting is Prohibited

- Load Securement
- Vehicle Inspection
- Maintenance & Repair
- Hours of Service
- Hazardous Materials Transportation

For commercial motor vehicles with a GVRW more than 26,000 lbs. are subject to the following regulations:

- **Drug and Alcohol Testing**
  - Pre-Employment Testing
  - Random Testing
  - Reasonable Cause Testing
  - Post-Accident Testing
  - Drug and Alcohol Clearinghouse
  
- **Commercial Driver's License**
  - Endorsements:
    - Air Brakes
    - Double/Triple Trailers
    - Passenger
    - Tank Vehicle
    - Hazardous Materials (Federal Background Check required)
    - School Bus
  - Restrictions
    - Manual Transmission/Automatic Transmission
    - Fifth Wheel Pintle Hook Connection/Tractor Trailer
- **Electronic Logging Device Rules and Requirements**
  - Since December 2017.

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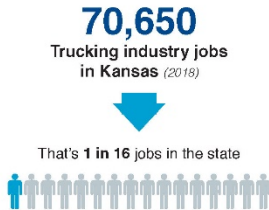
Updated 1/2021

# Attachment 1

## Kansas TRUCKING FAST FACTS

### TRUCKING DRIVES THE ECONOMY

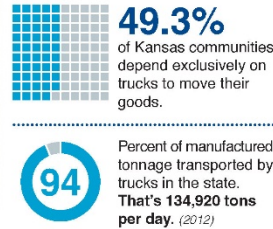
#### CAREERS



#### SMALL BUSINESS EMPHASIS



#### TRANSPORTING THE ESSENTIALS



#### COMPETITIVE WAGES

- Total trucking industry wages paid in Kansas in 2018 exceeded **\$3.5 billion**, with an average annual trucking industry salary of **\$49,562**.
- Heavy and tractor-trailer truck drivers held **20,370** jobs with an average annual salary of **\$46,180** (U.S. Bureau of Labor Statistics, 2018).

### SAFETY MATTERS

#### SAFETY FIRST

- Kansas Motor Carriers Association members put safety first through:
- Improved driver training
  - Investment in advanced safety technologies
  - Active participation in industry safety initiatives at the local, state and national levels

#### CONTINUALLY IMPROVING



#### COMMITMENT TO SHARING THE ROAD



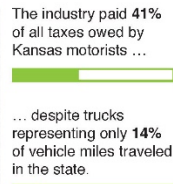
Updated April 2020 with most recent data available.

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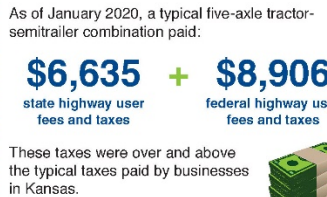
## Kansas TRUCKING FAST FACTS

### TRUCKING PAYS THE FREIGHT

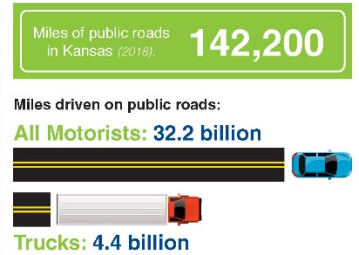
#### THE INDUSTRY



#### INDIVIDUAL COMPANIES



#### ROADWAY USE



### TRUCKS DELIVER A CLEANER TOMORROW

#### EMISSIONS

- 43% of U.S. commercial trucks are now powered by the newest-generation, near-zero emissions diesel technology.
- Medium- and heavy-duty trucks contribute just **23%** of all transportation-related greenhouse gas (GHG) emissions in the U.S. and represent only **6%** of total U.S. GHG emissions.

#### FUEL CONSUMPTION

- The trucking industry continues to improve energy and environmental efficiency even while increasing the number of miles driven. In 2018:
- Combination trucks accounted for just **17%** of the total highway transportation fuel consumed
  - Combination trucks consumed nearly **100 billion** fewer gallons of fuel than passenger vehicles in the U.S.

#### PARTNERSHIPS

Through the U.S. Environmental Protection Agency's (EPA) SmartWay Transport Partnership, the trucking industry is working with government and businesses to quantify greenhouse gas emissions and take steps to reduce them.



Updated April 2020 with most recent data available.

