

**STATE OF KANSAS**  
Bill Graves, Governor

Motor Carrier Services  
Alvin H. Gerstner, Bureau Chief  
Kansas Department of Revenue  
Box 12003  
Topeka, KS 66612-2003



Division of Vehicles

**DEPARTMENT OF REVENUE**  
John D. LaFaver, Secretary



Arlene P. McVey, Executive Director  
Department of Revenue  
Highway Reciprocity Commission  
PO Box 893  
Jefferson City, MO 65105-0893

February 22, 1996

Dear Ms. McVey:

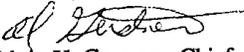
I am writing with regard to your letter dated February 7, 1996, referencing statute changes regarding the operation of motor vehicles bearing "local" registration being changed from the current 25 mile radius to 50 miles.

As you know, Kansas carriers are bound by statute to a 25 mile radius. I have discussed the matter with Betty McBride, Director of Vehicles, and she has indicated no proposed changes in Kansas' current procedures are being considered.

Since there will be no immediate changes regarding Kansas' policy and procedures, Missouri carriers may want to use the option of obtaining a trip permit or apportion their vehicles. Kansas does have an exemption for vehicles operating wholly within the commercial zone in the Kansas City area.

If you need any further information regarding Kansas permit requirements, or have any further questions, please feel free to contact this office.

Sincerely,

  
Alvin H. Gerstner, Chief  
Motor Carrier Services

cc: Betty McBride, Director of Vehicles  
Mary Turkington, Director Kansas Motor Carrier Association

*Carriers are allowed 25 miles only.*

FAX 314-383-7243  
ATT: Connie

*Kansas City  
Commercial Zone*

SUPPLEMENTAL RECIPROCITY AND PRORATION AGREEMENT  
BETWEEN THE STATE OF KANSAS AND THE STATE OF MISSOURI

Pursuant to and in conformity with the laws of their respective states, the State of Kansas and the State of Missouri, acting by and through their lawfully authorized officials to execute this supplemental agreement, do mutually agree as follows:

I. CONTRACTING STATE OR CONTRACTING STATES

"Contracting state" or "contracting states" shall mean the State of Missouri and the State of Kansas, as parties to this supplemental agreement.

II. OTHER AGREEMENTS

This supplemental agreement shall supersede the Supplemental Reciprocity and Proration Agreement between the contracting states, approved April 13, 1979 by the State of Kansas and executed July 2, 1979 by the State of Missouri, and this agreement shall supplement the International Registration Plan as to certain conditions covering the registration of vehicles or fleets based in one or both of the contracting states and the operation of such vehicles or fleets in the contracting states. This supplemental agreement shall not affect any reciprocal or other agreement, arrangement or understanding between a contracting state and other states.

III. EFFECTIVE DATE OF AGREEMENT

This supplemental agreement shall become effective January 1, 1981, and shall continue in full force thereafter until cancelled by either contracting state upon thirty (30) days written notice.

IV. RESTRICTIONS, PRIVILEGES AND EXEMPTIONS

A. The terms "interstate commerce or interstate operations" shall not include the transportation of persons or property between points within the same contracting state even though such transportation shall include transportation into the other contracting states.

B. Missouri based and registered motor vehicles bearing "Local " class of registration and Kansas based and registered motor vehicles bearing "Local" class of registration shall not be subject to proportional fleet registration, with the following provisions:

1. The operation of motor vehicles bearing "Local" registration shall be restricted to an interstate movement in a radius of twenty-five (25) miles of the village, city, municipality, or point where such vehicles are based.

2. Kansas based and registered motor vehicles bearing "Local" class of registration operated by a common or contract carrier shall be restricted to a radius of three (3) miles of the village, city, municipality, or point where such motor vehicles are based.

3. Registration shall not be sold by a contracting state to the owner of a motor vehicle bearing "Local" class of registration of the other contracting state for the purpose of extending the twenty-five (25) mile radius restriction.

