

SESSION OF 2016

**SUPPLEMENTAL NOTE ON SUBSTITUTE FOR SENATE
BILL NO. 99**

As Amended by House Committee on
Transportation

Brief*

Sub. for SB 99 would increase vehicle length limits for stinger-steered automobile transporters and for certain combinations used to transport custom harvester equipment, and it would increase certain weight limits for vehicles operated by engines fueled primarily by natural gas.

- The length limit for stinger-steered automobile transporters would be increased from 75 feet to 80 feet exclusive of front and rear overhang. Allowable overhang for those vehicles would be increased from three to four feet beyond the front and from four to six feet beyond the rear of the transporter.
- The bill would exclude from other length limits a combination of one truck-tractor and two trailers or one truck-tractor, semitrailer, and trailer used to transport equipment used by custom harvesters under contract to agricultural producers to harvest wheat, soybeans, or milo during the months of April through November. The overall length of the combination of vehicles could not exceed 81.5 feet, excluding load. The current length limit applicable to custom harvesters is 65 or 75 feet (excluding overhang), depending on the combination of vehicles and the load.

*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>

- The bill would allow a vehicle operated by an engine fueled primarily by natural gas to exceed the vehicle weight limits in a statute limiting axle weights by an amount equal to the difference between the weight attributable to the natural gas tank and fueling system and the weight of a comparable diesel tank and fueling system, up to a maximum gross vehicle weight of 82,000 pounds.

The bill also would make technical amendments.

The bill would be in effect upon publication in the *Kansas Register*.

Background

The Senate Committee on Transportation heard proponent testimony from a representative of U.S. Custom Harvesters, Inc. (USCHI), who said enactment would save custom harvesters time and money in the movement of equipment. A USCHI representative also proposed an amendment to specify the crops and the months the extended length limits would be allowed. A representative of the Kansas Department of Agriculture also testified in support of the bill, and a representative of the Kansas Farm Bureau submitted written proponent testimony. A representative of the Kansas Motor Carriers Association (KMCA) testified in support of the original bill and also requested amendments to length limits on automobile transporters in the same statute and in one other statute. There was no other testimony.

Recent changes to federal law authorize the state to make the changes proposed in the bill. The Consolidated Appropriations Act of 2016 (H.R. 2029) authorizes the changes in the bill related to custom harvester equipment, which is the same exemption to other length limits as allowed for the state of Nebraska. The changes related to automobile transporters and weight limits for vehicles with engines fueled primarily by natural gas are authorized in the Fixing America's

Surface Transportation Act (P.L. 114-94) (Sections 5520 and 1410), enacted in December 2015.

The Senate Committee recommended a substitute bill to include technical revisions suggested by the revisor; length limit increases for certain automobile transporters, as requested by the KMCA; contents of the original bill amended to specify the crops and time period applicable to the length limits for customer harvesters, as requested by USCHI; and to make the bill effective upon publication in the *Kansas Register*, as requested by representatives of USCHI and KMCA.

Proponent testimony was provided to the House Committee on Transportation by a representative of the USCHI, an Assistant Secretary of Agriculture, and a representative of the KMCA. Written proponent testimony was provided by the Kansas Department of Transportation and by a representative of the Kansas Farm Bureau. There was no other testimony.

The House Committee amended the bill to make language regarding the length of custom harvest vehicle combinations consistent with Nebraska law and to add the provisions regarding vehicles operated by engines fueled primarily by natural gas.

According to the revised fiscal note prepared by the Division of the Budget, the bill as introduced would have no fiscal effect on operations of the Kansas Department of Transportation.