@KSMotorCarriers [www.kmca.org](http://www.kmca.org)

## Attachment 2

### KANSAS VEHICLE REGISTRATION FEES

<u>GROSS WEIGHTS</u>	<u>REGULAR</u>	<u>LOCAL</u>	<u>6,000 –MILE</u>	<u>CUSTOM HARVESTER</u>	<u>FARM</u>
0 – 12,000 lbs.	40.00	40.00	40.00	40.00	40.00
12,001 – 16,000 lbs.	202.00	162.00	162.00	82.00	57.00
16,001 – 20,000 lbs.	232.00	202.00	202.00	202.00	142.00
20,001 – 24,000 lbs.	297.00	232.00	232.00	232.00	152.00
24,001 – 26,000 lbs.	412.00	277.00	277.00	277.00	172.00
26,001 – 30,000 lbs.	412.00	277.00	277.00	277.00	172.00
30,001 – 36,000 lbs.	475.00	315.00	315.00	315.00	175.00
36,001 – 42,000 lbs.	575.00	345.00	345.00	345.00	175.00
42,001 – 48,000 lbs.	705.00	415.00	415.00	415.00	175.00
48,001 – 54,000 lbs.	905.00	515.00	515.00	515.00	175.00
54,001 – 60,000 lbs.	1145.00	615.00	615.00	615.00	325.00
60,001 – 66,000 lbs.	1,345.00	715.00	715.00	715.00	505.00
66,001 – 74,000 lbs.	1,670.00	895.00	895.00	895.00	745.00
74,001 – 80,000 lbs.	1,870.00	1,025.00	1,025.00	1,025.00	745.00
80,001 – 85,500 lbs.	2,070.00	1,145.00	1,145.00	1,145.00	745.00

**Prepared By:**

**Kansas Motor Carriers Association**

**January 2021**

# Attachment 3

## ANNUAL COMMERCIAL VEHICLE FEES

<u>Weight Group</u>	<u>Vehicle Age</u>	<u>Fee</u>
up to 12,000 lbs.	1 to 3	\$250.00
12,000 lbs.	4 to 6	200.00
12,000 lbs.	7 and older	150.00
16,000 lbs.	All Ages	250.00
20,000 lbs.	All Ages	250.00
24,000 lbs.	All Ages	250.00
26,000 lbs.	All Ages	300.00
30,000 lbs.	All Ages	300.00
36,000 lbs.	All Ages	300.00
42,000 lbs.	All Ages	350.00
48,000 lbs.	All Ages	350.00
54,000 lbs.	All Ages	350.00
60,000 lbs.	All Ages	400.00
66,000 lbs.	All Ages	400.00
74,000 lbs.	All Ages	400.00
80,000 lbs.	All Ages	400.00
85,500 lbs.	All Ages	400.00

Source: K.S.A. 8-143m

Kansas Motor Carriers Association  
January 2021

# Attachment 4

## • AXLE DEFINITIONS •

“**Gross weight on any one axle**” means the total load on all wheels whose centers are included within two parallel transverse planes not more than 40 inches apart.

“**Tandem axle**” means two or more consecutive axles, arranged in tandem and articulated from a common attachment to the vehicle or individually attached to the vehicle, with such axles spaced not less than 40 inches and not more than 96 inches apart.

“**Triple axle**” means three or more consecutive axles, arranged in tandem and articulated from a common attachment to the vehicle or individually attached to the vehicle, with such axles spaced more than 96 inches and not more than 120 inches apart.

“**Quad axle**” means four or more consecutive axles, arranged in tandem and articulated from a common attachment to the vehicle or individually attached to the vehicle, with such axles spaced more than 120 inches and not more than 150 inches apart.

## • WIDE-BASE SINGLE TIRES •

“**Wide-Base Single Tires**” means all tires having a section width, as specified by the manufacturer, of 14 inches or more.

**WEIGHT LIMITATIONS:** The maximum load for a wide-base single tire on a steering axle shall not exceed 600 pounds per inch of tire section width.

The maximum load for a wide-base single tire on any axle, other than the steering axle, shall not exceed 575 pounds

per inch of tire section width.

**RESTRICTIONS:** No wide-base single tire shall exceed the load limit designated by the manufacturer.

No wide-base single tire shall exceed the maximum tire inflation pressure designated by the manufacturer.

## • DUAL TIRES •

**IT SHALL BE UNLAWFUL** for any person to operate a vehicle with a single tire on any hubs configured for dual tires.

There are four exceptions:

- A truck registered for a gross weight of 20,000 pounds or less is exempt from this restriction.
- A vehicle or combination of vehicles operating with wide-base single tires is exempt from this restriction.
- A triple-axle combination can include a single-axle configured for a dual tire assembly so long as such single axle does not exceed 9,000 pounds.
- In case of emergency.

