

SESSION OF 2018

SUPPLEMENTAL NOTE ON HOUSE BILL NO. 2722

As Recommended by House Committee on
Transportation

Brief*

HB 2722 would amend the Uniform Act Regulating Traffic on Highways to expand the times and places a work-site utility vehicle could legally operate within Kansas. [Note: A work-site utility vehicle is defined in KSA 2017 Supp. 8-126 as “any motor vehicle which is not less than 48 inches in width, has an unladen weight, including fuel and fluids, of more than 800 pounds and is equipped with four or more nonhighway tires, a steering wheel, and bench or bucket-type seating allowing at least two people to sit side-by-side, and may be equipped with a bed or cargo box for hauling materials” but excluding a micro utility truck or recreational off-highway vehicle. A work-site utility vehicle need not be registered (KSA 2017 Supp. 8-128).]

Operations. Under continuing law, a work-site utility vehicle may not be operated on any interstate, federal, or state highway or within the corporate limits of any city unless authorized by such city, but the bill would provide exceptions. The bill would authorize a work-site utility vehicle to cross a federal or state highway. The bill would also allow such vehicle to be operated on a state highway with a posted speed limit not exceeding 45 miles per hour within a city if that use is authorized by the city. [Note: The fine for unlawful operation of a work-site utility vehicle is \$75 (KSA 2017 Supp. 8-2118).]

Insurance. The bill would require the operator of any work-site utility vehicle operated on a state highway within a

*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>

city to possess liability insurance coverage that satisfies the minimum coverage requirements of a motor vehicle in continuing law. [Note: KSA 2017 Supp. 40-3107 requires minimum liability coverage of not less than \$25,000 because of bodily injury to, or death of, one person in any one accident; \$50,000 because of bodily injury to, or death of, two or more persons in any one accident; and \$25,000 because of harm to or destruction of property of others in any one accident.]

The bill would specify failure to obtain such liability insurance would subject the operator to the same penalties as those prescribed for motor vehicles. [Note: Penalties in KSA 2017 Supp. 40-3104 include a fine of not less than \$300 or confinement in a county jail for not more than six months, suspension of a driver's license if an accident occurred, revocation of registrations of all vehicles owned by the owner of the vehicle involved in an accident, and a registration reinstatement fee of \$100, or \$300 for a second revocation within a year.]

Background

The bill was requested by Representative Johnson on behalf of a constituent. Representative Johnson provided proponent testimony at the House Committee on Transportation hearing, citing convenience to residents, hunters, or other visitors. No other testimony was provided.

According to the fiscal note prepared by the Division of the Budget on the bill, enactment of the bill would have no fiscal effect.