

**GERALD KROLIKOWSKI:** [RECORDER MALFUNCTION] 2019 and inserting 2020 as applicable, updating civil penalties as described-- prescribed by the federal, federal Civil Penalties Inflation Adjustment Act Improvements Act of 2015, and updating certain definitions within the hazardous materials regulations to bring Nebraska into concurrence with international standards. When the United States Congress passed the Motor Carrier Safety Act of 1984, emphasis was placed on states adopting uniform safety measures, with the ultimate goal being a reduction in the number of commercial motor vehicle accidents. In order for the state of Nebraska to unify our laws with these federal requirements, it is necessary to update state statutes, which incorporate applicable federal regulations by reference, annually. This legislation enables the Nebraska State Patrol to continue enforcing federal motor carrier safety regulations and the federal hazardous material regulations as they existed on January 1, 2020. In the last federal fiscal year, the Nebraska State Patrol conducted 27,583 roadside inspections of commercial vehicles. In the course of these inspections, officers identified 3.35 percent of the drivers and more than 28 percent of the vehicles that had to be taken off the roadway and placed out of service for serious safety violations. The roadside inspection program has enabled the state to establish clear uniform guidelines for commercial vehicle operation and ensures that Nebraskans benefit from safe operation of commercial vehicles on the state's roadways. In addition to enforcement efforts, the Nebraska State Patrol dedicates resources to education and awareness of these regulations. Providing knowledge and explaining practical application of rules and regulations that apply allows commercial vehicle operators to be proactive in ensuring safe operation of their vehicles on Nebraska's roadways. Last year, the Carrier Enforcement Division of the Nebraska State Patrol conducted more than 92 public educational seminars across the state, reaching more than 2,700 attendees who were provided information, clarification, and,--and insight about being-- about being commercial motor vehicle owners and operators, subject to federal regulation. Additionally, the Nebraska State Patrol maintains a Carrier Enforcement section on its website, which provides resources and training for commercial motor vehicle owners, operators, and the public. And with that, I would be happy to answer any questions you may have.

**FRIESEN:** Thank you, Mr. Krolikowski. Any questions from the committee? Senator Cavanaugh.

**CAVANAUGH:** Thank you. Thank you for being here. I'm just looking through Senator Albrecht's list of changes--

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**GERALD KROLIKOWSKI:** Yes, ma-am.

**CAVANAUGH:** --that she gave us here. And I'm not sure if this question is for you or for someone coming after you. So I'll just start with you and we'll see.

**GERALD KROLIKOWSKI:** OK.

**CAVANAUGH:** So Section 12, there is a change in subsection (4)-- and this is on page 2 of the notes that Senator Albecht gave to us-- that updates the reference to federal background check requirements to prohibit convicted persons from being involved in the application of review or production of operator's license and state IDs. So currently, can someone who has a conviction seek one of these?

**GERALD KROLIKOWSKI:** I don't-- I don't want to speak out of turn. It-- it-- Director Rhonda Lahm with DMV is going to come up here next.

**CAVANAUGH:** OK.

**GERALD KROLIKOWSKI:** And she, she'd be the best one to ask-- to ask that question.

**CAVANAUGH:** Terrific. Thank you.

**FRIESEN:** Thank you, Senator Cavanaugh. Any other questions? One question, you-- you said like 28 percent of the inspections where you put a truck out of service--

**GERALD KROLIKOWSKI:** Yes, sir.

**FRIESEN:** Is that average--

**GERALD KROLIKOWSKI:** Yeah.

**FRIESEN:** --over year over year, or does that seem kind of high?

**GERALD KROLIKOWSKI:** We're-- we're a bit higher than the national average, not by much, though. We're right along in-- in line with the national average. It fluctuates anywhere from, over the past so many years, it fluctuates anywhere from, I want to say 22 to almost 28 percent. So we're on the high side right now, unfortunately. Of course, that-- that's a mixture of those that are done random coming through the weigh stations and make sure those that are done roadside by our portable officers, which, of course, you know, that are a little more selective and probably done on those vehicles that aren't coming through the weigh station.

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**FRIESEN:** I mean, those are typically safety issues that where you put them out of service.

**GERALD KROLIKOWSKI:** On the tires--

**FRIESEN:** Tires, brakes, things like that. I mean--

**GERALD KROLIKOWSKI:** Yes, sir. Yes, sir. The number one out-of-service violation would be brakes related. Tires are right up there, and safe loading.

**FRIESEN:** OK. Senator Bostelman.

**BOSTELMAN:** Thank you, Chairman Friesen. Captain Krolikowski, thank you for being here today. I-- follow up with him. The 3.35 percent of drivers, was that a-- what is, what would those infractions be then? At a--

**GERALD KROLIKOWSKI:** Most of the driver violations are hours of service, hours of service violations. Typically you see those on the over-the-road drivers, meaning that they're driving more hours than they're-- they're allowed, or they're unqualified drivers.

**BOSTELMAN:** So they don't have--

**GERALD KROLIKOWSKI:** Don't have the proper CDL--

**BOSTELMAN:** Proper CDL.

**GERALD KROLIKOWSKI:** --or for endorsements, yes.

**BOSTELMAN:** Gotcha. OK, thank you, sir.

**FRIESEN:** Thank you, Senator Bostelman. Senator Hughes.

**HUGHES:** Yes. Thank you for coming today. So when you put-- list someone as out of service, does it have to be for a certain amount of time? Or do you notice a taillight out, they're out of service until it's fixed? I mean, what's the average length of time that someone-- a commercial carrier would be put out of service?

**GERALD KROLIKOWSKI:** Yeah. If a vehicle's placed out of service, meeting such a criteria that it's un-- determined unsafe to operate, we have a couple different options. It-- it has to be repaired on site. Of course we want to make sure that that site's safe. So if we're doing it roadside, well, probably option two would be to escort them to a safe location and place them out of service there. But

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essentially, that vehicle should be replaced or needs to be repaired, I should say-- prior-- that violation repaired before it continues on.

**HUGHES:** So you don't have any information on how long between--

**GERALD KROLIKOWSKI:** Nope. It--

**HUGHES:** --they're out and-- and they're-- they've fixed--

**GERALD KROLIKOWSKI:** Yeah.

**HUGHES:** --fixed the problem?

**GERALD KROLIKOWSKI:** Right.

**HUGHES:** OK.

**GERALD KROLIKOWSKI:** Unfortunately, unfortunately for vehicle side, it may-- it may require a service company to come out and--

**HUGHES:** OK.

**GERALD KROLIKOWSKI:** --extensive-- extents there-- expense there. Now drivers is based on, usually on hours. OK? It can-- determined on how many hours they're over their hours of service will determine how many hours they have to be off until they meet that magic 10 hours of off-duty time that they're required to have. It could go well all the way up to 24 hours off duty or even we've seen extensive-- excessive ones that it could go into the next day or two days down the road, so.