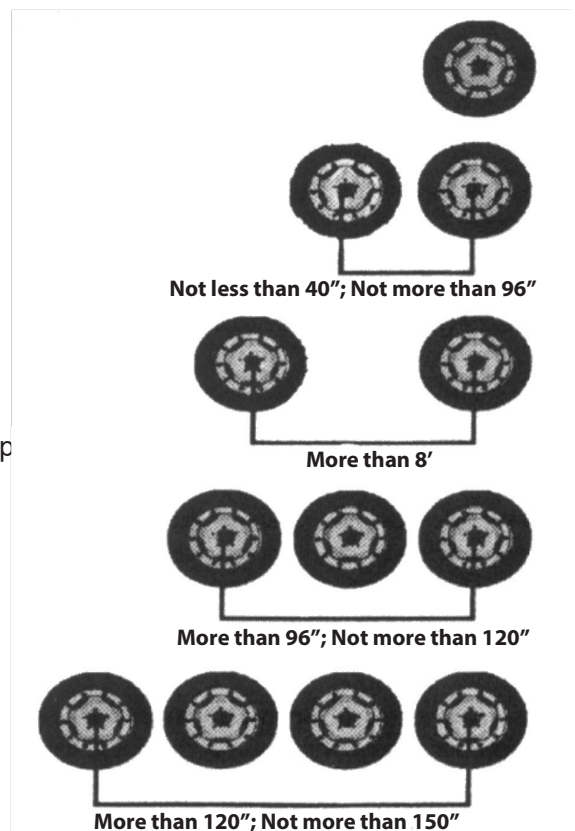
The gross weight on any one axle shall not exceed 20,000 pounds.

The gross weight on tandem axles shall not exceed 34,000 pounds.

The bridge table controls the weight distribution on a “spread axle” configuration.

The gross weight on any triple axle combination will be allowed to carry up to 42,000 pounds if the triple axle configuration measures more than 8’ and less than 9’. The table applies for measurements 9’ and over.

The gross weight on any quad axle combination will be allowed to carry up to 50,000 pounds if the quad axle measures up to 12’. The table applies for measurements over 12’.



# Attachment 5

**8-1909. Gross weight limits for vehicles; exceptions; safety of certain vehicles for operation.** (a) No vehicle or combination of vehicles shall be moved or operated on any highway when the gross weight on two or more consecutive axles exceeds the limitations prescribed in the following table:

	Distance in feet between the extremes of any group of 2 or more consecutive axles			Maximum load in pounds carried on any group of 2 or more consecutive axles			
	2 axles	3 axles	4 axles	5 axles	6 axles	7 axles	8 axles
4 .....	34,000						
5 .....	34,000						
6 .....	34,000						
7 .....	34,000						
8 and less .....	34,000	34,000					
More than 8 .....	38,000	42,000					
9 .....	39,000	42,500					
10 .....	40,000	43,500					
11 .....		44,000					
12 .....		45,000	50,000				
13 .....		45,500	50,500				
14 .....		46,500	51,500				
15 .....		47,000	52,000				
16 .....		48,000	52,500	58,000			
17 .....		48,500	53,500	58,500			
18 .....		49,500	54,000	59,000			
19 .....		50,000	54,500	60,000			
20 .....		51,000	55,500	60,500	66,000		
21 .....		51,500	56,000	61,000	66,500		
22 .....		52,500	56,500	61,500	67,000		
23 .....		53,000	57,500	62,500	68,000		
24 .....		54,000	58,000	63,000	68,500	74,000	
25 .....		54,500	58,500	63,500	69,000	74,500	
26 .....		55,500	59,500	64,000	69,500	75,000	
27 .....		56,000	60,000	65,000	70,000	75,500	
28 .....		57,000	60,500	65,500	71,000	76,500	82,000
29 .....		57,500	61,500	66,000	71,500	77,000	82,500
30 .....		58,500	62,000	66,500	72,000	77,500	83,000
31 .....		59,000	62,500	67,500	72,500	78,000	83,500
32 .....		60,000	63,500	68,000	73,000	78,500	84,500
33 .....			64,000	68,500	74,000	79,000	85,000
34 .....			64,500	69,000	74,500	80,000	85,500
35 .....			65,500	70,000	75,000	80,500	
36 .....			66,000	70,500	75,500	81,000	
37 .....			66,500	71,000	76,000	81,500	
38 .....			67,500	72,000	77,000	82,000	
39 .....			68,000	72,500	77,500	82,500	
40 .....			68,500	73,000	78,000	83,500	
41 .....			69,500	73,500	78,500	84,000	
42 .....			70,000	74,000	79,000	84,500	
43 .....			70,500	75,000	80,000	85,000	
44 .....			71,500	75,500	80,500	85,500	
45 .....			72,000	76,000	81,000		
46 .....			72,500	76,500	81,500		
47 .....			73,500	77,500	82,000		
48 .....			74,000	78,000	83,000		
49 .....			74,500	78,500	83,500		
50 .....			75,500	79,000	84,000		
51 .....			76,000	80,000	84,500		
52 .....			76,500	80,500	85,000		
53 .....			77,500	81,000	85,500		
54 .....			78,000	81,500			
55 .....			78,500	82,500			
56 .....			79,500	83,000			
57 .....			80,000	83,500			
58 .....				84,000			
59 .....				85,000			
60 .....				85,500			

except that two consecutive sets of tandem axles may carry a gross load of 34,000 pounds each if the overall distance between the first and last axles is 36 feet or more.