C. The following operations with motor vehicles that would otherwise be required to be proportionally registered, shall be exempt from such registration or the requirement of a Reciprocity Permit or Reciprocity Cab Card:

1. Motor vehicles which are based and properly registered in Missouri, may operate in interstate commerce within the corporate limits of Atchison, Kansas; provided, entry into Kansas is by travel on U. S. Highway 59, and with return to Missouri over the same highway.

2. Motor vehicles which are based and properly registered in Missouri may operate in interstate commerce within the corporate limits of Leavenworth, Kansas, including the federal penitentiary and military reservation at Leavenworth, Kansas; provided, entry into Kansas is by travel on Kansas Highway 92 and U.S. Highway 73, and with return to Missouri over the same highways.

3. Motor vehicles which are based and properly registered in Missouri may operate in interstate commerce within the corporate limits and a radius of four (4) miles beyond the corporate limits of Elwood, Kansas, and to and from St. Joseph, Missouri to the St. Joseph Municipal Airport on U. S. Highway 36, with return to Missouri over the same highway.
4. Motor vehicles which are based and properly registered in Kansas may operate in interstate commerce within the corporate limits and a radius of four (4) miles beyond the corporate limits of St. Joseph, Missouri; provided, entry into St. Joseph, Missouri is made by travel on U. S. Highway 36, or U. S. Highway 59, with return to Kansas over either U. S. Highway 36 or U. S. Highway 59.
5. Motor vehicles which are based and properly registered in Missouri may operate in interstate commerce within that part of the State of Kansas as defined in the following legend; and, motor vehicles which are based and properly registered in Kansas may operate in interstate commerce within the part of the State of Missouri as defined in the following legend:

#### LEGEND

Beginning on the north side of the Missouri River at the western boundary line of Parkville, Mo., thence along the western and northern boundaries of Parkville to the Kansas City, Mo. corporate limits, thence along the western, northern, and eastern corporate limits of Kansas City, Mo. to its junction with U.S. Bypass 71 (near Liberty, Mo.), thence along U.S. Bypass 71 to Liberty, thence along the northern and eastern boundaries of Liberty to its junction with U.S. Bypass 71 south of Liberty, thence south along U.S. Bypass 71 to its junction with the Independence, Mo. corporate limits, thence along the eastern Independence, Mo. corporate limits to its junction with Interstate Highway 70, thence along Interstate Highway 70 to its junction with the Blue Springs, Mo. corporate limits, thence along the western, northern, and eastern corporate limits of Blue Springs, Mo. to its junction with

U.S. Highway 40, thence east along U.S. Highway 40 to its junction with Brizen-Dine Road, thence south along the southerly extension of Brizen-Dine Road to its junction with Missouri Highway AA, thence along Missouri Highway AA to its junction with the Blue Springs, Mo. corporate limits, thence along the southern and western corporate limits of Blue Springs, Mo. to its junction with U.S. Highway 40, thence west along U.S. Highway 40 to its junction with the Lee's Summit, Mo. corporate limits, thence along the eastern Lee's Summit corporate limits to the Jackson-Cass County line, thence west along Jackson-Cass County line to the eastern corporate limits of Belton, Mo., thence along the eastern, southern, and western corporate limits of Belton to the western boundary of Richards-Gebaur Air Force Base, thence along the western boundary of said air force base to Missouri Highway 150, thence west along Missouri Highway 150 to the Kansas-Missouri State line, thence north along the Kansas-Missouri State line to 110th Street, thence west along 110th Street to its junction with U.S. Highway 69, thence north along U.S. Highway 69 to its junction with 103rd Street, thence west along 103rd Street to its junction with Quivera Road (the corporate boundary of Lenexa, Kansas), thence along the eastern and southern boundaries of Lenexa to Black Bob Road, thence south along Black Bob Road to 119th Street, thence east along 119th Street to the corporate limits of Olathe, Kansas, thence south and east along the Olathe corporate limits to Schlagel Road, thence south along Schlagel Road to Olathe Morse Road, thence west along Olathe Morse Road to the northeast corner of Johnson County Airport, thence south, west, and north along the boundaries of said airport to Pflumm Road, thence north along Pflumm Road to its junction with Olathe Martin City Road, thence west along Olathe Martin City Road to its junction with Murden Road, thence south along Murden Road to its junction with Olathe Morse Road (the corporate boundary of Olathe, Kansas), thence west and north along said corporate boundary to its intersection with U.S. Highway 56, thence southwest along U.S. Highway 56 to its junction with 159th Street, thence west along 159th Street to its junction with the Johnson County Industrial Airport, thence south, west, north and east along the boundaries of said airport to the point of beginning, on 159th Street, thence east along 159th Street to its junction with U.S. Highway 56, thence northeast along U.S. Hwy. 56 to its junction with Parker Road, thence north along Parker Road to the northern boundary of Olathe, thence east and north along the northern corporate limits of Olathe to Pickering Road, thence north along Pickering Road to 107th Street (the corporate boundary of Lenexa, Kansas), thence along the western and northern