**HUGHES:** Thank you.

**FRIESEN:** Thank you, Senator Hughes. Any other questions? When a, when a person doesn't have the right CDL or something like that, if they have no license to drive, are they-- they're taken out of service, obviously. They can't, the truck stays there and they have to bring in a new driver, I take it. Is there a penalty for doing that? Do you write him a citation?

**GERALD KROLIKOWSKI:** Oh, yes. Yeah. Typically, we don't, on these inspections, we usually don't write citations until it meets an out-of-service limit. And then we issue citations and they can't drive until they get it corrected.

**FRIESEN:** How many? How many? What percent of drivers did not have the correct license?

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**GERALD KROLIKOWSKI:** Oh, I couldn't answer that for sure, sir.

**FRIESEN:** OK.

**GERALD KROLIKOWSKI:** It's low. It's-- it's not-- it's not excessive.

**FRIESEN:** OK. Seeing no other questions, thank you for your testimony.

**GERALD KROLIKOWSKI:** Thank you. I'll certainly research that number and get that to you, Senator.

**FRIESEN:** That's all right. Welcome, Director Lahm.

**RHONDA LAHM:** Thank you. Good afternoon, Chairman Friesen and members of the Transportation and Telecommunications Committee. I am Rhonda Lahm, R-h-o-n-d-a L-a-h-m, director of the Nebraska Department of Motor Vehicles. I'm appearing before you today to offer testimony in support of LB768. I'd like to thank Senator Albrecht for introducing LB768 on behalf of the DMV and the Nebraska State Patrol. This is a joint update bill introduced annually to keep the DMV and the Nebraska State Patrol consistent with federal laws and regulations administered by both agencies. I'm providing testimony on all sections except Sections 1, 2, 27 through 30 and the amendment. LB768 adopts the most recent version of federal laws and regulations in effect as of January 1, 2020, of the Unified Carrier Registration Act, the International Registration Plan, the U.S. PATRIOT Act, rules governing manufactured homes, parking regulations for those persons with disabilities, and regulations governing low-speed vehicles contained within the Federal Motor Vehicle Safety Standards. This bill would also retain Nebraska's compliance with federal regulations contained within the Fixing America's Surface Transportation Act and ensure the DMV maintains appropriate standards for informal dispute settlement procedures for automobile warranties. Section 5 of LB768 changes statute to conform with federal law that becomes effective January 1, 2021. This law requires odometer disclosures by the transfer of a vehicle for those vehicles less than 20 years old beginning with model year 2011 or newer. The current regulation applies to vehicles 10 years or newer. This bill also harmonizes state statute with the federal REAL ID Act to ensure the department is able to continue issuing compliant driver licenses and state identification cards. The specific operational change relates to persons applying for a driver's license or state Identification card from the freely associated states, which are the Marshall Islands, Palau, and Micronesia, and involves the length of time for which a driver's license or identification card is valid. Lastly, Section 21 of this bill would disqualify a person for life from holding a commercial driver license if they were to use a

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commercial motor vehicle to commit a felony involving the trafficking of individuals. Maintaining alignment between federal regulations, state statutes, and operational activities ensures all driver license and state identification cards issued in Nebraska are compliant when federal enforcement of the REAL ID Act begins later this year. I encourage the advancement of LB768 to General File. At this time, I'd be happy to answer any questions the committee may have.

**FRIESEN:** Thank you, Director Lahm. Any questions? Senator Cavanaugh.

**CAVANAUGH:** Thank you. Thank you for being here. And I do see that you're-- and you mentioned in Section 21 it would prohibit anyone from-- who has committed a felony involving trafficking of individuals. But to my question on Section 12(4), do we currently allow people that have a conviction to seek this sort of license, and would this bill change that?

**RHONDA LAHM:** OK. So that-- so those provisions are from the REAL ID Act. So what the REAL ID Act requires and it doesn't have to-- those restrictions don't have to do with the person applying for the license. They have to do with the employees that are involved in the issuing of the license if they have the ability to change a record. So, for example, any employee of mine who has the ability to alter or change a record has to have a criminal background check, and they can be disqualified for certain federal or certain offenses that are outlined in federal law. I don't remember those off the top of my head, so I don't want to tell you them off the top of my head. But that's a part of the REAL ID Act and one of the requirements that we're required to do to be compliant. So it has to do with the employees, not-- not with anybody applying for the license.

**CAVANAUGH:** OK.

**RHONDA LAHM:** So that-- we don't know what anybody's criminal history record is when they apply for any kind of a license.

**CAVANAUGH:** OK. And we currently as a state our-- our driver's license do act as the REAL ID.

**RHONDA LAHM:** We-- we are REAL ID compliant. We became compliant and were granted our certification in February of 2013.

**CAVANAUGH:** OK.

**RHONDA LAHM:** So we've been compliant since then.

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**CAVANAUGH:** And then this would just keep our [INAUDIBLE].

**RHONDA LAHM:** Right. And there was no changes in that, that any of the updates where there were no changes, we just mentioned the name of the law. The specific ones were changes where the odometer one that I mentioned and the REAL ID, that's where there was any changes. Otherwise there was no changes in the last calendar year.

**CAVANAUGH:** OK. Thank you.

**RHONDA LAHM:** You're welcome.

**FRIESEN:** Thank you, Senator Cavanaugh. Senator Hilgers.

**HILGERS:** Thank you, Senator Friesen. On the REAL ID Act question, so I understand, starting in October--

**RHONDA LAHM:** Yeah.

**HILGERS:** --you have to have a REAL ID compliant law in order to fly.

**RHONDA LAHM:** Right.

**HILGERS:** So if I just heard your testimony with Senator Cavanaugh, that Nebraska IDs have been compliant since February '13. Is that right?

**RHONDA LAHM:** That is correct. Look for the star in the upper right-hand corner. Any document with a star.

**HILGERS:** If there's a star I can fly.

**RHONDA LAHM:** If you don't have one, you have a fraudulent document, and I'll be talking to you afterwards.

**HILGERS:** OK. The right-hand corner?

**RHONDA LAHM:** Upper right-hand corner. You're good to go. Good.

**HILGERS:** I can fly. Thank you, Director.

**RHONDA LAHM:** You're welcome.

**FRIESEN:** Thank you, Senator Hilgers. Any other questions from the committee?

**RHONDA LAHM:** They're all checking them out. Look for the star. That's what we say-- look for the star.

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**FRIESEN:** We don't really want to go anywhere. So thank you for your testimony.