(1) The gross weight on any one axle of a vehicle shall not exceed the limits prescribed in K.S.A. 8-1908, and amendments thereto.

(2) For vehicles and combinations of vehicles on the interstate system the table in this section shall not authorize maximum gross weight of more than 80,000 pounds.

(3) The table in this section shall not apply to truck tractor and dump semitrailer or truck trailer combination when such are used as a combination unit exclusively for the transportation of sand, salt for highway maintenance operations, gravel, slag stone, limestone, crushed stone, cinders, coal, blacktop, dirt or fill material, when such vehicles are used for transportation to a construction site, highway maintenance or construction project or other storage facility, except that such vehicles shall not be exempted from any application of the table as may be required to determine applicable axle weights for triple and quad axles as defined in K.S.A. 8-1908, and amendments thereto. As used in this subpart (3), the term "dump semitrailer" means any semitrailer designed in such a way as to divest itself of the load carried thereon.

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# HOUSE BILL 2095 - ANNUAL OVERWEIGHT DIVISIBLE LOAD PERMIT

KDOT to issue an annual overweight divisible load permit for a truck-tractor semitrailer combination vehicle with a gross weight of more than 85,500 pounds but not more than 90,000 lbs. transporting divisible loads on six or more axles. The permits will cost \$200 per year and will be available beginning July 1, 2017, at [www.k-trips.org](http://www.k-trips.org). (This permit has no effect on the operating under a special permit for non-divisible oversize/overweight loads.)

## Those operating with the special divisible load permit are subject to the following requirements:

*Distance in feet between the extremes of any group of 2 or more consecutive axles*

*Maximum load in pounds carried on any group of 2 or more consecutive axles*

	6 axles	7 axles	8 axles
35 .....			86,000
36 .....			86,500
37 .....			87,000
38 .....			87,500
39 .....			88,500
40 .....			89,000
41 .....			89,500
42 .....			90,000
43 .....			
44 .....			
45 .....	86,000		
46 .....	87,000		
47 .....	87,500		
48 .....	88,000		
49 .....	88,500		
50 .....	89,000		
51 .....	89,500		
52 .....	90,000		
53 .....	86,000		
54 .....	86,500		
55 .....	87,000		
56 .....	87,500		
57 .....	88,000		
58 .....	89,000		
59 .....	89,500		
60 .....	90,000		

The vehicle when loaded in excess of 80,000 lbs. may not be operated on the interstate system.

The vehicle must be registered at the maximum category or 85,500 lbs.

The vehicle shall not be operated on any bridge or highway that has a posted gross weight limit or posted axle weight limit less than that which the vehicle is operating.

The permit must be carried in the vehicle when the vehicle is operating at a weight over 85,500 lbs.

Any vehicle operating under an overweight divisible load permit cannot violate the maximum width provision or the maximum height provision in Kansas law.

The vehicle when operated in excess of 85,500 lbs., must not operate when highway surfaces have ice or snowpack or drifting snow.

The vehicle, when operating in excess of 85,500 lbs., shall only carry agricultural inputs, farm supplies, biofuels, feed, raw or processed

agricultural commodities, livestock, raw meat products intended by the shipper for further processing or farm products.

The vehicle operating under this permit shall comply with the Federal Bridge Formula.

To read the entire House Bill 2095 visit [www.kmca.org](http://www.kmca.org)



## Attachment 6

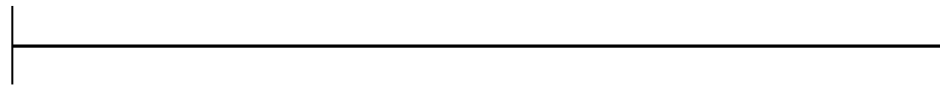
# Tandem Axle Straight Truck



20,000 lbs.

34,000 lbs.