boundaries of Lenexa to Pflumm Road, thence north along Pflumm Road to its junction with Kansas Highway 10, thence along Kansas Highway 10 to its junction with Kansas Highway 7, thence along an imaginary line due west across the Kansas River to the Wyandotte County-Leavenworth County Line (142nd Street) at Loring, Kansas, thence westerly along County Route No. 32, a distance of three-fourths of a mile to the entrance of the facilities at Mid-Continent Underground Storage, Loring, thence from Loring in a northerly direction along Loring Lane and Linwood Avenue to the southern boundary of Bonner Springs, Kansas, thence along the southern, western, and northern boundaries of Bonner Springs to its intersection with Kansas Highway 7, thence southeast along Kansas Highway 7 to its junction with Kansas Highway 32, thence east on Kansas Highway 32 to the corporate boundary of Kansas City, Kansas, thence north, west, and east along the corporate boundaries of Kansas City, Kansas to its junction with Carnech Road and Pomeroy Drive, thence northwesterly along Pomeroy Drive, thence northwesterly along Pomeroy Drive to its junction with 79th Street, thence along 79th Street to its junction with Walcotte Drive at Pomeroy, Kansas, thence due west 1.3 miles to its junction with an unnamed road, thence north along such unnamed road to the entrance of Powell Port facility, thence due north to the southern bank of the Missouri River, thence east along the southern bank of Missouri River to a point directly across from the western boundary of Parkville, Mo., thence across the Missouri River to the point of beginning.

STATE OF KANSAS

STATE OF MISSOURI

MISSOURI HIGHWAY RECIPROCITY  
COMMISSION:

/s/ John C. Bottenberg  
DIRECTOR  
DEPARTMENT OF REVENUE  
DIVISION OF VEHICLES

/s/ Robert W. Langley  
CHAIRMAN

/s/ Gracia L. Backer  
SECRETARY

DATE: October 16, 1980

DATE: September 11, 1980

APPROVED:

/s/ John Carlin  
JOHN CARLIN, GOVERNOR  
STATE OF KANSAS

DATE: October 21, 1980

### COMMERCIAL ZONE INFORMATION

Kansas based commercial vehicles operating **interstate** need not be apportioned with Missouri, **provided** they do not operate outside the city limits of Kansas City, Missouri, Parkville, Liberty, Independence, Blue Springs, Lee's Summit, Belton, Richards-Gebaur Air Base and 150 Highway to the Kansas State line.

Vehicles operating exclusively within the Kansas City Commercial Zone are allowed 22,400 pounds per axle with no restrictions on gross weight, number of axles or spacing of axles.

Commercial vehicles operating interstate are **NOT** exempt from the Special Fuel License requirements in the Commercial Zone.

Vehicles operated wholly within the Commercial Zone are exempt from Section 390 (Division of Transportation).