**RHONDA LAHM:** You're welcome. Thank you.

**FRIESEN:** Any others wish to testify in favor?

**LOY TODD:** Senator Friesen, members of the committee, my name is Loy Todd. It's L-o-y T-o-d-d. I'm the president of the Nebraska New Car and Truck Dealers Association, testifying in support of this legislation. Obviously, we want to stay compliant with federal law. The section that I want to address is Section 5. Included in there is the transition from the 10-year-- current 10-year odometer compliance law to 20 years. The feds did that. Actually, it took them a long time to do it. But we didn't get a lot of warning about it. And so originally that was going to take effect January 1 of this year, and Nebraska law would be inconsistent with the federal law. But fortunately, NHTSA, through-- through petitions and other means, delayed that until next year. And so this gives us a great opportunity for Nebraska law to conform with the federal law. And the language in this bill, we think is preferable to the language that will be coming up in another bill simply because it-- it has the year of compliance as 2011 for a vehicle to have to have odometer statement. And so in the event you're trying to sort out what to put in a final version, we actually think that this is easier to teach the public and my dealers how to comply with the law. And just to give you an indication of why we're so concerned is, under U.S. Code 32705(A) it said a motor vehicle the ownership of which is transferred may not be licensed for use in a state unless the title issued by the state to the transferee and then complies with this federal law. So we are quite anxious to make sure that we don't end up with Nebraska vehicles that can't be licensed. Thank you.

**FRIESEN:** Thank you, Mr. Todd. Any questions from the committee? Seeing none, thank you for your testimony. Any other proponents who wish to testify? Seeing none, are there any who wish to testify in opposition? Seeing none, anyone wishing to testify in a neutral capacity? Seeing none, Senator Albrecht, wish to close? Senator Albrecht waives closing. We'll close the hearing on LB768.

**GEIST:** Thank you for being here, Senator Friesen. We'll begin the hearing on LB784.

**FRIESEN:** Thank you, Madam Chairperson. Members of the committee, my name is Curt Friesen. I represent District 34. I introduce this bill on behalf of the New Car and Truck Dealers to account for change made

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in federal law. That amendment provides that odometer statements provided by motor vehicle sellers to purchasers at the time of transfer must be for all vehicles less than 20 years of age, beginning with the 2011 model year. The old law required odometer statements for transfers of vehicles newer than 10 years of age. This bill merely incorporates the federal change. In fact, this provision will be similar to the provision in Section 5 of Senator Albrecht's bill, which we just heard. I think we just heard which version they would prefer to have. So this could be a very short hearing on this bill. [LAUGHTER] With that, I'd be glad to answer any questions.

**ALBRECHT:** There you go.

**GEIST:** Are there any questions from the committee? Yes, Senator Bostelman.

**BOSTELMAN:** Thank you, Chairwoman Geist. So, Senator Friesen, am I hearing correctly that-- that this is a quick introduction on your bill because it may not have actually done exactly what you wanted it to do?

**FRIESEN:** It does what we want it to do, but the wording in the other, I think, is better. After you heard the testimony, it would not need any other changes. So I think they like the wording in the other portions. We weren't sure it was going to be included in that bill. So that's why we brought it, and every bill gets a hearing. Right?

**BOSTELMAN:** OK. Thank you.

**GEIST:** Thank you, Senator Bostelman. Any additional questions from the committee? Seeing none, thank you, Senator Friesen. Are there any who wish to speak in favor of LB784? Welcome, Mr. Todd.

**LOY TODD:** Senator Geist, members of the committee, again, my name is Loy Todd, that's L-o-y T-o-d-d. I'm the president of Nebraska New Car and Truck Dealers Association. We actually requested Senator Friesen introduce this bill when we weren't sure what was going to happen with other legislation. And this draft tried to anticipate any future changes under the federal law. So-- so we use the language "unless exempt." But as the senator indicated, we think, for teaching purposes, that it'll be clearer to illustrate what vehicles need to be compliant under the other bill. And so for that reason, we would prefer that language although this would work perfectly well if for some reason the other one falls apart. One thing's for sure, we need-- we need to do something. Thank you.

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**GEIST:** Are there any questions from the committee? Seeing none, thank you for your testimony. Any additional proponents for this bill? Are there any opponents for the bill? Anyone in the neutral position? Senator Friesen, would you like to close? He waives closing. That will conclude the hearing of LB784.

**FRIESEN:** OK, with that, we will open the hearing on LB831. If you could make yours as fast as I did mine--

**BOSTELMAN:** I will try. I will not "belay" the point long.

**FRIESEN:** OK.

**BOSTELMAN:** Thank you. I know it's a little hard to hear, so I'll try to speak up so to hear a little bit better here. Good afternoon, Chairman Friesen and the Transportation Telecommunications Committee. My name is Bruce Bostelman. That's B-r-u-c-e B-o-s-t-e-l-m-a-n, and I represent Legislative District 23. I'm here today to introduce LB831, which changes the provisions relating to a certificate of title for a previously junked vehicle manufactured prior to 1940. This bill was brought to my attention by an individual in my district who has a 1930 Model A that was passed down through generations in his-- of his family. This vehicle cannot be titled due to it erroneously being titled as a junked vehicle decades ago. This bill provides the director of the Department of Motor Vehicles the discretion to grant a salvage title to a vehicle that has been previous-- previously classified as junked, as long as a vehicle was manufactured prior to 1940 and has not had any major component parts replaced. The vehicle also-- must also be inspected to the director's satisfaction and restored to its original intended specifications. I've handed out a newspaper article. Specifically, Mr. Lane [SIC] is here today and he'll testify behind me. That gives you a little bit more information about the vehicle and a picture of the vehicle of what we're talking about specifically today. When writing this bill with guidance from the Department of Motor Vehicle and car clubs, it was important that, while we create an opportunity for these eligible historical cars to return to the road, this bill will not open up a floodgate that allows cars that are unsafe or unfit to be titled. We choose the quali-- we chose the qualification of being manufactured prior to 1940 due to the fact that, in Nebraska before 1940, we did not give titles to vehicles in 1940. So this-- this bill will certainly-- will certainly be for a specific target of restored historical vehicles. Therefore, I ask for your support of LB831 and its advancement to General File. I would be happy to answer-- answer any questions for you today.