= 54,000 lbs. GVW

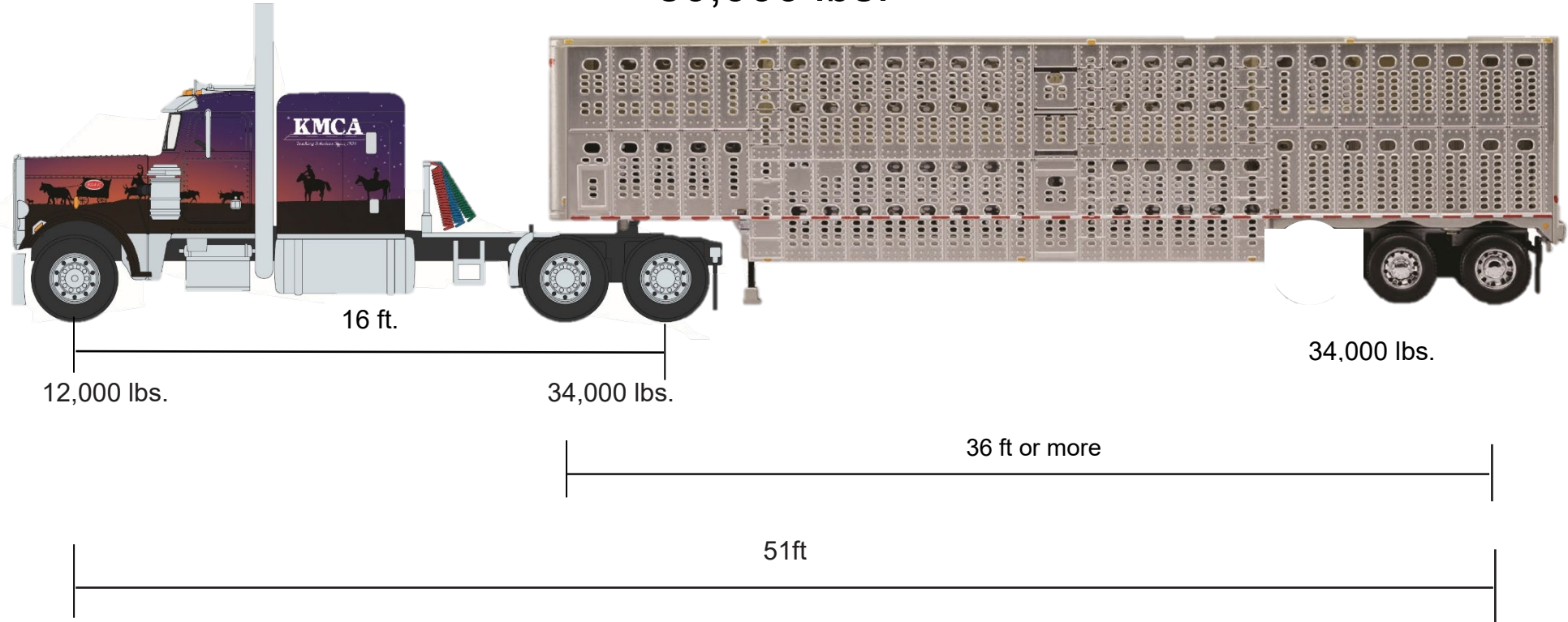


24 ft.

Attachment 7

# Tandem Axle Tractor Trailer

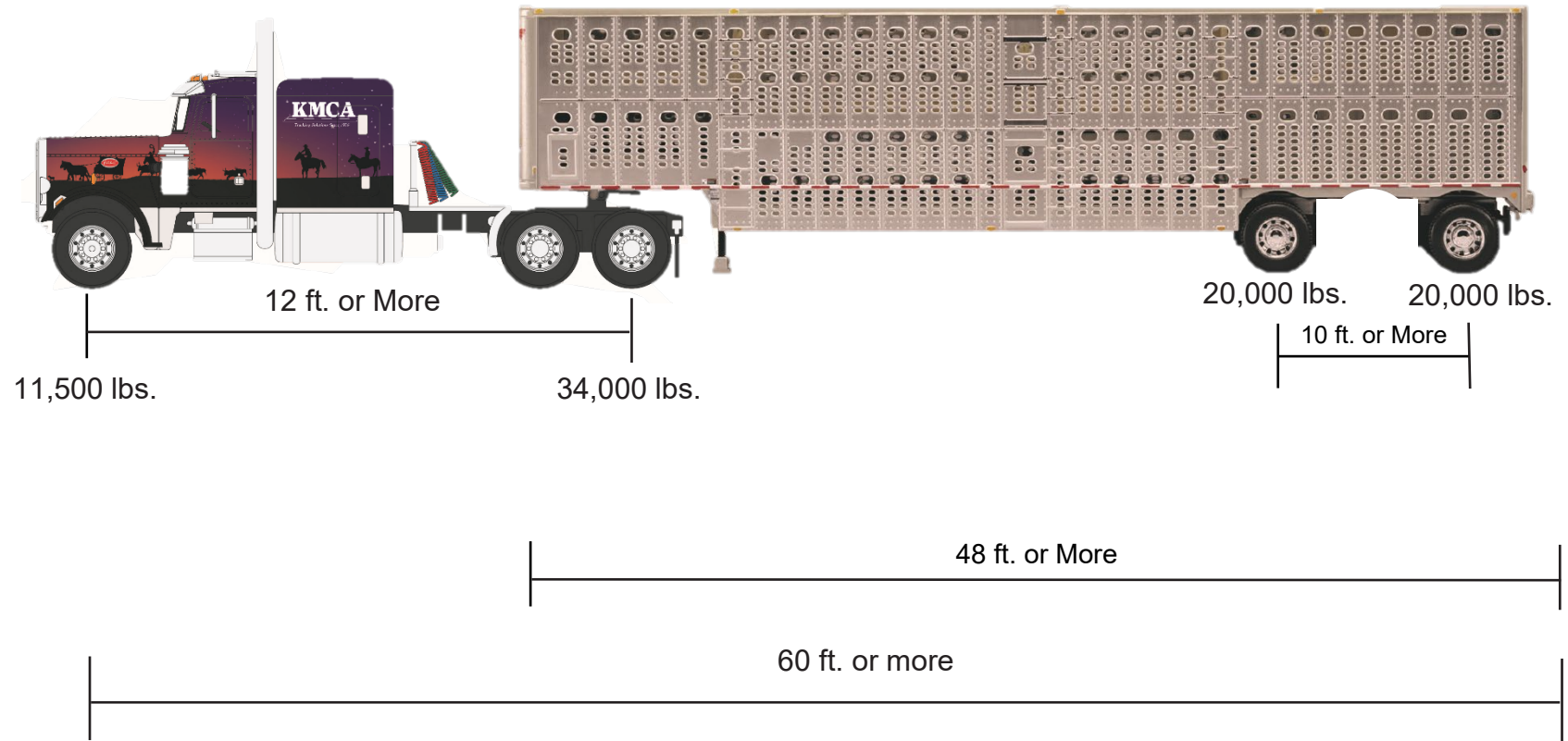
80,000 lbs.



