

SESSION OF 2015

**CONFERENCE COMMITTEE REPORT BRIEF  
HOUSE BILL NO. 2090**

As Agreed to March 30, 2015

**Brief\***

HB 2090 would amend several laws related to vehicle registration, would add endorsement codes for commercial driver's licenses (CDLs), and would amend a vehicle length limit specific to custom harvester equipment.

***Vehicle Registration***

Regarding vehicle registration, it would make these changes:

- **License plate registration decals.** The bill would remove the requirement that each license plate registration decal issued be numbered serially in each county. The bill instead would require the decal to indicate the license plate number to which the decal is to be affixed.
- **Apportioned fleet registration.** The bill would amend the mileage fee and application requirements for apportioned fleet registration. The bill would eliminate language requiring a fleet to estimate annual in-state and total fleet miles. The bill would require mileage applications and fees to be charged according to the International Registration Plan (Plan). The bill also would require

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all mileage calculations to comply with the rules of the Plan.

- **Reports of permanently registered vehicles.** The bill would repeal the requirement for each city, county, township, school district, community college, or technical college to file an annual report with the Division of Vehicles identifying the vehicles with permanent registration that a governmental entity owns or leases.

### ***CDL Codes***

The bill would add seven vehicle endorsement and restriction codes to be designated on commercial driver's licenses:

- "E" – no manual transmission in a commercial motor vehicle (CMV);
- "O" – no tractor-trailer;
- "M" – no class A passenger vehicle;
- "N" – no class A or B passenger vehicle;
- "Z" – no full air brake in CMV;
- "K" – for intrastate only; and
- "V" – for medical variance.

### ***Custom Harvester Vehicle Combination Length***

The bill would add forage cutter and combine header to combine in the items used in custom harvesting operations that, when transported using a truck and trailer combination or other specified combination, could exceed the general vehicle combination length limit of 65 feet but could not exceed an overall length of 75 feet, exclusive of front and rear overhang.

This portion of the bill would be in effect upon publication in the *Kansas Register*.

### **Conference Committee Action**

The Conference Committee agreed to all provisions included in Senate Sub. for HB 2090 and also agreed to add the contents of two additional bills:

- SB 288, CDL restriction codes; and
- SB 271 as amended by the Senate Committee on Transportation, custom harvester vehicle combination length.

### **Background**

#### ***Senate Sub. for HB 2090, Vehicle Registration***

The bill, on reports of permanently registered vehicles, was introduced by the House Committee on Transportation at the request of the Division of Vehicles. The Division's Manager of Titles and Registration provided proponent testimony in the House Committee on Transportation and the Senate Committee on Transportation. He stated the annual report is no longer needed because the current vehicle registration system identifies each of the vehicles. No other testimony was offered to either committee.

The Senate Committee on Transportation recommended a substitute bill to add the contents of HB 2091 and HB 2094 to the bill.

According to the fiscal note prepared by the Division of the Budget, the Department of Revenue (KDOR) indicates HB 2090 would have no fiscal effect.

**HB 2091, license plate registration decals.** The bill was introduced by the House Committee on Transportation at the request of the Division of Vehicles. The Division's Manager of Titles and Registration provided proponent testimony to the House Committee on Transportation and the Senate Committee on Transportation. She stated the current vehicle registration system prints on the decal the number of the license plate to which the decal is to be affixed. There was no other testimony at either hearing.

The House Committee recommended the bill be placed on the Consent Calendar.

According to the fiscal note prepared by the Division of the Budget, KDOR indicates HB 2091 would have no fiscal effect on agency operations, and the Kansas Association of Counties indicates there would be no fiscal effect on local governments.

**HB 2094, apportioned fleet registration.** The bill was introduced by the House Committee on Transportation at the request of the Division of Vehicles, and the Division's Manager of Vehicle Services testified as a proponent in the House Committee on Transportation and the Senate Committee on Transportation. She stated the Plan recently changed from requiring interstate fleets to pay registration fees based on estimated mileage in each state or Canadian jurisdiction to requiring fees based on actual mileage, and the bill would allow the state to comply with the Plan. There was no other testimony at either hearing.

According to the fiscal note prepared by the Division of the Budget, KDOR indicates HB 2094 would have no fiscal effect on agency operations.

***SB 288, CDL Restriction Codes***

SB 288 was introduced in the Senate Committee on Federal and State Affairs. At a hearing before the Senate

Committee on Transportation, the Director of Policy for the Kansas Department of Transportation (KDOT) and the Manager of Driver Services for the Division of Vehicles, KDOR, testified in support of the bill. Both said these codes must be added to state law to keep Kansas in compliance with federal law and failure to do so could result in the withholding of up to 5.0 percent of federal funds following the first year of noncompliance and up to 10.0 percent in subsequent years. The Manager of Driver Services explained the testing process and the Federal Motor Carrier Safety Administration codes. No other testimony was provided.

The Senate Committee recommended the bill be placed on the Consent Calendar.

The House Committee on Transportation recommended a similar bill, HB 2093, for passage; that bill has been stricken. SB 288 adds two codes not included in HB 2093; according to testimony, those codes also are needed to meet federal requirements.

According to the fiscal note prepared by the Division of the Budget and testimony from KDOT on SB 288, enactment of the bill would prevent the loss of \$11.7 million in federal funding remitted to the State Highway Fund (SHF) in FY 2015 and \$23.5 million in FY 2016 and each subsequent year of noncompliance. SHF expenditures associated with the federal funding that would remain in place with enactment are currently reflected in *The FY 2016 Governor's Budget Report*. KDOT indicated costs associated with updating the accident report system would be negligible and could be absorbed within existing resources.

### ***SB 271, Custom Harvester Vehicle Combination Length***

SB 271 was introduced by the Senate Committee on Assessment and Taxation. In a hearing before the Senate Committee on Transportation, a representative of U.S. Custom Harvesters, Inc. (USCHI), stated the bill would allow

easier transport of custom harvester equipment through the state and across state lines. An Assistant Secretary for the Kansas Department of Agriculture also testified in support of the bill, stating the bill would align state and federal regulations with regard to total vehicle length for hauling combines and forage harvesting equipment. There was no other testimony.

The Senate Committee added a clarifying amendment requested by USCHI.

The fiscal note prepared by the Division of the Budget states that, according to KDOT, the provisions would have no fiscal effect.

license plate; registration decal; apportioned fleet registration; permanently registered vehicles; CDL endorsements; custom harvester length limits

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