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**FRIESEN:** Thank you, Senator Bostelman. Any questions from the committee? Senator Geist.

**GEIST:** Yeah, I just-- for clarity, since there wasn't a title given to this vehicle, since it was manufactured before, was it given a junk title--

**BOSTELMAN:** It was.

**GEIST:** --because there was no other option? Or--

**BOSTELMAN:** Yeah, I-- sure.

**GEIST:** Can you explain that?

**BOSTELMAN:** My understanding-- and Mr. Lane [SIC] can speak to it before--

**GEIST:** OK.

**BOSTELMAN:** There was a title to the vehicle. It was in a minor-- and it's in the article that I gave you there.

**GEIST:** OK.

**BOSTELMAN:** There was a minor accident it was in, and they tried to get it titled at the time. And again, he can speak to it more--

**GEIST:** OK.

**BOSTELMAN:** --directly than I can. But unfortunately, at the time they were given advice to give it a junk title,--

**GEIST:** Um-hum.

**BOSTELMAN:** --which then kind of condemned the vehicle. So the vehicle is in its original state, if you will, as far as all the parts. What we're doing is just allowing that vehicle now, since it-- since it was erroneously, in our opinion, erroneously given a junk title-- giving the opportunity to be a salvage title and brought back to the road.

**GEIST:** OK. Thank you.

**FRIESEN:** Thank you, Senator Geist. Any other questions from the committee? Seeing none, thank you. Proponents who wish to testify. Welcome.

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**LANE NELSON:** Thank you. I'm Lane Nelson, L-a-n-e N-e-l-s-o-n. Thank you, Senators, for allowing me to speak on behalf of my father's beautiful 1930 Model A. Special thanks to Mr. Bostelman for inviting me the opportunity to speak today, as well as introducing LB831 to try and help my father register his car. My great-grandfather, an immigrant from Sweden, bought this car in the '30s and he drove it with great joy until it got old and he bought another car and retired it in 1947. Then when his grandson turned 16 years old, it was given to him as a gift. And as any 16-year-old would react, he was ecstatic about having an automobile to drive around. But the problem came when he went to license it in August of 1963. Because it had not been licensed since 1947, they had trouble licensing it. And a friend of my grandfather said it'd save a bunch of paperwork and a bunch of time if they junked the title and relicense it in that manner. My father eagerly agreed, anxious to be able to drive his grandfather's car. He had no way of knowing that 55 years later it'd turn into a quagmire of legal and bureaucratic loopholes to be able to license it. After a minor fender bender, Dad parked the Model A and got a different car. He got married; he got a different car. He bought a house; he got a different car. He had four children and lots of different cars, as you can imagine, with teenage drivers. The kids moved out; he got another car. He never kept any of the other cars because they were just transportation. But he always kept his grandfather's Model A with the anticipation of restoring it and driving it again. After my father's retirement, he finally had the time and money to be able to restore his beloved automobile. He went down to register it before he started on the restoration, and they told him it had to be roadworthy and inspected before he could register it. After several years and lots of money, it was finished and ready to license. So he went to the Saunders County Sheriff and had it inspected. Then we went to the Department of Motor Vehicles, and they told him he could not license the car because of the help he got in 1963 getting a junk title. Even worse, in Nebraska, he is only able to disassemble the car and sell it for parts. Needless to say, he wasn't happy. After owning and restoring the Model A to its former glory, now the state of Nebraska said his only option was to cut it up and sell it for parts. That's when I got involved. I called the Department of Motor Vehicles and they would not budge. They told me they'd have to take another car, assemble it with this one, then they would allow me to have an assembled historical vehicle. That was not an option for us. We had an original car with the original engine, original transmission from 1930. We were not going to ruin it by putting another car with it. Feeling defeated, I told my wife that the only person that can save this car is the Governor. She must have taken it seriously because, not much later, she informed me the Governor is coming to Wahoo. I

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loaded the car in a trailer and went to meet the Governor. I asked him to grant the Model A clemency. [LAUGHTER] Governor Ricketts was sympathetic and he got me in touch with the head of the DMV. But after talking to their lawyers, they said there was nothing they could do. They escalated the request to the state Attorney General. They said the only way I can get a license was to petition the Legislature to change the law or petition a judge to order the DMV to give me a title so we can license it. I chose the first option and contacted Senator Bruce Bostelman to change the law. I also wrote all the 49 senators to help my father be able to achieve his dream of driving his historic automobile again. That's why I'm here before you today. While this is a specific problem and dream for my family, I've received calls, from Omaha to Scottsbluff, telling me the horror stories about trying to license cars in Nebraska. If this bill makes it easier for ordinary Nebraska citizens to be able to license their cars, I believe overall that this will make for happier Nebraskans.

**FRIESEN:** Thank you, Mr. Nelson. Any questions from the committee?  
Senator Cavanaugh.

**CAVANAUGH:** Thank you. Thank you for being here, Mr. Nelson. My first question is, is there a high school in Wahoo?

**LANE NELSON:** Yes, two.

**CAVANAUGH:** They should invite you to come speak about how things happen in the Nebraska Legislature because your story is-- is a spectacular way of working your way through the public policy system, and you could teach those high school kids a lot. So thank you for that-- and to your wife, of course, for her advocacy, as well. Have-- have you and your father taken this car for a drive?

**LANE NELSON:** Illegally, yes. [LAUGHTER]

**CAVANAUGH:** Sorry. I mean, I mean on private property, private property in a road that somebody-- we'll assume you got permission from a private [INAUDIBLE] to drive it. I just ask how-- I'd love to know how it ride-- how it drives.

**LANE NELSON:** Not like a modern car.

**CAVANAUGH:** No. My grandfather restored a Model T, and this brings back a lot of great memories. So I'm happy that you're-- he wasn't here in Nebraska. But I'm happy that you are working through the legislative process and informing us all a little bit more about your family's history. Thank you.

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**FRIESEN:** Thank you, Senator Cavanaugh. Senator Albrecht.

**ALBRECHT:** Thank you. Chairman Friesen. So, Mr. Nelson, can you express to us some of the letters that you did receive across the state? And will this not just help you, but other families, too, in being able to take a car that's probably been in their family for many years and--

**LANE NELSON:** Nobody writes written letters anymore.

**ALBRECHT:** E-mail, text, whatever they did.

**LANE NELSON:** I got phone calls--

**ALBRECHT:** Phone calls.

**LANE NELSON:** --and it was people that have older vehicles and coming down from the family, and then somehow the title gets lost or is in a farm field and they can't find it to be able to license it.