## Attachment 8

# Spread Axle Tractor Trailer Combination

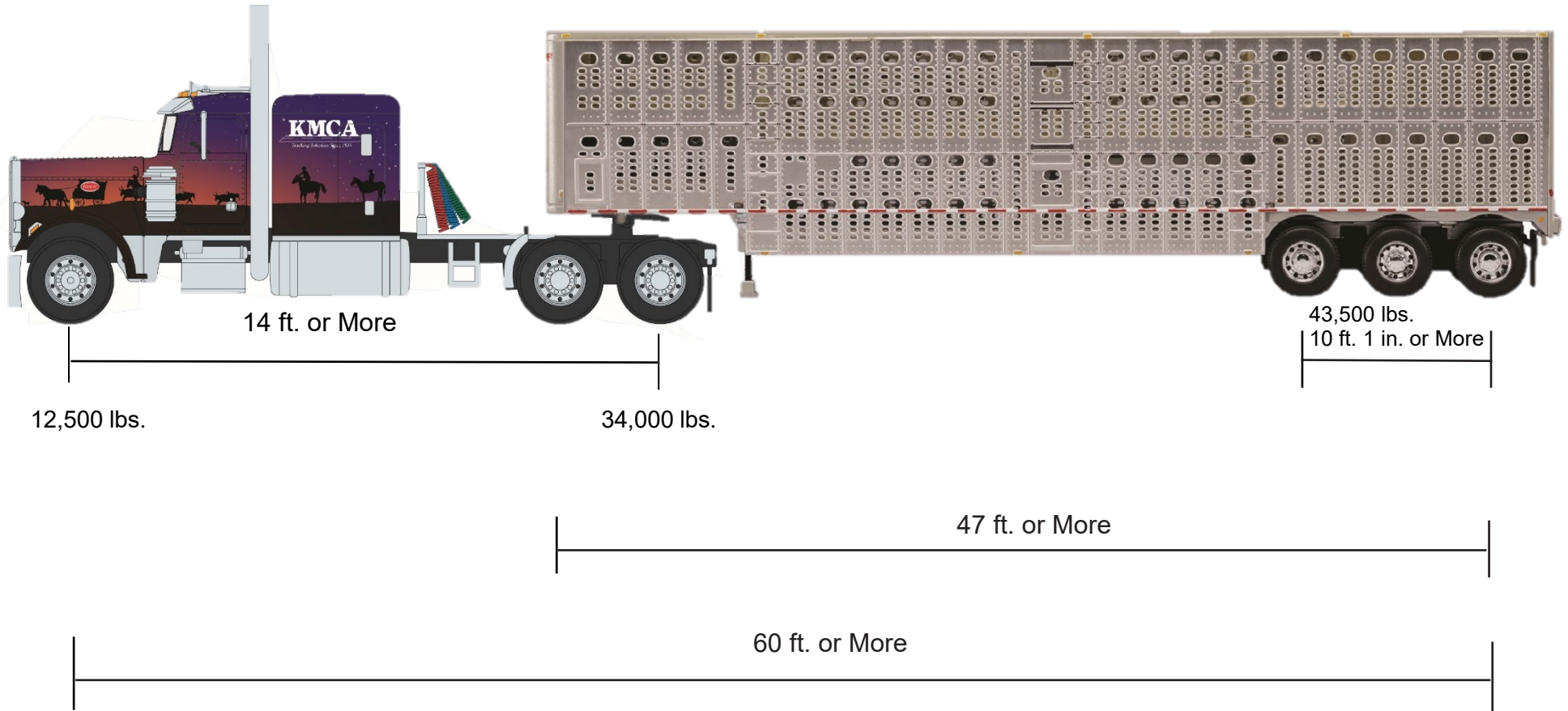
85,500 lbs.



