

February 9, 2026

The Honorable Mike Petersen, Chairperson  
Senate Committee on Transportation  
300 SW 10th Avenue, Room 546-S  
Topeka, Kansas 66612

Dear Senator Petersen:

SUBJECT: Fiscal Note for SB 411 by Senate Committee on Transportation

In accordance with KSA 75-3715a, the following fiscal note concerning SB 411 is respectfully submitted to your committee.

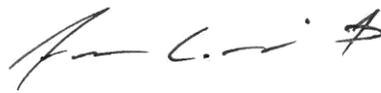
SB 411 would exempt a one truck-tractor three trailer combination vehicle from certain trailer length limitations in statute. The bill would limit the length of a one truck-tractor three trailer combination vehicle to a length of 86 feet. The bill specifies that such a vehicle could exceed the maximum gross vehicle weight limit in statute up to a maximum gross weight of 140,000 pounds. In the event that such a vehicle must be reduced to a two-trailer combination vehicle because of weather or road conditions, the bill would require the rear trailer to be removed and that the vehicle could then have a maximum gross weight of 100,000 pounds. The bill would allow trailer dealers to use dealer license plates for demonstration purposes on a trailer under loaded conditions subject to weight limits, length limits, or any other requirements in law. The bill would take effect upon its publication in the *Kansas Register*.

The Department of Transportation states that enactment of the bill would violate several federal vehicle definitions including weight and length. The new weight limitations would require a new bridge design vehicle to be implemented along with an analysis on all approximately 5,450 bridges in the state system to determine if current bridges would need a load posting sign for vehicles regarding the length and weights outlined in the bill. The Department states enactment of the bill would put the state outside of federal requirements, which would result in the loss of federal funds. The Department estimates approximately \$187.0 million of federal aid for transportation programs could be withheld by the federal government. Such loss of federal funding would require the Department to reassess planned expenditures for the Eisenhower Legacy Transportation Program. In addition, the Department notes that enactment of the bill would cause

the Special Vehicle Combination permit to be voided, which would result in the loss of revenue to the State Highway Fund totaling \$26,100 beginning in FY 2027 from permits and registration fees. However, the Department states that the provisions of the bill could be implemented within existing staff levels and expenditure limitations.

The Department of Revenue indicates enactment of the bill would not have a fiscal effect on the agency. Any fiscal effect associated with SB 411 is not reflected in *The FY 2027 Governor's Budget Report*.

Sincerely,

A handwritten signature in black ink, appearing to read "Adam C. Proffitt", with a stylized flourish at the end.

Adam C. Proffitt  
Director of the Budget

cc: Brendan Yorkey, Department of Transportation  
Lynn Robinson, Department of Revenue