**ALBRECHT:** So we're just not doing it for the Nelson family. We could be helping others.

**LANE NELSON:** Potentially helping--

**ALBRECHT:** Good.

**LANE NELSON:** --other people.

**ALBRECHT:** Thank you.

**FRIESEN:** Thank you, Senator Albrecht. Any other questions from the committee? I did receive your letter. It was well-written. I like old cars. So, I mean, I'm glad Senator Bostelman grabbed the bill, so. Seeing there are no further questions, thank you for coming and testifying.

**LANE NELSON:** Thank you.

**FRIESEN:** Any other proponents? Seeing none, anyone wish to testify in opposition? Anyone wish to testify as a proponent? Welcome.

**JERRID TIMMERMAN:** Good afternoon, Senators. Thanks for allowing us to speak openly on this issue. My name is Jerrid Timmerman. I'm with the Kingsmen Car Club.

**FRIESEN:** Would you spell your-- spell your name?

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**JERRID TIMMERMAN:** Last name, T-i-m-m-e-r-m-a-n. And I-- I don't think I could say it any better than Mr Nelson. Really, the whole reason why we're down here, our car club heard about this situation and I think this, this story actually even captured like national attraction. I think I saw a thing in Motor Trend on the Internet about it. But at any rate, he said it best. So I'll just reiterate, you know, we're, we're not trying to create a loophole to get, you know, junk cars out of the ditches. These, you know, rat rods, these are back to factory specs. I have a 1930 Model A. Fortunately, mine has a clean title that I got when I bought it. But my heart really goes out to this guy. So I please implore you guys to consider this bill.

**FRIESEN:** Thank you. Could you spell your first name?

**JERRID TIMMERMAN:** Oh, J-e-r-r-i-d.

**FRIESEN:** OK. Any questions from the committee? You know, I mean, fortunately, we do follow the law. And when you run into these types of snags where you cannot do something, there's always this process to get it done. It takes a little longer. But I think DMV has always been very willing to work with people in trying to find a solution. And, you know, we've had probably too many cases where people tried to wash titles and do things like that. And that's why we kind of get pretty tough on replacing titles and things like that. So thank you for coming to testify.

**JERRID TIMMERMAN:** All right. Thank you, Senators.

**FRIESEN:** Any others who wish to testify in favor? Seeing none, anyone wish to testify in opposition? Seeing none, anyone wish to testify in a neutral capacity? Seeing none, we did have one letter of support from Rhonda Lahm from the DMV. With that, Senator Bostelman, you may close.

**BOSTELMAN:** Thank you, Chairman Friesen. We worked on several titling, licensing-type bills here in the last three years-- meets different requirements for different people. This one really strikes a chord. There's a couple of people in my district that I know this will definitely fit what they're doing. They've had a vehicle sitting in the garage, sitting in the shed that's been passed down through generations. And unfortunately, at one point in time, something like this happened. So this really does give them the opportunity to bring a historical vehicle back to life, if you will, again, bring it back onto the streets for us all to enjoy. So I appreciate the time you have and appreciate you moving this to the floor; take any other questions you may have.

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**FRIESEN:** Thank you, Senator Bostelman. Any questions from the committee? Seeing none, we'll close the hearing on LB831.

**GEIST:** All right. Lets-- we will then begin the hearing on LB785. Senator Friesen.

**FRIESEN:** Thank you, Madam Chairperson and members of the committee. My name is Curt Friesen, C-u-r-t F-r-i-e-s-e-n. I represent District 34. I introduced LB785 on behalf of the Department of Transportation and Director Kyle Schneweis, who is here to testify as to the bill's details. LB785 amends the Nebraska rules of the road regarding weight, length, and load exemptions for certain types of vehicles. The bill would provide exemptions to the length limits for certain types of automobile transporters and towaway trailer transporters. It would provide exemptions to gross weight limits for operation on the interstate highway system for electric battery power vehicles of 82,000 pounds and for emergency vehicles of 86,000 pounds. The current gross weight limit for a four-axle vehicle combination is 80,000 pounds. Emergency vehicles could also exceed the current allowable axle weights as specified in the bill. LB785 would also amend the section of law that relates to disabled vehicles. An exemption would allow a covered heavy-duty two and recovery vehicle to exceed length and weight limits on the interstate system to tow a single vehicle to a place of repair or point of storage under certain conditions. And I would ask that Director Schneweis would provide more details of the bill. And I'd be happy to answer any questions.

**GEIST:** Are there any questions from the committee? Yes, Senator Cavanaugh.

**CAVANAUGH:** Thank you. So is this just for emergency vehicles or is this for other vehicles? I'm sorry. I was-- .

**FRIESEN:** It covers some battery powered electric vehicles,--

**CAVANAUGH:** OK. So--

**FRIESEN:** --emergency vehicles, tow trucks, other things that I think the director can [INAUDIBLE].

**CAVANAUGH:** OK. Thank you.

**GEIST:** Any additional questions? Thank you, Senator Friesen. Any proponents of the bill?

**KYLE SCHNEWEIS:** Good afternoon.

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**GEIST:** Good afternoon.

**KYLE SCHNEWEIS:** It's good to see you all again. Looking forward to this and many more like it. I'm Kyle Schneweis, K-y-l-e S-c-h-n-e-w-e-i-s, director of the Nebraska Department of Transportation. Thank you for giving me the opportunity to testify in support of LB785. Essentially, what the bill does is align some state laws with some recently updated federal laws for exemptions for vehicle length and weight. I'll walk you through what they are. I think it's important not only to get our laws aligned in terms of the necessary alignment for use of federal funds and those things-- while that's important, I think about the people that are using these vehicles. They need to understand that there's a consistency between our laws and federal laws so they're not getting pulled over, citations, those sorts of things and there's-- when there's a discrepancy. So that's what we're trying to fix with this proposal. First, I'll cover the length exemptions. There are two. In your handout, you have a couple of pictures. On page 3, you'll see the first one, which is the stinger-steered automobile transporter. I think most of us have probably seen this one out on the road. Federal exemptions were expanded to give it a little more length. That's what we're trying to do is-- is align our state law with that. The second one is on page 4. It's for these towaway trailer combinations. These trailers are empty. When-- when-- when we're talking about this length exemption, it's to allow them to be transported between the dealer and the manufacturer and get them moved more efficiently. We're not talking about loaded up trailers here. So we think that's probably a good idea to get those aligned. Next, I want to talk about the weight exemptions. There are three of those. First is an allowance, as the senator mentioned, for the weight of batteries on electric powered semis. Second is an allowance for emergency response vehicles-- fire trucks and etcetera. You can imagine, as we get better at building this equipment, being able to respond to emergencies more effectively, more efficiently. But a lot of times the trucks, when they're fully loaded, the fire trucks, they're-- they're over the weight limit. And we want to certainly provide that exemption. The third is for-- and there's a picture of this one on page 5-- it's called a heavy-duty tow recovery vehicle. Typically, when a semi trailer breaks down, you'll see the truck is pulled away from the trailer or the trailer is left on the side of the road and they'll-- they'll come back with a new truck and pull the trailer away. That isn't always feasible or reasonable to do. And that's when you see one of these trucks come in and get hooked up to the-- to the fully loaded semi. Of course, as soon as it does, it's overweight. And so in the-- in the cases where this makes sense, we need to be able to provide that exemption. And so