## Attachment 9

# Triple Axle Tractor Trailer Combination

90,000 lbs.





# TAT BY THE NUMBERS

**2,692** CALLS MADE INTO THE NATIONAL HUMAN TRAFFICKING HOTLINE

**708** LIKELY CASES OF HUMAN TRAFFICKING GENERATED

**1,296** VICTIMS IDENTIFIED

**1,014,367** REGISTERED AS TAT TRAINED





## TRUCKERS AGAINST TRAFFICKING

**Mission:** Truckers Against Trafficking (TAT) is a 501(c) 3 that exists to educate, equip, empower and mobilize members of the trucking, bus and energy industries to combat human trafficking.

**IMPACT:** Before TAT existed, only sporadic tips were being reported by the trucking industry, but now they have made over 2692 calls to the National Human Trafficking Hotline (1-888- 3737-888), generating 708 cases of sex trafficking, involving 1296 victims.

National trucking organizations like the American Trucking Associations, the Owner- Operator Independent Drivers Association and the Truckload Carriers Association have entered partnership with TAT, along with all 50 state trucking associations, and large companies such as Ryder, Werner, J.B. Hunt, TA/Petro, UPS, Bridgestone and more. TAT is building coalitions between general managers of truck stops/travel plazas and the law enforcement that investigate trafficking cases on their lots, (FBI, AG's office, DHS, local PD, US Attorney, etc.) to close loopholes to traffickers who exploit industry businesses for criminal gain and to mobilize a local response. To date, we have held 59 builds in 36 states and one in Canada.

TAT works with the Iowa MVE/DOT, who created a statewide model to use/mobilize weigh stations, rest stops, and state patrol in helping to get the word out, train law enforcement and gain entry points into the trucking industry. Forty-eight states, and DC, have now adopted the model in part or in whole. In addition, OH, KS, TX, WA, IL, CO, OK, MD, VA, AL, WI, and AR have all adopted TAT training for their CDL holders, with additional states considering following suit.

The Freedom Drivers Project (FDP), a unique, 48-foot mobile exhibit and museum, showcases information/training on domestic sex trafficking, the artifacts and stories of survivors and the actions of the trucking industry to fight this crime. The FDP is in high demand across the nation by legislators, anti-trafficking groups and trucking leaders, with over 48,506 people walking through its doors at over 205 events in 43 states.

Busing on the Lookout (BOTL) partners with private companies, state agencies, school districts, public transit providers and associations to get its training resources out to bus industry personnel in the US and Canada. In just three years since TAT launched BOTL, >117,000 members of the bus industry, including >77,000 school bus drivers, have registered as TAT/BOTL trained. BOTL has partners in 45 states. In 2019, TAT honored a bus driver and safety director from Lakefront Lines in OH with the Harriet Tubman Award for their role in the recovery of a victim and arrest of a trafficker.

Designed to train every segment of the energy industry to recognize and report human trafficking, Empower Freedom has already solidified substantial partnerships with Conoco Phillips, Marathon Oil, Phillips 66, Precision Pipeline and the Oil and Gas Trafficking Awareness Group.

TAT was awarded the Presidential Award for Extraordinary Efforts to Combat Trafficking in Persons in 2019, and the Suzanne McDaniel Memorial Award for Public Awareness as part of the Congressional Victims' Rights Caucus Awards in 2015. It was also chosen as one of the 100 Best Practices to fight human trafficking by the United Nations (GIFT). It won the Norma Hotaling Award for Demand Reduction, the Award of Distinction from the OK Human Trafficking Task Force, the Linking Arms Award from In Our Backyard, the Motor Transport Association of CT honored TAT with their Good Buddy Award, the American Trucking Associations awarded TAT with their Mike Russell Trucking Image Award, and most recently, TAT was co-winner of the Truck Safety Partner Award from the Michigan Trucking Association, and the recipient of the 2018 Humanitarianism Appreciation Award from Dow Chemical, presented by Dow Road Logistics.

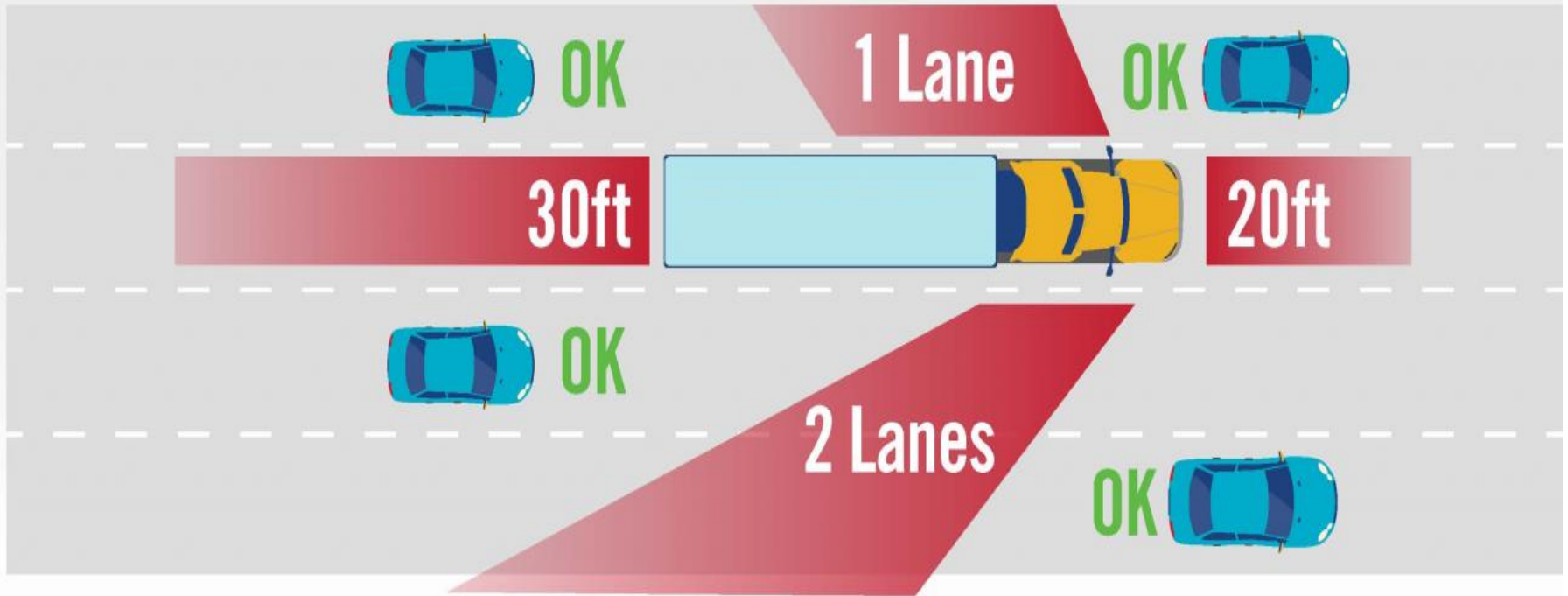
Make the call & Save Lives

**US Hotline 1-888-373-7888**

**Canadian Hotline 1-833-900-1010**

**Mexican Hotline 01800-5533-000**

# BE AWARE OF BLIND SPOTS

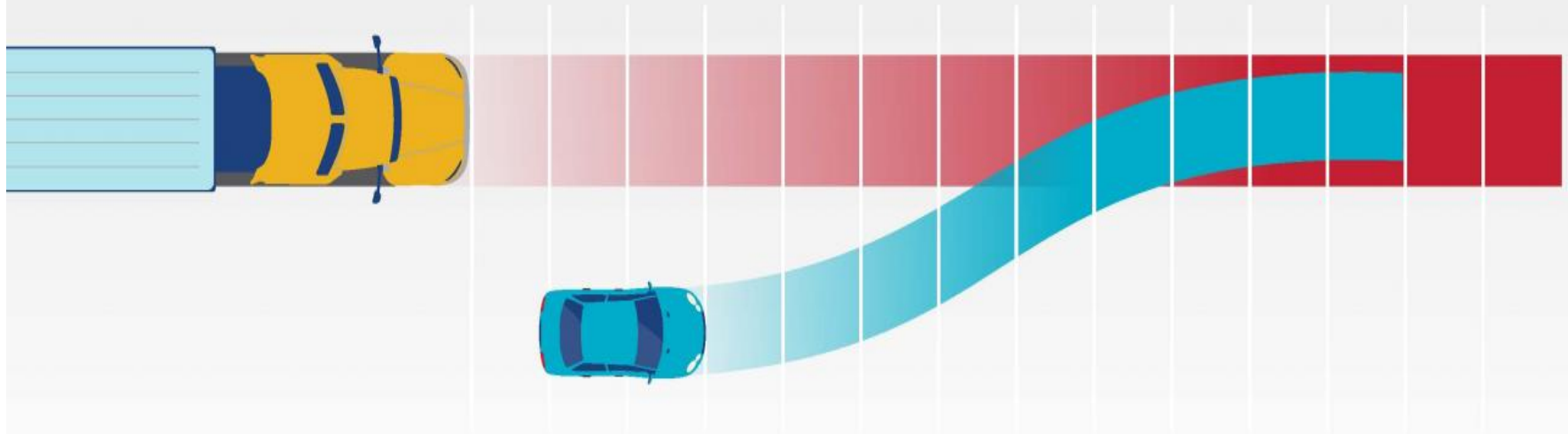


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Partnership for Responsible Driving

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# DON'T CUT IN



TRUCKS TAKE **40% LONGER** TO STOP



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