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that's what the bill does. Those are the five exemptions we're talking about. And I would add just one piece in summary. You know, the other thing it does for folks who are using these vehicles is it eliminates the need for permits. That obviously adds an extra step for them. Right now there's a fee associated with it. It's a small \$15 or up to \$25, depending what they're trying to do, fee. So it sort of eliminates that piece. And I think that's also a very good thing. So with that, I would try to answer any questions that you have.

**GEIST:** Are there any questions from the committee? Yes, Senator Hughes.

**HUGHES:** Thank you, Chairwoman Geist. Director Schneweis, good to have you here again. So if we're going to allow semis to be 82,000 pounds if they're electric powered, why can't we allow all semis to go to 82,000 gross?

**KYLE SCHNEWEIS:** Well, I think what we're trying to do is comply with federal law. And so in the case of the interstate system, that's where we are maxed out at. And so right now on interstates, 80,000 pounds. And this would allow those to go to 82. I know there's some other exemptions similar. I think there's one for-- for natural gas that's already in place that's added the electric power. I don't think that-- I mean, I, you know, we could have a conversation about what's appropriate. We're trying to get into compliance with federal law on the interstates.

**HUGHES:** So-- so what is the federal law at this point?

**KYLE SCHNEWEIS:** So it allows 80,000 pounds on the interstates. The exemptions are now for the compact, the compressed natural gas and now for electric vehicles, an extra 2,000 for the battery.

**HUGHES:** So the compressed natural gas is 82, as well?

**KYLE SCHNEWEIS:** I believe so, yes.

**HUGHES:** And-- but that is a federal--

**KYLE SCHNEWEIS:** Correct.

**HUGHES:** --law.

**KYLE SCHNEWEIS:** Correct.

**HUGHES:** OK. So what would happen? I mean, would it cost us federal highway dollars if we allowed all trucks to be 82,000 pounds?

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**KYLE SCHNEWEIS:** So that-- that is the requirement of using our federal funds is that we have these weight requirements on our interstate system. And I don't think it's something we've ever tried to test.

**HUGHES:** So the federal-- the federal funds are tied to these weight limits.

**KYLE SCHNEWEIS:** Correct, correct.

**HUGHES:** And--

**KYLE SCHNEWEIS:** On the interstate system. Yes, sir.

**HUGHES:** So just on the interstate system.

**KYLE SCHNEWEIS:** Yes.

**HUGHES:** So what about our state highways?

**KYLE SCHNEWEIS:** So our state highways, we allow up to 95,000 pounds. And again, that's something that we have a little more flexibility for. The interstate is where we're-- we're a little more hamstrung.

**HUGHES:** So if you have additional axles, you could run down the interstate up to 95,000?

**KYLE SCHNEWEIS:** So you can-- we can allow for additional weights. It requires permits-- oversized, overweight permits. The specifics are very complicated in terms of axles and gross weight and spacing. There's two things we're looking at. One is the bridge, the needs of the bridge. So the bridges are there. They're designed and loaded and ready to support certain loads. And we need to protect those. The other piece is pavement. And that's where you see the-- the axle weights come into play. And, you know, as an ag state, we-- we're always trying to find ways to, to support the movement of agricultural goods. I think that's-- that 95,000 pounds represents that support. We've had some exemptions recently to-- to try to accommodate the movement of agricultural goods where-- where we need to and where it-- where it makes sense and it's efficient. I think-- I think we're in a good place, in terms of being able to support the ag economy in a way that's still-- that our transportation system can support.

**HUGHES:** So when-- when the Governor provides a waiver like he did recently for the propane or last spring for hay for-- normally, how long is that good for? Is there a time limit on those waivers that he can--?

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**KYLE SCHNEWEIS:** Oftentimes we put-- we do put time limits on those. I know there was some during the flood for-- for movement of-- of-- of rock and other things for-- for-- to get construction projects underway easier and sooner. And-- and we-- we had time limits on those.

**HUGHES:** And-- and that is on interstate as well as state highways?

**KYLE SCHNEWEIS:** So-- I believe so. I would have to consult my team to be--

**HUGHES:** So he could provide a waiver, say, during corn harvest. Never mind. You don't have to answer that. [LAUGHTER]

**KYLE SCHNEWEIS:** Thank you.

**HUGHES:** I'll ask your boss that one. Thank you, Director Schneweis.

**KYLE SCHNEWEIS:** Sure.

**GEIST:** Any-- Senator Cavanaugh.

**KYLE SCHNEWEIS:** We-- we hardly move any corn.

**CAVANAUGH:** Senator Hughes's questions sparked some questions for me.

**KYLE SCHNEWEIS:** Sure.

**CAVANAUGH:** So you can thank him for my questions. So OK, 80,000 pounds is what we currently allow on the interstate.

**KYLE SCHNEWEIS:** Um-hum.

**CAVANAUGH:** And this would be moving it up to 82,000 pounds for electric and compressed natural gas vehicles.

**KYLE SCHNEWEIS:** Compress-- compressed natural gas already are 82. This would add the battery piece.

**CAVANAUGH:** OK, so this would add the--

**KYLE SCHNEWEIS:** Yeah.

**CAVANAUGH:** --battery operated. And then we're 95,000 on our state highways for anything.

**KYLE SCHNEWEIS:** Um-hum.

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**CAVANAUGH:** OK. So I guess I'm going to express a concern I have, and--

**KYLE SCHNEWEIS:** Sure.

**CAVANAUGH:** --see what your thoughts are, especially when we're talking about revenue for the state.

**KYLE SCHNEWEIS:** Um-hum.

**CAVANAUGH:** So we maintain our roads predominantly through our gas tax. And if we are increasing the weight that is being utilized on our interstate, but it is being utilized by someone who is not paying a gas tax because it's an electric vehicle, is this going to, long-term-- what are-- what are the implications of this financially for us?

**KYLE SCHNEWEIS:** Sure. Well, I think a couple of things. I appreciate the concern for the condition and the costs of maintaining the highway system. That's certainly something that we think about a lot. And when we talk about these sorts of-- of exemptions, it's-- it's sort of the first thing that comes to mind for our engineers who are trying to design a system and a pavement that's cost-effective and designed for certain weights. So when you change the weights now, that changes how long that pavement may last. So I appreciate that concern. I think, long-term we are looking at what is-- is very likely a change in how vehicles are powered and we're starting to see that. It's-- it's almost infinitesimal at the moment, in terms of the number of electric vehicles, but it is increasing. And we are seeing projections that in the future-- you know, 10 years, 20 years-- could really impact our revenue stream. So I think it's something that we are trying to keep an eye on. We have kicked off a Long-Range Transportation Plan here in our state at the DOT where we're trying to evaluate that and other things, like autonomous vehicles and connected vehicles and the need for technology to support future infrastructure needs. So all those things, I think, are coming at us. It is-- it's a different world than it was 10 years ago, 15 years ago when I first started doing long-range transportation plans. And so I appreciate having senators who are aware of the issue and supportive of the need to keep our heads up and be ready to implement change as necessary.

**CAVANAUGH:** So-- and I don't mean to sound like I-- electric vehicles are wonderful and definitely better for our environment, so not trying to have anything against electric vehicles. I'm just concerned that if we're going that way, I'm concerned about the-- the fiscal impacts of it, and if the department has concerns if we were to move this forward from 80 to 82. That's 2,000 pounds. That is significantly less revenue

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for us for maintaining those roads. And is that something that is of concern to the department?

**KYLE SCHNEWEIS:** Well, I think in-- in the-- in the short term, no, it is not.

**CAVANAUGH:** OK.

**KYLE SCHNEWEIS:** I think in the long term it is, but it's tied into a much larger issue--

**CAVANAUGH:** Right

**KYLE SCHNEWEIS:** --which is--

**CAVANAUGH:** How do we--

**KYLE SCHNEWEIS:** --how do we manage the entire fleet moving towards a more electric future?

**CAVANAUGH:** OK, a conversation for another day.

**KYLE SCHNEWEIS:** I hope so. Yeah. You should come to our meetings.

**GEIST:** Any additional questions from the committee? Yes, Senator Hughes.

**HUGHES:** So thank you, Chairwoman Geist. Are there any electric trucks running through Nebraska today?

**KYLE SCHNEWEIS:** Not that I am aware of. I know-- I know that a couple of the larger trucking companies have started to experiment or, or pilot a few things. I don't know of any that are in Nebraska, but there could be. And I don't know if-- if Director Lahm is still behind me, but she might be able to know if we've got any registered.

**HUGHES:** Are, are there companies that they have prototypes or--

**KYLE SCHNEWEIS:** Yeah, yes.

**HUGHES:** --but it's not in mass production yet?

**KYLE SCHNEWEIS:** That's as I understand it, yes.

**HUGHES:** OK, OK, great. So does it have to be totally electric or can it-- is-- are they hybrid-type trucks?

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**KYLE SCHNEWEIS:** My understanding, it has to be all-- almost all electric powered. And I use "almost" just because I don't know the exact wording, but it's intended for electric cars, not hybrids, not-- or not-- not hybrid trucks, but electric that are-- that are powered by a battery.

**HUGHES:** Yeah. OK, OK.

**KYLE SCHNEWEIS:** And so the batteries are very heavy. This allows for-- for compensation of the weight of the battery, as I understand it.

**HUGHES:** OK, thank you.

**KYLE SCHNEWEIS:** Um-hum.

**GEIST:** Any additional questions? I do have one, and--

**KYLE SCHNEWEIS:** Sure.

**GEIST:** --actually Senator Cavanaugh was kind of thinking similarly as I was, however, I was thinking more of the wear and tear. And-- and I-- from what you've said, this is not a huge number, if any, that we're just allowing when those occur. So is-- as an engineer who designs interstates, do they take into consideration that there's a buffer on-- of 2,000 additional pounds regularly coming across the interstate? Or-- or will this mean you're going to have to rethink how we design interstates in the future?

**KYLE SCHNEWEIS:** OK. So I love your question; thank you for asking it. We're gonna get into the nerd part of engineering pavement design for a second, if you'll allow me. So when we design a pavement-- so we've got pavement that's old and we need to put new pavement down.

**GEIST:** Um-hum.

**KYLE SCHNEWEIS:** Or we got a new road that we're gonna put down. We're gonna put down the Lincoln South Beltway. We have to decide, what kind of payment do we need? We try to evaluate what the future traffic is going to look like. And we-- we have counts that are out there currently. We project those forward. We have models that help us try to figure out what kind of traffic's going to be on that. And the only thing that really matters is trucks. The-- the-- a truck does far more damage, thousands of times more damage to the pavement than any car will ever do. So really, the trucks is what we're trying to hit on. And we've-- we've learned over the years, through some-- and we did some studies last year to evaluate when-- when our pavement lasts the

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longest and the best, it's when we hit the truck number right. If we miss it low and there's more trucks on it than we thought, than the pavement deteriorates faster, generally. And if we overdesign, it lasts longer and probably isn't as cost-effective. So we're trying to hit the truck number. Now every, you know, every truck matters, every-- every oversize, overweight one, they all matter. But I don't think we're at the point where we can say, OK, we're gonna add 2,000 more and we're predicting this many electric vehicles or electric trucks that we're now going to design the pavement a little bit differently. I don't think that it impacts it that much--

**GEIST:** Um-hum.

**KYLE SCHNEWEIS:** --that it's going to change how we do those estimates and how we-- how we design the pavement. But, you know, when we're out there trying to predict what kind of road to build and so we can do it cost effectively, the truck number is the thing that matters the most.

**GEIST:** OK. Thank you.

**KYLE SCHNEWEIS:** Um-hum.

**GEIST:** Yes, Senator DeBoer.

**DeBOER:** So I appreciate that discussion about the-- upkeep of the roads. I wonder about things like, you know, extra weight affecting curves, and curve ratios, and-- is there a problem with respect to additional weight and safety? So does the 2,000 pounds-- I know we had a higher weight limit on our highways, but does the-- the extra weight affect safety in any way?

**KYLE SCHNEWEIS:** So we have a lot of oversized and overweight vehicles that enter our roadways and we have to-- you see the wind turbines going-- going down. We have different, different things that have to be moved that are too heavy or they're too long. And we have a process by which to-- to-- to allow for that. It's called-- we get-- we have a permitting process. Almost 400,000, 500,000-- somewhere in there-- oversized, overweight permits are issued every year in Nebraska, so lots and lots and lots of them. What we're looking at when we issue those is safety and-- and can the pavement hold up to what we're asking for? If we know the condition of the pavement is bad, we won't allow an over-- overweight truck to drive on that because it will deteriorate it much faster. And we're trying to protect it until we can get the project back, the next overlay through. And so we're looking at those things about, we're looking at curves. We're looking at are the bridges tall enough that go over the interstate or they go

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over the roadway to allow for an oversized piece of equipment to go through? So we have a permitting process. And so what I-- why I communicate that to you is that, yes, that absolutely matters. It's-- it's how we account for these kinds of things today. And we recognize that there are limits to what the laws allow, but the laws also allow for exceptions. And then we have to think about the safety.

**DeBOER:** Well, we can probably talk about some of that more later. But with respect to this bill,--

**KYLE SCHNEWEIS:** Um-hum.

**DeBOER:** --would you say this would set a bad precedent that would eventually erode some of those--

**KYLE SCHNEWEIS:** So I--

**DeBOER:** --principles?

**KYLE SCHNEWEIS:** I would not. I mean, we're-- we're talking about on the interstate raising it from 80 to 82. We already allow 95,000 on-- on all of our other highways. So I think we're well under that number.

**DeBOER:** OK.

**KYLE SCHNEWEIS:** But-- and I apologize if I went beyond what you wanted to know. We're trying to--

**DeBOER:** No.

**KYLE SCHNEWEIS:** --think about safety when we think about those things, when we think about the movement of goods across our system. And the permitting process allows us to do that, because some roads we do-- we don't allow oversized and overweight.

**DeBOER:** Thank you.

**GEIST:** Thank you. Seeing no other questions, thank you for your testimony.

**KYLE SCHNEWEIS:** All right. Thank you.

**GEIST:** Are there any additional proponents? Any opponents?

**TIM KEIGHER:** Good afternoon, Senator Geist and members of the committee. For the record, my name is Tim, T-i-m; last name is Keigher, K-e-i-g-h-e-r, and I appear before you today as a registered

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lobbyist for the Professional Towers Association of Nebraska. We-- we've talked about this bill since it's been introduced and we went back and forth on whether we should come in neutral or opposition. We're not-- we're not against most of the things in the bill. We just feel that we are being put in a tough spot with one section of the bill which starts off on the bottom of page 12, line 31, and goes through page 13, line 2, where it states that you must use "a gross vehicle weight that is equal to or exceeds the gross vehicle weight of the disabled vehicle being transported." There are cases out there where some of the disabled vehicles are-- are very large these days, and so the tow truck has to be a gross vehicle weight of that or larger. In those cases, the tow truck itself, without anything attached to it as far as a disabled vehicle, is already overweight on the front axle by 2,000 pounds. So if-- if we're gonna be required to bring a vehicle that is of equal or exceeds the weight, we're trying to figure out how we get there without getting a ticket for being overweight ourselves. I've talked to committee counsel and he's given me an idea of something I'm going to look into, which Mr. Schneweis referred to and the special permit and see if that maybe will solve our problem. But I just wanted to go on record as opposing it for that reason. So be happy to try to answer any questions.

**GEIST:** Yeah. Are there any questions from the committee? Yes, Senator Bostelman.

**BOSTELMAN:** Thank you, Chairwoman Geist. So spe-- if you are a tow truck, tow vehicle, is-- is-- not as, I guess-- what's the size difference is what I'm getting at-- is at what point-- how much difference is there in some of these vehicles? Because to me it would be, if you're underweight, a smaller vehicle pulling a large, heavy vehicle, then we got concerns.

**TIM KEIGHER:** A safety concern, yes.

**BOSTELMAN:** So-- so-- so could you explain what, you know, a little bit more about what we're talking [INAUDIBLE]

**TIM KEIGHER:** Well, I think that-- I mean, I guess I'm not an expert in this field. No one from the Towers Association could be here today. But I guess you could look at it this way. You know, you could tow a car with a one-ton pickup truck-- tow truck. But you wouldn't send that to tow a semi that's disabled, loaded on the interstate. So I don't know exactly what the vehicles themselves weigh. I didn't get that information before I came; I can get that to you. But in the conversations we've had, I just know that they're overweight on the front axle by 2,000 pounds without any disabled vehicle behind them.

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**BOSTELMAN:** I guess it-- I just-- curiosity to understand better what they're doing, as the vehicles that they have out there, what they're actually using on the-- on the interstate system or when they're-- when they're looking at towing the larger vehicles-- semis and that. I mean, how much of a difference are we-- are we talking about? Is-- you know, I would-- I would assume that most of these companies have a vehicle, a certain rate, certain size specifically for semis, large vehicles. But they necessarily, in order if-- if to fit into this statute to stay underneath weight, do they have to go out and get a entirely different vehicle, which would be costly? And then, do they really have an opportunity to use it, as far as their business? And I'm just kind of curious as to what those numbers are.

**TIM KEIGHER:** I'd be happy to get back to you on that.

**BOSTELMAN:** Thank you.

**GEIST:** Any additional questions? Seeing none, thank you for your testimony.

**TIM KEIGHER:** Thank you.

**GEIST:** Any additional opponents? Anyone who wishes to testify in the neutral capacity? Seeing none, Senator Friesen, you're welcome to close on your bill.

**FRIESEN:** Thank you, Chairwoman Geist and members of the committee. Again, you know, when we look at vehicle weights, to me, you know, when you add 2,000 pounds to the weight and that's just less trips across the road. So I think we're balancing that out, so. I think we could look at making some adjustments maybe. But I do think that, you know, when we start carving out different weights for different vehicles, it just gets more complicated also. And when they start to stop a vehicle and if you suddenly have some vehicles that are hybrid versus battery powered, I mean, obviously, we're going to probably run into some issues there. But I think right now they are looking at strictly battery powered vehicles giving this exemption. So I'd just be happy to answer other questions if you have any.

**GEIST:** Thank you. Are there any questions from the committee? Seeing none, this will close the hearing for LB785. And it will close the hearings for the day.